

Transportation and Utilities



GOALS:

- A. Maintain Town roads in good condition.**
- B. Improve traffic circulation between the eastern and western areas of the Town and access to the Thruway interchange at NYS Route 98.**
- C. Relieve congestion along NYS Routes 5, 63, and 98.**
- D. Provide public water and sewer service to areas that have inadequate on-site supply or disposal capacity.**
- E. Provide public water and sewer service to accommodate economic development and residential growth as recommended in the Comprehensive Plan.**
- F. Cooperate with other governmental entities to carry out transportation, water and sewer system improvements.**
- G. Improve management and oversight of private utilities and the use of road rights-of-way.**
- H. Accommodate the use and generation of alternative and sustainable energy.**



Existing Plans and Programs

The 1967 *Batavia Area Master Plan* proposed a major east-west highway south of the Thruway from College Road to Kelsey Road, as well as a north-south connector west of Lewiston Road extending southerly to Pearl Street Road.

The 1993 *Town of Batavia Comprehensive Master Plan* recommended the following roadway improvements, some of which were initially proposed in the 1967 Plan. The current status of these recommendations are indicated in italics.

- Extend Woodland Drive northwesterly to South Main Street Road. This has been completed in conjunction with new residential development.
- Construct a new east-west road north of the airport to connect NYS Route 98 to State Street Road. Extend to Bank Street unless a southwest-northeast airport runway is constructed. The relocation of State Street Road was completed.
- North of the Thruway, construct a new east-west road between NYS Route 98 and Lewiston Road (NYS Route 63) to serve the GCIDA Corporate Park. This was completed in conjunction with the development of Gateway I.
- Construct a bridge over Tonawanda Creek to provide a direct link into the Veterans Memorial Drive/ Pratt Road corridor.

Existing Conditions

Roadways

Roads within the Town of Batavia include nine miles of interstate highway, 23 miles of State highway, 25 miles of County highways and 47 miles of Town roads.

Interstate 90 (the New York State Thruway) extends across the town in an east-west direction. Thruway Interchange 48 is located at the immediately north of the City of Batavia at NYS Route 98.

State highways include:

- NYS Route 5 (Main Street Road). This major east-west arterial passes through the City of Batavia and across New York State.
- NYS Route 33 (Pearl Street Road west of the City and Clinton Street Road east of the City). This major east-west arterial connects Batavia with both Rochester and Buffalo.
- NYS Route 98 (Oak Orchard Road north of the City and Alexander Road south of the City). This major north-south arterial links Batavia with Elba and Albion to the north and with Alexander, Attica and Arcade to the south. It also connects with the NYS Thruway at Exit 48.
- NYS Route 63 (Lewiston Road northwest of the City and Ellicott Street southeast of the City). This diagonally-oriented arterial links Batavia with Oakfield and NYS Route 77 to the northwest and with Geneseo and I-390 to the southeast.

All four State highways converge in the City of Batavia's central business district.

The table on the following page lists the County highways located within the Town.

Town Line Road	CR 26
Saile Drive/ Airport Road	CR 46
College Drive	CR 48
Pratt Road	CR 32
Bank Street Road	CR 13
Batavia-Stafford Town Line Road	CR 19
Kelsey Road (portion)	CR 32
Slusser Road	CR 30
Putnam Road	CR 38
Old Creek Road	CR 1
Wortendyke Road (northern portion)	CR 37
Hartshorn Road/ Wilkinson Road	CR 5

- Extend Donahue Road north from Pearl Street to South Main Street Road. (Depicted as “Proposed Road” in Map 16.)
- Extend College Road westward to State Street Road, southwest behind the BOCES complex to Gateway Drive. (Depicted as “Proposed Road” in Map 16.)

Construct a new east-west roadway from Rose Road eastward from Alexander Road (NYS Route 98) along an abandoned railroad grade to Tonawanda Creek, then eastward adjacent to an electric utility right-of-way to the Batavia-Stafford Town Line Road. Segment from Creek Road eastward to Town line is depicted as “Proposed Road” in Map 16.

The Town of Batavia maintains 48 miles of Town roads. (up from 36 miles in 1980 due to new subdivision development.) The Town plows during the winter and mows and chip-seals roads during the summer.

Bridges

Bridges along Town and County roads that cross water are maintained by the Genesee County Highway Department. The NYS Thruway Authority is responsible for the maintenance of bridges across the NYS Thruway. The NYS Department of Transportation maintains bridges that are part of State highways.

Railroads

Genesee Valley Transport and CSX maintain railroad tracks within the Town of Batavia.

Public Transportation

Batavia Bus Service (BBS) provides public transportation within Genesee County. BBS operates a fixed route service within the City of Batavia and to Genesee Community College, a route between the City of Batavia and the Village of LeRoy, and demand-responsive service throughout the County.



Existing Plans and Programs

County-Wide Water Project

In 1999, Genesee County developed a county-wide water supply strategy. The strategy has resulted in the integration of County resources with the regional water supply systems of the Monroe County Water Authority (MCWA) and the Erie County Water Authority (ECWA) along with continued long term use of the Village of LeRoy water treatment plant and temporary use of the City of Batavia water treatment plant.

The initial phase of the County's water supply strategy involved the construction of approximately 32 miles of water main in Genesee and Erie Counties along with four pump stations and two water storage tanks. Funding for this \$27 million project was provided by Genesee County and State and Federal grants/loans.

Phase II of the project will include connections to the MCWA system in Chili as well as system extensions in Genesee County to the Villages of Elba, Alexander, and Corfu and the Towns of Bethany and Alabama. The Phase II connections to the MCWA in Chili will allow for the discontinued use of the City of Batavia water treatment facilities, although this is not expected to occur for many years.

Anticipated project benefits include:

- Improvements in water quality*
- Enhanced system reliability*
- Enhanced economic development opportunities*

Genesee County's Smart Growth Plan limits hookups into the County water

Pedestrian and Bicycle Facilities

The Town maintains five miles of sidewalks. Town personnel plow the sidewalks during the winter.

The Town currently has no designated bicycling facilities.

Water

Public water service is available to most residents of the Town. Map 16 shows the location and sizes of existing water lines in the Town, as well as the locations of water lines that are currently proposed for construction. The Town maintains 40 miles of water lines.

The Town of Batavia purchases water from Genesee County. Current usage is approximately 500,000 gallons per day on average. The Town purchases water from the County at the wholesale rate of \$2.47/ 1000 gallons and sells it to Town customers at a rate of \$4.03/ 1000 gallons. The difference is utilized for Operation and Maintenance as well as capital reserves.

Sanitary Sewer

Sanitary sewer service is available in areas located northwest of the City of Batavia, between Route 98 and West Main Street Road, east of the City, along both sides of Routes 5 and 33 and north to the Thruway, and in the Gateway Park areas. The Town maintains 11 miles of sanitary sewer mains and 7 lift stations.

Sanitary sewage collected within the Town of Batavia sewer districts is transported to the City of Batavia wastewater treatment ponds for processing. The Town partnered with the City of Batavia to construct the wastewater treatment facility.

Town sewer districts generate 250,000 gallons/ day of sanitary waste. The Town has an agreement with the City of Batavia for the processing of up to 350,000 gpd of wastewater from Town customers.

The Town pays a bulk rate of \$2.67/ 1000 gallons for the use of the City's collection system and for processing at the City's sewage treatment ponds. The rates charged to customers within the Town's sewer districts are:

Sewer District #1	\$5.03/ 1000 gallons
Sewer District #2	\$5.03/ 1000 gallons
Gateway Corporate Park I	\$5.03/ 1000 gallons

Natural Gas

National Fuel distributes natural gas to properties in the Town of Batavia.

National Fuel offers business development rates, Empire Zone rates and grants for new economic development projects

Cable TV/ Internet

Time Warner provides cable television and broadband internet service to customers in most areas of the Town.

Time Warner has a franchise agreement with the Town of Batavia to provide service. Time Warner pays an annual fee to the Town.

Broadband internet service is also available through T-1 lines along Saile Drive and at the Genesee County Airport. Empire Telephone also offers broadband internet service to its customers. Verizon maintains fiber optic lines and offers broadband internet service.

Telephone

Telephone service is provided by Verizon and Empire Telephone.

Cellular telephone towers are located on Pratt Road (Verizon and Sprint) and at Genesee Community College (Verizon.)

Electricity

Electrical service is provided by National Grid.

system outside of designated "Development Areas."

Genesee County Sewer Study

Genesee County is in the process of preparing a study of the County's wastewater system and needs. The study will address economic development potential and health concerns related to inadequate residential and municipal wastewater systems.

Major issues identified in the first phase of the study include:

- *Inflow and infiltration, which consists of rain or groundwater that enters a municipal sewer system, exceeds normal in several municipalities and reduces the system's treatment capacity.*
- *Topography and soil characteristics limit development potential in areas without public sewer. In many areas, shallow bedrock and clay layers require non-standard techniques for on-site wastewater treatment.*

The study will :

- *recommend areas within Genesee County to receive sanitary sewer services and will identify appropriate types of collection and treatment systems*
- *predict the demand for sewer service over the next 20 years.*
- *assess the options for providing public sewer to identified development areas in each municipality*
- *evaluate the potential capital costs and the impact to each municipality on a per-unit basis.*

Issues and Opportunities

Roads

Traffic circulation improvements are needed to improve access between the major transportation corridors in the Town. The “spoke and wheel” highway configuration, centered in the City of Batavia, as well as the railroads that pass through the City, make connections between the major State highways difficult.

Map 17: Existing and Proposed Roads depicts the potential locations of road improvements that would alleviate congestion and improve access to areas in the Town that are suitable for more intensive development.

Water

The Town has access to sufficient water supply to accommodate anticipated future needs. The quality and quantity of water supply provided by Genesee County through the treatment plant in the City of Batavia is satisfactory.

Several areas of the Town are not served by the Town’s public water supply system and depend upon private wells. While private systems serve many residents in these areas adequately, other households have experienced problems with insufficient supplies and poor quality of water. The Town of Batavia has held public informational meetings to determine which areas of the Town have the greatest need for public water extensions.

Projects that are currently in the planning stage are located along:

- Portions of Wilkinson Road and Pearl Street
- Putnam and Shepard Roads

Genesee County’s Countywide Water Project included recommendations for several “Phase II” improvements that would be located in the Town of Batavia. Some of these Phase II projects have already been constructed, including Hopkins Road and Pearl Street Road. The following segments will be constructed as funding is obtained:

- Alexander Road (Route 98) south to the Village of Alexander
- Oak Orchard Road (Route 98) north to the Village of Elba
- College Road east to the Town line

- Ellicott Street Road (Route 63) and Batavia-Stafford Town Line Road south to the Town of Bethany

In addition, Phase II recommended connecting the East Pembroke supply to West Pembroke to interconnect with the Erie County system and improve fire protection. This project is currently in the planning stages.

Planned and future water lines are depicted in Map 16.

Several water districts were consolidated during the late 1980s and early 1990s in order to facilitate administration. The establishment of a single Town-wide water district may provide additional efficiencies.

Sanitary Sewer

The wastewater treatment facility located in the City and Town of Batavia is expected to provide sufficient treatment capacity to accommodate foreseeable demand from development in the Town. The Town partnered with the City to construct the treatment facility, which is an innovative design that utilizes a series of ponds to treat wastewater. The facility has been working well and is expected to continue to serve the Town's needs into the foreseeable future.

Upgrades to improve capacity are planned for Sewer District #1, which will serve Genesee Community College and the proposed Medical Technology Park along the south side of College Road.

Sewer extensions are needed to accommodate economic development as well as new residential development. Areas under consideration for sewer extensions include:

- Wortendyke Road and Pearl Street Road
- West Main Street Road
- Brookwood Estates

The Town needs to obtain approval from the Environmental Protection Agency (EPA) in order to connect households located within a designated floodplain to the sanitary sewer system.

Upgrades to the sanitary sewer conveyance system are expected to be identified in Genesee County's plan and will be incorporated into the Comprehensive Plan.

Natural Gas

Some areas of the Town do not have natural gas service. Extension of service would provide additional fuel options for households.



Existing Plans and Programs

Regional Rights-of-Way Preservation Action Plan—Abandoned Railroads

In 2005, the Genesee Transportation Council prepared an inventory and plan for abandoned rights-of-way within the 9-county Genesee/ Finger Lakes Region. The plan identifies key preservation opportunities and presents coordinate, achievable, and cost-effective preservation/ acquisition strategies to secure these opportunities.

The Plan included recommendations for local governments to preserve or acquire high-priority railroad corridors:

- *Include a section on rights-of-way preservation in the transportation element of the local comprehensive plan*
- *Provide adequate resources for rights-of-way planning, preservation, and acquisition*
- *Arrange for funding in a timely fashion when the opportunity to purchase a right-of-way presents itself.*
- *Include all public and interested parties in any discussions.*

The Plan identified four corridors as priorities for acquisition or preservation:

- *Former Erie RR-Attica Line*

Broadband Internet

Many areas of the Town do not have access to broadband internet service. Lack of high-speed internet is a “quality of life” concern and limits opportunities for home-based and other businesses. It has been difficult to persuade Time Warner to extend cable service to sparsely populated areas.

There may be an opportunity for the Town to work with governmental or private entities to establish wireless internet service. A joint Town/ City of Batavia Committee is in the process of investigating alternatives and costs to implement Townwide high-speed wireless internet service.

Alternatives to cable internet include T-1 lines and DSL, which is provided by telephone companies.

Telephone

Telephone service is frequently of poor quality. Inadequate quality of service to the airport is a concern. Telephone lines in certain areas need to be upgraded to improve quality of service.

Electricity Generation

The Town does not have regulations in place to govern wind-energy generation facilities. Regulations should address acceptable locations for wind energy facilities as well as criteria and procedures for reviewing proposed projects.

Right-of-Way Management

The Town of Batavia has franchise agreements with several private utility companies, including National Grid, National Fuel Gas, Inteligis, and Empire Telephone. These agreements allow the utilities to install service lines within the Town’s road rights-of-way.

The franchise agreements need to be stronger. Issues include:

- Utility companies do not always remove abandoned lines from rights-of-way. When contractors mark existing lines, they may mark the abandoned line and subsequently cut through the active line.
- A work permit and fee should be required for utility companies to work within Town road rights-of-way.

New technology may utilize sewer and water lines as conduits for lines that transmit digital data.

Abandoned Railroad Corridors

Abandoned railroad corridors present opportunities for trails as well as roadways. Such corridors have been developed for hiking/ bicycle and equestrian trails in other areas.

Genesee County has not acquired right-of-ways for future trail use. There is no funding in County budget for trail development. Some segments have been purchased by adjoining land owners. Current ownership of abandoned railroad corridors is depicted in Map 18.

Three trail projects were recommended in the Regional Trails Initiative (see sidebar to right):

- 7.2 mile trail to connect the City of Batavia and the Village of Alexander. (Near-term implementation).
- 14.3 mile trail from the City of Batavia east to LeRoy (Mid-term implementation)
- 12.7 mile trail from the City of Batavia west through the Town of Darien to the Genesee/ Erie County line. (Long-term implementation)

Implementation of these projects would require the following steps:

- Identify routing alternatives and property acquisition needs
- Develop cost estimates for construction, operation and maintenance
- Involve citizens and key stakeholders in the planning and development of the project
- Identify potential funding sources

The Genesee Transportation Council's *Regional Rights-of-Way Preservation Action Plan—Abandoned Railroads* (see sidebar to left) identified several abandoned railroad corridors were also identified as priorities for acquisition. Map 18 depicts the ownership of property along the rights-of-way of these former railroad corridors.

Trails in Conjunction with New Development

Recreational facilities may be incorporated into development plans for corporate parks. For example, there may be opportunity for trails around wetlands near Gateway II.

from the City of Batavia to Telephone Road in the Town of Alexander

- The former Erie RR-Attica Line from the City of Batavia to North Street in the Village of LeRoy
- The former Lehigh Valley RR Main Line
- New York Central Peanut Line from the City of Batavia to the Village of LeRoy.

Regional Trails Initiative

The Regional Trails Initiative, prepared by the Genesee Transportation Council in 2003, recommends the development of the following three trails within the Town of Batavia:

- a 7.2-mile trail along the former Erie-Attica Railroad corridor to connect Alexander and Batavia. The trail would connect with the existing Groveland Secondary Trail that extends through the Towns of Alexander and Bethany. ("Near Term" implementation.)
- a 12.7-mile trail along the former NYC Peanut Line railroad corridor from the City of Batavia west through the Town of Darien to the Genesee/ Erie County line. ("Long Term" implementation.)
- a 14.3-mile trail along the former Erie Railroad - Attica Line corridor from the City of Batavia east to LeRoy. ("Mid-

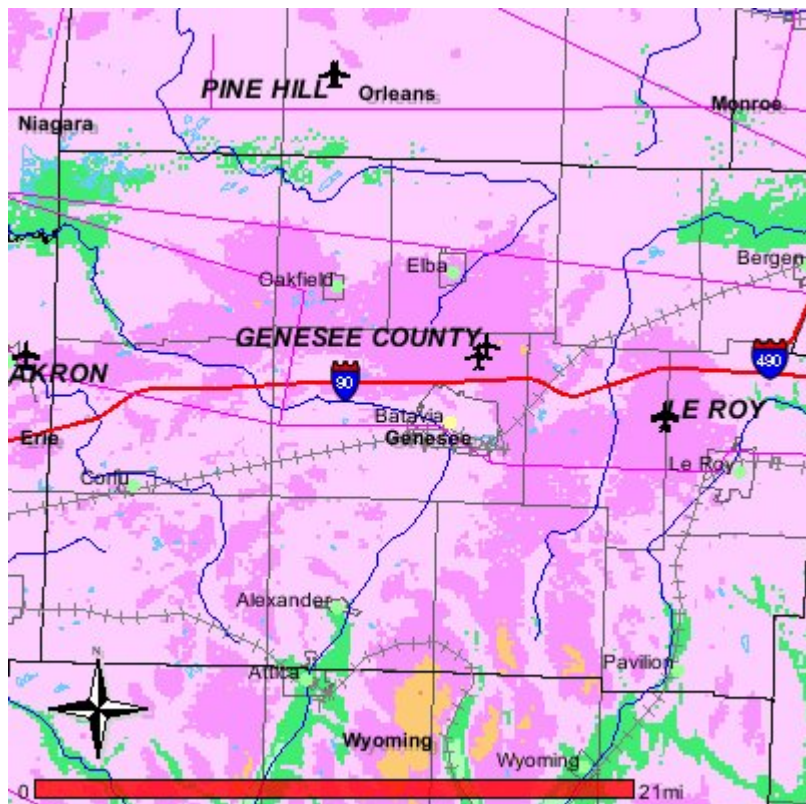
Alternative and Sustainable Energy Sources

Alternative and sustainable energy sources include wind power, solar, biomass and other methods of generating power. Energy generation may take place on a large scale to be sold to power companies, or on a small scale to provide power to individual sites.

The Town of Batavia has above average wind speeds (see illustration below) and may be approached by wind energy companies to develop large or small-scale wind energy generation facilities. Agricultural production and processing operation may seek to utilize crops or by-products for energy generation. Energy production facilities may seek to locate in the Town.

The location of energy-generation facilities should not conflict with pre-existing land uses, including residential and agricultural. The presence of the Genesee County Airport may limit the ability to site wind energy generation towers.

Average Wind Speed Density at 50 Meters



Recommended Actions

Roadways

1. Obtain funding and construct the following new roads (See Map 17):
 - Extend Pratt Road east to Route 63
 - Extend Donahue Road north from Pearl Street Road to West Main Street Road, with a connection east to Edgewood Drive
 - New east-west road to connect Creek Road and Batavia-Stafford Town Line Road, with a connection north to East Main Street Road
 - Extend College Road west to State Street Road, with a new connection west to the BOCES campus
 - Extend Commercial Drive west to Lewiston Road
 - Connect R. Stephen Hawley Drive south to Garden Drive in the City of Batavia
 - Connect Park Road to Veterans Memorial Drive
2. Repair Park Road and address safety issues on Town roads.
3. Identify and implement land use/ access management improvements along major transportation corridors in the Town. Address traffic circulation issues along Saile Drive, College Drive, Batavia-Stafford Town Line Road and other roads impacted by the increase in traffic that will result from new development in the northern part of the Town. Consider turning lanes or new traffic signals.
4. Prepare a comprehensive traffic modeling study that incorporates growth projections.
5. Continue to require new roads to be built to a high enough standard to reduce future maintenance costs. For example, require a minimum 8" thick surface. Change number of road classifications in the Town's Highway Code to eliminate the "minor" road category.
6. Establish a permit process to manage the use of Town road rights-of-way for private utilities
7. Require a permit and a fee for oversize loads to travel along Town roads.
8. Work with public safety entities to incorporate emergency management considerations into plans for road maintenance and improvement.

Transportation and Utilities

Bicycle and Pedestrian

9. Work with governmental and private entities to establish bicycle paths along former railroad rights-of-way.

Public Sewer and Water Services and Stormwater Management

10. Establish accurate GIS based mapping and record keeping of the Town's water distribution and sanitary sewer collection system features.
11. Extend public water and sanitary sewers in areas of the Town that will carry sufficient density to make such improvements affordable, and to areas that will promote the protection of surface and groundwater resources.
12. Develop a long-term capital improvement program based on asset management.
13. Implement a townwide stormwater drainage program.

Private Utilities and Rights-of-Way

15. Establish a work-permit requirement for private utilities to work within Town road rights-of-way.
16. Work with the Public Service Commission to improve telephone service in areas with poor quality service.
17. Work with governmental and private entities to improve and extend broadband internet service, wireless internet and other communications services to under-served areas of the Town.

Alternative and Sustainable Energy

18. Revise zoning to accommodate the establishment of alternative and sustainable energy facilities, including, but not limited to, wind, solar, biomass, biodiesel and ethanol, while protecting the quality of life of residential neighborhoods and the viability of existing businesses, including agriculture.