

Chapter 2.8 Transportation and Infrastructure

2.8.1 TRANSPORTATION SYSTEM

ROADWAYS

The Town and Village have excellent roadway connectivity to other points of the region and state. Two state routes pass through the Town on either side of Keuka Lake: State Route 54 and State Route 54A. Route 54 starts from the south at the I-390/I-86 interchange in the Town of Bath to the south and runs northeasterly through the Town of Urbana and along the eastern edge of Keuka Lake, eventually ending at State Route 14 in the Town of Dresden, which lies on the western edge of Seneca Lake. Route 54A branches out from Route 54 just south of the Village of Hammondsport, then runs northerly through the Village, continuing northeasterly along the Keuka Lake's western side and eventually terminates at State Route 14A in the Village of Penn Yan. The local roads essentially serve as feeder roads to Routes 54 and 54A, which are the regional connectors. Route 54, between State Route 54A and Bath, has been recently resurfaced.

The I-390 and I-86 are the area's closest interstate highway connections, located approximately five miles from the Town line on Route 54. The I-390 runs north and south, starting at the I-86 to the south and eventually connecting to the I-90 in the Rochester vicinity to the north. The I-86 runs east and west along the southern portion of New York State, linking the New York City region to the Western New York area. Figures 2.8-1 and 2.8.-2 illustrate the transportation features in the Town of Urbana and the Village of Hammondsport, respectively.

TRAFFIC VOLUMES

Table 2.8-1 lists the estimated Average Annual Daily Traffic Volumes (AADT) for State Routes 54 and 54A for the year 2000. The segment of Route 54 with the largest volume is between County Route 113 and County Route 88, with an AADT of 8,950. Some of this traffic is diverted at the intersection of County Route 88, as the estimated AADT reduces to 6,500 in the section of Route 54 between Route 88 and Route 54A. The volume on Route 54 decreases further to an AADT of 5,150 between Route 54A and County Route 87, then slows down dramatically north of Route 87 at the Hammondsport gateway. On Route 54A, the segment with the largest volume with an AADT of 6,550, is from Route 54 to County Route 88 in the Village of Hammondsport. The volume in the next segment to the north on Route 54A, from Route 88 to County Route 76, is reduced by more than one-half to an AADT of 2,700. Thereafter, the volume falls to a relative trickle at 920 between County Route 76 and Gibson Landing Road. Therefore, most trips traveling to and from Bath, on Routes 54 and 54A, are going to or coming from Urbana, and in particular the Village of Hammondsport. One notable exception is truck traffic using Route 54 as a connecting route between I-86/I-390 and Penn Yan, Geneva, and other points to the north. The available AADT data does not provide vehicle type.

Table 2.8-1	
Estimated Average Annual Daily Traffic Volumes, 2000	

Town of Urbana/Village of Hammondsport Joint Comprehensive Plan

NYS Roadway	Segment (From South to North)	AADT, 2000
SR 54	CR 113 - CR 88	8,950
SR 54	CR 88 - SR 54A	6,500
SR 54	SR 54A - CR 87	5,150
SR 54	CR 87 - SR 230	2,300
SR 54A	SR 54 - CR 88	6,550
SR 54A	CR 88 - CR 76	2,700
SR 54A	CR 76 - Gibson Landing	920
CR = County Route; SR = State Route Source: New York State Department of Transportation, August-June 2001		

COUNTY ROADS

Steuben County is responsible for maintaining 19.6 miles of roads in the Town of Urbana. Generally, the County routes in Urbana are in good condition and have all been resurfaced in recent years. Route 113, in the Towns of Bath and Urbana, was reconstructed in the summer of 2001.

The County annual road budget is normally about \$4.5 million, which is largely spent on materials and contractors. These funds come from the Consolidated Highway Improvement Program (CHIPS), which is a state program that provides funding for local highways and bridges, as well as County tax revenue. Occasionally, the County will also receive additional funding through the New York State Multi-Modal Program or through the State legislature via discretionary member items.

TOWN ROADS

The Town of Urbana maintains approximately 68 miles of road, which includes 48 miles of dirt/gravel roads and about 20 miles of paved roads. The Town is responsible for all the roads in the Town outside the Village of Hammondsport except for State and County routes. Overall, the condition of the Town roads are good. The busiest roads under the Town's jurisdiction are Reservoir Hill Road, Lockwood Road and North Urbana Road.

The Town's road maintenance program consists of surface treating four to five miles of road per year. In addition, the town regrades all of the dirt/gravel roads twice per year (usually in June and October). The Town has concentrated much of its recent efforts on erosion control and drainage, laying approximately 9,000 feet of pipe along its roads in the past three years, paving roads, and digging drainage ditches alongside roads.

Chapter 2.8: Transportation and Infrastructure

VILLAGE ROADS

The Village of Hammondsport is responsible for 4.8 miles of road. All streets in the Village have sidewalks and only two streets lack curbing. Most of the Village streets are in good condition. However, there are six streets that are in poor condition and need to be completely reconstructed.

The Village has recently reconstructed five streets in a project that was partially paid for by State grant money. It will likely be another two to three years before such funding will be again available to reconstruct the remaining six roads. The State resurfaced State Route 54A (known as Main Street in the Village) from the signal at State Route 54 to Lake Street.

A couple of roads in the Village are in particularly poor condition including Lake Street, from Main Street to Water Street, and Shethar Street, from Water Street to Bauder Avenue.

Most of the funding for street repairs come from the CHIPS. In addition, the Village allocates an amount for road repair in its annual budget.

BRIDGES

Steuben County is responsible for maintaining six bridges in the Town of Urbana, including three on Cold Springs Road, one on Taggart Road, one on Reservoir Hill Road, and one on County Route 88 (Fish Hatchery Road). In addition, the Town of Urbana shares responsibility for a bridge on Two Rod Road with the Town of Wheeler. There are two bridges in the Village of Hammondsport, both are located on State Route 54A and are maintained by the State.

Most of the bridges in the Town are in fair to good condition. All three of the bridges on Cold Spring Road (two of which were built in the 1930's) are scheduled for repairs by 2005, and the bridges on Taggart Road and Reservoir Hill Road are to be worked on by 2009. The bridge on County Route 88 was rehabilitated in 1990 and is not in the near-future work plans.

The bridge on Two Rod Road in Mitchellsville is limited to 18 tons and is in poor condition and may require repairs soon. However, the bridge is on a route with relatively low traffic volumes, connects only lightly-traveled County Routes 13 and 89 and is an existing intersection for these roads is located only one-quarter mile away. As a result, the Towns may elect not to rehabilitate the bridge, especially if costs are high. Still, the intersection, which would receive the diverted traffic, is not well aligned and larger vehicles such as tour buses usually elect to take the bridge.

PARKING

The activity level of the Village and Town increases dramatically during the summer months. Not only are there an increased amount of households due to seasonal residents, but there are also a large number of tourists who visit the area and broader Finger Lakes region. Congestion and lack of available parking are an issue during the warm weather, especially in the Village center. In addition to on-street parking, the Village has a municipal parking lot, containing approximately 25 spaces, that is located at the corner of Mechanic Street and Shethar Street. Furthermore, there are problems with street parking along Route 54A, including complaints by residents who live there (especially near Snug Harbor).

Town of Urbana/Village of Hammondsport Joint Comprehensive Plan

RAIL

There is no longer any rail service directly to Urbana or Hammondsport as the railroad line that once connected the Town of Bath and Village of Hammondsport is now inactive.

However, the portion of the line that goes from Bath to the Town of Wayland, in the northeastern portion of Steuben County, is still in service. This line is only for cargo though and there is no passenger rail activity in the region.

Another short-line from Painted Post to Bath is owned by Norfolk Southern. Livonia-Avon-Lakeville, which operates the line, is negotiating with Norfolk Southern to purchase the line. If this takes place, the new owner may consider the concept of implementing a tourist train running from Corning to Hammondsport to link the Corning Glass Museum to the wineries, Curtiss Museum and other attractions in Hammondsport. In addition, there are presently discussions about developing an excursion train to run on the Hammondsport section of the rail line that would connect the Pleasant Valley Winery, the Glenn H. Curtiss Museum, and the Fish Hatchery. These excursion/tourist trains are only conceptual and there are no well-developed plans at this point. Furthermore, much of the Bath-Hammondsport rail line would need to be upgraded to accommodate passenger rail service. The costs of upgrading the line are currently unknown.

AIR

Public air service to the Town is provided by the Elmira/Corning Regional Airport, the Hornell Airport and the Yates County Airport.

- ☞ The largest nearby airport is the Elmira/Corning Regional Airport, which is located in Horseheads, approximately 40 miles southeast of Urbana along I-86. The airport is a public air carrier with scheduled flights and charter service. Currently the Airport's five gates accommodate US Airways, Northwest and Continental Connection. The airport's three runways include its principal 7,000 foot runway, a secondary 5,000 foot runway, and a turf runway that is used by a local flight school.
- ☞ The Hornell Airport is the largest airport in Steuben County, located in Hornell approximately 30 miles west of Urbana along I-86. The Hornell Airport provides charter flights and flight instruction. Its runway is 5,000 feet long and can accommodate most business jets.
- ☞ The Yates County Airport is the closest airport facility, less than 20 miles to the northwest of Urbana. The airport provides charter flights with a fleet of eight planes, including seven jets; houses the Penn Yan flying club; and occasionally handles emergency flights. In addition, the airport has two runways, one 3,200 feet long and the other 4,500 feet; maintenance facilities; and available fuel onsite.

Chapter 2.8: Transportation and Infrastructure

- ☛ In addition, there is an air field owned by the Bully Hill Winery in the Pleasant Valley area north of Route 54. It accommodates twin engine planes.

WATER

KEUKA MAID

The Keuka Maid dinner/tour boat is stationed at Champlin Beach Park on the southern tip of Keuka Lake. The boat operates from April to October and includes lunch, dinner, Sunday brunch and moonlight cruises. The Maid has three decks and capacity for 500 people. The tours provide guests with beautiful panoramic views of the Lake and its scenic environment, including the gorgeous hillsides that surround the Lake.

BOATING

There are several marinas along Keuka Lake, within the Village of Hammondsport and Town of Urbana, where boaters can launch and dock their boats. Head-of-the-Lake Park, located in the Village, provides a free boat launch to Village and Town residents and includes docking space, which is currently being expanded.

2.8.2 INFRASTRUCTURE

WASTEWATER TREATMENT

SEWER/SEPTIC SYSTEMS

Wastewater disposal is an important issue in any community. It is particularly important for the Town of Urbana and Village of Hammondsport as the area relies on the clean water from Keuka Lake for drinking and recreational purposes. Currently, all the residences and other developments in both Urbana and Hammondsport use individual septic systems.

However, there is a strong potential that a sewer system will replace some and eventually perhaps all of the individual septic systems in the future.

Currently, the Steuben County Industrial Development Agency (SCIDA) is working with Mercury Aircraft to install an eight-inch force-main sewer line through the abandoned railroad right-of-way, which runs from Bath to Hammondsport and is owned by the SCIDA. The new line will connect to the existing sewer line that services Ira Davenport Memorial Hospital and will provide an outlet for the waste generated by the Mercury plant and will also be utilized by the Pleasant Valley Wine Company. It may be possible for other users to tap into the line in the future, including the Village of Hammondsport. Work on the force-main project will begin as soon as the New York State Department of Environmental Conservation permits are obtained.

In addition, the Keuka Lake Association - a not-for-profit agency created for the preservation, protection, and improvement of Keuka Lake - has conducted a study regarding the feasibility of developing sewer infrastructure and the most viable alternatives for wastewater collection and treatment in the areas surrounding Keuka Lake. The report recommended public sewer implementation for the Village of Hammondsport area. In addition, the report indicated that sewers were possible for the portion of eastern Urbana that surrounds the Lake, but if determined not to be practical, a septic maintenance district was recommended as an alternative. A septic maintenance district was also advised for the western area of the Town bordering the Lake.

Town of Urbana/Village of Hammondsport Joint Comprehensive Plan

Sewerage from the Pleasant Valley area (from Mercury Aircraft and Pleasant Valley Wine Company) and potentially the Village are proposed to be treated at the Village of Bath Wastewater Treatment Plant. However, these flows would entail the diversion of water from the Great Lakes Basin to the Susquehanna River Basin. According to the study, transfer of water from one drainage basin to another can only be completed with the approval of the Governor and State Legislature.

KEUKA WATERSHED IMPROVEMENT COOPERATIVE (KWIC)

In order to protect the quality of Keuka Lake's water, all the municipalities along Keuka Lake have formulated and adopted a uniform septic system construction and management law called the Keuka Watershed Improvement Cooperative (KWIC). Among its important provisions, the law requires: all septic systems be constructed according to specifications outlined in a construction permit; that New York State sanitary code standards be followed for replacement and repair work as well as new construction activities; that inspection of septic systems be performed by the local Watershed Inspector as part of property transfers, complaints and building construction; and that routinely scheduled inspections are required of all holding tanks, aerobic treatment systems, and all sites within 200 feet of the lake or its tributaries.

WASTEWATER TREATMENT PLANT

Currently, the closest sewage treatment plant to the Urbana/Hammondsport area is in the Village of Bath on Morris Street. This plant has a capacity of one million gallons per day (gpd). The current flow per day at the plant is between 700,000 and 800,000 gpd. Also, the plant will be adding a few new industrial users shortly, which will have the sewage plant operating a near capacity. Therefore, if the Village of Hammondsport and/or Town of Urbana develop a sewer system, additional treatment plant would need to be built to handle its flows or capacity could be increased at both.

SOLID WASTE DISPOSAL

Solid waste from both the Town of Urbana and Village of Hammondsport are taken to the Bath Landfill. The landfill has five to six years remaining before it will be at capacity. Steuben County is in the process of studying site alternatives for a new landfill. At this point, the most feasible site appears to be adjacent to the existing landfill.

WATER

The entire Village of Hammondsport is serviced by the Hammondsport Water District. The line extends from the Village to Mercury Aircraft along Pleasant Valley Road. The water supply for the Town and Village flows from Keuka Lake which has a "AA" rating, the best water quality classification given by the New York State Department of Environmental Conservation (NYSDEC).

ELECTRICITY

New York State Electric and Gas (NYSEG) provides the electricity for residences, businesses and others in the Town and Village. In an effort to find lower rates, the Village is considering other providers upon the expiration of their contract with NYSEG. High utility rates are a major concern of residents and businesses, according to the results of the Comprehensive Plan Survey.

Chapter 2.8: Transportation and Infrastructure

CABLE

Cable service for the Town of Urbana and Village of Hammondsport is provided by Adelphia Cable.

NATURAL GAS

Corning Natural Gas provides gas service for residences, businesses, and others in the Town and Village.

TELEPHONE

Telephone service for both the Village of Hammondsport and the Town of Urbana is provided by several different providers including Citizens Communications, Verizon, Empire Telephone, and AT&T. The available telephone services in the Urbana/Hammondsport area include custom calling, call waiting, call forward, and three-way calling.

INTERNET

Adelphia Communications recently completed the installation of infrastructure to make their high-speed internet service, Powerlink, available to all Town and Village residents that have access to Adelphia Cable services. According to Adelphia, if a business/homeowner would like access to Powerlink and their building/home does not currently have access to Adelphia Cable, then the business/homeowner would have to absorb the cost of infrastructure installation. The only other high-speed internet provider in the Town is Empire Telephone, which offers Digital Subscriber Line (DSL) service to a small portion of the Town in northern Urbana, on the western ridges surrounding the Lake.

Though internet service is available through the telephone lines, Citizen Communication's DSL service is not available in the area. However, Citizen Communication has fiber-optic infrastructure in the Town and Village. Their fiber-optics splices from Verizon's line, at

Old Hammondsport Road just north of the State Route 54 and County Route 88 intersection, then follows Route 88 eventually linking to the Citizen Communication's Office at Main and Lake Streets in the Village. Two single lines are extended from the main line along Route 88, one connecting to the Pleasant Valley complex and the other going along Wheeler Avenue to the Mercury Plant. A third extension runs from Citizen's

Office along Main Street to the Hammondsport Junior/Senior High School. Future installation of DSL service in Urbana and Hammondsport would require additional infrastructure. Such an investment is contingent on market demand and is not in Citizen Communication's plans for 2002. As mentioned above, Verizon has fiber-optics infrastructure on State Route 54 leading into Urbana from the Town of Bath. Similar to Citizens Communication, Verizon does not currently offer high-speed connections in

Urbana.