

## 6.0 Transportation

### 6.1 Roads and Traffic

A community's transportation network determines how easily people and goods are able to move into, out of and around its boundaries and also helps to define its character. This is especially true for the Town of New Hartford whose development has been closely linked to the presence of major roadways that move large numbers of people and goods. While the Town's proximity to major travel routes such as the Seneca Turnpike has brought economic benefits, it has also resulted in traffic congestion, especially in the Town's commercial core. The following assessment of the Town's existing transportation network examines roads, public transportation resources and pedestrian and bicycle circulation to ensure that all modes of transportation are able to coexist in a safe and functional manner.

#### 6.1.1 Road Classification

The Town of New Hartford's road system played a significant role in its creation and continues to impact its development. There are approximately 124 miles of roadway in the Town; of which 81 miles (65%) are within the Town's jurisdiction, 21 miles within the County's (17%) and 23 miles (18%) are within the State's. Between 1995 and 2005 approximately 3.5 miles of Town maintained and 6 miles of State maintained roads were developed.

Roadways are also defined by their functional classification - the level of mobility and access they provide. The Town of New Hartford has the following types of roads: arterial, collector and local.

- Arterials include interstates, other freeways and expressways, and are designed for higher speed and traffic volumes. These roads serve as connections between municipalities or to the interstate system.
  - Expressway - The Sauquoit Valley Arterial (Route 8)
  - Principal Arterials - Burrstone Road, Clinton Road (Route 12), Commercial Drive (Route 5A), Genesee Street and Seneca Turnpike
  - Minor Arterials - Chapman Road, French Road, Main Street, Middle Settlement Road, Oneida Street, and Valley View Road
- Collectors are designed for lower speeds and shorter distances. They are typically two-lane roads that collect and distribute traffic to and from the arterial system and connect them with residential neighborhoods.
  - Collectors - Clinton Street, Higby Road, Kellogg Road, Mohawk Street, Oxford Road, Paris Road, Roberts Road, and Tibbits Road

- Local roads are all roadways not included in a higher-level classification. They provide basic access between residential and commercial properties as well as connections to higher classification roads.

### 6.1.2 Traffic Volume and Safety

The most heavily traveled roads in the Town are State roads. In 2004, sections of the North-South Arterial, Seneca Turnpike and Sauquoit Valley Arterial had the highest average annual daily traffic (AADT) within the Town.

Increased traffic volumes have created problems at the several intersections throughout the Town including: the J-Kay intersection; the four corners in Washington Mills; Kellogg Road; the intersection of Seneca Turnpike, Genesee Street and Clinton Road; the intersection of Middle Settlement Road, Commercial Drive and Seneca Turnpike and locations along Commercial Drive. Traffic incidents are also common within commercial parking areas.

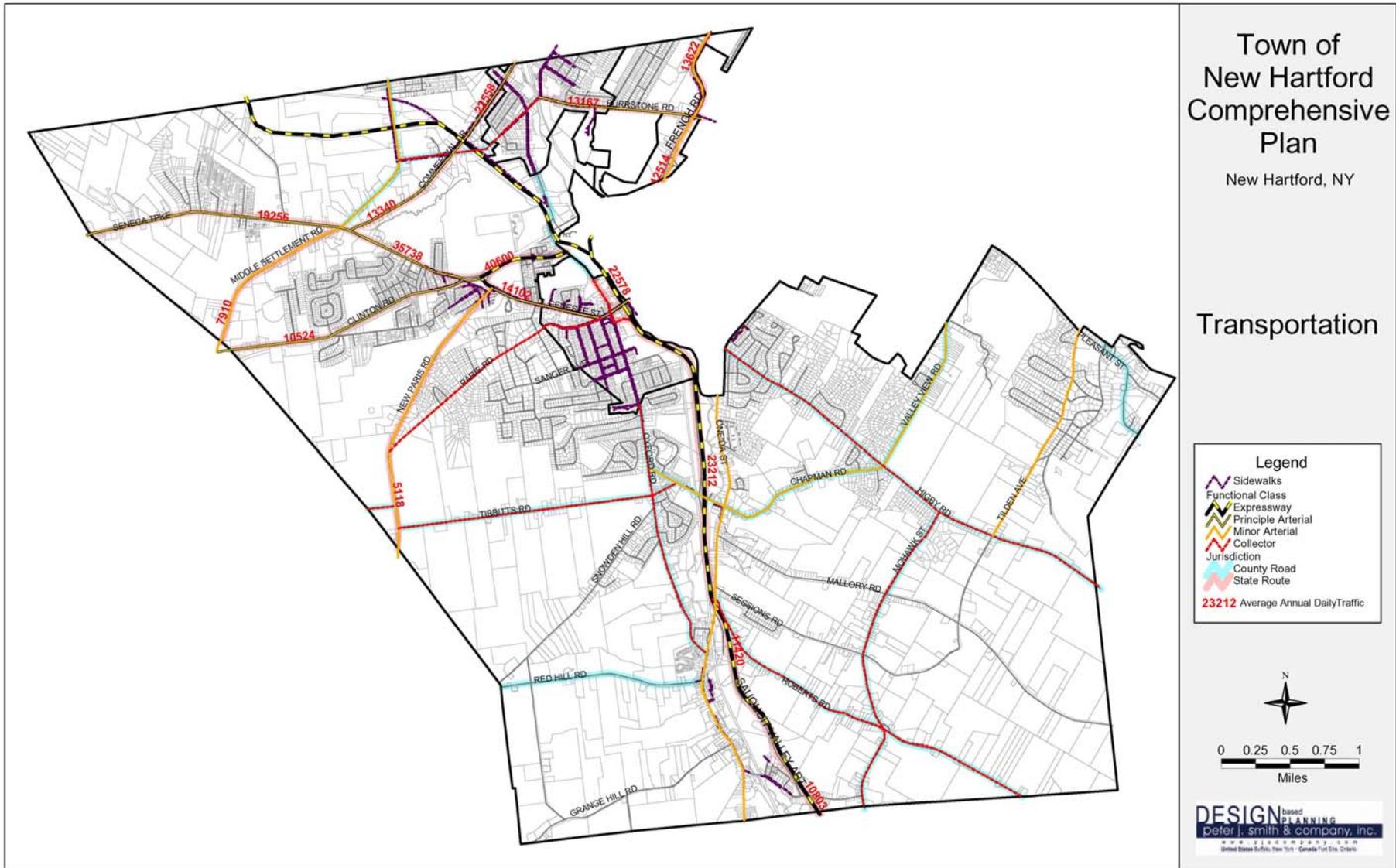
Due to the design of the road network and the location of the region commercial center, much of the traffic experienced in the Town of New Hartford is generated from outside of the Town. This includes traffic traveling through New Hartford on State routes and traffic flowing to the Sangertown Square area. The situation has increased the number of traffic related calls to the New Hartford Police Department.



*Route 8 northbound into the Village of New Hartford; the highest volume roads in Town are state roads*

### 6.1.3 Road Improvements

The Judd Road Connector (Route 840), a \$38 million State highway project was recently completed. It begins at the Route 5/8/12 interchange and ends at the Judd Road/Halsey Road intersection in the Town of Whitestown. The project addressed traffic congestion resulting from the significant amount of commercial growth that occurred in the area. Other State roads scheduled for improvement are French Road and the Route 5A. The Route 5A project will involve the reconstruction and widening of the road and the addition of sidewalks from a little past Clinton Street to a little before the Route 5 and 5A intersection. Reconstruction is also scheduled for Kellogg Road and Chapman Road, which are County roads. In addition to the resurfacing of selected roads the Town plans to develop the Woods Highway Extension that will connect to the Judd Road Connector. There are also plans to reconnect Old Campion Road over Route 12 via a pedestrian and traffic bridge.



## 6.2 Public Transit

The Long-Range Transportation Plan for Herkimer and Oneida Counties recommend that regional transit efforts be continued. Public transit systems can play a role in addressing road congestion and pollution issues.

### 6.2.1 Bus Service

In 2005, Centro of Oneida, a subsidiary of Central New York Regional Transportation Authority (CNYRTA), assumed operation of the former Utica Transit Authority (UTA), which provided public transit services to City of Utica and the Towns of New Hartford, Clinton, and Whitesboro and Rome VIP, which served the City of Rome. Financial difficulties at both mass transit operations prompted Oneida County leaders to investigate the option to join the CNYRTA. The agreement included \$2.7 million in capital assistance and an increase in the operating assistance earmarked for Oneida County transit operations from the State. This funding was used to rehabilitate the fleet and facilities of the former UTA. According to county officials, these operational changes provide an opportunity to develop a regional transportation strategy that will address the workforce and other needs of residents as CNYRTA also provides services in the Counties of Cayuga, Onondaga, and Oswego.

Bus routes 14, 20, 24, and 31 serve areas of the Town of New Hartford. Bus fares range from no cost for those under 5 years of age to a regular fare of \$1.25 for trips within one zone. Trips that include more than one zone require an additional zone fare of \$.15 per zone. Seniors (60 years or older) pay a discounted fare of \$.60. Riders can save money by purchasing tokens or bus passes.

Inter-city bus service is available through Greyhound and Trailways bus lines at Union Railroad Station in the City of Utica.

### 6.2.2 Rail Service

Inter-city passenger rail service is available at the nearby Amtrak station at 321 Main Street in the City of Utica. Amtrak's Empire Service route provides daily trains between New York City, Albany, Buffalo and Niagara Falls, the Lake Shore Limited route provides service between Boston, New York City, Albany and Chicago and the Maple Leaf route provides service between New York City and Toronto, Canada.

### 6.2.3 Air Service

The Syracuse Hancock International Airport is located approximately 55 miles west of the Town of New Hartford. This facility provides commercial air service to 7 major air carriers and 9 smaller airlines. Private flight facilities and aircraft storage are available at the Oneida County Whitestown Business Park in Whitestown and the Griffiss Business and Technology Park in Rome. It is anticipated that by 2007 these facilities will be relocated.

The Albany International Airport, located approximately 90 miles southeast of New Hartford, has over 20 air carriers that offer jet or commuter airline services. This facility has been redevelopment with a new 230,000 square foot terminal, parking garage, Air Traffic Control Tower, and cargo facility.

#### 6.2.4 Bicycle and Pedestrian Circulation

The bicycle and pedestrian circulation system is very limited in the Town of New Hartford. Sidewalks are limited and some have maintenance issues. A recreation trail is located in Sherrill Brook Park. There is also the recently developed New Hartford and Whitestown Rail trail, a 5-mile, handicapped accessible, paved trail that parallels the new Judd Road Connector.

New Hartford and Whitestown Rail Trail connects NYS Routes 5,8, and 12 in the Town of New Hartford and Whitestown. The trail begins at a trail head parking area off New Hartford Street in the Town of New Hartford and continues westward to Halsey Road in the Town Of Whitestown. Additional trail head parking is available at Clinton Street.



*A portion of the New Hartford and Whitestown Rail Trail*

The 2002 Herkimer and Oneida Counties Bicycle and Pedestrian Plan envisioned several multi-use trails and bikeways traversing the landscape of the Town of New Hartford in addition to the Judd Road Trail. A multi-use trail is proposed that would begin in the Town of Marshall, follow Clinton Road in the Town of New Hartford and end at Alexandria Road. Oxford Road from the Town of Paris border to Genesee Street and Genesee Street to Route 12 (New Paris Road) is identified as an existing NYS Highway Bike Route. Routes 12 is identified as a proposed NYS Highway Bike Route.

Typically, highway bike routes have shoulder widths of four to six feet and the vehicular speed limit is 55 mph. While this road has been identified as a bicycle route, the speed at which motorists will be traveling make it inappropriate for inexperienced bicyclists. Adequate facilities must be put in place to ensure that all bicyclists can travel safely along these types of highways. An opportunity exists to develop a rails to trails project if the Delaware, Lackawanna & Western Railroad line should become available in the future. This project would be ideal because of its crucial location through the Town.

### 6.3 Transportation Findings

- Approximately 10 miles of roadway was developed in the Town between 1995 and 2005
- Limited bus service is available in the Town of New Hartford

- Air services are available one hour away at the Syracuse Hancock International Airport or two hours away at the Albany International Airport
- Passenger rail service is available from Utica
- Bicycle and pedestrian facilities within the Town of New Hartford are limited
- There are two trails in the Town: a recreation trail in Sherrill Brook Park and the Judd Road Trail

## 6.4 Transportation Policies

Policy 1 - The development of a safe and convenient network of pedestrian and bicycle paths and greenways linking public transportation, employment centers and residential areas should be a priority, including incorporating rail road lines as they become available

Policy 2 - Approaches to transit provision should be evaluated to ensure that transit options continue to be available to New Hartford residents

Policy 3 - Parking areas should be shared among businesses to improve appearance and circulation and increase parking volume and organization

Policy 4 - The evaluation and maintenance of existing roadways and the development of access management strategies should be coordinated with regional and state agencies

Policy 5 - Developers should be encouraged to make necessary road improvements that will accommodate projected increases in traffic and/or provide appropriate mitigation strategies

Policy 6 - A variety of transportation options including bus, car, bicycle and walking should be promoted as a part of the circulation system

Policy 7 - Coordination should be promoted with the public transit system to ensure that areas with high density and mixed uses are served by public transportation

Policy 8 - Pedestrian circulation should be promoted as an organizing element of future development proposals

Policy 9 - Intermodal transportation hubs should be developed to encourage mass transit use

Policy 10 - Sidewalks should be provided and appropriately maintained to ensure pedestrian access to schools, retail and employment centers as well as along major roadways

Policy 11 - Traffic calming techniques, flexible design standards and context sensitive design standards should be promoted on high volume streets throughout the Town to manage traffic flow

Policy 12 - Mixed use development should be encouraged in close proximity to or along transit corridors

Policy 13 - Opportunities to connect the recently developed Route 840 to the New York State Thruway and other roadways to the south should be pursued to enhance north-south circulation in the Town