

Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY Springville to Salamanca, New York



August 2009

Submitted by:



in association with



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 28 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.

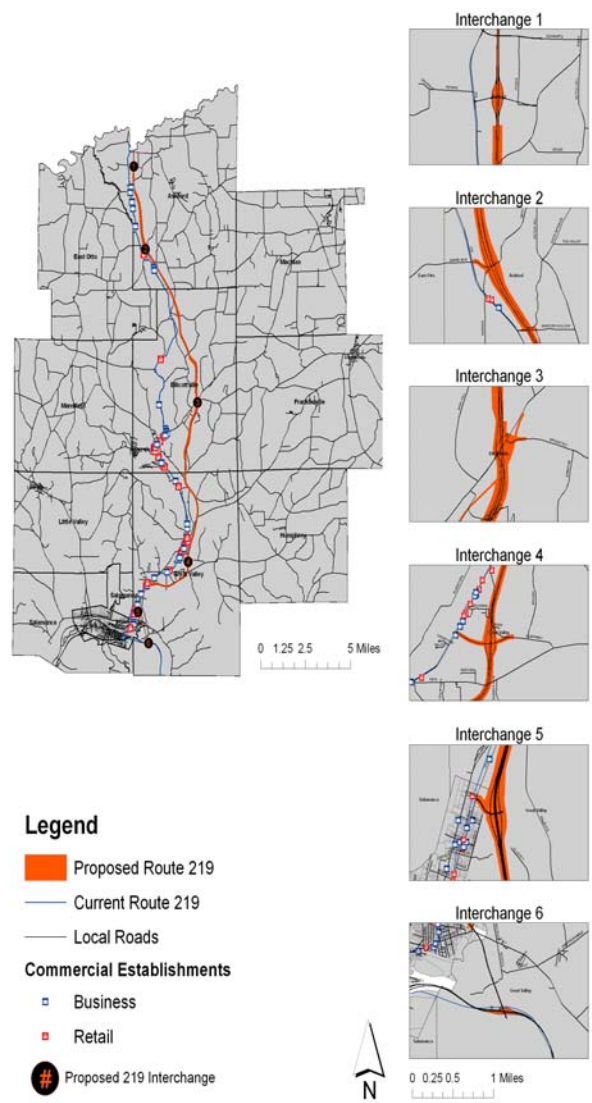
2. Ashford Hollow: Snake Run Interchange: 15 developable acres, 192,000 square foot Business and Education Center expansion, highway services, 300,000 square foot commercial/mixed use development.

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?

Approximately 5 miles of the 28 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.



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.

**-Robert Lennartz,
Chairman, WNY
Southtowns Scenic
Byway Committee**

The construction of US 219 freeway affords the following results:

- 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.

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Continental 1
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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

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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 28 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.

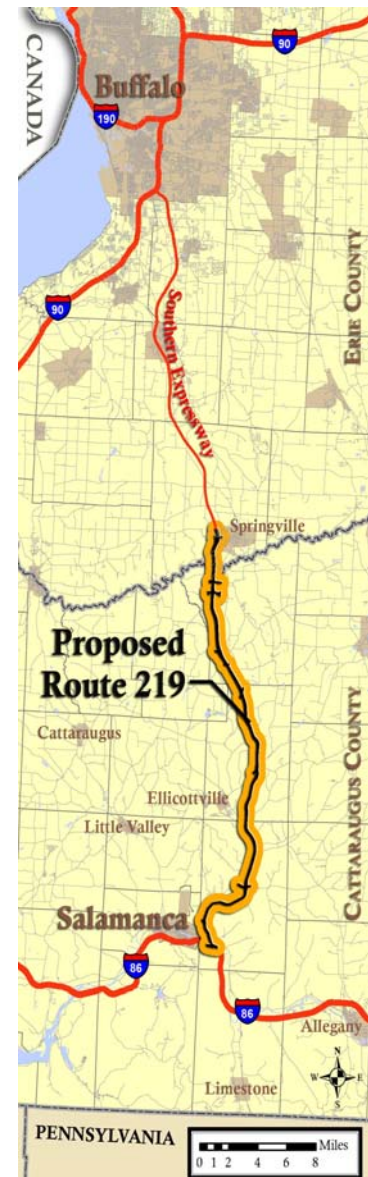
Completing the four-lane freeway section would connect US 219 from Interstate 90 near Buffalo to I-86, and spur economic growth in Cattaraugus County and surrounding areas. This report defines the significance of completing this connection by quantifying the positive impacts the freeway would have on 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.

**Figure 1-1
US 219 Regional Map**



1.1. Project Location and Description

The US 219 project area is approximately 28 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 (by sue curran).

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 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. Approximately five of those miles will bring US 219 into Cattaraugus County and leave but 23 miles to continue the freeway to the Pennsylvania state line. 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.

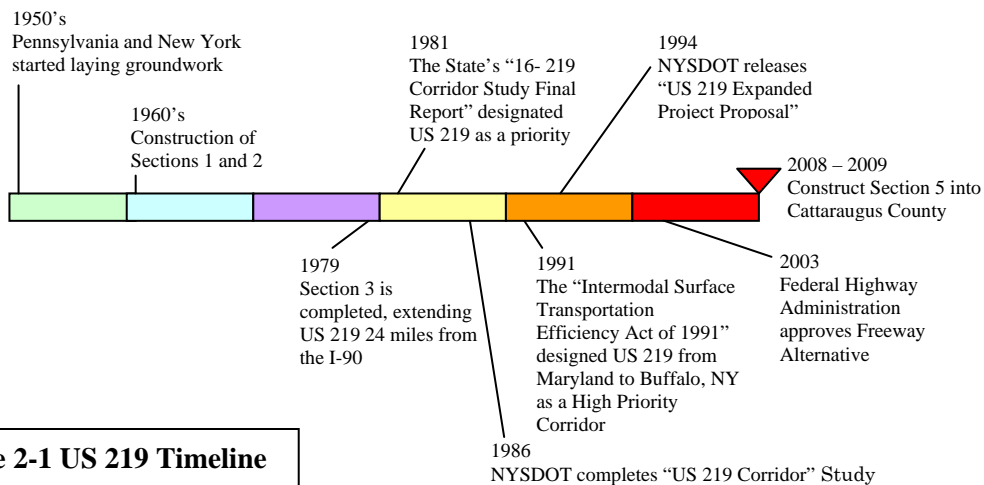


Figure 2-1 US 219 Timeline

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

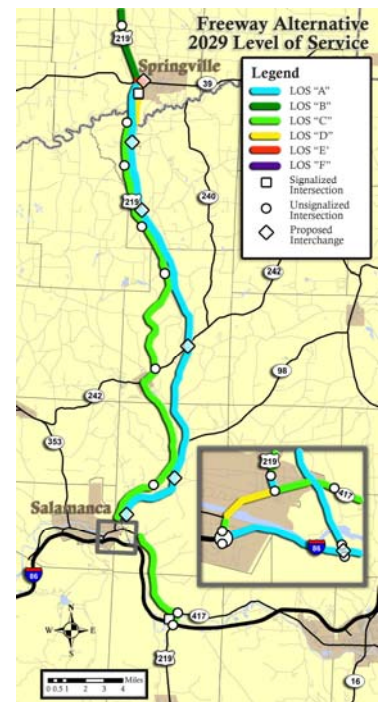
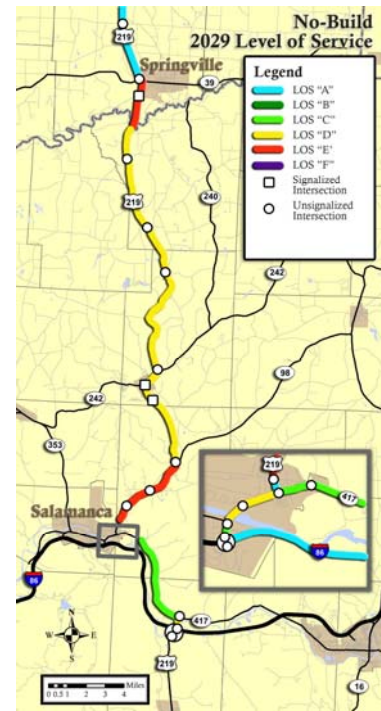
**Figure 3-1
Two-Lane Roadway**

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 3-2
Four-Lane Freeway LOS**

4.0 SAFETY BENEFITS

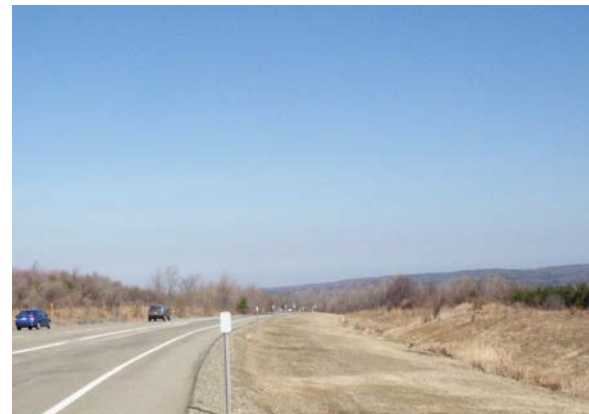
4.1. Introduction

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				Total
	Reportable				
	Property Damage Only	Injury	Fatality	Non-Reportable	
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.

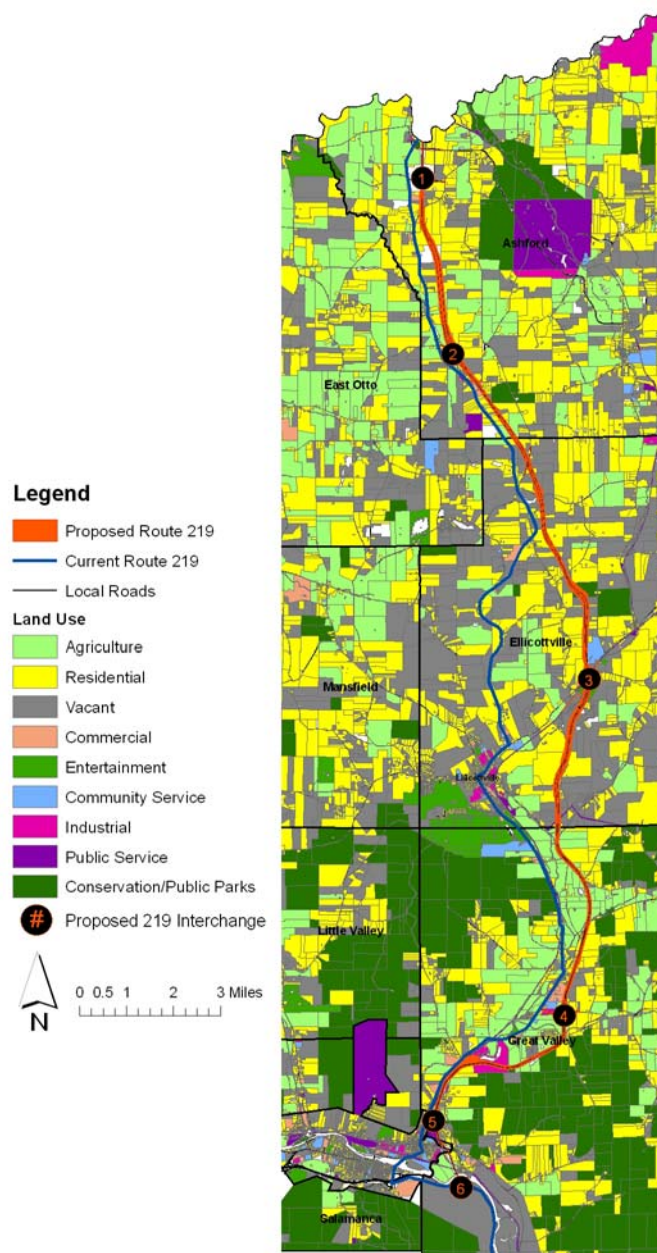
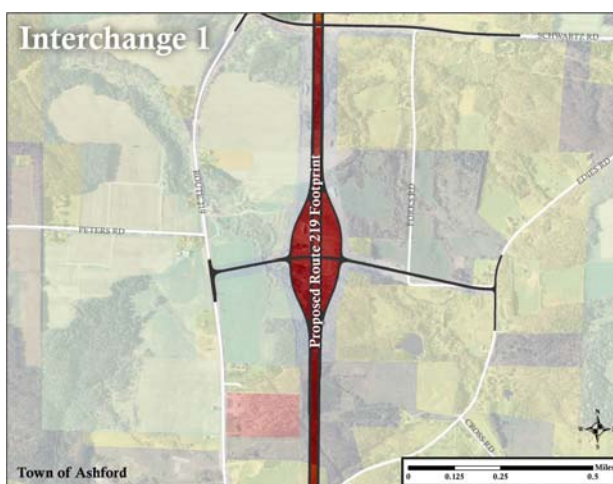


Figure 5-1 – Land Uses near the US 219 Corridor

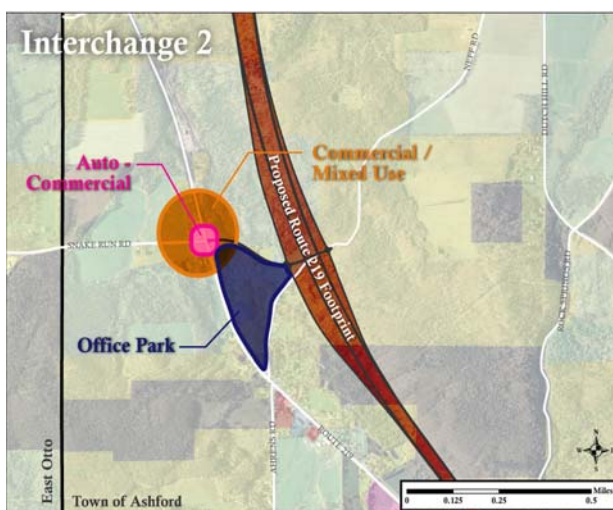
5.2. Overview of Land Use Potentials

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.

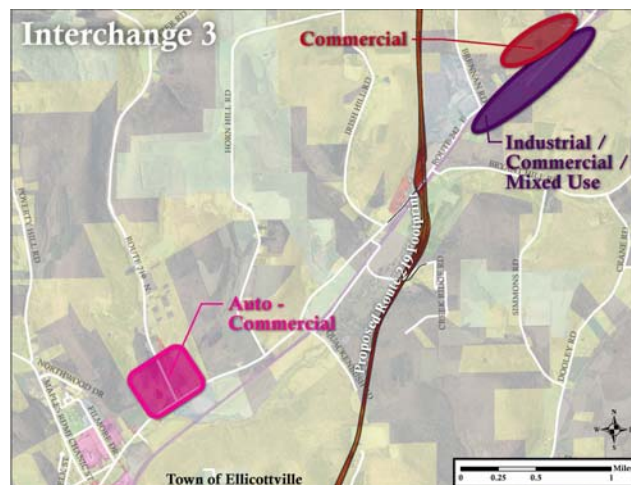


Ashford Hollow: Snake Run Interchange: Land uses at the proposed Ashford Hollow interchange are generally agricultural and residential, with several commercial and community service located nearby. The Snake Run interchange offers 15 acres of developable land. The existing Ashford Hollow Business and 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.

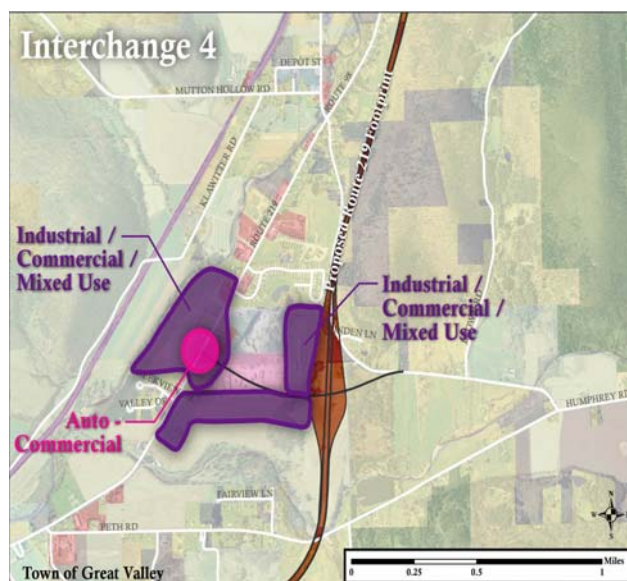


Ellicottville: Route 242 Interchange: The Route 242 interchange planned approximately three miles east of the Village of Ellicottville has 33 developable acres of land. This interchange will serve the estimated 800,000 annual visitors to the year round resorts and ski areas in Ellicottville. Potential 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.

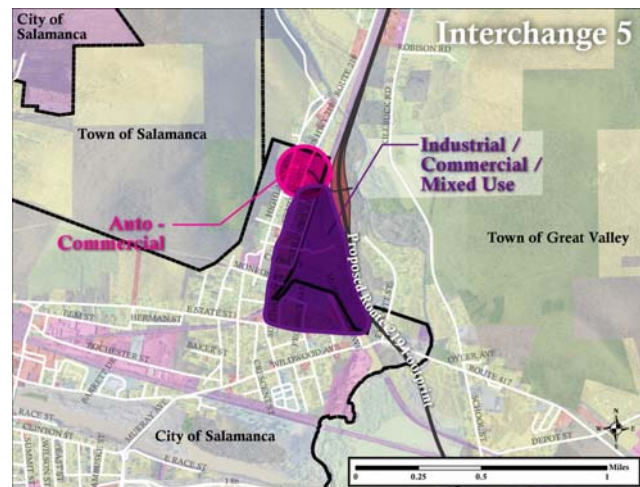


Great Valley: Great Valley Interchange: The vicinity of the proposed Great Valley Interchange is an area in transition from agricultural to residential and mixed uses including commercial and industrial use. The total developable area is estimated at 141 acres, the second-largest developable area of 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.

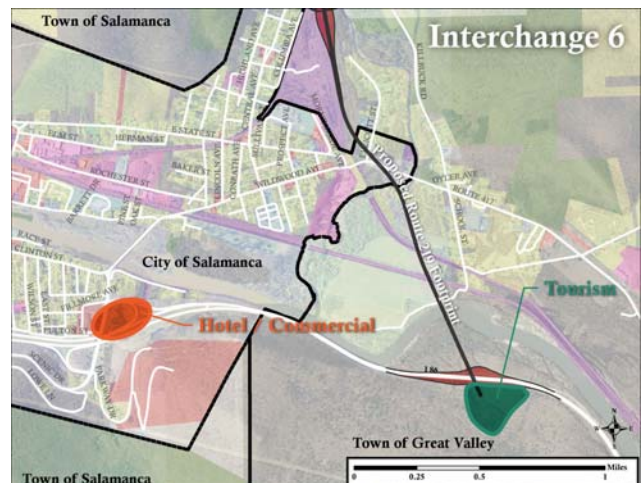


In addition, this interchange is at the heart of the County’s agri-tourism area where the fall foliage draws people to take in the scenic rolling hills, pick apples, and visit destinations such as “Pumpkinville”. These existing agri-businesses, combined with planned interchange development, will generate 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

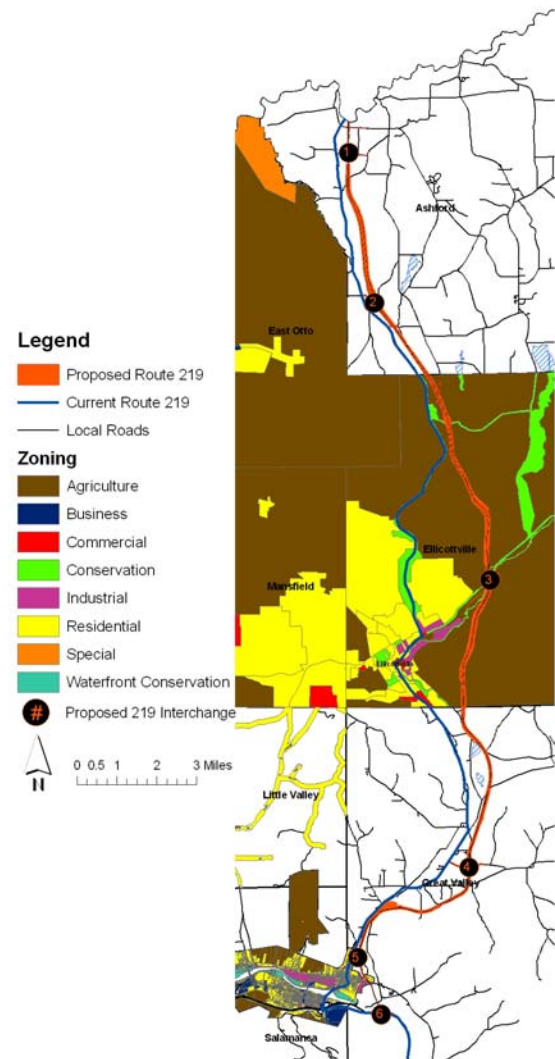


Figure 5-2 –US 219 Current Corridor Zoning

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

Allegany 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 Allegany 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.

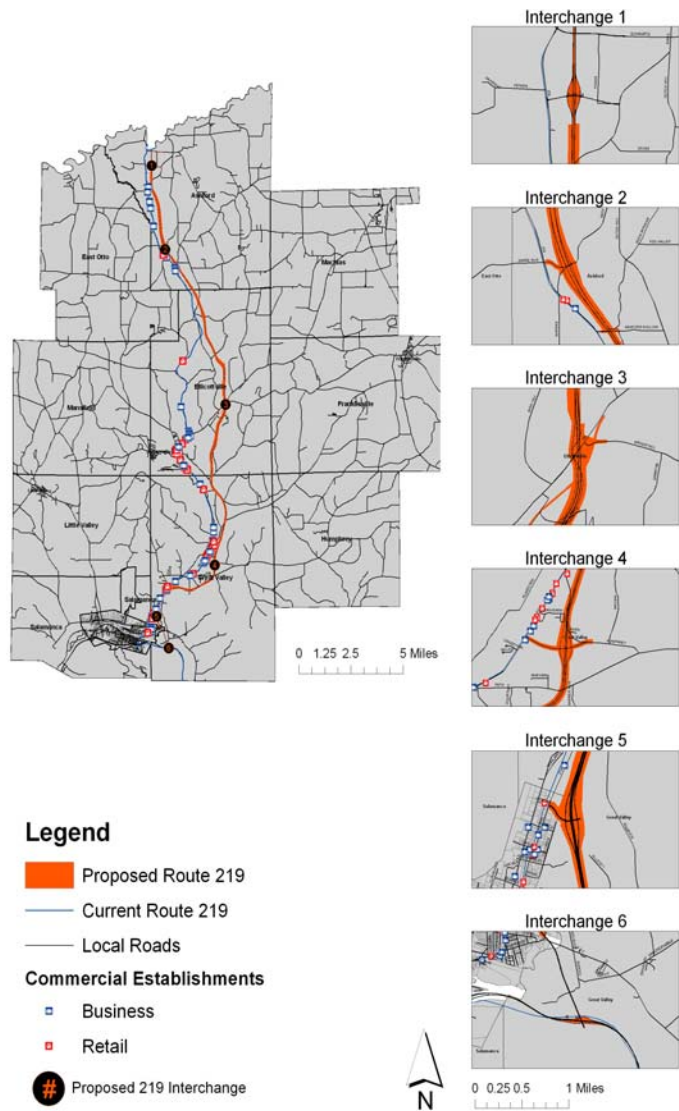
6.3.2. Existing Local Business Base

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 travel 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	7000

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

Appendix A: Traffic Study



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY Appendix A: Traffic Study Springville to Salamanca, New York



August 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

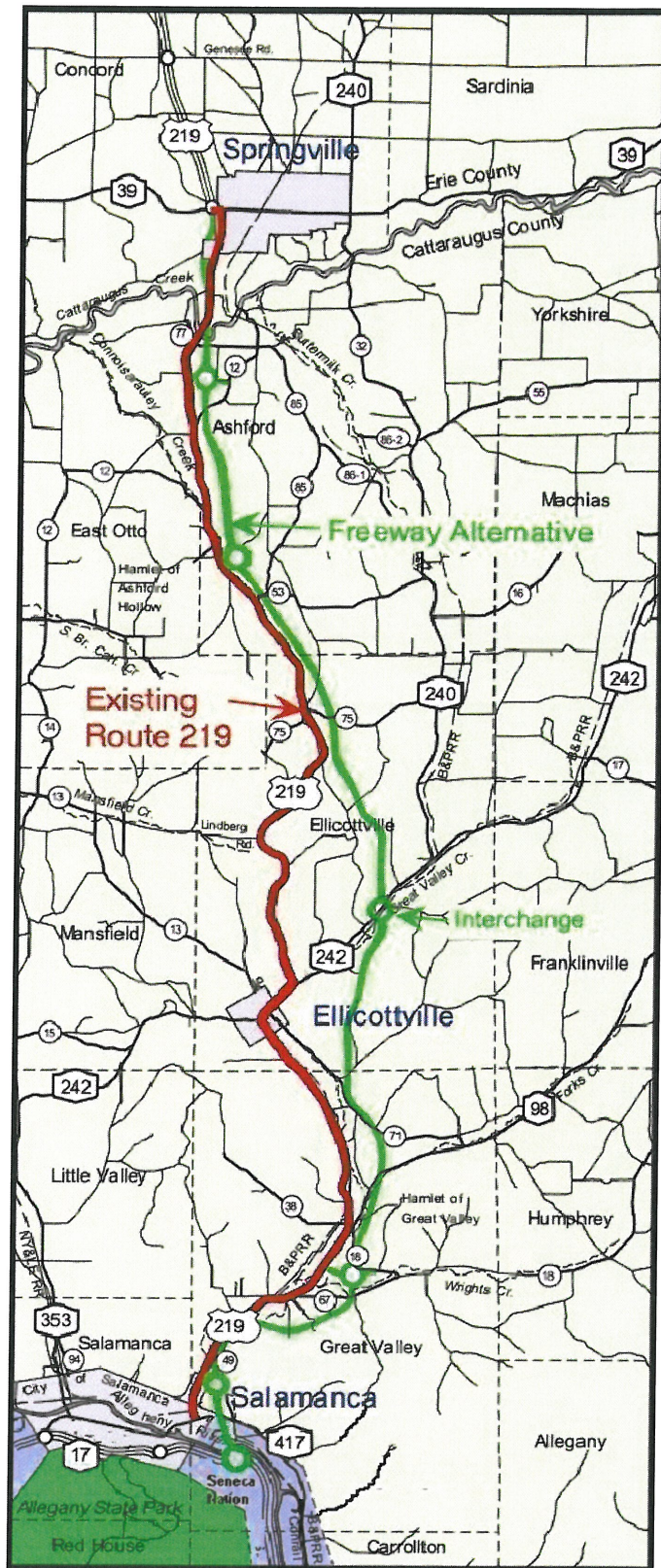
The project area includes US 219 within Erie and Cattaraugus Counties in New York State. The corridor proceeds through the Town of Concord and Village of Springville in Erie County, and through the Towns of Ashford, Ellicottville, Great Valley, the City of Salamanca and the Seneca Indian Territory in 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.



NOT TO SCALE

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)

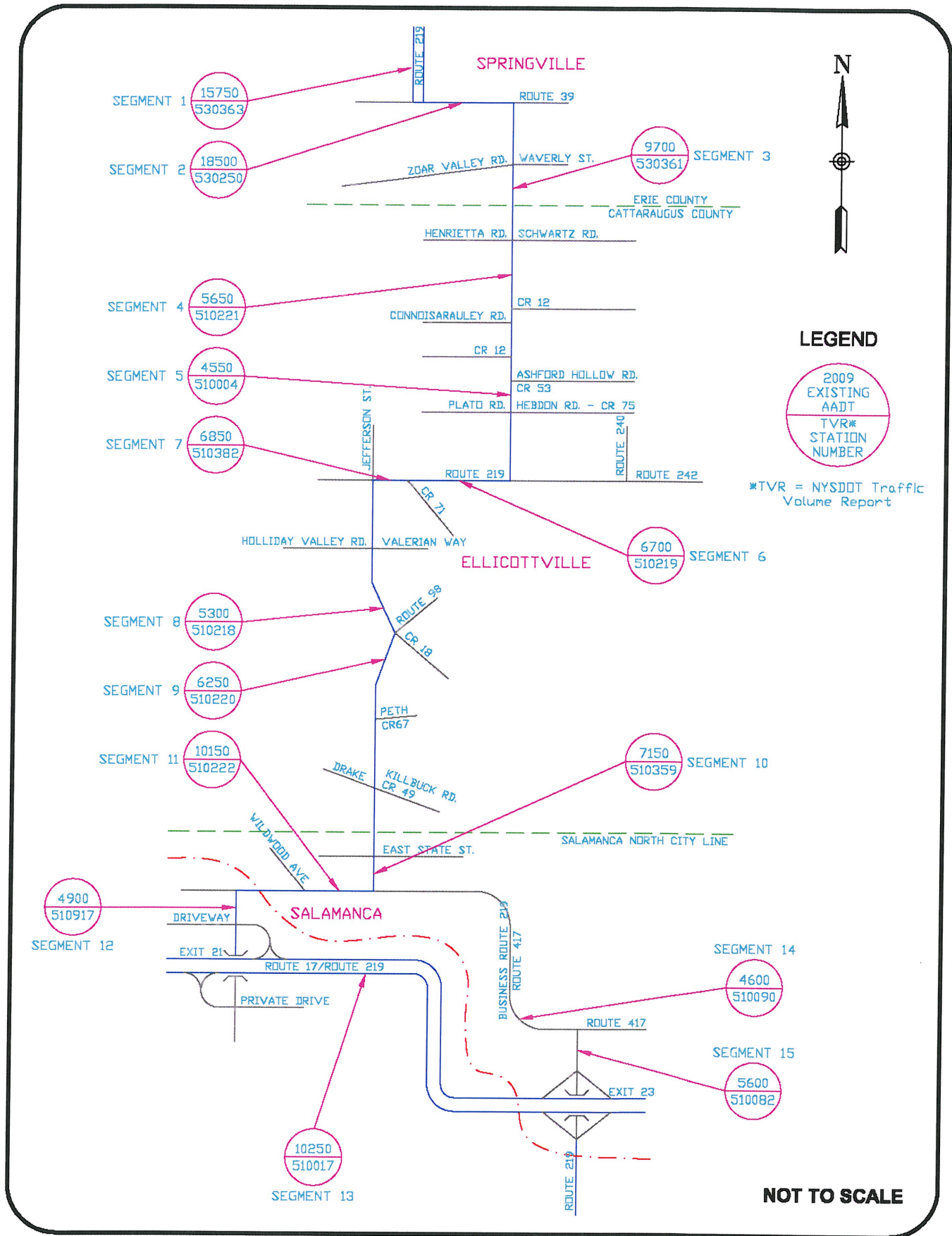


Figure 2: 2009 Existing AADT and TVR Stations

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

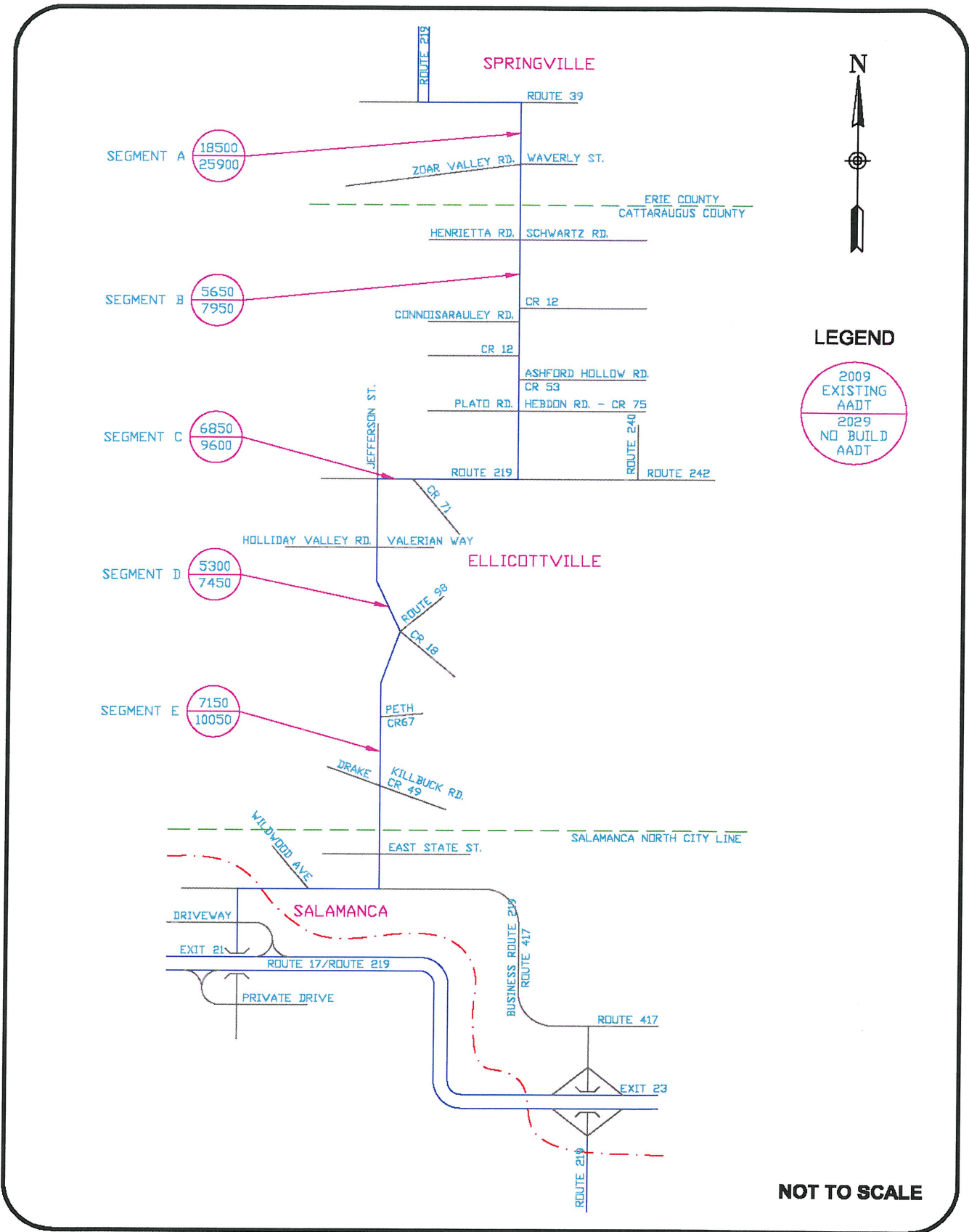


Figure 3: 2029 No Build AADT

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

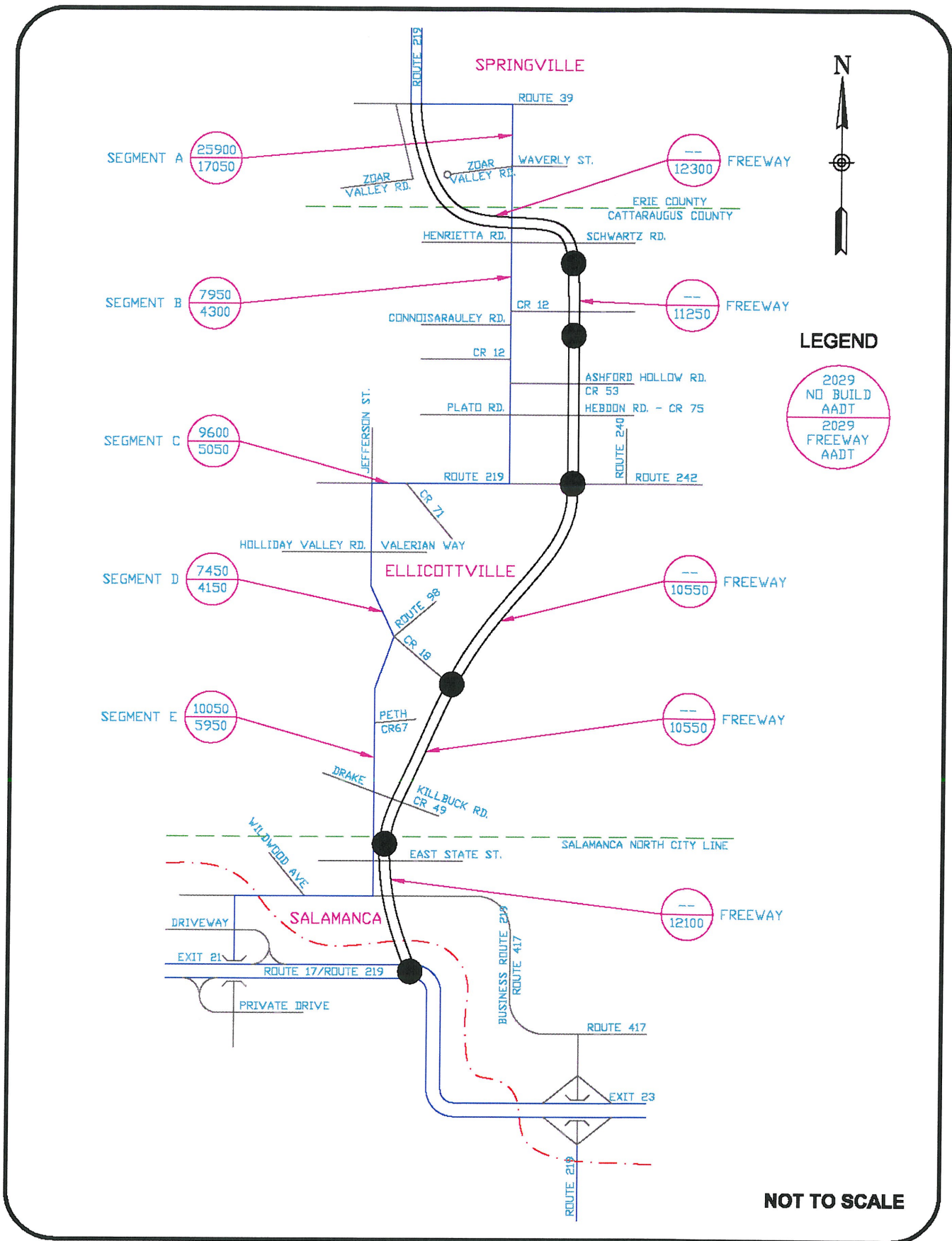


Figure 4: 2029 Freeway and Corridor AADT

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.

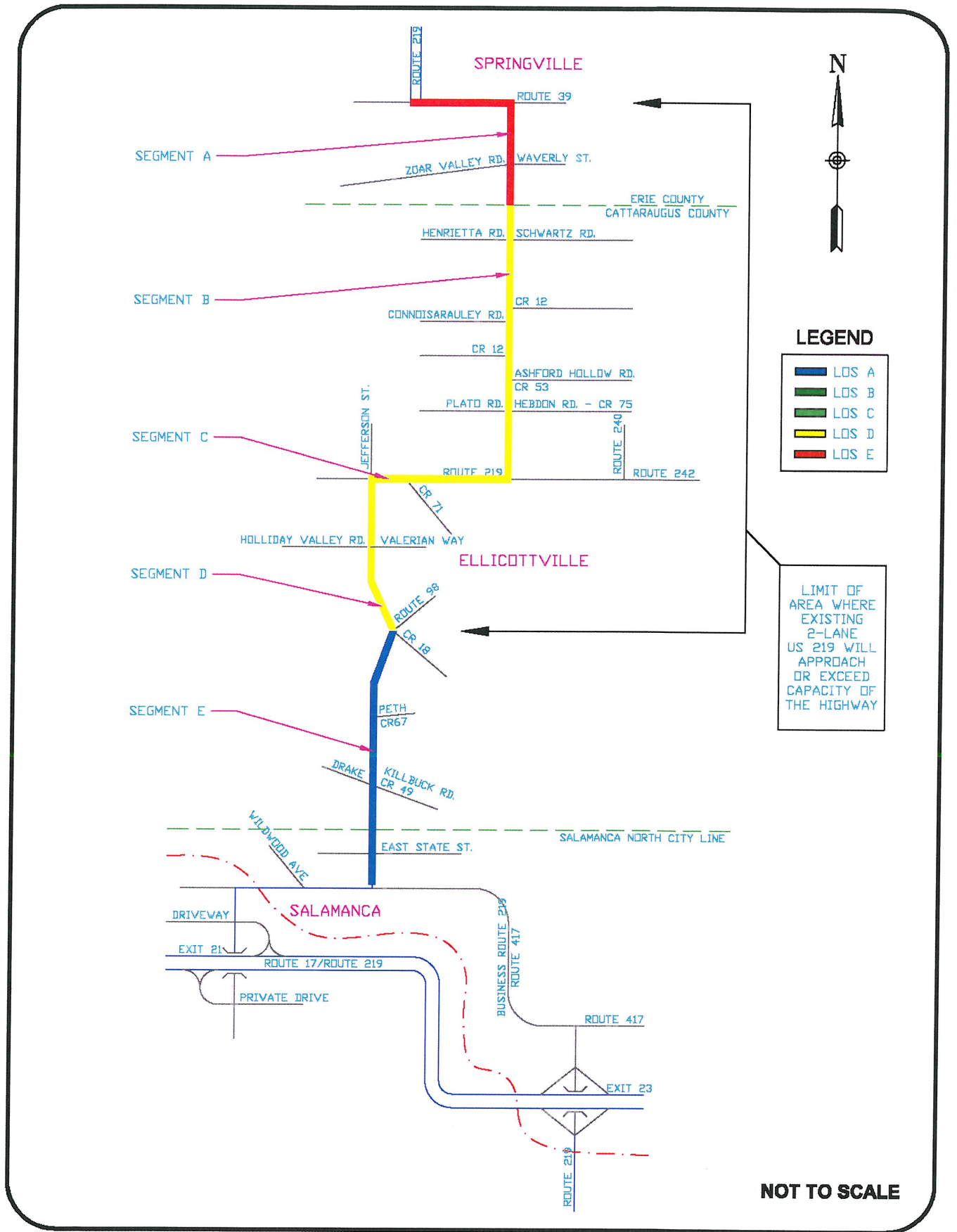


Figure 5: 2029 No-Build LOS

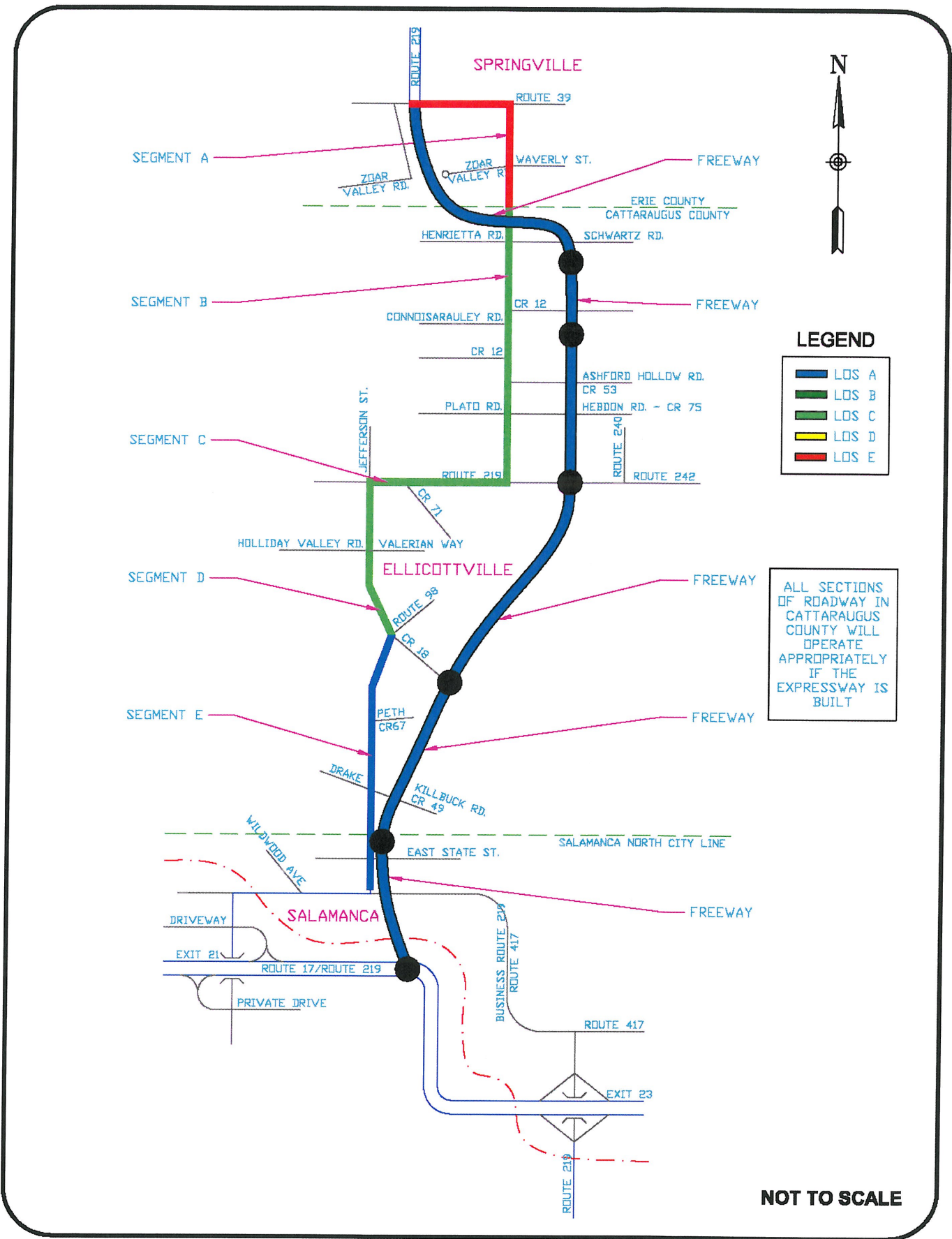


Figure 6: 2029 Freeway LOS

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.

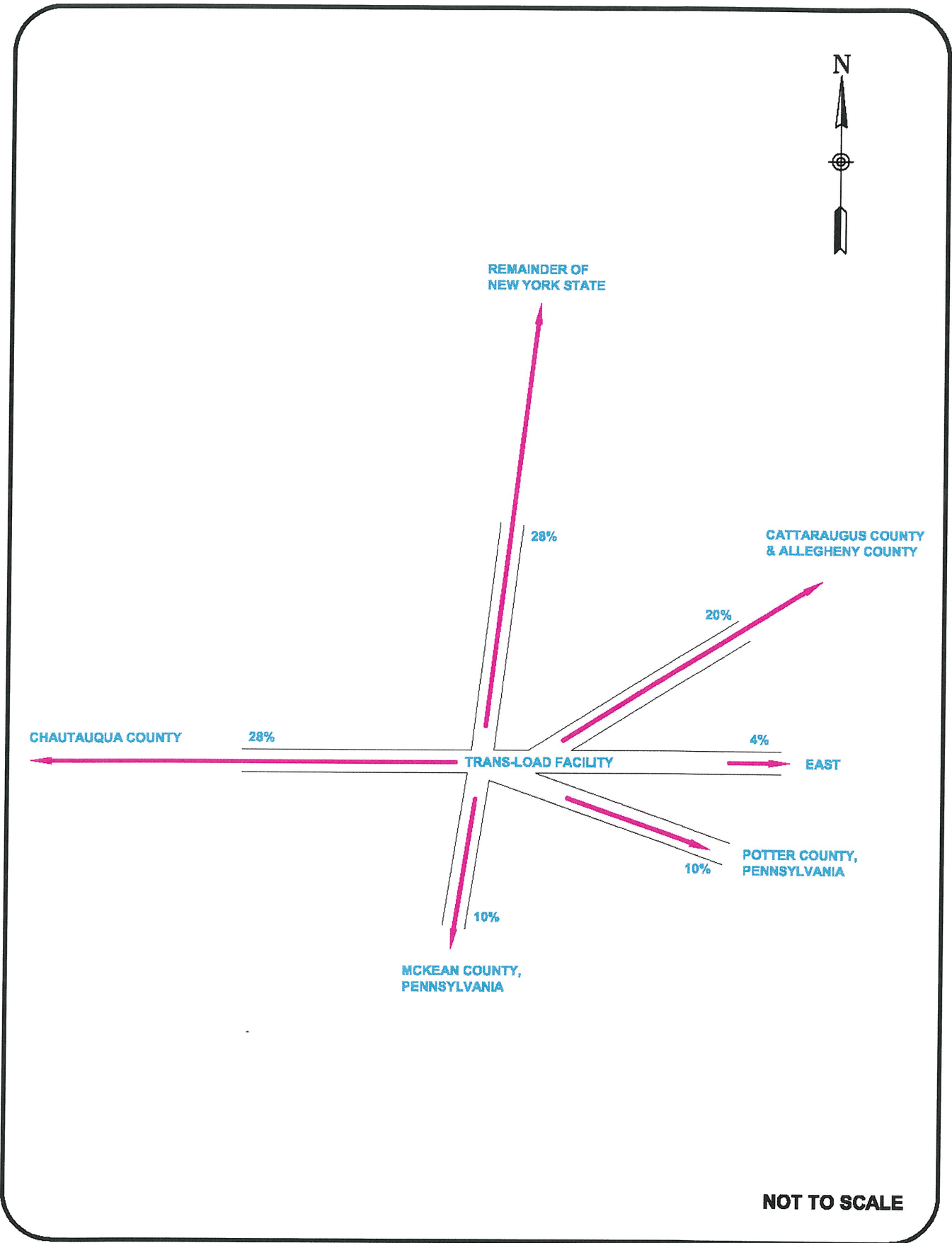


Figure 7: Distribution of Goods To/From the Trans Load Facility

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.

Appendix B: Safety Report



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY Appendix B: Safety Report Springville to Salamanca, New York



August 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 28 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.

- Existing US 219
- Freeway Alternative
- Interchange Location



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.



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.

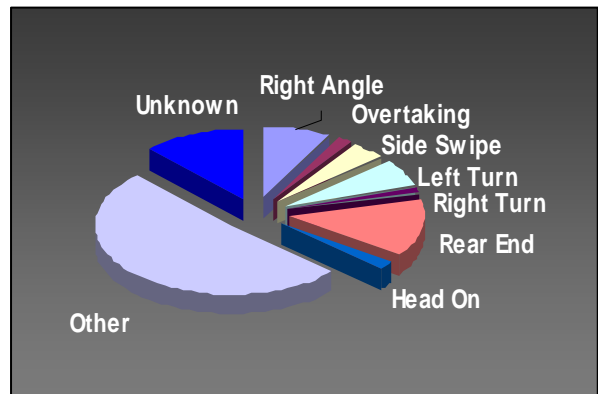
HAL # 8 - US 219 at Zoar Valley Road



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					204	145
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.

LIST OF ATTACHMENTS

Attachment A: Accident Data

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 1 OF 10**

PERIOD: JULY 1, 2005 - JUNE 30, 2008

LOCATION: RM 219 5302 1000 TO RM 219 5302 1026

	<u>Number of Accidents</u>	<u>Percent of Total</u>		<u>Number of Accidents</u>	<u>Percent of Total</u>
<u>Time of Year</u>			<u>Manner of Collision</u>		
Winter (Dec-Feb)	18	32%	Right Angle	12	21%
Spring (Mar-May)	7	13%	Overtaking	0	0%
Summer (June-Aug)	10	18%	Sideswipe	1	2%
Fall (Sep-Nov)	21	38%	Left Turn	8	14%
	56		Right Turn	1	2%
<u>Time of Day</u>			Rear End	9	16%
6:00 AM - 9:59 AM	3	5%	Head On	1	2%
10:00 AM - 3:59 PM	25	45%	Other	16	29%
4:00 PM - 6:59 PM	11	20%	Unknown	8	14%
7:00 PM - 11:59 PM	10	18%		56	
12:00 AM - 5:59 AM	5	9%	<u>Weather</u>		
Unknown	2	4%	Clear	21	38%
	56		Cloudy	17	30%
<u>Type of Accident</u>			Rain	5	9%
Collision - Motor Vehicle	42	75%	Snow	9	16%
Collision - Pedestrian	0	0%	Sleet/Hail/Freezing Rain	0	0%
Collision - Bicyclist	1	2%	Fog/Smog/Smoke	0	0%
Collision - Deer	5	9%	Other	1	2%
Collision - Other Animal	0	0%	Unknown	3	5%
Collision - Earth Elevation, Rock Cut or Ditch	1	2%		56	
Collision - Snow Embankment	1	2%	<u>Road Surface</u>		
Collision - Other	0	0%	Dry	31	55%
Collision - Fixed Object	5	9%	Wet	12	21%
Sign Post	1		Snow/Ice	9	16%
Utility Pole	2		Muddy	1	2%
Tree	0		Unknown	3	5%
Guiderail	1			56	
Curbing	0		<u>Road Characteristics</u>		
Fence	0		Straight and Level	43	77%
Building/Wall	1		Straight and Grade	4	7%
Culvert/Headwall	0		Straight and Hillcrest	0	0%
Other Fixed Object	0		Curve and Level	4	7%
Ran Off Road Only	0	0%	Curve and Grade	1	2%
Fire/Explosion	0	0%	Curve and Hillcrest	0	0%
Other	1	2%	Unknown	4	7%
Unknown	0	0%		56	
	56		<u>Light Condition</u>		
<u>Traffic Control</u>			Daylight	36	64%
Traffic Signal	12	21%	Dawn	2	4%
Flashing Light	0	0%	Dusk	0	0%
Stop Sign	4	7%	Dark Road - Lighted	7	13%
Police/Fire Emergency	0	0%	Dark Road - Unlighted	6	11%
School Bus Stopped - Red Light Flashing	0	0%	Unknown	5	9%
No Passing Zone	4	7%		56	
Highway Work Area	0	0%	<u>Direction of Approach</u>		
None	26	46%	North	29	28%
Other	2	4%	Northeast	2	2%
Unknown	8	14%	East	8	8%
	56		Southeast	2	2%
<u>Accident Class</u>			South	40	38%
Reportable	50	89%	Southwest	0	0%
Fatal	1		West	11	11%
Injury	9		Northwest	4	4%
Property Damage	20		Unknown	8	8%
Property Damage and Injury	20			104	
Non-Reportable	6	11%			
	56				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 2 OF 10**

PERIOD: JULY 1, 2005 - JUNE 30, 2008

LOCATION: RM 219 5101 2002 TO RM 219 5101 3248

	<u>Number of Accidents</u>	<u>Percent of Total</u>		<u>Number of Accidents</u>	<u>Percent of Total</u>
<u>Time of Year</u>			<u>Manner of Collision</u>		
Winter (Dec-Feb)	70	32%	Right Angle	10	5%
Spring (Mar-May)	39	18%	Overtaking	5	2%
Summer (June-Aug)	46	21%	Sideswipe	10	5%
Fall (Sep-Nov)	65	30%	Left Turn	10	5%
	<u>220</u>		Right Turn	2	1%
<u>Time of Day</u>			Rear End	28	13%
6:00 AM - 9:59 AM	46	21%	Head On	4	2%
10:00 AM - 3:59 PM	80	36%	Other	125	57%
4:00 PM - 6:59 PM	38	17%	Unknown	26	12%
7:00 PM - 11:59 PM	32	15%		<u>220</u>	
12:00 AM - 5:59 AM	22	10%	<u>Weather</u>		
Unknown	2	1%	Clear	86	39%
	<u>220</u>		Cloudy	53	24%
<u>Type of Accident</u>			Rain	15	7%
Collision - Motor Vehicle	105	48%	Snow	51	23%
Collision - Pedestrian	2	1%	Sleet/Hail/Freezing Rain	3	1%
Collision - Bicyclist	0	0%	Fog/Smog/Smoke	2	1%
Collision - Deer	40	18%	Other	1	0%
Collision - Other Animal	1	0%	Unknown	9	4%
Collision - Earth Elevation, Rock Cut or Ditch	20	9%		<u>220</u>	
Collision - Snow Embankment	1	0%	<u>Road Surface</u>		
Collision - Other	2	1%	Dry	117	53%
Collision - Fixed Object	42	19%	Wet	40	18%
Sign Post	4		Snow/Ice	54	25%
Utility Pole	5		Muddy	0	0%
Tree	8		Unknown	9	4%
Guiderail	18			<u>220</u>	
Curbing	1		<u>Road Characteristics</u>		
Fence	1		Straight and Level	126	57%
Building/Wall	0		Straight and Grade	39	18%
Culvert/Headwall	2		Straight and Hillcrest	1	0%
Other Fixed Object	2		Curve and Level	27	12%
Ran Off Road Only	3	1%	Curve and Grade	16	7%
Fire/Explosion	1	0%	Curve and Hillcrest	2	1%
Other	1	0%	Unknown	9	4%
Unknown	2	1%		<u>220</u>	
	<u>220</u>		<u>Light Condition</u>		
<u>Traffic Control</u>			Daylight	140	64%
Traffic Signal	7	3%	Dawn	7	3%
Flashing Light	2	1%	Dusk	8	4%
Stop Sign	24	11%	Dark Road - Lighted	15	7%
Police/Fire Emergency	2	1%	Dark Road - Unlighted	40	18%
School Bus Stopped - Red Light Flashing	2	1%	Unknown	10	5%
No Passing Zone	40	18%		<u>220</u>	
Highway Work Area	1	0%	<u>Direction of Approach</u>		
None	129	59%	North	115	33%
Other	0	0%	Northeast	3	1%
Unknown	13	6%	East	24	7%
	<u>220</u>		Southeast	9	3%
<u>Accident Class</u>			South	150	43%
Reportable	184	84%	Southwest	1	0%
Fatal	0		West	20	6%
Injury	26		Northwest	5	1%
Property Damage	111		Unknown	20	6%
Property Damage and Injury	47			<u>347</u>	
Non-Reportable	36	16%			
	<u>220</u>				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 3 OF 10**

PERIOD: JULY 1, 2005 - DECEMBER 31, 2005

LOCATION: RM 219 5302 1000 TO RM 219 5302 1026

	<u>Number of Accidents</u>	<u>Percent of Total</u>		<u>Number of Accidents</u>	<u>Percent of Total</u>
<u>Time of Year</u>			<u>Manner of Collision</u>		
Winter (Dec-Feb)	2	22%	Right Angle	2	22%
Spring (Mar-May)	0	0%	Overtaking	0	0%
Summer (June-Aug)	1	11%	Sideswipe	0	0%
Fall (Sep-Nov)	6	67%	Left Turn	1	11%
	9		Right Turn	0	0%
<u>Time of Day</u>			Rear End	1	11%
6:00 AM - 9:59 AM	1	11%	Head On	0	0%
10:00 AM - 3:59 PM	2	22%	Other	5	56%
4:00 PM - 6:59 PM	1	11%	Unknown	0	0%
7:00 PM - 11:59 PM	2	22%		9	
12:00 AM - 5:59 AM	2	22%	<u>Weather</u>		
Unknown	1	11%	Clear	4	44%
	9		Cloudy	3	33%
<u>Type of Accident</u>			Rain	0	0%
Collision - Motor Vehicle	4	44%	Snow	1	11%
Collision - Pedestrian	0	0%	Sleet/Hail/Freezing Rain	0	0%
Collision - Bicyclist	0	0%	Fog/Smog/Smoke	0	0%
Collision - Deer	3	33%	Other	0	0%
Collision - Other Animal	0	0%	Unknown	1	11%
Collision - Earth Elevation, Rock Cut or Ditch	0	0%		9	
Collision - Snow Embankment	0	0%	<u>Road Surface</u>		
Collision - Other	0	0%	Dry	6	67%
Collision - Fixed Object	2	22%	Wet	1	11%
Sign Post	1		Snow/Ice	1	11%
Utility Pole	0		Muddy	0	0%
Tree	0		Unknown	1	11%
Guiderail	0			9	
Curbing	0		<u>Road Characteristics</u>		
Fence	0		Straight and Level	6	67%
Building/Wall	1		Straight and Grade	1	11%
Culvert/Headwall	0		Straight and Hillcrest	0	0%
Other Fixed Object	0		Curve and Level	1	11%
Ran Off Road Only	0	0%	Curve and Grade	0	0%
Fire/Explosion	0	0%	Curve and Hillcrest	0	0%
Other	0	0%	Unknown	1	11%
Unknown	0	0%		9	
	9		<u>Light Condition</u>		
<u>Traffic Control</u>			Daylight	2	22%
Traffic Signal	1	11%	Dawn	1	11%
Flashing Light	0	0%	Dusk	0	0%
Stop Sign	1	11%	Dark Road - Lighted	2	22%
Police/Fire Emergency	0	0%	Dark Road - Unlighted	2	22%
School Bus Stopped - Red Light Flashing	0	0%	Unknown	2	22%
No Passing Zone	0	0%		9	
Highway Work Area	0	0%	<u>Direction of Approach</u>		
None	4	44%	North	5	38%
Other	2	22%	Northeast	0	0%
Unknown	1	11%	East	2	15%
	9		Southeast	0	0%
<u>Accident Class</u>			South	4	31%
Reportable	8	89%	Southwest	0	0%
Fatal	0		West	1	8%
Injury	3		Northwest	0	0%
Property Damage	3		Unknown	1	8%
Property Damage and Injury	2			13	
Non-Reportable	1	11%			
	9				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 4 OF 10**

PERIOD: JULY 1, 2005 - DECEMBER 31, 2005

LOCATION: RM 219 5101 2002 TO RM 219 5101 3248

	<u>Number of Accidents</u>	<u>Percent of Total</u>		<u>Number of Accidents</u>	<u>Percent of Total</u>
<u>Time of Year</u>			<u>Manner of Collision</u>		
Winter (Dec-Feb)	6	20%	Right Angle	2	7%
Spring (Mar-May)	1	3%	Overtaking	0	0%
Summer (June-Aug)	10	33%	Sideswipe	2	7%
Fall (Sep-Nov)	13	43%	Left Turn	2	7%
	30		Right Turn	0	0%
<u>Time of Day</u>			Rear End	5	17%
6:00 AM - 9:59 AM	3	10%	Head On	0	0%
10:00 AM - 3:59 PM	12	40%	Other	13	43%
4:00 PM - 6:59 PM	6	20%	Unknown	6	20%
7:00 PM - 11:59 PM	6	20%		30	
12:00 AM - 5:59 AM	3	10%	<u>Weather</u>		
Unknown	0	0%	Clear	16	53%
	30		Cloudy	7	23%
<u>Type of Accident</u>			Rain	2	7%
Collision - Motor Vehicle	17	57%	Snow	3	10%
Collision - Pedestrian	0	0%	Sleet/Hail/Freezing Rain	0	0%
Collision - Bicyclist	0	0%	Fog/Smog/Smoke	0	0%
Collision - Deer	4	13%	Other	0	0%
Collision - Other Animal	0	0%	Unknown	2	7%
Collision - Earth Elevation, Rock Cut or Ditch	2	7%		30	
Collision - Snow Embankment	0	0%	<u>Road Surface</u>		
Collision - Other	0	0%	Dry	20	67%
Collision - Fixed Object	5	17%	Wet	4	13%
Sign Post	0		Snow/Ice	4	13%
Utility Pole	1		Muddy	0	0%
Tree	3		Unknown	2	7%
Gulderail	1			30	
Curbing	0		<u>Road Characteristics</u>		
Fence	0		Straight and Level	17	57%
Building/Wall	0		Straight and Grade	5	17%
Cuvert/Headwall	0		Straight and Hillcrest	0	0%
Other Fixed Object	0		Curve and Level	4	13%
Ran Off Road Only	1	3%	Curve and Grade	2	7%
Fire/Explosion	0	0%	Curve and Hillcrest	0	0%
Other	0	0%	Unknown	2	7%
Unknown	1	3%		30	
	30		<u>Light Condition</u>		
<u>Traffic Control</u>			Daylight	20	67%
Traffic Signal	0	0%	Dawn	0	0%
Flashing Light	1	3%	Dusk	1	3%
Stop Sign	8	27%	Dark Road - Lighted	0	0%
Police/Fire Emergency	0	0%	Dark Road - Unlighted	6	20%
School Bus Stopped - Red Light Flashing	0	0%	Unknown	3	10%
No Passing Zone	5	17%		30	
Highway Work Area	0	0%	<u>Direction of Approach</u>		
None	13	43%	North	14	28%
Other	0	0%	Northeast	0	0%
Unknown	3	10%	East	4	8%
	30		Southeast	3	6%
<u>Accident Class</u>			South	21	42%
Reportable	20	67%	Southwest	1	2%
Fatal	0		West	3	6%
Injury	14		Northwest	1	2%
Property Damage	2		Unknown	3	6%
Property Damage and Injury	4			50	
Non-Reportable	10	33%		30	
	30				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 5 OF 10**

PERIOD: JANUARY 1, 2006 - DECEMBER 31, 2006

LOCATION: RM 219 5302 1000 TO RM 219 5302 1026

<u>Time of Year</u>	<u>Number of Accidents</u>	<u>Percent of Total</u>	<u>Manner of Collision</u>	<u>Number of Accidents</u>	<u>Percent of Total</u>
Winter (Dec-Feb)	4	31%	Right Angle	4	31%
Spring (Mar-May)	3	23%	Overtaking	0	0%
Summer (June-Aug)	2	15%	Sideswipe	0	0%
Fall (Sep-Nov)	4	31%	Left Turn	1	8%
	13		Right Turn	1	8%
			Rear End	1	8%
			Head On	1	8%
			Other	3	23%
			Unknown	2	15%
				13	
<u>Time of Day</u>			<u>Weather</u>		
6:00 AM - 9:59 AM	1	8%	Clear	4	31%
10:00 AM - 3:59 PM	7	54%	Cloudy	4	31%
4:00 PM - 6:59 PM	2	15%	Rain	2	15%
7:00 PM - 11:59 PM	2	15%	Snow	1	8%
12:00 AM - 5:59 AM	1	8%	Steel/Hail/Freezing Rain	0	0%
Unknown	0	0%	Fog/Smog/Smoke	0	0%
	13		Other	1	8%
			Unknown	1	8%
				13	
<u>Type of Accident</u>			<u>Road Surface</u>		
Collision - Motor Vehicle	10	77%	Dry	6	46%
Collision - Pedestrian	0	0%	Wet	5	38%
Collision - Bicyclist	0	0%	Snow/Ice	1	8%
Collision - Deer	1	8%	Muddy	0	0%
Collision - Other Animal	0	0%	Unknown	1	8%
Collision - Earth Elevation, Rock Cut or Ditch	1	8%		13	
Collision - Snow Embankment	0	0%	<u>Road Characteristics</u>		
Collision - Other	0	0%	Straight and Level	9	69%
Collision - Fixed Object	0	0%	Straight and Grade	1	8%
Sign Post	0		Straight and Hillcrest	0	0%
Utility Pole	0		Curve and Level	0	0%
Tree	0		Curve and Grade	1	8%
Guardrail	0		Curve and Hillcrest	0	0%
Curbing	0		Unknown	2	15%
Fence	0			13	
Building/Wall	0		<u>Light Condition</u>		
Culvert/Headwall	0		Daylight	10	77%
Other Fixed Object	0		Dawn	0	0%
Ran Off Road Only	0	0%	Dusk	0	0%
Fire/Explosion	0	0%	Dark Road - Lighted	1	8%
Other	1	8%	Dark Road - Unlighted	1	8%
Unknown	0	0%	Unknown	1	8%
	13			13	
<u>Traffic Control</u>			<u>Direction of Approach</u>		
Traffic Signal	1	8%	North	7	28%
Flashing Light	0	0%	Northeast	0	0%
Stop Sign	1	8%	East	2	8%
Police/Fire Emergency	0	0%	Southeast	0	0%
School Bus Stopped - Red Light Flashing	0	0%	South	11	44%
No Passing Zone	2	15%	Southwest	0	0%
Highway Work Area	0	0%	West	2	8%
None	4	31%	Northwest	1	4%
Other	0	0%	Unknown	2	8%
Unknown	5	38%		25	
	13				
<u>Accident Class</u>					
Reportable	10	77%			
Fatal	1				
Injury	3				
Property Damage	3				
Property Damage and Injury	3				
Non-Reportable	3	23%			
	13				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 6 OF 10**

PERIOD: JANUARY 1, 2006 - DECEMBER 31, 2006

LOCATION: RM 219 5101 2002 TO RM 219 5101 3248

	<u>Number of Accidents</u>	<u>Percent of Total</u>		<u>Number of Accidents</u>	<u>Percent of Total</u>
<u>Time of Year</u>			<u>Manner of Collision</u>		
Winter (Dec-Feb)	18	25%	Right Angle	6	8%
Spring (Mar-May)	5	7%	Overtaking	0	0%
Summer (June-Aug)	17	24%	Sideswipe	2	3%
Fall (Sep-Nov)	31	44%	Left Turn	2	3%
	71		Right Turn	1	1%
<u>Time of Day</u>			Rear End	9	13%
6:00 AM - 9:59 AM	11	15%	Head On	2	3%
10:00 AM - 3:59 PM	29	41%	Other	42	59%
4:00 PM - 6:59 PM	12	17%	Unknown	7	10%
7:00 PM - 11:59 PM	11	15%		71	
12:00 AM - 5:59 AM	6	8%	<u>Weather</u>		
Unknown	2	3%	Clear	27	38%
	71		Cloudy	19	27%
<u>Type of Accident</u>			Rain	4	6%
Collision - Motor Vehicle	31	44%	Snow	13	18%
Collision - Pedestrian	1	1%	Sleet/Hail/Freezing Rain	1	1%
Collision - Bicyclist	0	0%	Fog/Smog/Smoke	0	0%
Collision - Deer	21	30%	Other	1	1%
Collision - Other Animal	0	0%	Unknown	6	8%
Collision - Earth Elevation, Rock Cut or Ditch	5	7%		71	
Collision - Snow Embankment	0	0%	<u>Road Surface</u>		
Collision - Other	1	1%	Dry	41	58%
Collision - Fixed Object	11	15%	Wet	11	15%
Sign Post	2		Snow/Ice	13	18%
Utility Pole	1		Muddy	0	0%
Tree	2		Unknown	6	8%
Guiderail	3			71	
Curbing	1		<u>Road Characteristics</u>		
Fence	1		Straight and Level	41	58%
Building/Wall	0		Straight and Grade	9	13%
Culvert/Headwall	1		Straight and Hillcrest	1	1%
Other Fixed Object	0		Curve and Level	5	7%
Ran Off Road Only	0	0%	Curve and Grade	8	11%
Fire/Explosion	1	1%	Curve and Hillcrest	1	1%
Other	0	0%	Unknown	6	8%
Unknown	0	0%		71	
	71		<u>Light Condition</u>		
<u>Traffic Control</u>			Daylight	46	65%
Traffic Signal	2	3%	Dawn	0	0%
Flashing Light	1	1%	Dusk	2	3%
Stop Sign	5	7%	Dark Road - Lighted	6	8%
Police/Fire Emergency	1	1%	Dark Road - Unlighted	11	15%
School Bus Stopped - Red Light Flashing	1	1%	Unknown	6	8%
No Passing Zone	8	11%		71	
Highway Work Area	0	0%	<u>Direction of Approach</u>		
None	45	63%	North	40	38%
Other	0	0%	Northeast	0	0%
Unknown	8	11%	East	5	5%
	71		Southeast	5	5%
<u>Accident Class</u>			South	38	36%
Reportable	62	87%	Southwest	0	0%
Fatal	0		West	7	7%
Injury	4		Northwest	2	2%
Property Damage	40		Unknown	8	8%
Property Damage and Injury	18			105	
Non-Reportable	9	13%			
	71				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 7 OF 10**

PERIOD: JANUARY 1, 2007 - DECEMBER 31, 2007

LOCATION: RM 219 5302 1000 TO RM 219 5302 1026

<u>Time of Year</u>	<u>Number of Accidents</u>	<u>Percent of Total</u>	<u>Manner of Collision</u>	<u>Number of Accidents</u>	<u>Percent of Total</u>
Winter (Dec-Feb)	11	35%	Right Angle	6	19%
Spring (Mar-May)	3	10%	Overtaking	0	0%
Summer (June-Aug)	6	19%	Sideswipe	1	3%
Fall (Sep-Nov)	11	35%	Left Turn	5	16%
	31		Right Turn	0	0%
			Rear End	6	19%
<u>Time of Day</u>			Head On	0	0%
6:00 AM - 9:59 AM	1	3%	Other	7	23%
10:00 AM - 3:59 PM	16	52%	Unknown	6	19%
4:00 PM - 6:59 PM	8	26%		31	
7:00 PM - 11:59 PM	4	13%	<u>Weather</u>		
12:00 AM - 5:59 AM	1	3%	Clear	12	39%
Unknown	1	3%	Cloudy	10	32%
	31		Rain	2	6%
<u>Type of Accident</u>			Snow	6	19%
Collision - Motor Vehicle	26	84%	Sleet/Hail/Freezing Rain	0	0%
Collision - Pedestrian	0	0%	Fog/Smog/Smoke	0	0%
Collision - Bicyclist	0	0%	Other	0	0%
Collision - Deer	1	3%	Unknown	1	3%
Collision - Other Animal	0	0%		31	
Collision - Earth Elevation, Rock Cut or Ditch	0	0%	<u>Road Surface</u>		
Collision - Snow Embankment	1	3%	Dry	19	61%
Collision - Other	0	0%	Wet	4	13%
Collision - Fixed Object	3	10%	Snow/Ice	6	19%
Sign Post	0		Muddy	1	3%
Utility Pole	2		Unknown	1	3%
Tree	0			31	
Guardrail	1		<u>Road Characteristics</u>		
Curbing	0		Straight and Level	25	81%
Fence	0		Straight and Grade	2	6%
Building/Wall	0		Straight and Hillcrest	0	0%
Culvert/Headwall	0		Curve and Level	3	10%
Other Fixed Object	0		Curve and Grade	0	0%
Ran Off Road Only	0	0%	Curve and Hillcrest	0	0%
Fire/Explosion	0	0%	Unknown	1	3%
Other	0	0%		31	
Unknown	0	0%	<u>Light Condition</u>		
	31		Daylight	22	71%
<u>Traffic Control</u>			Dawn	1	3%
Traffic Signal	9	29%	Dusk	0	0%
Flashing Light	0	0%	Dark Road - Lighted	4	13%
Stop Sign	2	6%	Dark Road - Unlighted	2	6%
Police/Fire Emergency	0	0%	Unknown	2	6%
School Bus Stopped - Red Light Flashing	0	0%		31	
No Passing Zone	2	6%	<u>Direction of Approach</u>		
Highway Work Area	0	0%	North	15	25%
None	16	52%	Northeast	2	3%
Other	0	0%	East	4	7%
Unknown	2	6%	Southeast	2	3%
	31		South	25	42%
<u>Accident Class</u>			Southwest	0	0%
Reportable	31	100%	West	6	10%
Fatal	0		Northwest	2	3%
Injury	2		Unknown	4	7%
Property Damage	14			60	
Property Damage and Injury	15				
Non-Reportable	0	0%			
	31				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 8 OF 10**

PERIOD: JANUARY 1, 2007 - DECEMBER 31, 2007

LOCATION: RM 219 5101 2002 TO RM 219 5101 3248

	<u>Number of Accidents</u>	<u>Percent of Total</u>		<u>Number of Accidents</u>	<u>Percent of Total</u>
<u>Time of Year</u>			<u>Manner of Collision</u>		
Winter (Dec-Feb)	25	33%	Right Angle	1	1%
Spring (Mar-May)	18	24%	Overtaking	3	4%
Summer (June-Aug)	12	16%	Sideswipe	1	1%
Fall (Sep-Nov)	21	28%	Left Turn	5	7%
	76		Right Turn	0	0%
<u>Time of Day</u>			Rear End	10	13%
6:00 AM - 9:59 AM	18	24%	Head On	1	1%
10:00 AM - 3:59 PM	27	36%	Other	45	59%
4:00 PM - 6:59 PM	12	16%	Unknown	10	13%
7:00 PM - 11:59 PM	11	14%		76	
12:00 AM - 5:59 AM	8	11%	<u>Weather</u>		
Unknown	0	0%	Clear	24	32%
	76		Cloudy	19	25%
<u>Type of Accident</u>			Rain	6	8%
Collision - Motor Vehicle	36	47%	Snow	24	32%
Collision - Pedestrian	1	1%	Sleet/Hail/Freezing Rain	0	0%
Collision - Bicyclist	0	0%	Fog/Smog/Smoke	2	3%
Collision - Deer	13	17%	Other	0	0%
Collision - Other Animal	1	1%	Unknown	1	1%
Collision - Earth Elevation, Rock Cut or Ditch	9	12%		76	
Collision - Snow Embankment	0	0%	<u>Road Surface</u>		
Collision - Other	1	1%	Dry	36	47%
Collision - Fixed Object	13	17%	Wet	18	24%
Sign Post	1		Snow/Ice	21	28%
Utility Pole	1		Muddy	0	0%
Tree	2		Unknown	1	1%
Guiderail	8			76	
Curbing	0		<u>Road Characteristics</u>		
Fence	0		Straight and Level	40	53%
Building/Wall	0		Straight and Grade	19	25%
Culvert/Headwall	0		Straight and Hillcrest	0	0%
Other Fixed Object	1		Curve and Level	11	14%
Ran Off Road Only	1	1%	Curve and Grade	5	7%
Fire/Explosion	0	0%	Curve and Hillcrest	0	0%
Other	0	0%	Unknown	1	1%
Unknown	1	1%		76	
	76		<u>Light Condition</u>		
<u>Traffic Control</u>			Daylight	46	61%
Traffic Signal	4	5%	Dawn	6	8%
Flashing Light	0	0%	Dusk	4	5%
Stop Sign	5	7%	Dark Road - Lighted	6	8%
Police/Fire Emergency	0	0%	Dark Road - Unlighted	13	17%
School Bus Stopped - Red Light Flashing	1	1%	Unknown	1	1%
No Passing Zone	21	28%		76	
Highway Work Area	1	1%	<u>Direction of Approach</u>		
None	43	57%	North	39	31%
Other	0	0%	Northeast	3	2%
Unknown	1	1%	East	10	8%
	76		Southeast	0	0%
<u>Accident Class</u>			South	61	49%
Reportable	65	86%	Southwest	0	0%
Fatal	0		West	4	3%
Injury	5		Northwest	1	1%
Property Damage	42		Unknown	7	6%
Property Damage and Injury	18			125	
Non-Reportable	11	14%			
	76				

**SOUTHERN TIER WEST ROUTE-219 STUDY
ACCIDENT DATA SUMMARY
PAGE 10 OF 10**

PERIOD: JANUARY 1, 2008 - JUNE 30, 2008

LOCATION: RM 219 5101 2002 TO RM 219 5101 3248

	<u>Number of Accidents</u>	<u>Percent of Total</u>		<u>Number of Accidents</u>	<u>Percent of Total</u>
<u>Time of Year</u>			<u>Manner of Collision</u>		
Winter (Dec-Feb)	21	49%	Right Angle	1	2%
Spring (Mar-May)	15	35%	Overtaking	2	5%
Summer (June-Aug)	7	16%	Sideswipe	5	12%
Fall (Sep-Nov)	0	0%	Left Turn	1	2%
	43		Right Turn	1	2%
<u>Time of Day</u>			Rear End	4	9%
6:00 AM - 9:59 AM	14	33%	Head On	1	2%
10:00 AM - 3:59 PM	12	28%	Other	25	58%
4:00 PM - 6:59 PM	8	19%	Unknown	3	7%
7:00 PM - 11:59 PM	4	9%		43	
12:00 AM - 5:59 AM	5	12%	<u>Weather</u>		
Unknown	0	0%	Clear	19	44%
	43		Cloudy	8	19%
<u>Type of Accident</u>			Rain	3	7%
Collision - Motor Vehicle	21	49%	Snow	11	26%
Collision - Pedestrian	0	0%	Sleet/Hail/Freezing Rain	2	5%
Collision - Bicyclist	0	0%	Fog/Smog/Smoke	0	0%
Collision - Deer	2	5%	Other	0	0%
Collision - Other Animal	0	0%	Unknown	0	0%
Collision - Earth Elevation, Rock Cut or Ditch	4	9%		43	
Collision - Snow Embankment	1	2%	<u>Road Surface</u>		
Collision - Other	0	0%	Dry	20	47%
Collision - Fixed Object	13	30%	Wet	7	16%
Sign Post	1		Snow/Ice	16	37%
Utility Pole	2		Muddy	0	0%
Tree	1		Unknown	0	0%
Guiderail	7			43	
Curbing	0		<u>Road Characteristics</u>		
Fence	0		Straight and Level	28	65%
Building/Wall	0		Straight and Grade	6	14%
Culvert/Headwall	1		Straight and Hillcrest	0	0%
Other Fixed Object	1		Curve and Level	7	16%
Ran Off Road Only	1	2%	Curve and Grade	1	2%
Fire/Explosion	0	0%	Curve and Hillcrest	1	2%
Other	1	2%	Unknown	0	0%
Unknown	0	0%		43	
	43		<u>Light Condition</u>		
<u>Traffic Control</u>			Daylight	28	65%
Traffic Signal	1	2%	Dawn	1	2%
Flashing Light	0	0%	Dusk	1	2%
Stop Sign	6	14%	Dark Road - Lighted	3	7%
Police/Fire Emergency	1	2%	Dark Road - Unlighted	10	23%
School Bus Stopped - Red Light Flashing	0	0%	Unknown	0	0%
No Passing Zone	6	14%		43	
Highway Work Area	0	0%	<u>Direction of Approach</u>		
None	28	65%	North	22	33%
Other	0	0%	Northeast	0	0%
Unknown	1	2%	East	5	7%
	43		Southeast	1	1%
<u>Accident Class</u>			South	30	45%
Reportable	37	86%	Southwest	0	0%
Fatal	0		West	6	9%
Injury	3		Northwest	1	1%
Property Damage	27		Unknown	2	3%
Property Damage and Injury	7			67	
Non-Reportable	6	14%		43	
	43				

Ascending Route Sequence for HAL Year 2006

Route 219 From 219 51011064 To 219 53021026

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYSDOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

HAL Year	2006	01-JAN-2005	thru	31-DEC-2006	PIL Accidents Linear&Intersection	PIL LOC 99.9	SDL Accidents Linear&Intersection	SDL LOC 90.0	PII LOC 99.9	HAL Created 30-JUL-2007
HAL Year	2006	219 51011062	219 51011064	219 51013092	219 51013101	219 51013103	219 51013166	219 51013247	219 53021025	219 53021026
Begins at Reference Marker										
Ends at Reference Marker										
Seg Lgth Typ	.3	SDL	.1	SDL	.3	SDL	.3	SDL	.2	SDL
Avg AADT	9457		6049		7358		6477		8734	11168
Exposure MVM or MEV	2.071		.442		1.611		1.418		1.275	1.631
Type (Clsf Cde)	2		52		50		50		52	44
Highway/Int Char.										
Number of Accidents ---										
Not At Int	0	4	2	2	0	1	4	1	3	2
Fat Inj Pdo	0	0	1	4	0	2	3	1	5	6
Total Accd	4	4	3	2	0	3	2	4	3	2
Accd Per Exposure	1.93		11.31		3.10		3.53		3.92	4.29
UCL	1.47		3.1		2.83		2.88		2.8	3.58
Reduct Index	2.18		4.24		2.12		2.46		2.82	3.17
Severe Weight Rank	0.08		1.44		0.43		0.28		1.96	0.67

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED. INTERSECTION ACCIDENTS ARE INCLUDED.

Ascending Route Sequence for HAL Year 2007

Route 219 From 219 51011064 To 219 53021026

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYSDOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

HAL Year	2007	01-JAN-2006	thru	31-DEC-2007	PIL Accidents Linear&Intersection	PIL LOC 99.9	SDL Accidents Linear&Intersection	SDL LOC 90.0	PII LOC 99.9	HAL Created 12-JUN-2008						
HAL Year	2007	219	219 51013092	219 51013092	Exposure MVM or MEV	Seg Hal Lgth Typ	Avg AADT	Highway/Int Char.	--- Number of Accidents ---							
		Begins at Reference Marker	Ends at Reference Marker	Type (Clsf Cde)	Int Cntl	Int Config	Fat Inj	Pdo Int	Not At Int	Total Accd Exposure	UCL	Reduct Index	Severe Weight Rank			
		219 51013092	219 51013092	.1 SDL	52		0	1	5	1	5	6	13.57	3.65	5.10	1.78
		219 51013238	219 51013240	.3 SDL	50		0	2	5	0	7	7	3.66	3.18	2.98	0.53
		219 53021020	219 53021022	.3 SDL	44		0	7	7	5	9	14	5.72	3.95	7.18	2.80
		219 53021024	219 53021026	.3 SDL	44		0	9	5	1	13	14	5.72	3.95	7.18	3.51

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED. INTERSECTION ACCIDENTS ARE INCLUDED.

Accident Severity Summary

Intersection & Non-Intersection Accidents

Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008

Route: 219	Highway Location Ref Mrkr Range: 219 51011064 - 219 53021026	
Dates: 01-OCT-1998	thru 30-SEP-2008	Traffic Volume: 7,600

Total of Fatal Accd	Total of Injury Accd	Total of PDO Accd	Total of Non-Reportable	Total Number of Accidents	Accident Rate
14	424	403	501	1342	1.35

Accident rate for linear section is accidents per million vehicle miles.

**NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection**

**Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008**

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	NUMBER OF ACCIDENTS							TRUCK	L.TGHT	CONDITION
								ROAD	OBJ	BIKE	PEDE	FIXED	WET	BIKE			
17	5112	3044	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1
17	5112	3042	2	0	1	1	0	0	2	0	0	0	0	0	0	1	0
17	5112	3041	3	0	1	0	2	1	1	0	0	0	0	0	0	1	1
17	5112	3040	2	0	1	1	0	0	1	0	1	0	0	0	0	2	0
17	5112	3039	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17	5112	3038	4	0	1	1	2	0	1	0	0	0	0	0	0	0	1
17	5112	3037	3	0	0	2	1	0	1	0	0	0	0	0	1	1	2
17	5112	3036	2	0	0	1	1	0	2	0	0	0	0	0	1	1	1
17	5112	3035	2	0	1	0	1	0	1	0	0	0	0	0	1	1	1
17	5112	3034	4	0	1	1	2	0	1	0	0	0	0	0	0	0	1
17	5112	3032	1	0	0	0	1	0	1	1	0	0	0	0	0	2	1
17	5112	3031	4	0	2	0	2	0	2	0	1	0	0	0	0	0	1
17	5112	3030	2	0	0	0	2	0	0	0	0	0	0	0	0	1	2
17	5112	3029	3	0	2	1	0	0	1	0	0	0	0	0	0	0	1
17	5112	3028	2	0	0	1	1	0	1	0	0	0	0	0	0	1	2
17	5112	3027	7	0	4	3	0	0	5	0	0	0	0	0	0	0	1
17	5112	3026	7	0	0	3	4	0	2	0	0	0	0	0	0	3	1
17	5112	3025	2	0	1	0	1	1	0	0	0	0	0	0	0	3	1
17	5112	3024	2	0	1	1	0	0	1	0	0	0	0	0	0	2	0
17	5112	3023	3	0	2	1	0	1	3	0	0	0	0	0	0	1	1
17	5112	3022	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1
17	5112	3020	6	0	0	2	4	0	1	0	0	0	0	0	0	1	0
17	5112	3020	1	0	0	0	1	0	1	0	0	0	0	0	0	2	2
17	5112	3019	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0
17	5112	3018	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0
17	5112	3016	6	0	4	1	1	0	4	0	0	0	0	0	0	0	3
17	5112	3015	3	0	2	1	0	0	2	0	0	0	0	0	0	1	1
																	0

GREAT VALLEY/CARROLLTON TOWN LI

00 INVALID INTERSECTION NUMBER

** EXCLUDES PARTIALLY CODED NON-REPORTABLES

*** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
 Summary Report By Segment And/Or Intersection

Intersection & Non-Intersection Accidents
 Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET	NUMBER OF ACCIDENTS				LIGHT CONDITION					
									ROAD	FIXED	PED&	TRUCK	DWN	DAY	NIGHT	DAY	NIGHT	
								**	**	**	**	**	**	**	**	**	**	**
17	5102	2034	5	0	4	1	0	0	0	0	0	0	0	0	0	4	1	
219	5101	2007	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
219	5101	2007	2	0	0	1	1	0	0	0	1	0	0	0	2	0	0	
219	5101	2007	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
219	5101	2008	4	0	1	2	1	0	1	0	1	0	0	0	0	1	0	
219	5101	2008	1	0	0	0	1	0	0	0	0	0	0	0	0	3	1	
219	5101	2009	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
219	5101	2009	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	
219	5101	2010	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	
219	5101	2010	3	0	0	1	2	0	0	0	0	1	0	0	2	0	0	
219	5101	2011	2	0	0	2	0	0	0	0	0	1	0	0	2	0	0	
219	5101	2012	1	0	1	0	0	0	0	1	0	0	0	0	0	1	0	
219	5101	2012	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
219	5101	2013	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
219	5101	2013	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	
219	5101	2014	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
219	5101	3000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
219	5101	3003	3	0	2	1	0	1	0	0	0	0	0	0	0	0	0	
219	5101	3004	5	0	1	2	2	0	0	0	0	0	0	0	0	2	1	
219	5101	3005	2	1	1	0	0	0	0	0	0	0	0	0	0	2	1	
219	5101	3006	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	
219	5101	3007	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	
219	5101	3008	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	
219	5101	3009	5	0	1	3	1	0	0	0	0	0	0	0	0	0	1	
219	5101	3010	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2	
219	5101	3010	8	0	2	3	3	0	0	0	0	0	0	0	0	0	0	
219	5101	3010	3	0	2	0	1	0	0	0	0	0	0	0	1	4	1	
219	5101	3010	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	

** EXCLUDES PARTIALLY CODED NON-REPORTABLES
 *** EXCLUDES PICKUPS & VANS

**NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents**

Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	NUMBER OF ACCIDENTS				TRUCK FLIGHT CONDITION				
								ROAD	OBJ	BIKE	PED	WET	FIXED	DWN/DSK	DAY	NIGHT
219	5101	3011	1	0	0	0	1	1	0	0	0	0	0	0	0	1
219	5101	3013	7	0	1	1	5	0	1	0	0	0	0	0	3	2
219	5101	3013	2	0	1	0	1	1	0	0	0	0	0	0	1	0
219	5101	3013	1	0	0	1	0	0	1	0	0	0	0	0	0	1
219	5101	3014	5	0	1	0	4	0	1	0	0	0	0	0	0	1
219	5101	3014	1	0	0	1	0	1	0	0	0	0	0	0	0	2
219	5101	3015	1	0	1	0	0	0	1	0	0	0	0	0	0	1
219	5101	3017	4	0	2	1	1	0	1	0	0	0	0	0	1	0
219	5101	3019	4	0	2	0	2	0	1	0	0	0	0	0	2	2
219	5101	3020	9	0	3	5	1	2	1	0	0	0	1	1	1	1
219	5101	3020	3	0	1	2	0	0	0	0	1	0	0	1	4	1
219	5101	3021	1	0	0	0	1	0	1	0	0	0	0	0	2	1
219	5101	3021	2	0	0	1	1	0	1	0	0	0	0	0	1	0
219	5101	3022	2	0	1	1	0	0	0	0	0	0	0	0	1	0
219	5101	3022	1	0	1	0	0	0	0	0	1	1	1	1	1	0
219	5101	3023	3	0	2	0	1	0	1	0	0	0	0	0	0	1
219	5101	3024	2	0	0	0	2	0	1	0	0	0	0	0	3	0
219	5101	3024	1	0	0	0	0	0	0	0	0	0	0	0	1	1
219	5101	3025	7	0	0	3	4	0	0	0	0	0	0	0	0	1
219	5101	3025	2	0	0	2	0	0	1	0	0	0	0	0	3	0
219	5101	3026	2	0	0	2	0	0	1	0	0	0	1	0	0	1
219	5101	3027	2	0	1	0	1	0	1	0	0	0	0	0	1	1
219	5101	3028	2	0	1	0	1	0	1	0	0	0	0	0	2	0
219	5101	3029	1	0	1	0	0	0	2	0	0	0	1	0	0	1
219	5101	3030	3	0	0	0	3	0	0	0	0	0	0	0	1	0
219	5101	3032	2	0	1	1	0	0	0	0	0	0	0	0	1	0
219	5101	3035	2	0	1	1	0	0	0	0	0	0	0	0	1	1

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**NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection**

**Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008**

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	NUMBER OF ACCIDENTS				WET TRUCK LIGHT CONDITION				
								ROAD	FIXED	BIKE	PED	TRUCK	DWN	DAY	NIGHT	
219 5101 3115			1	0	0	1	0	0	0	0	1	0	1	0	0	0
219 5101 3116			11	1	3	3	4	2	6	0	2	0	0	7	1	1
219 5101 3117			1	0	0	0	1	0	0	0	0	0	0	1	0	0
219 5101 3119			1	0	0	1	0	1	0	0	0	0	0	0	1	0
219 5101 3120			3	0	0	3	0	1	2	0	0	0	1	1	1	1
219 5101 3121			2	0	0	0	2	0	2	0	0	0	0	2	0	0
219 5101 3122			1	0	0	1	0	1	1	0	0	0	0	1	1	1
219 5101 3123			1	0	1	0	0	0	1	0	0	0	0	1	0	0
219 5101 3124			2	1	0	1	0	0	1	0	0	0	0	1	0	0
219 5101 3125			3	0	1	0	2	0	1	0	0	0	0	1	1	1
219 5101 3126			1	0	0	0	1	0	1	0	0	0	0	2	1	1
219 5101 3127			9	1	2	1	5	1	1	0	0	0	0	0	0	0
219 5101 3127 90		COTTER RD	4	0	2	2	0	0	2	0	1	0	2	1	1	1
219 5101 3128			3	0	1	0	2	0	2	0	0	0	1	0	3	1
219 5101 3129			3	0	2	0	1	2	2	0	0	0	0	2	0	0
219 5101 3130			1	0	1	0	0	0	0	0	0	0	0	1	2	0
219 5101 3130 00		INVALID INTERSECTION NUMBER	1	0	1	0	0	0	0	0	0	0	0	1	0	0
219 5101 3131			3	0	2	0	1	0	1	0	0	0	0	0	0	0
219 5101 3132			1	0	1	0	0	0	0	0	0	0	0	1	0	0
219 5101 3134			4	0	2	1	1	0	0	0	0	0	0	1	0	0
219 5101 3134 91		LINDBERG RD	3	0	0	2	1	0	0	0	1	0	1	0	1	2
219 5101 3136			1	0	0	0	1	0	0	0	0	0	0	1	1	1
219 5101 3137			1	0	1	0	0	0	1	0	0	0	1	0	0	0
219 5101 3137 94		LINDBERG RD	1	0	0	0	1	0	1	0	0	0	0	0	1	1
219 5101 3138			1	0	1	0	0	0	1	0	0	0	0	1	0	0
219 5101 3139			2	0	0	0	2	1	0	0	0	0	0	0	1	1
			1	0	0	0	1	0	0	0	0	0	1	0	0	2

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NYSDOT Safety Information Management System
 Summary Report By Segment And/Or Intersection

Intersection & Non-Intersection Accidents
 Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	NUMBER OF ACCIDENTS							TRUCK LIGHT CONDITION			
								ROAD	FIXED	PED & BIKE	WET	OBJ	BIKE	TRUCK	DWN/DSK	DAY	NIGHT	DAY
219 5101 3140			3	0	1	1	1	1	1	0	0	1	0	0	2	0		
219 5101 3141			5	0	2	1	2	0	0	0	0	0	1	2	0			
219 5101 3141	95	JACKMAN HILL RD	1	0	1	0	0	0	1	0	0	0	0	1	0			
219 5101 3142			2	1	0	0	1	1	0	0	0	0	0	1	0			
219 5101 3143			7	0	0	3	4	1	2	0	1	0	0	3	1			
219 5101 3144			3	1	0	0	2	0	0	0	2	0	1	1	1			
219 5101 3145			2	0	0	2	0	0	0	0	0	0	0	0	1			
219 5101 3146			4	0	2	2	0	0	1	0	2	1	2	1	1			
219 5101 3147			1	0	0	0	1	0	0	0	0	0	0	1	0			
219 5101 3149			1	0	0	0	1	0	0	0	0	0	0	1	0			
219 5101 3150			1	0	0	0	1	0	0	0	0	0	0	0	0			
219 5101 3153			3	0	2	0	1	1	1	0	1	0	1	0	3	0		
219 5101 3154			3	0	0	1	2	1	0	0	0	0	0	3	0			
219 5101 3155			1	0	1	0	0	0	0	0	0	0	0	0	1			
219 5101 3155			2	0	1	0	1	0	1	0	1	0	0	0	1			
219 5101 3156			1	0	1	0	0	0	0	0	0	0	0	1	0			
219 5101 3158			4	0	2	1	1	0	2	0	1	0	2	2	2			
219 5101 3159			2	0	1	0	1	0	1	0	1	0	1	1	1			
219 5101 3161			3	0	1	1	1	0	0	0	1	0	1	1	1			
219 5101 3163			1	0	1	0	0	0	0	0	0	0	0	1	1			
219 5101 3164			5	0	2	1	2	0	1	0	1	0	1	0	4			
219 5101 3165			1	0	0	0	1	0	0	0	0	0	0	1	1			
219 5101 3166			3	0	0	1	2	0	0	0	0	0	0	0	1			
219 5101 3166	98	PLATO & HEBDON RDS CO RD 75	18	0	6	5	7	2	2	0	3	0	4	4	0			
219 5101 3167			4	0	2	2	0	0	0	0	1	1	2	1	1			
219 5101 3168			3	0	0	0	3	0	0	0	0	0	2	1	1			
219 5101 3169			1	0	0	1	0	0	0	0	0	0	2	1	1			
219 5101 3169			3	0	2	1	0	1	3	0	0	0	1	0	0			

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Intersection & Non-Intersection Accidents Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS										TRUCK LIGHT CONDITION					
			TOTAL	FTL	INJ	PDO	N/R	WET	FIXED	PED& BIKE	ROAD	OBJ	***	DMN	DSK	DAY	NIGHT	
219 5101 3170			4	1	2	0	1	1	0	0	0	0	0	0	0	0	3	0
219 5101 3171			1	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
219 5101 3173			2	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0
219 5101 3174			3	0	1	1	1	1	1	0	0	0	0	0	0	0	1	0
219 5101 3175			2	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0
219 5101 3176			4	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0
219 5101 3177			4	0	0	0	4	1	1	0	0	0	0	0	0	1	1	0
219 5101 3178			4	0	0	3	1	0	1	0	0	0	0	0	0	1	1	0
219 5101 3180			3	0	1	0	2	0	2	0	0	0	0	0	0	1	1	1
219 5101 3181			1	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
219 5101 3182			3	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0
219 5101 3183			4	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0
219 5101 3184			4	0	0	2	2	0	2	0	0	0	0	0	0	0	1	2
219 5101 3185			2	0	1	1	1	0	2	0	0	0	0	0	0	0	4	0
219 5101 3186			3	0	1	0	2	1	2	0	0	0	0	0	0	0	2	0
219 5101 3187			2	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0
219 5101 3188			2	0	1	0	1	1	1	0	0	0	0	0	0	0	1	1
219 5101 3189			1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
219 5101 3190			2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	1
219 5101 3191			3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
219 5101 3192			5	0	2	0	3	1	3	0	0	0	0	0	0	0	3	1
219 5101 3192 90		ASHFRD HOLLOW RD CO RD 53	6	0	1	2	3	0	2	0	0	0	0	0	0	0	4	0
219 5101 3193			2	0	1	1	1	0	1	0	0	0	0	0	0	0	1	0
219 5101 3194			3	0	2	0	1	0	1	0	0	0	0	0	0	0	1	0
219 5101 3195			3	0	1	1	1	1	0	0	0	0	0	0	0	0	2	1
219 5101 3196			1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
219 5101 3197			2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
219 5101 3197			3	0	2	0	1	0	1	0	0	0	0	0	0	1	0	2

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**NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection**

**Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008**

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	NUMBER OF ACCIDENTS			TRUCK LIGHT CONDITION			
								ROAD	FIXED	PED& BIKE	***	DWN/DSK	DAY	NIGHT
219	5101	3198	4	0	1	2	1	0	2	0	1	0	2	1
219	5101	3199	1	0	0	1	0	0	0	0	0	0	1	0
219	5101	3200	3	0	1	0	2	0	0	1	0	0	0	2
219	5101	3201	4	0	2	0	2	1	3	0	0	0	4	0
219	5101	3202	1	0	1	0	0	0	0	0	0	0	1	0
219	5101	3203	5	0	1	2	2	0	0	0	0	0	3	0
219	5101	3203	4	0	1	3	0	1	0	0	2	1	3	0
219	5101	3204	4	1	0	2	1	3	1	0	0	0	1	3
219	5101	3205	2	0	0	0	2	0	0	0	0	0	1	1
219	5101	3206	4	0	0	2	2	0	2	0	0	0	1	2
219	5101	3207	5	0	1	1	3	2	1	0	1	0	2	1
219	5101	3208	3	0	2	0	1	1	3	0	0	0	1	2
219	5101	3209	2	0	0	1	1	0	2	0	0	0	0	2
219	5101	3210	7	0	1	1	5	0	0	0	0	0	2	2
219	5101	3210	3	0	0	2	1	0	0	0	0	0	1	1
219	5101	3211	1	0	0	0	1	0	0	0	0	0	0	1
219	5101	3212	2	0	0	1	1	0	0	0	1	0	1	0
219	5101	3213	1	0	1	0	0	1	0	0	0	0	1	0
219	5101	3214	3	0	1	1	1	0	0	0	0	0	1	0
219	5101	3215	1	0	0	0	1	0	0	0	0	0	2	1
219	5101	3217	9	0	3	2	4	2	2	0	0	0	4	2
219	5101	3218	1	0	0	0	1	0	0	0	0	1	0	0
219	5101	3219	3	0	1	0	2	1	1	0	0	0	1	1
219	5101	3220	2	0	0	0	2	1	0	0	0	0	0	1
219	5101	3221	1	0	0	0	1	0	0	0	0	0	0	1
219	5101	3222	4	0	3	0	1	0	0	0	0	0	1	2
219	5101	3223	2	0	1	0	1	0	0	0	0	0	0	1

** EXCLUDES PARTIALLY CODED NON-REPORTABLES
*** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System Summary Report By Segment And/Or Intersection

Intersection & Non-Intersection Accidents Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	NUMBER OF ACCIDENTS				TRUCK LIGHT CONDITION				
								WET	FIXED	PED&	BIKE	ROAD	OBJ	***	***	***
219	5101 3224		2	0	0	0	2	1	1	0	0	0	0	0	1	1
219	5101 3226		1	0	0	0	1	0	0	0	0	0	0	0	1	0
219	5101 3227		4	0	2	1	1	0	2	0	0	0	0	0	2	2
219	5101 3228		5	0	0	1	4	0	1	0	0	0	0	0	1	1
219	5101 3228	95 CONNOISARAULEY RD	5	0	3	1	1	0	0	0	1	0	0	0	3	0
219	5101 3229		4	0	0	2	2	2	1	0	0	1	1	1	1	1
219	5101 3230		9	0	2	3	4	0	3	1	2	2	3	3	3	3
219	5101 3230	96 EDDIES RD CO RD 12	1	0	1	0	0	1	0	0	0	0	0	0	1	0
219	5101 3231		2	0	2	0	0	1	1	0	0	0	0	1	0	1
219	5101 3232		1	0	0	1	0	0	0	0	0	0	0	0	0	1
219	5101 3233		2	0	0	1	1	1	1	0	0	0	0	0	0	1
219	5101 3234		2	0	1	1	1	0	0	0	0	0	0	1	1	1
219	5101 3235		2	0	1	0	1	0	0	0	0	0	0	1	1	0
219	5101 3236		2	0	1	0	1	0	1	0	1	1	1	1	1	0
219	5101 3237		5	0	2	0	3	1	2	0	1	0	1	0	1	2
219	5101 3238		1	0	0	0	1	0	0	0	0	0	0	0	0	1
219	5101 3238		4	0	3	1	0	0	3	0	1	0	1	0	4	0
219	5101 3239		12	0	2	6	4	0	4	0	0	1	0	1	5	2
219	5101 3240		9	1	3	2	3	0	6	0	0	0	0	0	3	4
219	5101 3240	97 PETERS RD	3	1	0	1	1	0	1	0	2	0	1	1	1	1
219	5101 3241		2	0	1	0	1	0	2	0	1	0	2	0	0	0
219	5101 3241	97 INVALID INTERSECTION NUMBER	2	0	0	1	1	0	1	0	0	0	0	0	1	0
219	5101 3242		1	0	0	1	0	1	0	0	0	0	0	0	1	0
219	5101 3243		4	0	2	1	1	1	4	0	0	0	0	0	1	0
219	5101 3244		4	0	1	1	2	0	1	0	0	0	0	0	3	1
219	5101 3245		6	0	1	1	2	0	1	0	0	0	0	0	1	2
219	5101 3246		3	0	1	2	3	1	2	0	0	0	1	1	1	3
219	5101 3246	00 INVALID INTERSECTION NUMBER	1	0	1	2	0	0	1	0	0	0	0	0	2	1
			1	0	1	0	0	0	1	0	0	0	0	0	0	0

** EXCLUDES PARTIALLY CODED NON-REPORTABLES
*** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System Summary Report By Segment And/Or Intersection

Intersection & Non-Intersection Accidents Complete Accident Data From NYSDMV Is Only Available thru 30-SEP-2008

ROUTE: 219 HIGHWAY LOCATION: 219 51011064 - 219 53021026 DATES: 01-OCT-1998 - 30-SEP-2008

REFERENCE	INT.	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET	NUMBER OF ACCIDENTS			TRUCK I.TIGHT CONDITION		
									ROAD	FIXED	PED& BIKE	***	***	***
219 5101 3247			10	0	2	4	4	1	3	0	1	0	2	3
219 5101 3247	50	SCHWARTZ RD CO RD 85												
219 5101 3248		CATTARAUGUS/ERIE COUNTY LINE	8	0	5	2	1	0	2	0	1	0	6	1
219 5101 3248	80	HENRIETTA RD	2	0	1	1	0	1	1	0	0	1	0	1
219 5302 1000		CATTARAUGUS/ERIE COUNTY LINE	2	0	0	2	0	0	2	0	0	0	0	2
219 5302 1000		TOWN OF CONCORD	4	0	1	1	2	1	1	0	0	0	2	0
219 5302 1001														
219 5302 1003			1	0	0	0	1	0	0	0	0	0	0	1
219 5302 1004			2	0	0	0	2	0	1	0	0	0	1	0
219 5302 1005			1	0	0	0	1	0	0	0	0	0	0	0
219 5302 1006			1	0	0	0	1	0	0	0	0	0	0	0
219 5302 1007			3	0	1	1	1	0	1	0	0	0	1	2
219 5302 1008			2	0	1	1	0	0	1	0	0	1	0	1
219 5302 1010			6	0	0	5	1	0	0	0	0	0	3	1
219 5302 1011			2	0	1	1	0	0	0	0	0	0	1	1
219 5302 1012			3	0	0	2	1	0	0	0	0	0	1	1
219 5302 1012			15	0	4	4	7	3	1	0	0	0	4	4
219 5302 1013	83	SCOBY HILL RD	4	0	1	2	1	1	0	0	0	0	1	1
219 5302 1014			2	1	1	0	0	0	1	0	0	0	1	1
219 5302 1015			6	0	3	2	1	1	1	0	1	0	3	2
219 5302 1016			3	0	0	3	0	1	0	0	1	0	1	2
219 5302 1016	00	INVALID INTERSECTION NUMBER	4	0	3	1	0	1	1	0	0	0	4	0
219 5302 1017			1	0	0	0	1	0	0	0	0	0	0	0
219 5302 1019			2	0	1	1	0	0	0	0	0	0	0	0
219 5302 1020			4	0	2	1	1	1	0	0	0	2	0	0
219 5302 1020	86	ZOAR VALLEY CR457/WAVERLY ST CR 121	45	0	16	15	14	7	1	0	1	0	1	2
219 5302 1021			42	0	15	13	14	7	0	0	2	1	23	6
219 5302 1021			7	0	6	0	1	1	0	0	0	1	14	12

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

Appendix C: Land Use Report



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY

Appendix C: Land Use Report Springville to Salamanca, New York



August 2009

Submitted by:



Hatch Mott
MacDonald

in association with

DESIGN based PLANNING
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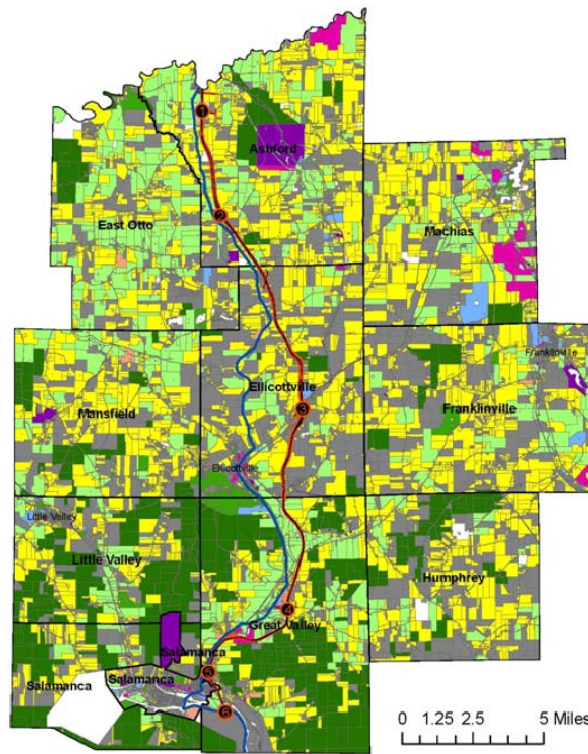
URBAN
ENGINEERS
Formulating Excellence

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

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 as the proposed interchanges were visually confirmed. Development potential estimates were obtained from the final Environmental Impact Statement published by NYSDOT in 2003.



Figure 2– Peters Road Interchange Land Uses

Image left: Peters Road interchange under construction; center, land uses at the Peters Road interchange; right, Google Earth image of the Peters Road interchange vicinity

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.



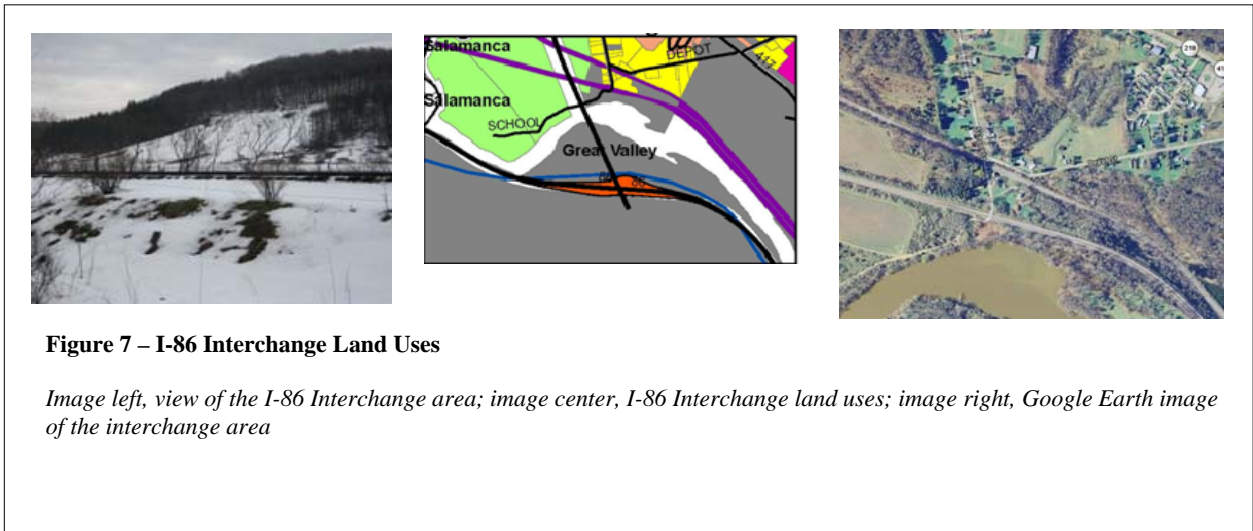
Figure 6 – Salamanca Interchange Land Uses

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.

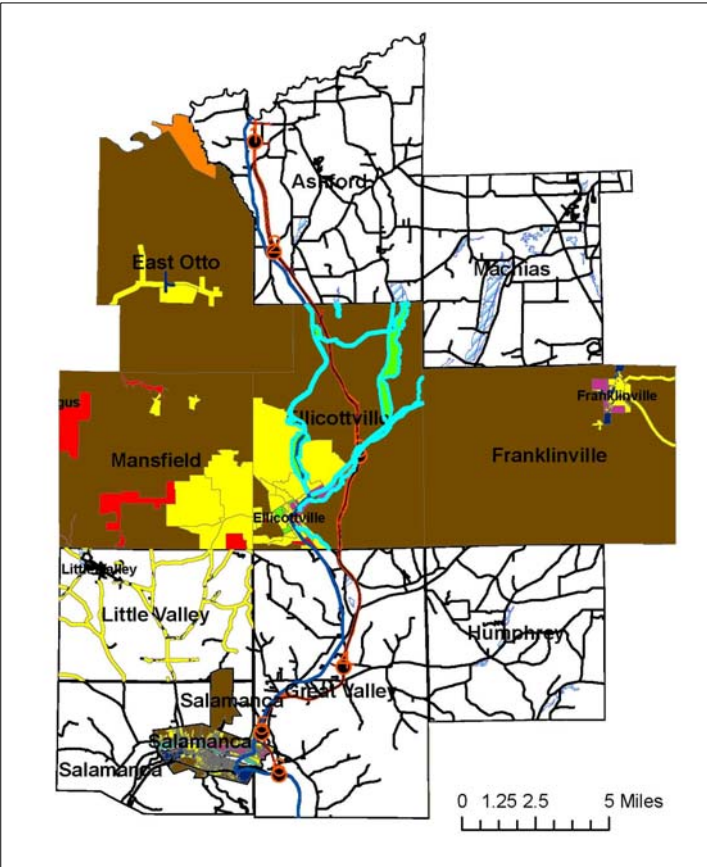


Figure 8 – Existing Zoning

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.

Appendix D: Economic Impact Report



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY

Appendix D: Economic Impact Report Springville to Salamanca, New York



August 2009

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URBAN
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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	2009	2008	2009	2009	2008	2009	2009	2008
	April	March	April	April	March	April	April	March	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.

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 Allegany 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
Allegany : 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 Allegany 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

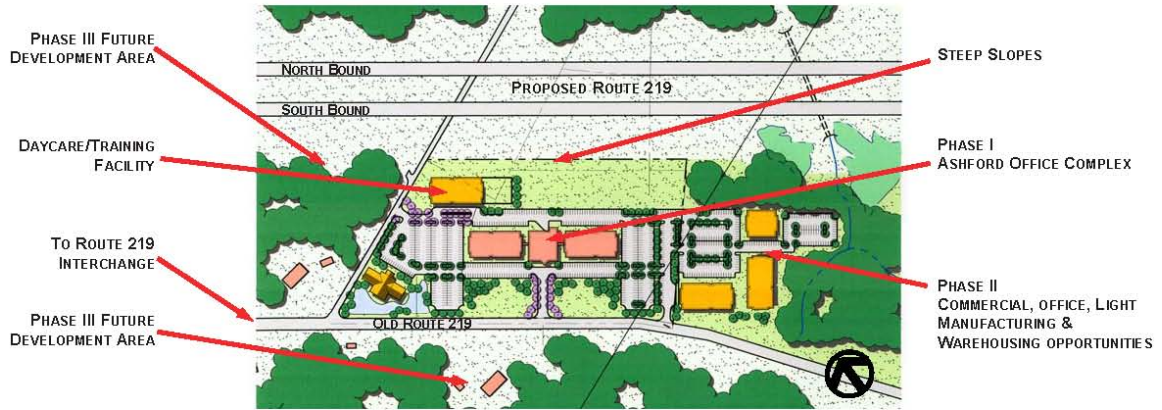
Route 219 - International Trade Corridor

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

303 Court Street, Little Valley, NY 14755

Phone: (716) 938-9111 ext. 2307 · Fax: (716) 938-9431 · Tourism Line: (800) 331-0543 · Web Site: www.co.cattaraugus.ny.us

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 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. 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

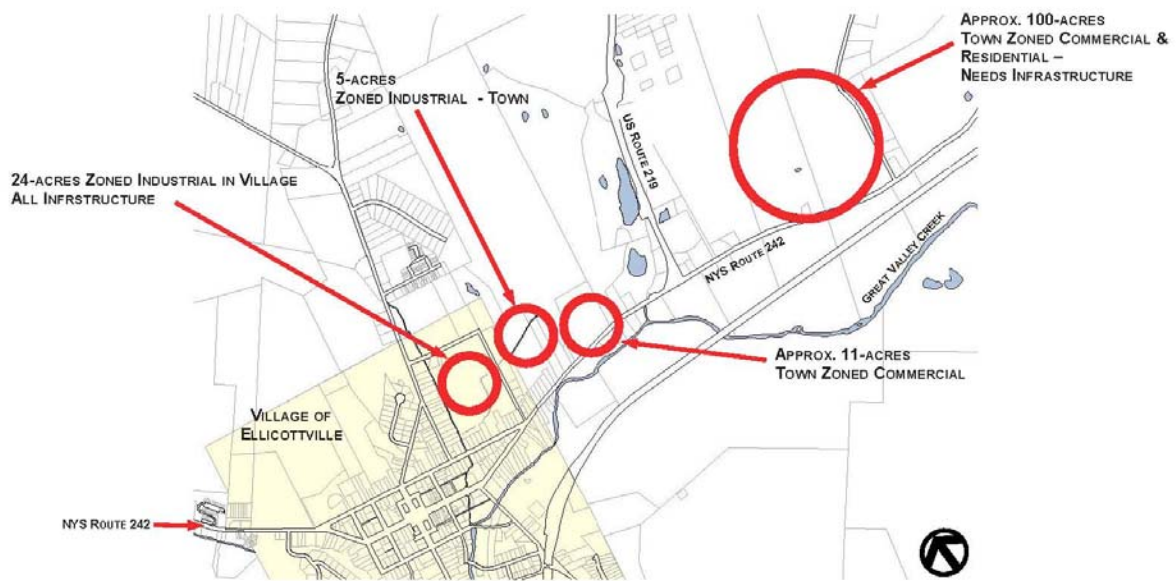
Route 219 - International Trade Corridor

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 northeast 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. NYSDOT 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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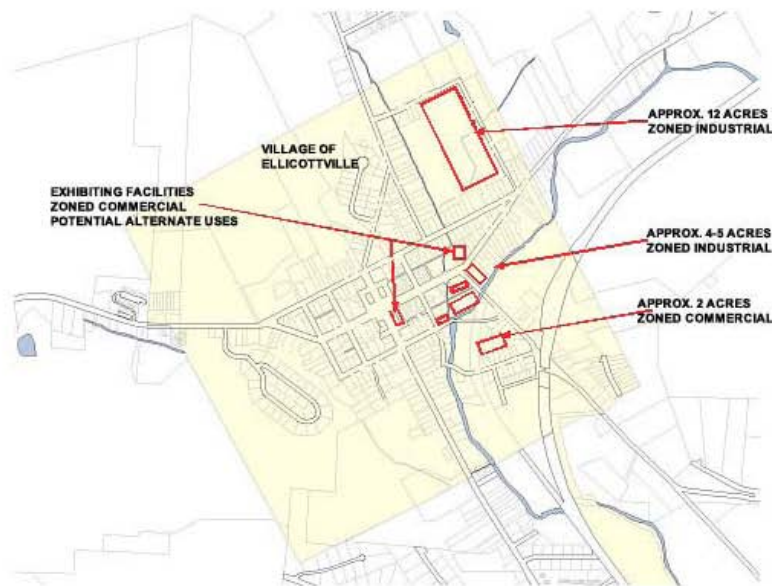
Funding: Funding for preparation of the marketing documents is provided in part by grant from the Appalachian Regional Commission.



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

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.

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

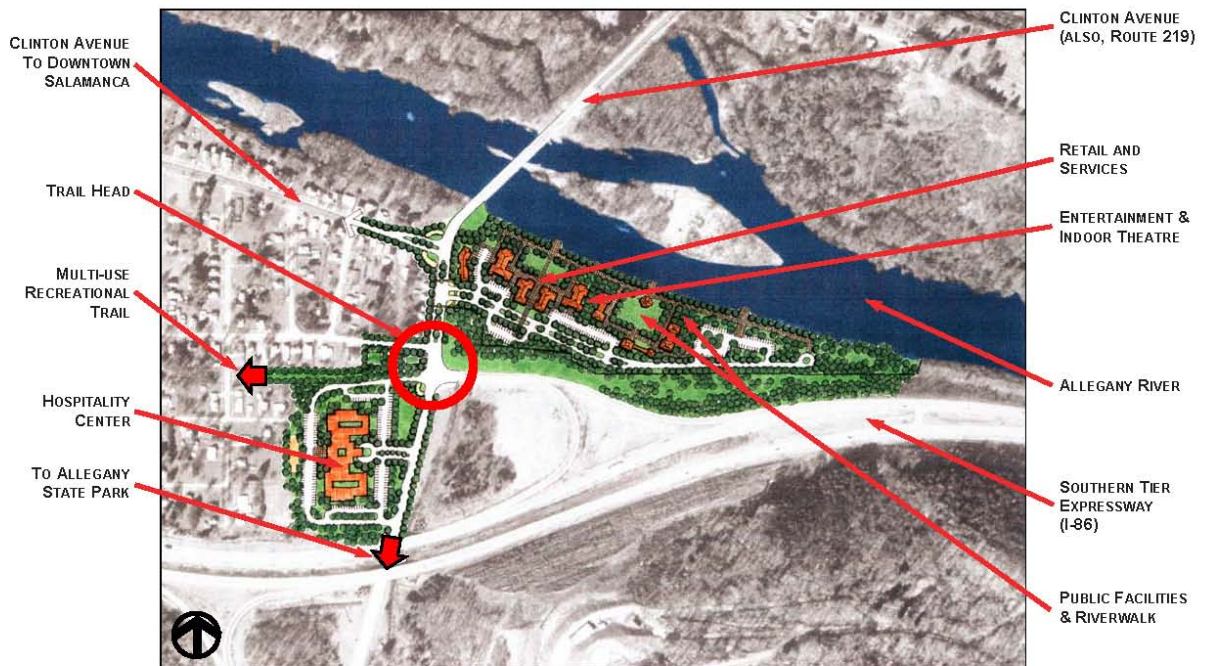
Explore and Enjoy

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 Allegany State Park.

Allegany State Park: The proximity of **State Park Village** to Allegany 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 Allegany State Park for visitors traveling from Toronto, Buffalo and Ellicottville. Salamanca lies within the Allegany 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 Allegany 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	m2/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
Great Valley	Airport Business Center	Office	0.3	25	0.8	100	1.3	150
	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

					Upgrade Alternative		Freeway Alternative	
Salamanca	County Business Center	Industrial	0.2	55	20.6	750	66	2400
	Business Communication, Services and Long-distance Learning Center	Office	0.3	25	0.4	50	0.4	50
	Indian Cultural and Reservation Center	Services	0.25	30	1.2	100	4.2	350
	Hotels / Motels	Hotel	0.4	75	0.9	50	1.9	100
	Centers for Antiques, Arts and Crafts	Retail	0.25	45	1.3	70	1.8	100
	Amusement Park	Specialty	0.05	45	9	100	40.5	450
	Expanded Bingo Complex	Services	0.25	30	0.5	40	0.6	50
Rest of Catt. Co.	Limestone Gateway Center	Services	0.25	30	0.6	50	4.8	400
	Lodge	Specialty	0.05	45	0	0	13.5	150
	county Fairgrounds	Specialty	0.05	45	1.8	20	1.8	20
	county Museum Expansion	Specialty	0.05	45	1.8	20	0.9	10
	Ski Area Development (Kingbrook, Poverty Hill)	Specialty	0.01	45	54	60	90	100
	Factory Outlet	Retail	0.25	45	5.4	300	7.2	400
	Industrial Incubator Facility	Industrial	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

End of Document

Appendix E: Additional Correspondence



Southern Tier West

Regional Planning & Development Board

US 219 PLANNING STUDY

Appendix E: Additional Correspondence Springville to Salamanca, New York



August 2009

Submitted by:



Hatch Mott
MacDonald

in association with

DESIGN based PLANNING
peter j. smith & company, inc.
www.pjscompany.com
United States Buffalo, New York • Canada Fort Erie, Ontario

URBAN
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COUNTY LEGISLATURE

DON B. WINSHIP
Chairman

December 21, 1995

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716/988-5050 (Res.)

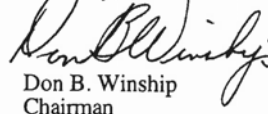
Cattaraugus County Legislature and the
County's Economic Development Team
Little Valley, NY 14755

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