

Transportation and Infrastructure

GOALS:

- A. Maintain Town roads in good condition for the safe and efficient movement of motor vehicle, bicycle and pedestrian traffic.**
- B. Ensure that roadways constructed to service new residential developments are constructed to Town specifications and, to the extent feasible, interconnect with each other and existing roadways to avoid dead-end roads.**
- C. Work with other municipalities, Seneca County and other agencies to better coordinate the management of stormwater drainage and to develop regional stormwater drainage systems.**
- D. Maintain Town drainage systems in good condition so they convey and/or detain storm water in such a manner to prevent property damage from occurring due to flooding.**
- E. Extend municipal water service to areas of the Towns when such extensions are feasible and cost-effective to construct and operate.**
- F. Extend municipal sanitary sewer service to areas of the Towns when such extensions are feasible and cost-effective to construct and operate.**
- G. Improve the quality of private roads that provide access to lakefront properties.**



Residents Survey Highlights

Stormwater Drainage

13.0% of Fayette respondents were very satisfied with stormwater drainage and 28.8% were somewhat satisfied.

14.8% of Varick respondents were very satisfied with stormwater drainage and 26.1% were somewhat satisfied.

Road Maintenance and Repair

9.8% of Fayette respondents were very satisfied with road maintenance and 26.6% were somewhat satisfied.

21.8% of Varick respondents were very satisfied with road maintenance and 40.0% were somewhat satisfied.

Snow Plowing and Removal

27.5% of Fayette respondents were very satisfied with roadway snow plowing and 39.3% were somewhat satisfied.

37.4% of Varick respondents were very satisfied with roadway snow plowing and 44.4% were somewhat satisfied.

Existing Conditions

Stormwater Drainage

Portions of the Towns of Fayette and Varick lie within three watershed drainage basins. One drainage basin discharges directly into Seneca Lake and one directly into Cayuga Lake. The third discharges into the Seneca River a/k/a the Cayuga and Seneca Canal which conveys the water to the northern tip of Cayuga Lake where it adjoins the Montezuma National Wildlife Refuge.

The drainage systems in the Towns of Fayette and Varick are comprised of a network of open ditches, cross-culverts and driveway culverts located within the road rights-of-way as well as creeks and swales located on private property. Installation, cleaning, maintenance and replacement of the drainage improvements along township roads within the rights-of-way are the responsibility of the Towns of Fayette and Varick. The Cayuga County Soil and Water Conservation District maintains drainage improvements along Seneca County roads. The NYS Department of Transportation is responsible for the maintenance of the drainage improvements along State highways.

Transportation

Highways and Roads

Four NYS highways pass through the Towns of Fayette and Varick in a north-south direction; these include Routes 96, 96A, 414 and 89. These four State highways intersect immediately north of the Seneca River with State Route 5 and U.S. Route 20 a major east-west corridor through the region. State Route 336, which runs in an east-west direction along a portion of the boundary separating the Towns of Fayette and Varick connects Routes 96A, 96 and 414.

Route 96 provides access to the Village of Waterloo from Fayette and Varick, while Route 414 provides access to the Village of Seneca Falls from the two townships. Route 414 continues in a northerly direction and provides access to the NYS Thruway at Interchange 41. Route 96 continues west-northwesterly from the Village of Waterloo and provides indirect access to the NYS Thruway by intersecting with NYS Route 14 approximately 1/4 miles south of NYS Thruway Interchange 42.

Several Seneca County roads traverse portions of the Towns of Fayette and Varick. The remainder of the roadways consist of township roads. Map 13 depicts the NYS, Seneca County and Town of Fayette and Varick highways and roadways.

Generally, most highways and roadways in the two townships run either in a north-south direction or east-west direction forming a grid

pattern which facilitates motor vehicle movement within the Towns of Fayette and Varick and within Seneca County. Seneca and Cayuga Lakes, however, form natural barriers to easterly and westerly travel to adjoining counties. In addition, the presence of the former Seneca Army Depot, a portion of which is in Town of Varick, presents an obstacle to east-west travel within Varick.

The State and County highways are constructed to NYS Department of Transportation and County Highway Department minimum specifications. The quality of the townships roads in Fayette and Varick vary, however.

The Town of Fayette contains a total of 63.4 linear miles of Town roadways. Only a small amount of Fayette Town roads (5.6 linear miles) are paved with asphalt and have adequate stone bases. Most (42.2 linear miles) of Fayette Town roads are surface-treated roadways, i.e., they lack stone bases. The remaining 15.6 linear miles of roadway are comprised of unpaved "dirt" roads." Most of the Varick Town roads are asphalt paved roads with adequate stone bases. Approximately 7 miles of Varick Town roads are unimproved dirt roads. The Town of Fayette developed a 10-year road maintenance plan in 2003 (see sidebar) through the Cornell Road Surface Management System Summer Inter Project. The Town of Varick has not yet developed such a multi-road maintenance plan.

In addition to public highways and roads, several private roads exist along each lakeshore. These private roads intersect with County and State highways and provide private property owners with access to their lakefront properties. The quality of the private roads vary as there are no regulations governing the construction of private access roads.

Railroads

The Finger Lakes Railway Company, a short-line railroad service headquartered in the City of Geneva, New York, provides freight service within the region. The Railways principal railroad track runs between the City of Canandaigua in Ontario County and the Village of Solvay a western suburb of the City of Syracuse in Onondaga County. This railroad track passes through the Villages of Waterloo and Seneca Falls. The Finger Lakes Railway interconnects with the more prominent CSX Railway in Solvay.

The Finger Lakes Railway Company also has a rail line between the City of Geneva and the former Seneca Army Depot a portion of which runs along Seneca Lake. When the Depot was an operating military base, the railroad line was utilized to supply the Army base. Since the closure of the Depot as an Army base, the rail line has been used only occasionally for sight-seeing tours.

Airports

The Finger Lakes Regional Airport a small public-use airport located two miles southeast of the Village of Seneca Falls, provides limited air access to the area. The airport contains one 3,386 ft. asphalt runway and one 1,850 turf runway. The asphalt runway will accommodate small jet aircraft and twin-engine propeller aircraft commonly used by business executives for air travel. The airport has pilot activated runway lights and a beacon light that makes the airport usable after dark. The airport also has self-service fueling facilities. Hangar and parking tie-down space is also available. No passenger or air freight service is provided at the Finger Lakes Regional Airport.

Airtrek Airport is a small, privately-owned public-use airport located southwest of the intersection of Route 96 and Yellow Tavern Road. The facility is comprised of a turf runway 2,300 ft. in length that can accommodate only small propeller aircraft. The runway also is equipped with lights for night use, but the lights are not pilot activated. They must be manually turned on at ground level. The facility contains hangars for rent and parking tie-down space.

The Ithaca Tompkins Regional Airport, Rochester International Airport and the Syracuse International Airports are the closest passenger and freight airports. The airport at Ithaca is approximately 30 miles distance or a half-hour drive from Fayette and Varick. The airports at Rochester and Syracuse are approximately 60 miles distance or more than an hour's drive from Fayette and Varick. The **former Seneca Army Depot airfield** still exists, but is no longer in use.

Trails

There are no existing pedestrian trails in the Towns of Fayette and Varick. Efforts are being made by Seneca County to develop a pedestrian trail along the former towpath of the Cayuga and Seneca Canal as called for in the NYS Canalway Recreation Plan. The Regional Trails Initiative (RTI) prepared by Genesee Transportation Council (GTC) also calls for a multipurpose trail to be constructed in Seneca County that would eventually link the City of Geneva to the City of Ithaca. This trail would transect both the Towns of Fayette and Varick. As trails are utilized principally for recreational purposes, they are discussed in greater detail in the recreational section of the Community Facilities and Services chapter.

Public Transportation

The Seneca Transit System (STS), a regional subsidiary of the Rochester-Genesee Regional Transportation Authority (RGRTA), has been providing public transportation service in Seneca County since September 2004. In its first 10 months of operations, STS provided

more than 17,500 passenger trips. STS, headquartered at the former Seneca Army Depot, provides flexible-route and demand-responsive (dial-a-ride) bus services. The flexible route service is comprised of five routes. Three of the routes are configured as loops with buses continuously circulating around the loops. The remaining two routes are more linear in configuration with buses traveling back and forth along the routes.

The highest level of bus service is provided in the more densely populated areas of Seneca County along the Routes 5 and 20 highway corridor. Route 1 is a loop route within the Village of Waterloo. Route 2 is also a loop route within the Village of Seneca Falls. Route 3 is a loop route that connects the Village of Waterloo to the Premium Outlets Mall. Route 4 is a linear route that follows Route 5 and 20 for the most part and connects the Village of Waterloo to the City of Geneva and provides transportation to Geneva General Hospital. The Route 4 bus connects with the County Area Transit System of Ontario County (CATS) at a bus stop in the City of Geneva on Exchange Street.

Route 5 is the only bus route that passes through the Towns of Fayette and Varick. Route 5 connects the Villages of Interlaken, Lodi and Ovid in the south to the Villages of Seneca Falls and Waterloo in the central part of Seneca County. Maps of the STS routes are contained in the appendix.

Demand-responsive service is available for persons who reside in areas of Seneca County not served by the flexible-route service. The demand-responsive buses will transport passengers anywhere within Seneca County.

A total of four wheelchair-accessible buses are used to provide all STS bus service. Bus service is provided during weekdays only. The buses generally operate between 8:00 a.m. and 6:00 p.m. with some exceptions for certain routes or types of service.

Municipal Water Service

Map 14 depicts the location of municipal water infrastructure in the Towns of Fayette and Varick. Although the Towns of Fayette and Varick provide municipal water service to limited areas within each township, neither owns a water filtration plant nor any water storage tanks. The Village of Waterloo supplies water that is used to serve areas along the Seneca Lake lakeshore within the Towns of Fayette and Varick as well as the former Seneca Army Depot, the Five Points State Correctional Facility and the Hamlet of Romulus. The water the Village of Seneca Falls supplies is used to provide water service in the Town of Fayette along a larger portion of the Cayuga Lake lakeshore.



Residents Survey Highlights

Municipal Water Service

Respondents receiving municipal water service were asked about their satisfaction with the service.

Of the 418 Fayette respondents receiving municipal water service, 51.9% were very satisfied and 27.0% were somewhat satisfied with the service.

Of the 148 Varick respondents receiving municipal water service, 52.7% were very satisfied and 23.6% were somewhat satisfied with the service.

Respondents relying on private wells were asked if they would like to municipal water service provided to their residences..

Of the 235 Fayette respondents who relied on private wells, 57.0% indicated they wanted municipal water service provided; 51.0% indicated they would be willing to pay \$300 annually for the service.

Of the 130 Varick respondents who relied on private wells, 73.1% indicated they would like municipal water service provided; 64.0% indicated they would be willing to pay \$300 annually for the service.

Only 50.5% of Fayette respondents and 54.3% of Varick respondents who rely on private wells have wells that produce abundant amounts of good quality water. Nearly half the respondents who rely on private wells have wells that produce inadequate amounts of water and/or poor quality water.



Residents Survey Highlights

Municipal Sanitary Sewer Service

Respondents whose residences were served with municipal sanitary service were asked about their satisfaction with the service.

Of the 220 Fayette respondents receiving municipal sanitary sewer service, 30.5% were very satisfied and 27.3% were somewhat satisfied with the service.

Of the 118 Varick respondents receiving sewer service, 18.6% of Varick respondents were very satisfied and 11.9% were somewhat satisfied with the service.

Survey respondents who relied on private septic systems were asked if they would like municipal sanitary sewer service provided to their residence.

Of the 437 Fayette respondents who relied on septic systems, 48.5% of wanted municipal sanitary service to be provided, but only 29.1% indicated they would be willing to pay \$800 annually for the service.

Of the 395 Varick respondents who relied on septic systems, 66.0% wanted municipal sanitary sewer service to be provided, but only 39.2% indicated they would be willing to pay \$800 annually for the service.

The Village of Waterloo's water filtration plant is located along Seneca Lake in the vicinity of Kime Beach Road. Potable water is conveyed via a 16" diameter transmission line from the water plant to a 3.0 million gallon water storage tank located on Rose Hill also in the Town of Fayette. Water from the storage tank then is conveyed via another 16" diameter transmission line to supply the Village of Waterloo. The Village of Waterloo provides water service to Fayette residences along the route of the transmission line as out-of-district customers.

A 12" diameter watermain extends from the Waterloo water plant south along the Seneca Lake lakeshore to the water plant that used to supply potable water to the former Seneca Army Depot and the Hamlet of Romulus. The Depot water plant is located immediately north of Sampson State Park and up until the mid 1990s the plant was still used to process raw water drawn directly from Seneca Lake. The State Sanitary Code requires surface water to be filtered when being processed for human consumption. As the Depot water plant lacks filters, the decision was made to construct the 12" watermain along Seneca Lake to convey potable water from the Waterloo water plant rather than retrofit filters on the Depot water plant. This watermain was jointly funded by the Towns of Fayette and Varick, the Village of Waterloo, the NYS Office of Parks, Recreation and Historic Preservation, and the U.S. Army all of which benefited from its construction.

The pumping equipment in the Depot water plant is still in use however. The Depot water plant pumps the potable water received from the Waterloo water plant to a 1 million gallon covered surface reservoir located on the east side of the Depot property via a 10" diameter transmission line. Water from the surface reservoir is then pumped to a new 750,000 gallon elevated storage tank on the site of Five Points State Correctional Facility and to a pre-existing 200,000 gallon elevated storage tank at the northern tip of the Depot property. The storage tank at the Five Points correctional facility is owned by New York State and supplies water to the correctional facility, the areas of the Depot containing the warehouses and administrative buildings and the Hamlet of Romulus. The storage tank at the northern tip of the Depot serves only the Hillside Children's Center.

An area of the Town of Fayette immediately south of and adjoining the Village of Waterloos also receives municipal water service. Village of Waterloo watermains extend south into the Town of Fayette to serve properties along portions of Route 96 and County House, Marshall and Miller Roads as out-of-district customers. The watermain serving these areas are 12 inches in diameter.

The Seneca Falls water filtration plant is located on the shore of Cayuga Lake along Parker Road in the Town of Fayette. Water

from the plant is conveyed via a 20" diameter transmission line to two storage tanks in the Village of Seneca Falls, i.e., a 250,000 gallon elevated storage tank located on Auburn Road and a 1.5 million gallon elevated storage tank located on VanRensselaer Street. The VanRensselaer Street storage tank is the one that feeds the water distribution system which serves the properties along Cayuga Lake within the Town of Fayette. An 8" diameter watermain that runs along the lakeshore north from Parker Road and a 12" diameter watermain that runs along the lakeshore south from Parker Road are owned by the Town of Fayette. The remainder of the watermains that serve areas in the northeastern portion of the Town of Fayette, including the Hamlet of Canoga are owned by the Village of Seneca Falls.

Dwelling and businesses in the remainder of the Towns of Fayette and Varick must rely on private wells for their water supply.

Sanitary Sewer Service

Map 15 depicts the sanitary sewer infrastructure in the Towns of Fayette and Varick. The areas served by municipal sanitary sewer service in the Towns of Fayette and Varick are much more limited than the areas that receive municipal water service.

A sanitary sewer line runs along the lakeshore of Seneca Lake between the Fayette/Varick town line and the Seneca County Water and Sewer District wastewater treatment plant (WWTP) located in the Hamlet of Willard (Town of Romulus). This sanitary sewer line is 1-1/2" in diameter at the northern end and gradually increases in size to 6" in diameter by the time it reaches the WWTP at Willard. The service connections at the northern end of the sewer contain grinder pumps that pump the sewage south to a pumping station located between Hahnel and Deal Roads. From this point the sewage is pumped to a manhole at Kennedy Road where it flows south by gravity to another pumping station located in Sampson State Park. The sewage is then pumped from the Sampson State Park pumping station to the Willard WWTP. The WWTP was constructed in 1982, has not been upgraded since it was constructed and has a treatment capacity of 700,000 gpd.

A small WWTP on the northern end of the Depot is used to provide sanitary sewer service exclusively for Hillside Children's Center. This WWTP is now owned and operated by the Seneca County Water and Sewer Authority. The WWTP was upgraded in 2000 and has a treatment capacity of 107,000 gpd.

Another WWTP located on the east side of the Depot property provides sewer service for the Five Points correctional facility, the warehouse and administrative buildings on the Depot property and the Hamlet of Romulus. This WWTP which has a treatment capac-



Existing Studies and Plans

Town of Fayette Road Study

In 2003, Fayette participated in the Road Surface Management System (RSMS) Summer Intern Program offered through the Cornell Local Roads Program. An intern inventoried Fayette roads and culverts, evaluated the condition of the roads and sorted the them into a priority repair ranking based on their condition. Alternative repair and maintenance strategies were also evaluated.

The study resulted in a 10-year road repair and maintenance plan which is appended. The study make the following observations and conclusions:

- *The Town's policy of repairing the worst roads first rather than undertaking preventative maintenance is not a cost-effective approach.*
- *It is 4 to 5 times more expensive to repair severely deteriorated roads than it is to repair roads that have been well maintained and exhibit only moderate deterioration.*
- *The study recommends that the annual budget for the Fayette Highway Department be increased to \$293,300 in order to implement the RSMS Program.*

ity of 550,000 gpd was also upgraded in 2000. Sewage from the Five Points correction facility and the Hamlet of Romulus is conveyed to the WWTP via forcemains. The collection system that service the warehouses and administrative offices is a mix of gravity sewers and forcemains.

There are currently no sanitary sewers serving the Cayuga Lake shore within the Towns of Fayette and Varick. Two 10” diameter gravity sewers located in the Town of Seneca Falls abut the northern boundary of the Town of Fayette. One of the sewers runs along Lower Lake Road, the other along Jackson Road.

Dwellings and businesses located elsewhere in the Town’s of Fayette and Varick must rely on private septic systems for the disposal of their wastewater.

Issues and Opportunities

Stormwater Drainage

The stormwater drainage systems in Fayette and Varick is comprised of a network of open ditches, cross-culverts and driveway culverts along Town, County and State highways. Brooks, streams, creeks flowing through private properties as well as swales located on private properties are also components of the drainage systems. As a result, stormwater drainage is an issue that cuts across governmental jurisdictions and includes private land owners.

Currently, each governmental agency makes stormwater drainage improvements and/or modifications with little or no thought and consideration of the impact the improvements or alterations will have on the drainage infrastructure and properties upstream and downstream of the improvements or alterations. This piecemeal and myopic approach creates stormwater drainage problems that could be avoided and stormwater better managed if a more global (regional) interagency perspective were considered for stormwater management.

Municipal Water Service

Most of the residences in the Towns of Fayette and Varick rely on private wells for their water supply. Many of the private wells, provide inadequate amounts of water and/or poor quality water (see resident survey results in sidebars of this chapter). Although many of the residents who rely on private wells would prefer the convenience and reliability of municipal water service, the cost to extend municipal water to rural areas not currently served is often prohibitively expensive. This is typically the case in areas with sparse residential development where large distances separate dwellings. Under New York State law, only the properties that benefit from a watermain may be taxed or charged a benefit fee to pay for the construction costs.

Areas with higher density residential development where property owners rely on private wells and septic systems should be given priority with regard to extending water service. The septic systems pose an ever present threat to the groundwater in these areas due to the concentration of the septic systems and their proximity to private wells. As most areas of the Towns of Fayette and Varick are sparsely developed, it is likely that the Towns will be able to extend municipal water service to very limited areas within the timeframe of this Comprehensive Plan.

Priority areas in the Town of Fayette for future water service include the Hamlet of Fayette and the Boody's Hill area. The Town of Fayette is exploring the feasibility of serving both areas with municipal

water service and applied for a Small Cities grant to help fund the cost of constructing a watermain to serve the Hamlet of Fayette. The Towns of Varick and Romulus are exploring the feasibility of extending municipal water service along the Cayuga Lake shoreline south from the Fayette-Varick town line to the Poplar Beach area.

The Waterloo and Seneca Falls water filtration plants have abundant unused capacity and are capable of providing increased amounts of water to the Towns of Fayette and Varick. The Waterloo water filtration plant has the capacity to process 4 mgd, but current average demand is only 1.3 mgd. The Seneca Falls water filtration plant has a capacity to process 3.5 mgd; current average demand is 1.3 mgd. In addition, the Seneca Falls water filtration plant also contains two extra filter structures that are not in use. If these filters were placed into operation, they would expand the water plant capacity to 5.0 mgd.

The Seneca County Water and Sewer Authority is also exploring the feasibility of installing membrane filters on the Depot water plant. If the filters are installed, the Depot water plant would comply with the State Sanitary Code and could be used to process raw water drawn directly from Seneca Lake. Such action would eliminate the need for potable water to be conveyed from the Waterloo water plant to the Depot water plant. The Depot water plant would have the capacity of approximately 2.0 mgd. The Depot water plant could also serve as a backup supply for the Village of Waterloo. Potable water could be conveyed to the Waterloo water plant via the watermain that connects the two plants.

Fire Flow

Some of the existing watermains in the Towns do not provide fire flows sufficient to meet fire fighting needs. The term “fire flow” refers to the rate of water flow needed to extinguish a fire. In some cases, the problem is attributable to small-diameter watermains that were not designed to supply fire flows. In other cases, the problem stems from dead-end water mains that feed from only one direction. Regardless of the cause, these existing conditions limit the ability of such watermains to supply a suitable amount of fire flow. The limitations of watermains to supply fire flows and the problems caused by this are discussed in greater detail in the fire department section of the Governmental Facilities and Services chapter.

Private Septic Systems / Municipal Sewer Service

Private septic systems that are failing, have the potential to contribute to groundwater and surface water pollution. The potential for polluting water is much greater where the septic system is in close proximity to a stream or one of the lakes. Furthermore, raw sewage that rises to the surface of the ground presents a health hazard. A

more detailed discussion of the problems associated with private septic systems and their potential to pollute the environment and water resources is contained in the Natural Resources and Environmental Quality chapter.

The potential to provide municipal sanitary sewer service to areas of the Towns not currently served is extremely limited. The sewer that serves the Seneca Lake lakeshore properties in the Town of Varick cannot be extended northward into the Town of Fayette due to the very small size of the sanitary sewer (1-1/2") at its northern terminus.

The Seneca Falls sanitary sewer lines along Jackson and Lower Lake Roads in the Town of Seneca Falls and which terminate near the Seneca Falls-Fayette Town line may provide potential for sewer service to be extended a short distance south along Route 89 into the Town of Fayette. The topography in this area may limit a gravity sewer from being extended further south than Cemetery Road. Extending a sewer line south of Cemetery Road would require the installation of a pump station or stations.

The factors that limit extending sanitary sewer service in the Towns of Fayette and Varick are not related to the wastewater treatment plants (WWTP) that would receive the wastewater. Both the Willard and Seneca Falls WWTP have unutilized excess treatment capacity. Although the two WWTPs located on the Depot property were up graded in 2000, the sewage collection system was not. The sewage collection system serving the Depot property is of 1940s and 1950s vintage, is in poor condition and permits large amounts of stormwater and groundwater to enter the collection system. During and following rain storms or during long rainy periods, the stormwater inflow and infiltration often causes hydraulic overloading of the two plants. The Seneca County Water and Sewer District have developed a 10-year plan to refurbish and/or replace the sewage collection systems to reduce the amount of inflow and infiltration.

Depot Airfield

The airfield at the former Seneca Army Depot has little potential to be converted and operated as another County or public-use airport in Seneca County. The conversion of the airfield into a public-use airport would require funding from the Federal Aviation Administration (FAA). But in order to obtain such funding, there would have to be sufficient additional demand to demonstrate to the FAA that the existing Seneca County Airport would not be capable of handling the increased demand. The FAA will not fund the development of a second airport as long as the existing County airport has excess capacity.

Bicycle Lanes Along Roadways

Increased bicycle traffic will conflict with motor vehicle traffic if accommodations are not made for bicyclists. One way to accommodate bicyclists is to construct bicycle lanes along the shoulder of roadways by increasing the width of the roadway, paving the shoulder, and marking it for use by bicyclists. Some roadways will be better suited for the construction of bicycle lanes due to topographical and manmade features. Other roads with narrow shoulders and drainage ditches in close proximity to the roadway present obstacles to the construction of bicycle lanes. Priority for the construction of bicycle lanes should be given to roadways with the highest levels of bicycle traffic and/or with the greatest conflict between motor vehicle and bicycle traffic.

Pedestrian Safety along NYS Route 89 and East Lake Road

In many areas along NYS Route 89 and East Lake Road, the high speed of traffic compromises the safety of pedestrians and residents. Many lakeshore lots contain land on both sides of NYS Route 89 and East Lake Road. Residents must cross the highway to access the lakeshore portion of their property. Due to the volume and high speed of traffic, it is difficult for these residents to safely cross the road.

Potential mechanisms to address this concern include installing warning signs, lowering the speed limit in certain areas, and increasing enforcement of existing speed limits. As NYS Route 89 is a state highway and East Lake Road is a County highway, the Towns of Fayette and Varick will need to work with the NYS Department of Transportation and Seneca County to address these concerns.

Private Access Roads to Lakeshore Properties from NYS Route 89 and East Lake Road

Numerous private “fire lanes” provide access to lakeshore residences from NYS Route 89 and East Lake Road. As increasing numbers of lakeshore cottages are converted into year-round housing, the adequacy of these lanes to provide emergency access to residences is in question.

Most of these private access roads do not have sufficient width and have not been constructed to standards sufficient to support fire trucks and other emergency vehicles. In many cases, the location of the right-of-way is not clearly mapped. Provisions in deeds make adjoining property owners responsible for maintaining these access roads. Disagreements among landowners and lack of clarity regarding responsibilities have resulted in delayed maintenance and unsafe conditions, especially when the properties are being occupied year-round.

Several landowners have requested that the Towns take over certain of these private lanes and convert them into Town roads. However, the cost to upgrade these access lanes to meet Town specifications is unknown and expected to be significant. The Towns are reluctant to expend significant funds to benefit a small number of property owners.

Additional study is needed to identify possible courses of action to upgrade these access lanes. Such a study will need to document the condition of these access roads, determine what actions are needed to improve the safety of the roadways, identify the entities responsible for maintenance, and identify potential mechanisms to finance improvements.

Tools and Techniques

Capital Improvement Plan

A capital improvement plan (CIP) is a tool used to plan for the orderly replacement and/or improvement of existing infrastructure and for the construction of new infrastructure. A CIP permits a municipality to make advance preparations for the construction of projects and to consider alternatives for financing and/or funding each project. In New York State, CIPs typically have a 6-year horizon, but municipalities may wish to establish longer horizons for their individual CIPs.

Future capital projects are identified in a CIP as are anticipated schedules for construction, preliminary cost estimates and potential financing and funding sources including State and federal grants. Whenever an anticipated capital project is identified, it should be added to the CIP for planning purposes even if the project falls outside the multiyear horizon.

Capital Reserve Fund

Although most municipalities finance large capital construction projects by issuing bonds, some accumulate funds ahead of time to pay for a portion of the cost for the construction of a capital project. A Capital Reserve Fund is the vehicle used to accumulate funds for construction projects. Typically, the municipal governing body appropriate some funds annually which are held in the Capital Reserve Fund until needed. In order to apply for grant funds, a municipality must often arrange to have an engineering feasibility study undertaken to document the feasibility of a proposed project and to establish a more accurate cost estimate. A Capital Reserve Fund provides the means to accumulate funds to pay for the cost feasibility studies.

Grants and Low-Interest Loan Programs

The State and federal governments make financial assistance available to municipal governments in the form of grants-in-aid and low-interest loans to fund or finance capital improvement projects. Each grant and loan program has its own distinct eligibility requirements, application procedures and funding/financing limits. Below are the more prominent grant and loan programs.

Small Cities Grant Program—Grants of up to \$400,000 (\$650,000 for joint applications) are available to municipalities. Eligible projects include most types of capital projects and at least 51% of the population that will benefit from the project must have low or moderate incomes. Applications are accepted annually and the program is competitive. The program is administered by the Governor's Office for Small Cities.

State Revolving Loan Programs—The NYS Environmental Facilities Corporation (EFC) makes financing available for municipal water projects through the Drinking Water State Revolving Fund (DWSRF) and sewer projects through the Clean Water State Revolving Fund (CWSRF). Low-interest and no-interest loans are available through both programs if the income levels of the households that will benefit from the project meet certain eligibility criteria. Grants are also available under certain circumstances. Applications are accepted annually and municipalities must arrange for their projects to be listed on the agency's intended use plan before EFC will accept a financing application.

Rural Development Public Facilities Program— Rural Development (U.S. Department of Agriculture) makes low-interest loans available for water and sewer projects through its public facilities program. In some cases a combination grant and low-interest loan package is made available depending on the incomes of the households that will benefit from the project. Applications are accepted annually.

Bond Act Grant—The Bond Act grant program provides grant funds for the construction of wastewater collection and treatment systems. The program is administered by the NYS Department of Environmental Conservation and will provide up to 85% of the cost of such projects. Applications are accepted annually.

Cornell Local Roads Program

The Cornell Local Roads Program is cosponsored by Cornell University, the NYS Department of Transportation and the Federal Highway Administration. The program provides training and technical assistance to town highway superintendents. The training includes: a multi-day annual school for highway superintendents, a series of workshops on various road-related topics, a lending library, technical information sheets on various topics, and the Road Surface Management System Summer Inter Project.

Regional Drainage Management

Regional (multi-jurisdictional) stormwater management is an approach for planning, designing and constructing drainage improvements to better manage stormwater drainage in a large area. Drainage systems can be designed to better manage stormwater drainage in order to minimize the adverse impacts of stormwater such as soil erosion and flooding. Regional drainage systems often contain retention areas located on undeveloped land which collects stormwater during storm events and then releases the stormwater at a measured rate to the other drainage system components slowing the flow of water in order to not tax the other components of the drainage system while at the same time reducing flooding and soil erosion.

Recommended Actions:

Towns of Fayette and Varick

1. Establish and maintain a Capital Improvement Plan (CIP) to plan for the future rehabilitation of existing infrastructure and construction of new infrastructure improvements.
2. Establish and maintain a Capital Reserve Fund for accumulating funds to pay for the cost of future capital projects and appropriate funds annually to the Capital Reserve Fund.
3. Pursue State and federal grant funds and low-interest loans to pay for the cost of constructing capital projects.
4. Extend municipal water service to the Hamlet of Fayette and pursue Federal and State grants and low-interest loans to fund and finance the project.
5. Establish minimum specifications for new roadways constructed to serve new residential developments.
6. Encourage Seneca County to initiate and develop a regional stormwater management plan, to oversee the implementation of the plan, and to coordinate among governmental jurisdictions.
7. Widen Town roadways and construct bicycle lanes along the shoulders of the roadways. Encourage Seneca County to widen County roadways and construct bicycle lanes along the shoulders of County roadways.
8. Work with NYS Department of Transportation and Seneca County to reduce traffic speeds and improve the safety of pedestrians in areas along NYS Route 89 and East Lake Road that have high concentrations of residences and pedestrian activity.
9. Evaluate options for improving the quality of private roads that provide access to lakefront properties.

Town of Fayette only

- A.1. Extend municipal water service to the Boody's Hill area and pursue Federal and State grants and low-interest loans to fund and finance the project.

Town of Varick only

- B.1. Extend municipal water service along Route 89 south from the Town of Fayette and pursue Federal and State grants and low-interest loans to fund and finance the project.