

DANSVILLE

TRANSPORTATION AND INDUSTRIAL AND COMMERCIAL ACCESS STUDY

Livingston County, New York



EXECUTIVE SUMMARY

Submitted on:

July 21, 2015



EXECUTIVE SUMMARY

Introduction and Background

The purpose of this study is to develop a transportation and industrial and commercial access Plan with the following goals in mind:

- 1) Enhance the regional competitiveness and promote long-term economic development in the Dansville area.
- 2) Identify needed transportation (road, rail, air) investments to help Dansville revitalize, expand, and upgrade its physical infrastructure to retain existing businesses, attract new industry, encourage business expansion, diversify the local economy, and generate or retain long-term private sector jobs and investment.

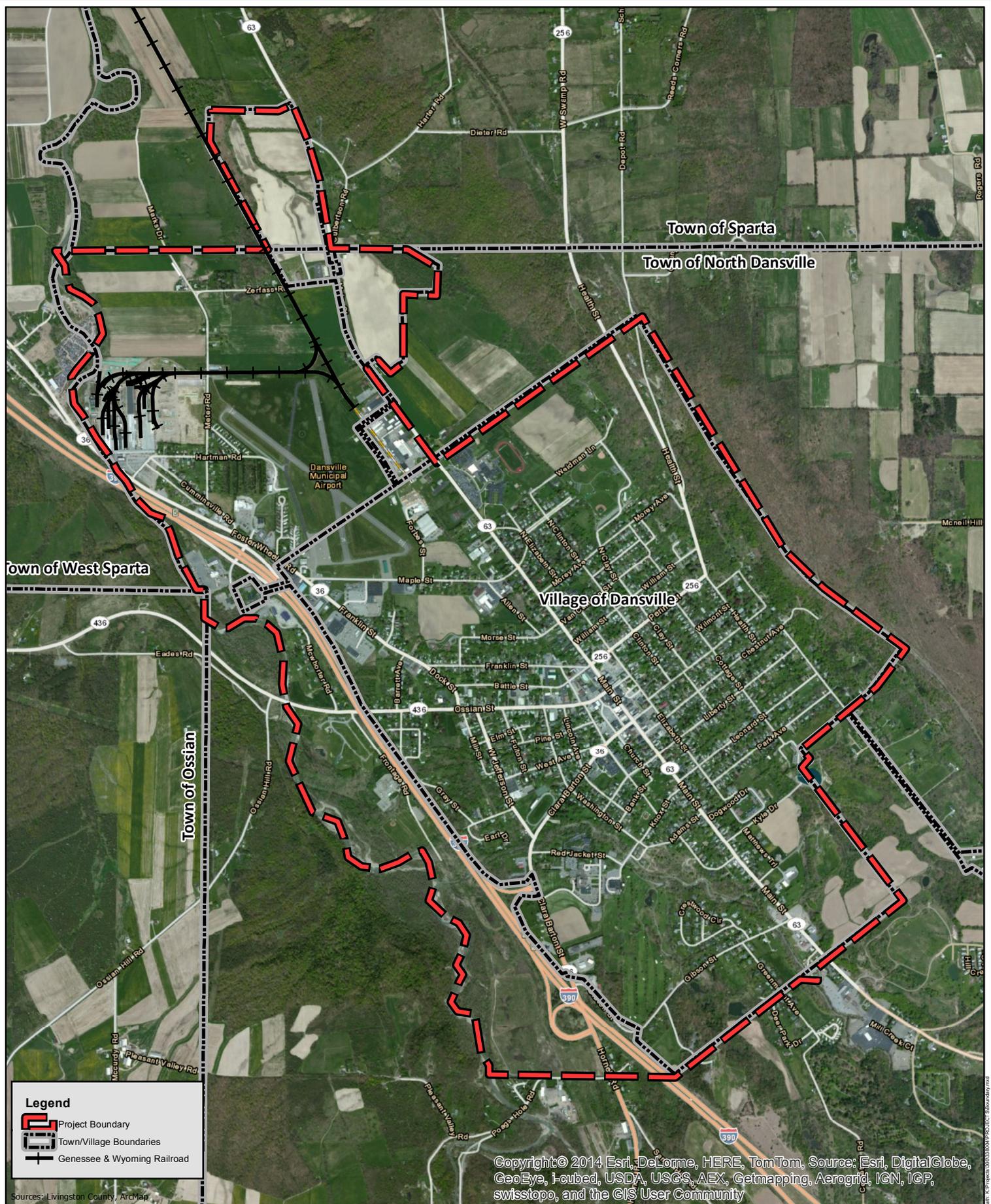
Dansville's nature as a transportation crossroads fosters a broad range of commercial and industrial traffic patterns, with car, truck, rail and air transportation all having roles in support of the region's manufacturing, retail and service sector activities. As future development becomes a possibility, the increased potential exists for conflict between the transportation operations and residential areas. In addition, long-established transportation networks and other existing land uses can present barriers to optimal circulation for commercial vehicles. There is a need to harmonize the relationship between transportation and land use as well as a need to ensure that the transportation system plays a facilitative rather than limiting role in economic development.

The study area was in a part of Livingston County where the manufacturing and industrial sector has been in decline, which is consistent with the broader local and national trend toward service sector dominance of the economy. The study area included a portion of the Village of Dansville, Town of North Dansville, Town of Sparta, and Town of West Sparta. Major land uses include the Dansville Industrial Park, LMC Industrial Contractors, Inc., Noyes Memorial Hospital, a retail and business commercial corridor along NYS Route 36, and a village downtown business district on NYS Route 63. The primary transportation corridors include Interstate 390 (Exits 4 and 5), the Genesee and Wyoming Railroad, Dansville Municipal Airport, and State Routes 63 and 36.

Primary transportation issues that were addressed throughout the study are summarized below:

Dansville Industrial Park/Zerfass Road/NY State Route 36

The local road network between the Dansville Industrial Park and State route 36 is disjointed, not constructed to handle heavy truck or vehicle traffic, and directs vehicles through a well-established residential neighborhood. The study identified seven (7) routing and roadway cross-section alternatives for better connecting the industrial park with access to I-390 and to the commercial and industrial properties located on NYS Route 36. Additionally, build-out alternatives for the industrial park were prepared to show how the park could be developed based on the preferred routing alternative and existing and proposed local zoning controls.



Legend

- Project Boundary
- Town/Village Boundaries
- Genesee & Wyoming Railroad

Sources: Livingston County, ArcMap

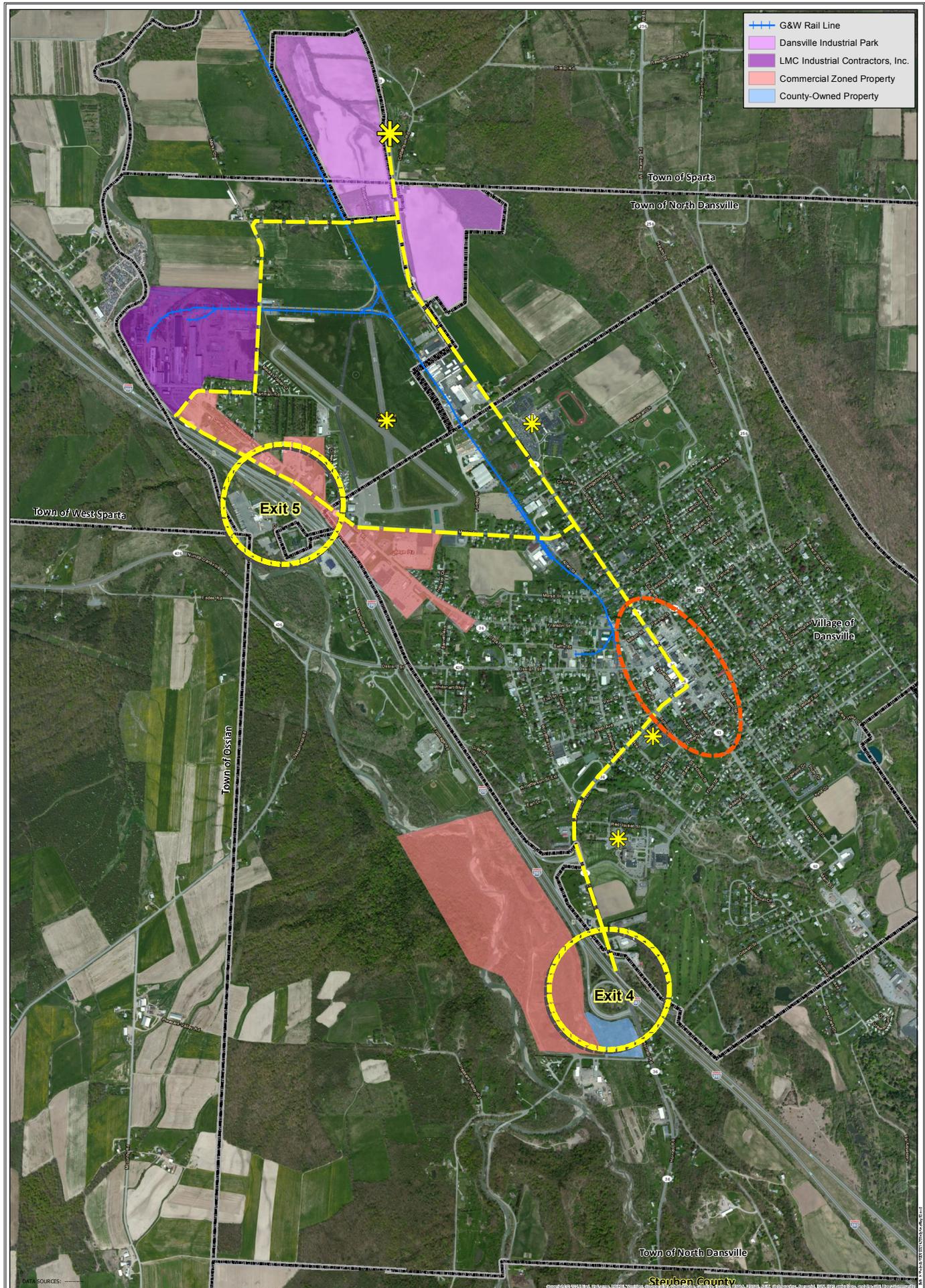
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1 inch = 2,000 feet

Dansville Transportation Access Study
Study Area Boundary Map
 Livingston County February 2014 New York

Figure
1
 Project No.
 338.004



Interstate 390 and Exit 4/NYS Route 36

Livingston County owns approximately 80 acres of vacant land immediately adjacent to I-390 Exit 4 and NYS Route 36. This study summarizes a build-out alternative for the county-owned property based on proposed changes to the local zoning designation on the site as well as roadway access and other infrastructure improvements needed to effectively promote future development of the site.

Genesee and Wyoming Railroad (GWRR)/Interstate 390, Exit 5/New York State Route 36.

This section of the rail line between Mount Morris and Dansville that serves LMC Industrial Contractors, Inc. in Dansville is in need of major repair and upgrade. The condition of the line negatively impacts LMC's current operations (limited speed and weight) and limits the ability of the company to expand operations. However, the GWRR, as a result of working with LMC, Dansville, North Dansville, and Livingston County, was awarded \$4.63M to install new railroad ties, ballasting and surfacing of the track, rehabilitation of existing farm crossings, installing 2,500 feet of new continuous welded rail through two reverse curves near Groveland, and other important improvements that are necessary along this segment of rail line. Once completed, the improvements will allow for increased speeds up to 30 MPH and allow for continued service to LMC Industrial Contractors, Inc. Additionally, the improvements provide an opportunity to attract future business growth and development within the Dansville Industrial Park and other locations adjacent to the rail line. The Dansville Transportation and Industrial and Commercial Access Study is intended to determine how the line in Dansville can be used to potentially add new railroad customers to the area, either along its existing location or other property in the vicinity, such as the Dansville Industrial Park.

Public Engagement and Participation

With the Livingston County Planning Department taking the local lead for this Genesee Transportation Council (GTC) sponsored project, a Project Steering Committee was established to represent various stakeholders and agencies throughout the duration of the project. Serving as a conduit between the County Planning Department, the consultant team and the general public, the Steering Committee allowed for an open exchange of ideas and data. From the beginning, public sentiment, ideas and background knowledge were a very important component of this Study. The Public Participation Plan was prepared at the outset of the project and included an interactive approach built upon stakeholder input that guided recommendations from previous studies.

Two public open houses and several Steering Committee meetings were held during the winter and spring of 2014. Additionally, the project team continued to interview individuals and conduct Project Steering Committee meetings throughout the spring and summer in order to understand the wealth of information gathered during this process and to weigh in on the various proposed transportation and land use recommendations. The Study was informed by a strategic outreach process that included constant dialogue between the project team and community stakeholders to ensure that the recommendations address the needs and concerns of a broad range of public and private parties.

Alternatives for Roadway Circulation and Accessibility

Prior to developing routing alternatives, proposed transportation improvements and associated land use recommendations, an existing conditions assessment was completed to understand unique opportunities and challenges related to existing roadway reconstruction or construction of new roadways in the Dansville area. Integral to this process was understanding and identifying key destinations and points of connectivity in

order to ensure that a logical and synthesized roadway network could be implemented to better link I-390, the Dansville Industrial Park, and LMC. Critical opportunities and challenges included: NYS Routes 36 and 63; Canaseraga Creek; Zerfass Road/Meter Road geometric constraints; the Dansville Municipal Airport and potential expansion of one of its runways across Meter Road; public rights-of-way; private agricultural land; and other community resources.

Seven (7) roadway routing alternatives were developed. Each one identified different ways to better link I-390 to the Dansville Industrial Park, LMC Industrial Contractors, Inc. and SR 36 without compromising the integrity of existing neighborhoods and businesses in the area, including the downtown business district, Dansville Central School, and residential areas adjacent to the airport. Each alternative was assessed in accordance with several evaluation criteria including State and Federal highway design standards, potential environmental impacts, right-of-way impacts, improvement costs and constructability of improvements. Working in consultation with the Project Steering Committee and based on feedback from the public, each alternative was revised and new alternatives were developed to achieve the core objectives. Adjustments were made and a final preferred alternative was developed that linked State Route 63 with State Route 36 and I-390 via improvements to Zerfass Road and a proposed Zerfass Road Extension that would include a bridge to carry future traffic over Canaseraga Creek.

The preferred alternative for better linking I-390 with the Dansville Industrial Park and LMC Industrial Contractors, Inc. (two of the three targeted development sites evaluated as part of this study) was selected after various discussions and meetings with the Project Steering Committee, the Town of North Dansville, Village of Dansville, Livingston County and other interested parties. **Alternative 7** (preferred alternative) included elements from several of the other routing alternatives presented in the Study, as well as new concepts that came about as a result of input received during the planning process.

Specific issues that arose and needed to be addressed prior to the selection of a preferred alternative included the following:

- Roadway Improvements
- Improvement Costs
- Airport Development
- G&W Railroad Corridor



ROUTING ALTERNATIVE 7

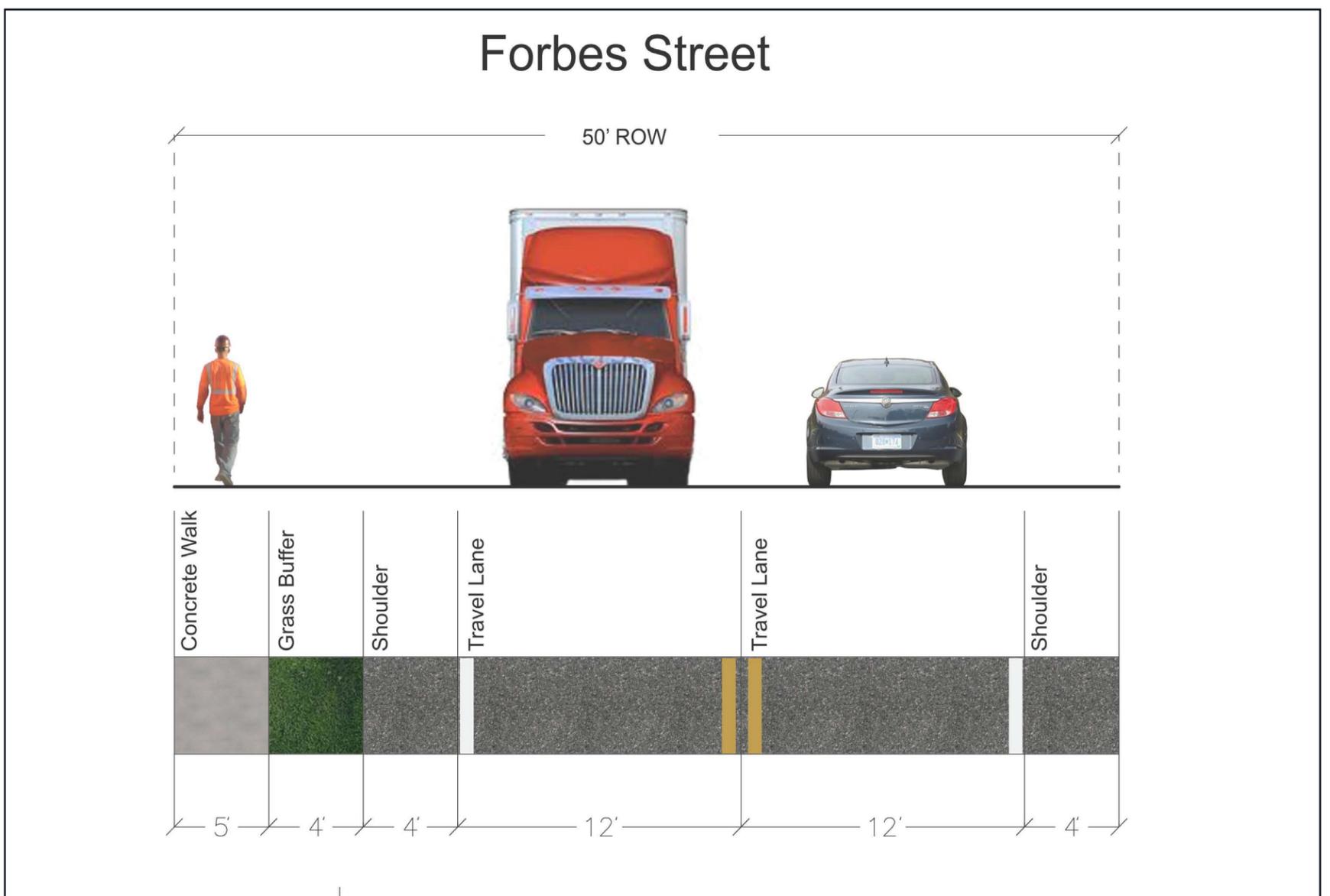
- Upgrades to existing road network
- Improve Shay Road for connectivity
- Upgrades to Maple St/Route 36 intersection
- Retain/improve driveway access points
- Add wayfinding signage
- Requires acquisition of private property for ROW
- Phased construction of Zerfass Road Extension to connect to SR 36 via Buck Road improvements

PHASED ROADWAY IMPROVEMENT PLAN

Phase I

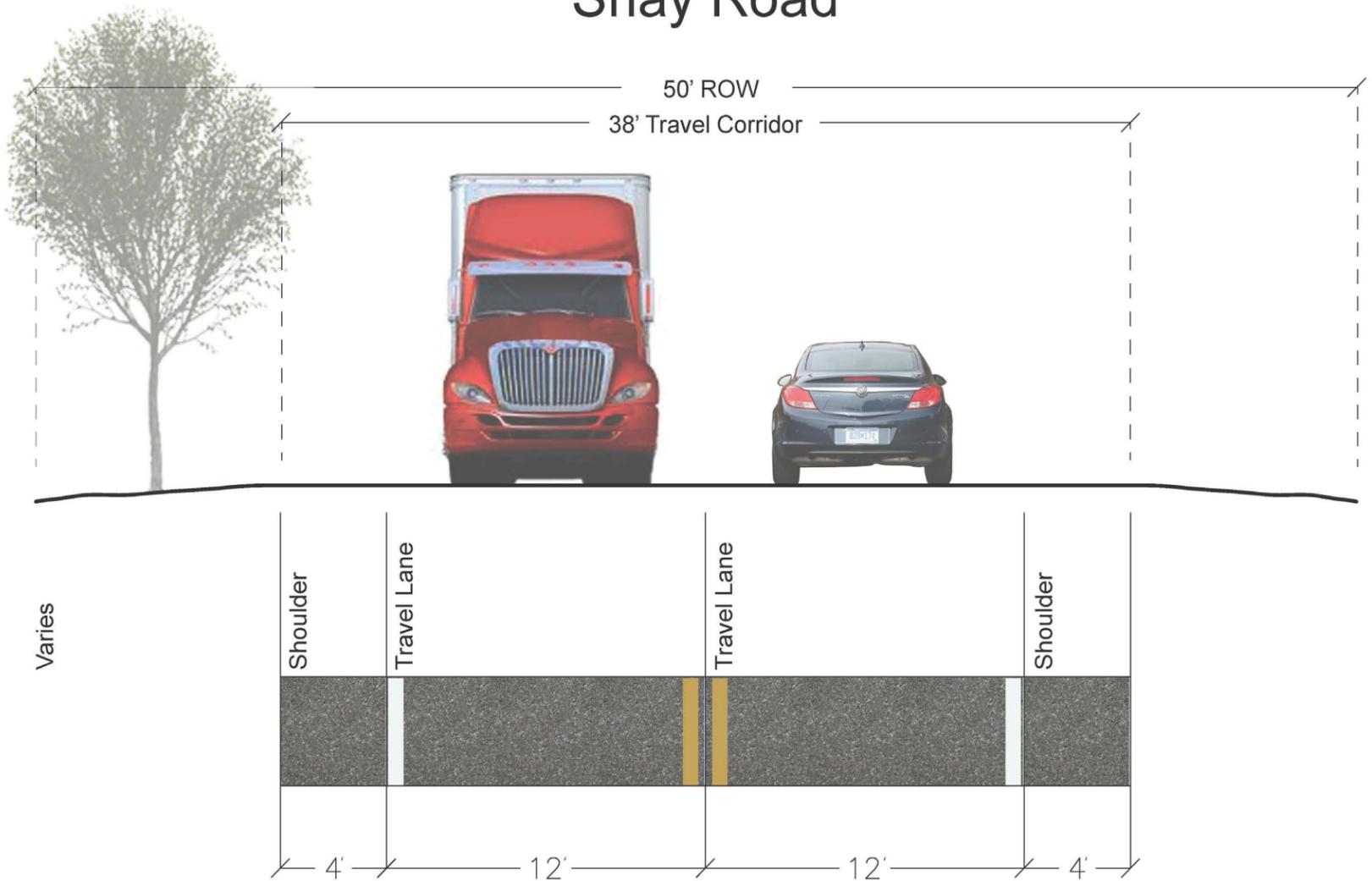
Phase II - Zerfass Road Extension







Shay Road





Preferred Roadway Access and Circulation Alternative Preliminary Cost Estimate

Asphalt Milling:	\$30,800
Overlay/Asphalt:	\$805,200
Excavation:	\$230,500
Subbase:	\$270,000
Sidewalk:	\$125,300
Topsoil/Seed:	\$26,000
Curb:	\$85,800
Underdrain:	\$26,500
Canaseraga Creek Bridge	\$850,000
Total + 25% contingency:	\$3.06M

Railroad Relocation Costs \$1,700,000

*** Note: These cost estimates do not include costs associated with property acquisition.*

***Note: Order of magnitude costs for realignment of the railroad to the north of the airport are provided as a separate item because the roadway enhancements are not contingent upon the location of the railroad, assuming the alignment of the railroad does not cross Zerfass Road or intersect with the potential Zerfass Road Extension.*

Traffic Circulation and Safety

Other critical factors that were considered when developing the routing alternatives included the ease of roadway connectivity and minimizing impacts to key community generators such as the Dansville Central School and the central business district. Through the public outreach process, review of prior plans and stakeholder interviews, it was clear that there was a strong desire to minimize the amount of truck traffic and other types of traffic associated with commercial and industrial development that drives past the School and through the central business district. Therefore, each alternative in the vicinity of the Industrial Park assessed options for linking it to I-390 by providing alternatives that do not force traffic to take Maple Street into the heart of the business corridor and then proceed north along SR 63 past the School to the Industrial Park. By improving Shay Road and Forbes Street, there would then be a fully functional roadway network that would not only better accommodate traffic and vehicle flow, but also improve the condition and safety for existing businesses along those roadways.

Exit 4 and Poags Hole Road

State Route 36 and Poags Hole Road are the two primary roadways providing direct access to the County-owned Exit 4 property. This target site, discussed in more detail in the next section, could not have better visibility from I-390. It is situated directly adjacent to the Exit 4 off-ramp. While SR 36 is currently built to handle any anticipated traffic associated with future development on this site, Poag’s Hole Road would likely require some minor upgrades depending on the level of development and traffic demand. Future upgrades that may in the long-term be necessary for SR 36 and Poag’s Hole Road could potentially include a turning lane off of SR 36 onto Poag’s Hole Road, shoulder improvements along Poag’s Hole Road, drainage, and other minor improvements to provide for better access to the site. These would be considered long-term improvements as they would likely not be necessary until either the site approaches full build-out or a business that generates high levels of daily traffic volumes proposes to build there. In that case, it is recommended that the construction costs of those types of roadway improvements be borne by the developer seeking to locate there. As such, costs for those improvements were not provided as part of this

study. Furthermore, due to SR 36 being a State roadway, improvements such as turning lanes would not be permitted until such traffic demand warrants were met based on anticipated traffic generated as a result of an impending development.

Recommendations and Implementation

Based on the public outreach process, information gathered from prior studies and the suggestions of development professionals, including the NYSDOT, the recommendations outlined in the Dansville Transportation and Industrial and Commercial Access Study report were made through an informative planning and community design process. The greatest chance of success will likely be achieved through a comprehensive approach to implementation. Recommendations to progress physical improvements in accordance with complementary planning policies and public relations efforts were prepared. To that end, recommendations have been grouped into four categories:

- Programs and Policies
- Land Use Enhancements
- Transportation Enhancements
- Public Realm Enhancements

Each category represents the core programs and resources that will need to be put forth by Livingston County and its various partners in order to implement the various roadway and land use recommendations.

In addition, working directly with the Project Steering Committee, an implementation plan was prepared with three guiding principles:

- Identifying Priorities;
- Connecting Recommendations to Stakeholder Responsibilities and the Finger Lakes Regional Economic Development Council Strategies;
- Connecting Design to Priority Development

Also, implementation matrices were prepared which summarize a myriad of implementation details associated with each proposed action or project, identifies a lead agency to progress implementation of each task, and summarizes cost ranges, potential funding sources, and implementation timeframes. The actions are organized according to high, medium, and low priority. Where detailed costs for a particular action or strategy were not available or could not be adequately derived through quantifiable means at this time, estimated price ranges were considered for each action or project.

For the purposes of this implementation plan, timeframes are provided for each action or project. Typically, smaller projects that are locally funded are easier to advance, and therefore, usually have shorter timeframes. On the other hand, more complicated projects or action strategies which may involve State or Federal funding applications or agency reviews often take considerably longer to complete. Timeframe ranges for each action or project are defined as follows:

- **Short:** Anticipated completion within 1-2 years
- **Moderate:** Anticipated completion between 2 and 10 years
- **Long:** Anticipated completion greater than 10 years
- **On-going:** Project involves continued coordination or effort by lead agency