

A. TRANSPORTATION

ROAD NETWORK

The Village of Attica is well-connected to Interstate, State, and local transportation systems. Two New York State Thruway (I-90) interchanges are each located only about 10 miles away, including Exit 48A (Pembroke) to the northwest and Exit 48 (Batavia) to the northeast of the Village. The I-90 runs east-west and is the primary roadway that links the different regions of New York State from Albany to Dunkirk and beyond to New England and the Midwest. In addition, three New York State-owned arterial highways are located in the Village. Route 98 runs north-south and Route 238 runs east-west through the Village's central business district. Route 98 connects Route 219 in the Southern-Tier of New York State to the south and the Lake Ontario shoreline to the north. Route 238 links Route 20A to the south to Route 20 to the north. Route 354 runs from downtown Buffalo to the east and terminates in the Village Center at Route 98. Exchange Street is the only County Route (CR-31) located in the Village and runs north-south from Route 20A to the south and terminating at East Main Street in the Village center to the north.

Main Street, Market Street, and Exchange Street function as the Village's major collector roads and lead to the Village Center. The remainder of roadways in the Village are classified as local roads, and primarily provide access to residential areas. The Village road network is illustrated in Figure 2.7-1.

TRAFFIC VOLUMES

Although Attica's residential streets are lightly traveled, the major and minor collector routes become congested as a result of the shift changes at the two correctional facilities that are located to the south of the Village on Exchange Street in the Town of Attica. Exchange Street, Main Street, and Market Street are the principal routes that lead to arterial roadways connecting Attica to Western and Central New York State.

Table 2.7-1 shows the traffic counts for the state roads in the Village of Attica. According to the *2000 Traffic Volume Report for Wyoming and Genesee Counties* provided by the New York State Department of Transportation (NYSDOT), Route 238 is the most traveled road in the Village, particularly the section that overlaps with Route 98 (Market Street) - which has an Average Annual Daily Traffic (AADT) of 7,263 vehicles. The segment of Route 238 just east of Market Street also has a high AADT, with 6,370 vehicles. Routes 238 and 98 lead to major destinations, including the Town of Batavia, the I-90 interchange, Six Flags Darien Lake and State Routes 20, 20A, and 354.

Table 2.7-1
New York State Roads in the Village of Attica
Traffic Volume and Conditions

Map Reference Number	Roadway	Segment	Average Annual Daily Traffic (AADT)/Year		Segment Length (miles)
1	Rt. 98	Rt. 20A to Rt. 354	1,491	2000	7.5
2	Rt. 98	Rt. 354 to Rt. 238 overlap segment	4,373	1998	0.1
3	Rt. 98	Overlap segment to Genesee County Line	3,664	1994	0.1
4	Rt. 238	County Route 19 (east of Attica) to Rt. 98 overlap segment	6,370	1999	1.3
5	Rt. 238	Overlap segment to Genesee County Line	3,774	2000	0.2
6	Market St. (Rt. 238 and Rt. 98)	Overlap segment	7,263	1999	0.3
7	Rt. 354	Rt. 77 to Rt. 98 (end of Rt. 354)	2,662	1998	6.5

Source: New York State Department of Transportation 2000 Traffic Volume Report

ROADWAY MAINTENANCE AND IMPROVEMENTS

State Roads

Route 238 (Main Street, Market Street, and Buffalo Street), Route 98 (Market Street), and Route 354 (West Main Street) are owned and maintained by New York State.

The New York State Department of Transportation (NYSDOT) plans to reconstruct State Routes 238 and 354 in the Village. Design is scheduled to begin in 2004, with construction to follow in 2006. Work on Route 238 will extend from the east around the railroad tracks, near Attica High School, to the Wyoming/Genesee County line to the west. The Route 354 project will begin at the intersection of Route 98 and extend to the bridge over the brook west of the county line. This project will include work on the bridge on Main Street that crosses over Tonawanda Creek. A five-foot sidewalk is included in the preliminary design. The DOT has indicated that the project budget has room for other streetscape amenities which have not yet been identified.

County Roads

County Road 31 (Exchange Street) is the only county road located in the Village and is owned and maintained by Wyoming County. The County has recently applied 2.5 inches of binder on the road but it needs to be finished.

Village Roads

The Attica Department of Public Works (DPW) is responsible for maintaining approximately 8.0 miles of roadway in the Village. In the past five years, the DPW has paved Elm, Favor, Georges, Glenwood, Jackson, Jefferson, Loral, Lincoln, North Pearl, North View, North Walnut, Olive, Prospect, Railroad, South Pearl, Stevens, Upper West, and Windsor Streets. Street paving improvements that are priorities for the 2002 season include Genesee Street and East Avenue.

The Village has a milling and paving five-year street rotation system, as well as a five-year slurry and seal system.

ACCIDENTS

The Village speed limit is 30 miles per hour except within the school areas, where it is 20 miles per hour. There are a couple of intersections in the Village that are somewhat problematic, including both ends of Market Street where Routes 238 and 98 meet. The southern intersection is controlled by a blinking red light in each direction. This signal not only inhibits traffic flow but may cause confusion among drivers, especially when there is heavy traffic. In addition, the northern intersection, where Routes 98 and 238 branch off, can be problematic as traffic flows freely along Route 98, but is controlled by a stop sign on Route 238 coming from the northwest into the Village. During heavy traffic, it is very difficult to make a left turn at this intersection, from Route 238 to Route 98.

Another safety concern involves the suburban style strip development on Prospect Street, just north of the Wyoming County line in Genesee County, which lacks both sidewalks and curbing. The entire street side of Prospect Street functions as an open driveway for the various stores and creates many potential conflict points where accidents, both between vehicles and with pedestrians, could occur. In addition, a number of retail establishments on Market Street have similar unrestricted access patterns.

SIDEWALKS

Sidewalks in the Village are generally in poor condition, especially in the commercial areas. The Village conducted a sidewalk condition survey in 2001 listing the sections of sidewalk that need repair and to what extent. The DPW has a five-year repair cycle for sidewalk segments.

TRAILS

There are no existing or proposed bicycle or hiking trails within the Village of Attica. There is one walking trail, however, that forms a loop within the Village Park and is about one-half mile long. In addition, there has been discussion regarding converting the abandoned Arcade and Attica Railroad bed into a trail.

PARKING

The Village owns three parking lots with a total of nearly 60 spaces that serve workers and visitors of Attica. The first parking lot is located along Main Street, just east of Water Street and contains approximately 25 parking spaces. The second lot can be accessed from the Main Street lot, but has its main entrance on Water Street, and also includes about 25 spaces. The third lot, containing eight spaces, is located along Market Street and requires a Village-issued permit to use. Two-hour limit, on-street parking is available throughout the business district, including most sections along Main, Market, and Exchange Streets. In addition, the width of Market Street has historically

accommodated diagonal on-street parking. All public parking in the Village is free of charge and are depicted in Figure 2.7-1.

SIGNAGE

There is consistent signage identifying the village gateways along all state routes (98, 354, and 238) at all entry points to the Village. The gateway signage is depicted in Figure 2.7-1, and discussed in detail in Chapter 2.4, “Visual Character.”

RAIL

FREIGHT

Norfolk Southern has a freight rail line that runs east-west through the Village. This line is well-utilized, with freight trains coming through regularly every 30 to 60 minutes. There is a secondary spur from the main tracks just southwest of the intersection of Main and Favor Streets, and runs to the northeast. Norfolk Southern also has a small rail yard in the Village that it uses for maintenance purposes. The yard is located south of the Norfolk Southern rail line, between Exchange and Favor Streets. No businesses in the Village currently utilize rail service. The former Westinghouse site, between East Main and Exchange Streets, has existing railroad siding, providing direct access to freight rail service for tenants.

PASSENGER

The Depew Amtrak Station, which is 25 miles west of Attica, is the closest facility that provides passenger rail service. In addition, the Rochester Amtrak Station is located about 45 miles to the northeast of Attica.

AIR

BUFFALO-NIAGARA INTERNATIONAL AIRPORT (BNIA)

The BNIA is the main public airport in the Western New York region, servicing about 4.25 million passengers annually. The airport averages 99 daily flights with nonstop service to 24 cities and plays a key role in the development of business and tourism in the Buffalo Niagara region. The BNIA is located approximately 25 miles west of Attica and can be accessed by residents from the I-90 Interstate Thruway (via Route 33) or Route 20 (Broadway).

*PERRY/WARSAW AIRPORT**

The Perry/Warsaw Airport is a public airport located approximately 20 miles southeast of Attica. The airport has two runways - the main runway has an asphalt surface and the secondary runway is turf. The main runway is 3,500 feet long and 60 feet wide and is in good condition. In addition, the secondary runway is 1,830 feet long and 60 feet wide and is also classified as in good condition.

Available services include fuel, aircraft rental, aircraft maintenance, flight instruction and tie-downs.

*AirNav.com, June 13, 2002 Report, www.AirNav.com. (accessed June 28, 2002)

*GENESEE COUNTY AIRPORT**

The Genesee County Airport is a public airport located about 15 miles northeast of Attica, in the Town of Batavia. The airport includes one runway, which is in good condition. The runway's dimensions are 4,403 feet long by 100 feet wide, and it has an asphalt surface.

Services available at the airport include fuel, car rental, aircraft rental, aircraft maintenance, flight instruction/charter and hangar availability (there are two corporate hangars and several T-hangars).

PUBLIC TRANSPORTATION

Public transportation is available to and from the Village via the Wyoming Transit Service (WYTS), which is under the jurisdiction of the Rochester Genesee Regional Transportation Authority (RGRTA). The WYTS connects Attica to other areas in Wyoming County including Bennington Center, Cowlesville, and Varysburg by special request and regularly connects Attica to Warsaw via four daily round-trips (Warsaw to Attica and back to Warsaw), Monday through Friday.

In addition, the Niagara Frontier Transportation Authority (NFTA) links Darien Lake and the City of Buffalo via Express Bus Route 97, making one round-trip per day, seven days a week (Darien Lake is approximately a five-minute drive from Attica).

B. INFRASTRUCTURE

The Village of Attica DPW is responsible for the maintenance of Attica's municipal buildings, Village streets, snow removal, parks, trees, sidewalks, landfill/transfer, waterlines, sewers, and drainage system.

STORM SEWER

The Village has a comprehensive drainage system that includes underground storm sewers, as well as open culverts (which are located in the hilly sections of the Village). There are a few areas of the Village that are susceptible to flooding, particularly Exchange Street around the park area.

WATER

Besides providing water to the Village of Attica, the Village of Attica Public Water System sells water to the Village of Alexander, both correctional facilities located in the Town of Attica (Wyoming County and Attica) and other portions of the Towns of Attica and Alexander. Depending on the time of year, between 60 and 75 percent of the Village's water is used by the correctional facilities, which pump their water from the treatment plant to their own storage tanks and distribution system.

The Village water treatment plant is located on Dunbar Road in the Town of Attica - about 1.5 miles south of the Village. The plant, constructed in 1986, has a design capacity of approximately 1.7 million of gallons per day (mgd), but due to strict New York State Department of Health regulations, its allowable capacity is actually about 1.55 mgd. Water usage is around 1.4-1.45 MGD during the summer and 1.25-1.3 mgd in winter. Water storage at the plant includes a

*AirNav.com, June 13, 2002 Report, www.AirNav.com. (accessed June 28, 2002)

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600,000 gallon ground tank and a 105,000 gallon stand pipe, which is used for backwash and domestic purposes (to clear the filtered debris). In addition, there is a 80,000 stand pipe on Route 354 and two tanks owned by the correctional facilities with a combined 850,000 gallon capacity.

The water system in the Village is predominantly gravity fed, though there is one pump station in the western portion of the Village. Though the system includes predominantly antiquated infrastructure (circa 1930), water pressure in the Village is generally good. There has been discussion about possibly constructing a 100,000 gallon water tank on prison property in the Town of Attica.

ISSUES/NEEDS

Since much of the system is fairly old, deterioration has occurred in many of the lines, valves, and mains. In addition, the system only has storage capacity for approximately one-half day based on the average daily water usage. Therefore, if a problem occurs at the treatment plant, there is only one-half day to repair it before the water supply runs out. A disruption in service could create problems, particularly at the correctional facilities. The system is operating at near capacity and if the Village expands or needs additional capacity for other reasons - including correctional facility expansion or a major new tenant at the former Westinghouse site - the treatment plant would need to be expanded.

PLANS

The Village has hired an engineering consultant to analyze its water system. As part of this task, the consultant will recommend additional storage capacity and will create a water flow model which will indicate those areas in the system that are working well and those that need improvement.

SEWER

The sewage collection system is primarily comprised of clay tile pipes and was initially constructed in the 1930s. The Village wastewater treatment plant, located at 122 Prospect Street in the Village, was built in 1984 and is in good condition. Though the plant's flow capacity is 6 mgd, daily flows are normally only about 1.4 mgd. However, due to excessive infill and infiltration (groundwater leakage into the sanitary sewer system), flows of 6 mgd are often generated during storm events. There is currently a consent order from the New York State Department of Environmental Conservation (NYSDEC) regarding this problem. Over the years there has been some repair and replacement but the sewage collection system is generally old and deteriorated. The Village DPW conducts small rehabilitation projects on the system but any major work is contracted out.

House-to-house inspections in the Village were conducted in 1999 and 2000 to determine any problems with roof down-spouts, sump pumps, and floor drains that may add to the infill and infiltration issues. Properties that had such issues were required to make repairs accordingly.

ISSUES/NEEDS

Besides general infill and infiltration, sewer lines along Bunnell Street and West Main Street are in poor condition.

PLANS

In order to resolve infill and infiltration problems, the Village has been cleaning, using storm drain dye, and videotaping its sanitary sewer system, in order to detect specific areas that need work. To this point they have reviewed two-thirds of the system and have begun rehabilitation work.

INTERNET

High-speed internet access is available in the Village through Time Warner's Road Runner service.

ELECTRICITY

Niagara Mohawk provides electricity for residences, businesses and others in the Village. The Village is currently reviewing the process of establishing a municipal power authority.

CABLE

Cable service for the Village of Attica is provided by Time Warner Cable. The Village is currently reviewing the process of establishing a municipal cable service.

FIBER OPTICS

Currently, there is no fiber optic service in the Village.

NATURAL GAS

National Fuel provides gas service for residences, businesses, and others in the Village.

TELEPHONE

Primary telephone service within the Village of Attica is provided by Verizon.