

# **APPENDIX**

## **B**

### **Public Participation**



## **Herkimer-Oneida Counties Transportation Study**

Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501

### **PRESS RELEASE**

May 13, 2009

**FOR:** Immediate Release  
**TO:** Media  
**CONTACT:** Matt VanSlyke, Senior Planner  
(315) 798-5710  
**RE:** Transportation Agency Announces Online Survey to Solicit Public Input

Transportation Agency Announces Online Survey to Solicit Public Input

The Herkimer-Oneida Counties Transportation Study (HOCTS) is in the process of updating the 20-year Long-Range Transportation Plan for the use of federal transportation funds in Herkimer and Oneida Counties.

HOCTS wants to know what you think of the highway, transit, rail, air, bicycle and pedestrian systems in the two-County area. An online survey has been developed asking for your opinion on the importance of the various transportation systems, needs to be addressed and funding priorities. There is also a comment box where you can offer opinions, raise issues or make general comments about the transportation systems.

Responses to the survey will help guide the future vision of transportation systems in Herkimer and Oneida Counties. The survey will be posted at [www.hocts.org](http://www.hocts.org) until September 1, 2009.

# THE EVENING TELEGRAM

www.herkimertelegram.com

LY 28, 2009

HERKIMER, ILION, MOHAWK, FRANKFORT-SCHUYLER AND THE KUYAHOORA VALLEY, NY

75 CENTS



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## Input sought on transportation plan

By JULIE MCCAULLEY  
Telegram Staff Writer

HERKIMER — The Herkimer-Oneida Counties Transportation Study held an informational meeting at Herkimer County Community College Monday evening to discuss and seek local input on its 20-year Long Range Transportation Plan for Herkimer and Oneida Counties. The object of the plan is to identify the existing transportation needs for the two counties as well

as, outlining goals and objectives for improvements in the years to come. HOCTS is currently in the process of updating the LRTP to the year 2030 and it is seeking input from the community.

The Metropolitan Planning Organization is the hub of the HOCTS project, working with elected officials, state agencies, municipalities, transit operators, federal agencies, interest groups, the private sector and the public, in a effort to promote intera-

gency communication and cooperation among the groups as they seek to define the transportation needs that will arise for the two counties in the next 20 years.

A primary topic of discussion was the allocation of federal funding to the region for transportation improvements. The lion's share of funding goes to maintain the existing roads and bridges within the Utica-Rome area. Funds are distributed based on studies of popula-

tion and traffic flow. But Matt VanSlyke, representative of the HOCTS project, said, "Knowing that a majority of the funding goes to the higher trafficked urban areas leaves us with the challenge of meeting the transportation needs of outlying, rural areas with limited resources."

One local project that received federal funding in the recent past is the Route 169 bridge in Little Falls, which is currently undergoing renovations.

Discussion from the floor pointed to the seeming inevitability of converting the length of Route 5S from Little Falls to Ilion into a four-lane highway.

"It is something that we have pushed for years," said County Administrator, "But so far, nothing has been done to address it." Currently, the approximately 25-mile stretch from Little Falls to Utica takes about an hour's worth of driving time.

Please see **PLAN**  
continued on Page 8

### PLAN

Continued from Page 1

Also falling under the auspices of the HOCTS project are the transportation needs and issues that involve around public transit, trail lines, pedestrian sidewalks, crosswalks and bike paths, as well as air transportation. The project will be seeking public input throughout the summer. The group projects it will have a Draft Plan available for review in the Fall of 2009, reaching final approval by December. In January 2010, the updated plan is scheduled to be released.

There will be two more regional information meetings held: in Utica on Tuesday, July 28, at 1 p.m. at the Utica City Hall, Council Chambers, One Kennedy Plaza, Utica, and in Rome on Thursday, July 30, at 6:30 p.m. at the Rome City Council Chambers, 198 N. Washington St., Rome.

In order to get a better handle on what public opinion regarding the needs for the community over the next 20 years, the HOCTS is asking all area residents to participate in their Transportation Survey. To access this online survey, visit [www.hocts.org](http://www.hocts.org).

**Transportation survey  
seeks priorities**

An online survey has been created to help the Herkimer-Oneida Counties Transportation Study establish priorities for federal transportation funding.

The organization is updating its 20-year Long-Range Transportation Plan and wants to know what residents think about the highway, transit, rail, air, bicycle and pedestrian systems in Herkimer and Oneida counties.

A comment box for other opinions will be included on the Web site, [www.hocts.org](http://www.hocts.org), which will be available until Tuesday, Sept. 1.

07/24/00 5/2/09

## **TRANSPORTATION SURVEY**

### **HOCTS Wants to Hear From You**

The Herkimer-Oneida Counties Transportation Study wants to know what you think of the transportation system.

**Please take a few moments to complete and submit the survey by visiting [www.hocts.org](http://www.hocts.org)**

Your responses will help guide the direction of the Long-Range Transportation Plan for Herkimer and Oneida Counties.

# Planners seek public help in mapping transportation

BY STEVE JONES

Staff writer

For those who want to drive home a point on the design of local roads and other means of transportation, there's someone listening. Instead of pounding the steering wheel in frustration, fill out a survey for the Herkimer-Oneida Counties Transportation Study.

The group is updating its long-range transportation plan, and it wants public input. There's a survey at [www.hocts.org](http://www.hocts.org) for residents to fill out.

Because of the traffic in the city and its proximity to several Thruway exits, Rome is a central part of the group's study area.

The group updates its 20-year plan every five years. This summer, public input is being gathered for the update due in early 2010. With the help of the community, the plan will give direction on what projects should be continued or started locally.

The long-range plan focuses six goals: compatibility with local land use plans,

mobility between regional activity centers, maintenance of existing transportation systems, improvements to systems when and where necessary, an equitable process that considers social, environmental and economic impacts; and transparency in the planning process. And it's not just roads. The plan does include highways and bridges, but also includes transit systems, rail and freight, bicycle and pedestrian systems, aviation and the canals.

At a public meeting Thursday night in Rome, the group sought answers in person to the questions on the survey. One resident, Frank Marasco of 119 Second St., said one thing he'd like to see in Rome is connectivity with Route 840. He suggested extension of that road to south Rome where Routes 69 and 233 already exist.

So if you want the Herkimer-Oneida Counties Transportation Study to know your opinion on the spaghetti intersection of state roads outside Fort Stanwix National Monument or other places that you think need attention, head to the Internet and fill out the survey at [www.hocts.org](http://www.hocts.org).

Rome Sentinel 5/18/10

## You can help decide local transportation project priorities

The group that helps set priorities for use of federal transportation funds locally wants to hear from the public.

The Herkimer-Oneida Counties Transportation Study is updating its 20-year long-range transportation plan and, as part of the project, is conducting an online survey. It seeks opinions about highways, public transportation, rail and air service, bicycle paths, and sidewalks and their relative importance.

There is also a comment box where respondents can give opinions, raise issues or make general comments about transportation systems.

Responses to the survey will help guide the future vision of transportation systems in Herkimer and Oneida Counties.

The survey is posted at [www.hocts.org](http://www.hocts.org) until Sept. 1.

Rome Sentinel

## Future transportation needs topic of July 30 meeting in City Hall

What do you think the region's transportation priorities ought to be?

The group putting together an update for the long-range transportation plan for Oneida and Herkimer counties wants to hear from the public. There will be three meetings this month to hear from citizens, including one in Rome on Thursday, July 30.

The plan is a 20-year forward-looking document that identifies transportation needs, regional trends and planned projects, according to the Herkimer-Oneida Counties Transportation Study. It covers such areas as highways, bridges, public transit, rail, freight, bicyclists, pedestrians, aviation and canals.

The plan is a framework that guides regional planning, investment of public funds in transportation facilities and implementation of transportation projects. It is updated every five years.

The meeting schedule is:

- Monday, July 27, 6:30 p.m., Herkimer County Community College, McLaughlin Center.
- Tuesday, July 28, 1 p.m., Utica City Hall, council chambers.
- Thursday, July 30, 6:30 p.m., Rome City Hall, council chambers.

Herkimer-Oneida Counties Transportation Study staff will describe the long-range transportation plan and the update process, characteristics of the regional transportation system, as well as demographic and travel trends. The presentation will be followed by a discussion session where the public can comment on regional transportation issues.

Additionally, an online survey has been developed to obtain opinions on various transportation systems, needs to be addressed and funding priorities. The survey can be found at [www.hocts.org](http://www.hocts.org) until Sept. 1.

**Appendix \_\_. LRTP Online Survey Comments**

1	Your county roads in the towns of Floyd, Trenton need work (potholes, no sholders or washed out solder, putting down stones and oil instead of either a mill and fill or resurfacing. I live in Onondaga county but grew up in Onieda (town of Floyd). Why are the highways in Onondaga, Oswego, and Madison counties are so well maintained and Onieda's are not? The county highway I grew up on (Co RT 48 Watson Hollow road) was last resurface with blacktop in 1973! It has not had new/improved sholders or resurfacing since (except for "Fresh Oil" which make a mess and doesn't improve the roads surface conditions. My brother lives on Powell road in Trenton, when will the bridge that is down to one line (south-east from Holland Patent) going to get replaced or fixed?
2	You need an airport closer than Syracuse! People would visit more and people from there would come home more often, it's hard to find anyone to pick you up in Syracuse. I would sure come to see my family more often if there was a closer airport and friends have said they would visit Rome if they didn't have to fly into Syracuse. Thank you!
3	Will the results of this survey be available to the public?
4	What happened to RT 13 and Rt69 in Camden? They "were" on the top of the State list to pave.
5	We need a safe bike lane between the canal and the high population areas (Yorkville, NYM, Whitesboro, Whitestown). Mohawk Street is not safe for bicycles, especially children. I suggest a concrete barrier between traffic and a bike lane.
6	We have very few transit and bike options. More are necessary, not everyone in the area has a car.
7	This survey response represents the collective input of 11 self-advocates from HARC. In representing people with disabilities and others in the community, all expressed great concern with respect to sidewalks - they are in extremely poor condition as are local infrastructure - bridges, canal and traffic inteersections. Pedestrian and bicycle safety is severely compromised. * NOTE: "crossings" added / indicated as "Most Important - Q:11
8	This area needs more transit choices as we move into the 21st Century. Not only will improved local and regional transit, as well as bike options prove beneficial to all residents, and especially those without cars or who cannot drive (the handicapped, the elderly, etc.), but can also help to entice new business firms to the area, as they will view it as a region that is investing in its future. I believe that there also needs to be the creation of a regional Centro network that would provide commuter and local services from the Valley towns to Utica and major employment centers (for example a park and ride in Herkimer that would provide express bus service to major employment centers in Utica and run along route 5-s). The region should also explore the possibility of implimenting a Van Pooling scheme, such as is done in California and is currently being tested in the Albany area, with such a low population density and lack of a major employment center this could help to get more cars off the road and people into mass transit. I have studied transit issues previously and would be more than willing to help assist the
9	There has been talk of putting in high-speed train from NYC to Buffalo...when doing this the railroad crossing should be raised by Ilion so that the Ilion airport along the canal (22 acres of land) can be accessed and used. My father owns the airport land which is valuable land along the canal that can be developed to promote tourism, transportation, etc.
10	There are no sidewalks/bicycle trails in the Town of Schuyler. Must walk or ride bikes on Town County roads that do not have special lanes marked. Route 5 does have a bicycle lane. I feel that any new housing should require the developer to provide sidewalks or set aside some land for park or recreational uses (such as hiking or biking or room to play).
11	There are limited options for trails in the part of the Town of New hartford. I would like to see more sidewalks and connection to existing trails and parks.
12	The last time this area did major long range transportation planning was in the 50s and 60s since then the economic impact areas have changed, and we have disconnected areas. For roads we need to connect areas, 790 to 5S E of Broad Street, Griffiss (825) to Old Airport Business Park, upgrade of Judd Rd to 233. Plan for eventually upgrade of 356 from Rome to Thruway to Interstate. New Road to replace 233 from Rome to Thruway/and or Clinton. The Arterial project in Utica needs to continue to be a priority. Walkable communities need to continue to be priorities, trail systems and sidewalk development can have a significant impact on the quality of life in an area, and increase property values.
13	The Canal Bike Trail is a wonderful option for walkers/bikers, but it is difficult to get to, especially from Mohawk/Herkimer, as crossing 5S or the bridge can be difficult as a pedestrian.
14	The "spaghetti" intersection near Fort Stanwix at the center of the city is fine - just please improve the signage! When heading east on Erie Boulevard, the large sign that once demarkated the lanes for the Arterial/Black River Blvd. was taken down years ago; there is no reason that this sign should not be replaced. Don't spend your money on this intersection - other parts of the city need the money more.
15	rural transport a MUST

16	Ride the bus to and from work. Wish there were some mini-bus runs during the weekend. BIG ISSUE not addressed, and perhaps can't be, is the very poor taxi service in the Valley - the cars are disgustingly dirty, the drivers are disgusting (smoking and chewing, etc.) and the response time is poor to say the least. The other issue is rail traffic - no amount of funding is going to provide for ontime service when freight and passenger share the same track. We don't need high speed rail, a dedicated track would cut the time between here and NYC/Boston/Buffalo significantly. I'd prefer a well run, on time train, with connection to Albany and Syracuse airports before dedicating funding to a Utica/Rome airport, especially in light of all airlines struggling. But, catch a train with a connection to either of the bigger airports, I'd be in 7th heaven.
17	Reduce the speed limit on New York State Route 26 in the Town of Lee. 55 MPH is too fast, especially with the town park, churches, and residential area in the town. The speed limit should be no greater than 45 MPH just like New York State Route 69 is in the Town of Lee. In addition, New York State Route 26 is 40 MPH while in the City of Rome, and could even be kept at that same speed. It is a very dangerous road and has had many fatalities.
18	Possibly creating a Railroad Station in Herkimer with High speed rail between Albany, Herkimer, Utica, Rome, Syracuse & along the I90 corridor can open up the future expansion of these rural area's and at the same time we must build and protect all and everything that has to do with tourism, we need to promote our area more..
19	Please make route 5s between Frankfort and Culver Ave Exit a 65 MPH speed zone. I know speeding tickets support villages and state, but that stretch of road is like the Thruway without tolls - it really can sustain 65MPH under good conditions.
20	Pedestrians should be aware of the Vehicle and Traffic law and when & where to cross.
21	our family has members all over the country.they have used the rails,air,and cars to travel back and forth.they mostly use the railway system,but frequent the airways as well.its very convenient to have a train stop right here in rome.it would be nice to have a direct route in the air also.
22	Medical transportation is critical for our elderly. Medicaid clients have more options available than any our frail elderly on Medicare. Wheel chair transportation from Herkimer to Oneida county is non-existent unless you can afford to pay\$200 to go from Herkimer to Oneida County
23	In rural Herkimer county the number one complaint is the inability for individuals to get transportation for those that can't drive -- elderly, disabled. If someone is disabled they can't work without a good transportation system.
24	In a time where environmental factors are weighing heavily on our lifestyle, more money and thought should be brought into planning pedestrian and bicycle systems that bring consumers and tourists around the Mohawk Valley. The majority of major roads are in good shape. I feel that the Canal needs more exposure and funding for tourism. It a great assest to our region and should be marketed/ funded to reflect so.
25	I would love to see more sidewalks, specifically a sidewalk connecting Ilion and Frankfort, or at least in the area where 5-S and McGowan road intersect with Main Street so people don't have to walk in the road. I would also like to see the Canalway trail extended all the way from Utica to Little Falls with a dedicated trail for bikers and walkers. I think more people would choose to bike in their commutes in the valley area if they felt there was a "safe" corridor for them to do so.
26	I would love to see either reliable Amtrak service or a high speed train and/or commercial air service from the Oneida County airport!
27	I think that it is very important considering today's economic and environmental issues to continue to develop rail, bike and pedestrian transportation and access. People are increasingly looking to save money and go green. I think the local communities need to stay as close to par with big cities when it comes to public transit, rail, bike and pedestrian transportation as possible. This would help the community in a number of ways. Improved bike and pedestrian lanes may encourage people to ride and walk more, not only decreasing emissions in the area but also increasing exercise and healthy activities of residents. Improved transit and rail access would also help decrease emissions as well as potentially decreasesome local traffic issues. I know that personally, I would love to have more, more direct and faster rail access to other cities. I am young and like to travel but don't always find it easy to bring my car to and navigate around larger cities. I know that I, and many other local residents I have spoken to,
28	I live on Clinton Street in Whitesboro which has developed into a major thoroughfare after the opening of rt 840. Traffic headed to Whitesboro, Marcy and Oriskany now use Clinton Street to arrive at their destinations. Please divert that traffic to Commercial Drive, Oriskany Boulevard and Rt 49. Also please consider reducing the speed limit from 35 mph to 25 or 30 mph as The village of New Hartford has done on Oxford Road. traffic coming down the hill towards Oriskany Blvd is easily doing 40 mph currently.
29	I feel that the roads and bridges still require a lot of attention, especially with the large amounts of salt that are dumped on the roads each year, which I personally feel is too excessive, and detrimental to the environment. There are many many roads in ill repair, as well as several bridges that are in need of attention.

30	I commute daily to the City of Utica and utilize city streets. They are horrible. They have damaged my car twice so far and I get no response or help from the city. I understand the fiscal constraints that in place right now, but they are really, really horrible.
31	forestport does have a bus service but the people who need it most can't get to the bus stop.
32	connectivity between transportation providers is essential considering the rural nature of our counties. Private provders need to work out some collaborative approach to integrate with the public transportation systems to increase public access especially during their typical downtimes. The elderly and the disabled need expanded route service and off peak access to increase socialization opporutities and increase quality of life.
33	complete 4 late on rt 5s between Ilion and Mohawk
34	Canal system for recreation is not the best use of resources. The Utica area needs to consider fixing a few disconnected neighborhoods ie North and East Utica via Mohawk St/Leland Ave bridge and Route 12 from Court St to Oswego St should be elevated or put below surface. Abandoned buildings in Oneida and Herkimer counties should be taken down and new 21st Century projects designed and built. This area is very old and could benefit from new infrastructure projects, it is one of the most beautiful places in the country.
35	busses need to run to villages such as village of holland patent.
36	Any improvements that will assist the region in stimulating economic growth, while at the same time promoting safety and the regions image shall be a worth while investment!
37	A life was lost building a ped/bike bridge that is hardly ever used.

**Response Categories (High to Low)**

Bike/Ped - Transportation  
Transit  
Passenger Rail  
Bike/Ped - Recreation  
Elderly / Disabled / Medical Transportation  
Highway Maintenance  
Highway Construction / Expansion  
Commercial Aviation  
Community / Quality of Life  
Traffic  
Safety  
Tourism  
Local Road Maintenance  
Bridge Maintenance  
Economic Development  
Impact on Land Use / Property Values  
Environment

**Email comment:**

**Sent:** Tuesday, June 09, 2009 2:08 PM

**To:** Planning

**Subject:** Transportation Survey

Good Afternoon:

To me living in Lewis County and working in Oneida County as a Disability Rights Advocate, I see many people who have transportation needs that are not addressed within the Transportation Survey. Transportation to and from medical appointments when the person does not have a vehicle, does not have the money to ride a bus within the city, when a person's Medicaid Spend down (a set amount of money that is mandatory according to the individuals budget that is required to be paid toward medical bills/prescriptions before a person can receive any Medicaid services) has not been completed thus they cannot access a Medicaid driver under that program, when the medical appointment is not on a bus route, when they do not live on a bus route, when riding a bus is not an option because of where the person lives, including rural towns. People have actually had to cancel medical appointments because they could not find transportation.

The other issue I see is the lack of community transportation vs. medical transportation. If a person has Medicaid, they can access the Medicaid Transportation program. But, this program is medically driven and it does not allow for a driver to stop so the participant can purchase groceries, household items, etc.

For both issues, there are a few churches in the Utica area that are doing their best trying to fill the caps utilizing volunteers. They transport the frail and elderly to medical appointments within guidelines that have been developed. But to date, the programs have not been able to help the people I am working with. You may be amazed at how many people do not have family, friends, to help them within the community; these are the people who fall between the cracks in our systems.

I am aware that you are also aware of this problem, and that this is a daunting task. Basically because medical appointments are individualized and you are not going to find three people who have the same date, time and doctors that are near to each other to be able to provide a mass transit system for people who are unable to access other transportation modes. I wanted to jot down a few thoughts now while you are reviewing the total transportation system in Oneida and Herkimer Counties. By the way, the Transportation Survey as it stands now is excellent and I would put most important for each question.

Nancy Klossner  
Disability Rights Advocate  
RCIL

HARRY MILLER, *Program Manager*



(315) 798-5710  
FAX (315) 798-5852  
planning@ocgov.net

## **Herkimer-Oneida Counties Transportation Study**

Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501

### **Press Release**

July 9, 2009

FOR: Immediate Release  
TO: Media  
FROM: Harry J. Miller  
Contact: Matt VanSlyke  
Re: Public Meetings for the Long-Range Transportation Plan Update

**The Herkimer-Oneida Counties Transportation Study (HOCTS) is pleased to announce public meetings for the two-County Long-Range Transportation Plan update, to be held on July 27, 28 & 30, 2009.**

The Long-Range Transportation Plan is a 20-year planning document that identifies transportation needs, regional trends and planned projects. It provides the framework that guides regional planning, funding and implementation of transportation projects.

Updated every 5 years, the Plan is responsive to the needs of a broad population and addresses the many elements of the transportation system: highways, bridges, public transit, rail, freight, bicyclists, pedestrians, aviation and canals.

The cost of regional transportation needs is far greater than available funding and resources. The Plan helps to ensure that federal transportation funds are allocated effectively in order to

improve mobility, support economic progress and protect the environment.

Public participation is a key element of the plan update. HOCTS staff will give a brief presentation describing the Long-Range Transportation Plan and the update process, characteristics of the regional transportation system, as well as demographic and travel trends. The presentation will be followed by a discussion session where the public will have the opportunity to comment on regional transportation issues.

Meeting locations and schedule are as follows:

**DATE AND TIME:** Monday, July 27, 2009 - 6:30pm

**LOCATION:** Herkimer County Community College, Robert McLaughlin Center, Room 282  
Reservoir Road. Herkimer, NY 13350

**DATE AND TIME:** Tuesday, July 28, 2009 - 1:00pm

**LOCATION:** Utica City Hall, Common Council Chambers  
One Kennedy Plaza, Utica, NY 13501

**DATE AND TIME:** Thursday, July 30, 2009 – 6:30pm

**LOCATION:** Rome City Hall, City Council Chambers  
198 N. Washington St., Rome, NY 13440

An online survey has also been developed to obtain your opinion on the importance of the various transportation systems, needs to be addressed and funding priorities. The survey can be found at [www.hocts.org](http://www.hocts.org) until September 1, 2009.

**For more information contact:** Matt VanSlyke, Senior Planner, Herkimer-Oneida Counties  
Transportation Study, 315-798-5710.

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## Herkimer-Oneida Counties Transportation Study

Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501

Thank you for attending the Long-Range Transportation Plan update meeting. Your participation will help guide the direction of the transportation planning in Herkimer and Oneida Counties. The following questions were raised and discussed at the meeting. Please use this form to provide additional comments **by September 1, 2009**. Also please take a few moments to complete and submit the online survey by visiting [www.hocts.org](http://www.hocts.org).

### Discussion Questions:

What are the most important travel corridors in the region?

What highway and bridge improvements are needed?

Does the transit system meet the region's needs?

Are there groups of people or locations that lack service?

How can we get more people use rail?

How important is the Adirondack Scenic Railroad?

Do we need more bike paths and/or bike lanes?

Do we need more sidewalks?

### AVIATION

Where and how should we spend federal transportation funds?

### Contact Information (optional):

In which County do you live?  
City / Town / Village of:

Name:  
Agency / Organization:  
Title / Job Description:  
Address:  
Phone:  
Email:

HOCTS Long Range Transportation Plan 2010-2030  
**Public Meeting**  
**July 27, 2009 6:30pm-8:30pm**  
Herkimer County Community College  
Robert McLaughlin College Center Conference Room 282/283

Present:

Jim Wallace	Herkimer County Legislature
Jay Ewanyk	Herkimer County Highway Superintendent
Ray Smith	Herkimer County Legislature
Julie McCaulley	Herkimer Evening Telegram
Bob Rice	NYSDOT
Terry Murawski	NYSDOT
Bernard Peplinski	Herkimer County Legislature
Harry Miller	HOCTS
Matt VanSlyke	HOCTS
Barb Hauck	HOCTS

Matt VanSlyke presented the LRTP slide presentation at 6:30pm. The presentation included an overview of the LRTP process, followed by questions to the audience and discussion on transportation needs.

**Questions/Response**

Highway and Bridges

**Q.** *What are the most important travel corridors in Herkimer County?*

- R. Route 5S-needs to be 4 lanes from Ilion to Herkimer.
- R. Route 28 –projects are being addressed and worked on. Pavement improvements (i.e. Herkimer to Middleville) are being done; the corridor is being well maintained, including Poland and Middleville, but more work is needed in Newport.
- R. Route 5 West- from Utica to the Herkimer Thruway exit.
- R. Route 5S should be a 4 lane highway all the way to Little Falls. Need to think regionally, from where people live to where they work. To make jobs happen, need to have better roads.

**Q.** *What highway and bridge improvements are needed?*

- R. It was noted that Philips Street Bridge in Ilion has issues with the deck, but the abutments are in good shape. A new profile for the bridge would impact the neighborhood.
- R. A problem for this region is the lack of funding. Would like to see the local highway system addressed in the LRTP, as well as discussion of the interconnection of the state highways and the local system.

**Q.** *Where do we spend the funding?*

- R. There is a need for additional funding for local system roads and bridges. Need to address how to distribute the funding. The CHIPS program is a very vulnerable program. Region 2's federal allocation has been cut from \$50 mil to \$32 mil for 2010 and subsequent years maybe lower.

### Public Transit

*Q. Does the transit system meet the area's needs?*

- R. Staff highlighted the proposed transit service that will be from Little Falls to Dolgeville operated by Birnie Bus Service.
- R. There was a discussion about transit for community agencies in Herkimer County and the need for more coordination.

*Q. Are there groups of people or locations that lack transit service?*

- R. Yes, county-wide rural needs are great; however, diminishing funds and the geography of the county are issues.

### Rail

*Q. How can we get more people to use rail?*

*How would high-speed rail change your travel plans?*

- R. High-speed rail (reliability and speed) are important issues, however the proposed funding amount could best be used for other transportation needs such as roads and bridges.
- R. It was noted that the geography is a problem between Utica and Albany for very high-speed rail to work.
- R. It was also noted that high-speed rail is market driven; it may not stop in Utica or Rome if a minimum passenger threshold is not met.

### Bicycle and Pedestrian

*Q. Do we need more sidewalks, bike paths, and/or bike lanes?*

- R. Sidewalks are considered a local municipality issue.
- R. It was noted that Dolgeville and Little Falls have received Enhancement funding for non-traditional transportation improvements.
- R. Sidewalks for school areas are important.
- R. It was noted that when reviewing site plan/subdivisions, the state cannot dictate sidewalks to the municipality, but may want to require them. This may be included in the next transportation bill.
- R. It was noted that snowmobile bridges come up for discussions at the county level. They compete for highway improvements and can be costly.

### Aviation

*Q. How can the Oneida County airport and business park best serve the regional economy?*

- R. It was noted that the Syracuse Airport and the Albany Airport are about equal distance from Herkimer County for passenger service.
- R. Highland Airport in Frankfort is a general use small airport in Herkimer County.
- R. The County hears more about freight concerns than airport concerns. Prospective companies coming to the area look for rail accessibility and an area to drop double trailers off of the Thruway Exit.
- R. It was noted that FAA grants are unique from other modes of transportation; they are done outside of the MPO process.
- R. Passenger aviation is not an issue for Herkimer County.

### Funding

*Q. Where and how should we spend federal transportation funds?*

- R. There was a concern about how the proposed federal Cap & Trade (greenhouse gas regulations) legislation would affect on the area. It was noted that, if passed, EPA could have an impact on transportation planning.
- R. It was noted that the current gas tax revenue does not meet existing transportation needs.

Additional comment:

- There will be a summary of the HOCTS on-line survey that will be presented to the TPC and GP&L in the fall.

HOCTS Long Range Transportation Plan 2010-2030

**Public Meeting**

**July 28, 2009 1:00pm-3:00pm**

Utica City Hall

Utica City Council Chambers

Present:

Andrea Zygmunt	Bicycle And Pedestrian Advisory Committee
Vincent Colgan	The ARC/Oneida Lewis Counties
Zach Lewis	WIBX-AM
Michelle Murphy	Resource Center for Independent Living
Deborah Day	City of Utica/Engineering Dept.
Terry Murawski	NYSDOT
Lynn Thisse	NYSDOT
Harry Miller	HOCTS
Matt VanSlyke	HOCTS
Barb Hauck	HOCTS

Matt VanSlyke presented the LRTP slide presentation at 6:30pm. The presentation included an overview of the LRTP process, followed by questions to the audience and discussion on transportation needs.

**Questions/Response**

Highway and Bridges

***Q.** What are the most important travel corridors in Oneida County?*

R. The “high volume roads” from the previous slide in the presentation.

***Q.** What highway and bridge improvements are needed?*

R. North-South Arterial is in need of improvements.

R. Oneida Street and Genesee Street are in need of paving and signal improvements.

R. Route 49 to Rome.

Public Transit

***Q.** Does the transit system meet the area’s needs?*

*Are there groups of people or locations that lack transit service?*

R. As a representative of the mentally handicapped population, the transportation system needs to better meet the needs of the handicapped community.

R. The Zoning Board needs to be doing more land use planning. Housing developments should consider the transit needs of the people. It is hard for transit systems to accommodate low density housing.

R. In the last 2 years, the increase in Centro of Oneida ridership numbers may be due in part to higher gas prices and in lifestyle changes.

R. A person questioned the reasoning behind the scheduling of bus routes and stops; sees only a few people on bus during the day.

R. The Oneida Nation is one of the larger employers in the area. Birnie Bus Service does some coordination with them, but thinks more can be done. Also thinks the lack of funding may be holding more coordination efforts back.

### Rail

*Q. How can we get more people to use rail?*

*How would high-speed rail change your travel plans?*

- R. Cost is a disadvantage; a one way ticket is just as expensive, if not more, than a round trip ticket. It is cost prohibitive.
- R. If rail was more accommodating, she would take the train. Enjoys the train ride and would want to but it is not cost effective. It's the cost, not the speed that matters.

### Bicycle and Pedestrian

*Q. Do we need more bike paths and/or bike lanes?*

*Do we need more sidewalks?*

- R. It depends on the location. The Rayhill Trail is successful, but has not seen a bike on Chaplin Ave. bike lane.
- R. Not many bikers use bike lanes. They use Rayhill Trail because it is going to Consumer Square. It depends where the trail starts and where it ends. It's a destination issue.
- R. There is a need for bike lanes to protect bike riders.
- R. Genesee Street in Utica needs to be resigned to include bike lanes.
- R. There is a need for more sidewalks, especially around schools.

### Aviation

*Q. How can the airport and business park best serve the regional economy?*

~Staff highlighted charter and business freight in Oneida County, there were no public comments.

### Funding

*Q. Where and how should we spend federal transportation funds?*

- R. It should be a mix; equally used on roads and bridges. NYSDOT noted that projects are prioritized.

HOCTS Long Range Transportation Plan 2010-2030

**Public Meeting**

**July 30, 2009 6:30pm-8:30pm**

Rome City Hall

Rome City Common Council Chambers

Present:

Frank J. Marasco

Steve Jones                      Rome Sentinel

Terry Murawski                NYSDOT

Lynn Thisse                    NYSDOT

Harry Miller                  HOCTS

Matt VanSlyke                HOCTS

Barb Hauck                    HOCTS

Matt VanSlyke presented the LRTP slide presentation at 6:30pm. The presentation included an overview of the LRTP process, followed by questions to the audience and discussion on transportation needs.

**Questions/Response**

Highway and Bridges

*Q. What are the most important travel corridors in Oneida County?*

- R. Route 840 (an east-west corridor). There is an interest in an extension of Route 840 that connects to Stanwick Routes 233 then to Route 69, and signs that designate it as Route 840.
- R. Route 49 is seen as an important corridor between Utica and Rome.

*Q. What highway and bridge improvements are needed?*

- R. There is an interest in two "highway connector" improvements. First, have I 790 extended to Rome then extend to Oneida Castle. Second, extend I 790 east to Culver Avenue, then up to Mohawk Valley Community College. These improvements will take trucks to distribution centers as well as students to MVCC.

Public Transit

*Q. Does the transit system meet the area's needs?*

*Are there groups of people or locations that lack transit service?*

- R. An older study was cited that was done in 1989 that concluded that poor people that have medical needs require special transportation. Staff explained the current HOCTS Human Services Transportation Plan.
- R. It was noted that service in Rome has greatly improved since Centro took over the Rome transit service.

### Rail

*Q. How can we get more people to use rail?*

*How would high-speed rail change your travel plans?*

- R. It was noted “high-speed” rail for NYS would most likely be 80-90 mile per hr trains, not the 120+ mile an hr trains. The topography of NYS does not allow for the higher speeds.
- R. A flexible schedule and cost are important factors.
- R. It was suggested that trucks be transported by rail.

### Bicycle and Pedestrian

*Q. Do we need more bike paths and/or bike lanes?*

*Do we need more sidewalks?*

- R. It was suggested that the old Erie Canal, by State Street in Rome, be used for boat races, like past races from East Bloomfield Street to Delta Dam.

### Aviation

*Q. How can the airport and business park best serve the regional economy?*

- R. It was suggested that sea-planes be used on area waterways. Also, it was suggested that the planes could be fitted for skis for winter; year round aviation.
- R. The Oneida County Greenway Plan was also discussed.

### Funding

*Q. Where and how should we spend federal transportation funds?*

- R. Questioned if interstate money is available for highway improvement as used by Alabama and Texas. Staff noted that an area needs a certain traffic volume to get interstate funding; it is based on population and traffic volume.
- R. Staff noted that National Highway System funds are federal-aid funds.
- R. Inquired about HOCTS’ involvement in the North-South Arterial project in Utica; staff explained it is a long-term NYSDOT project and is in the design phase. It is a major North-South access through the county with high traffic volumes. A commenter suggested an all elevated arterial with no signals that would be like a wall through Utica.

down, or at least keep down, the costs of TV service for subscribers.

Rome already has a deal with Time-Warner Cable that provides the city with 5 percent of gross revenues from cable television service less certain taxes, fees and expenditures. In 2008, that meant \$304,514 for the city. The deal with Time-Warner started on Sept. 17, 2003 and runs through Sept. 17, 2013.

There is nothing preventing the city from inking a deal with another cable provider, and there have been some talks with Verizon about its service. The city does have a provision in its deal with Time-Warner, however, that requires the city to apply the same terms and conditions to any other such agreement, so if another television company comes to town, it would have to pay the city the same 5 percent.

The Common Council must approve

together a deal with Verizon, according to Corporation Counsel Diane Martin-Grande, whose office drafts legislation.

In mid-March, officials from the city and Verizon confirmed that there had been recent discussions about the possibility of bringing the company's fiber-optic television service to Rome.

Time-Warner spokesman Jeff Unaitis said recently of the possibility of Verizon bringing television to Rome: "We've had competition for more than 10 years with DirectTV and the Dish Network. Verizon is just the newest company." He added, "competition is ultimately what this country is all about. It's good for us and good for customers." Time-Warner no longer provides customer data regarding how many subscribers it has. In February, the company stated that it had about 15,000 cable customers in Rome and the surrounding area.

## Future transportation needs topic of July 30 meeting in City Hall

What do you think the region's transportation priorities ought to be?

The group putting together an update for the long-range transportation plan for Oneida and Herkimer counties wants to hear from the public. There will be three meetings this month to hear from citizens, including one in Rome on Thursday, July 30.

The plan is a 20-year forward-looking document that identifies transportation needs, regional trends and planned projects, according to the Herkimer-Oneida Counties Transportation Study. It covers such areas as highways, bridges, public transit, rail, freight, bicyclists, pedestrians, aviation and canals.

The plan is a framework that guides regional planning, investment of public funds in transportation facilities and implementation of transportation projects. It is updated every five years.

The meeting schedule is:

- Monday, July 27, 6:30 p.m., Herkimer County Community College, McLaughlin Center.
- Tuesday, July 28, 1 p.m., Utica City Hall, council chambers.
- Thursday, July 30, 6:30 p.m., Rome City Hall, council chambers.

Herkimer-Oneida Counties Transportation Study staff will describe the long-range transportation plan and the update process, characteristics of the regional transportation system, as well as demographic and travel trends. The presentation will be followed by a discussion session where the public can comment on regional transportation issues.

Additionally, an online survey has been developed to obtain opinions on various transportation systems, needs to be addressed and funding priorities. The survey can be found at [www.hocts.org](http://www.hocts.org) until Sept. 1.

may be linked to the trust... The town opposes the nation's bid... a status that frees it from state and... "There's no animosity here tow...



**NOT ALLOWED** — David Strange, of Gifford Road, sought a use variance from the zoning board on Thursday for the on-site storage of the trucks.

## Zoning Board in Gifford

BY STEVE JONES  
Staff writer

Move those trucks.

That was the message from the Zoning Board of Appeals this week. The board was asked to consider a use variance for a resident of Gifford Road, who has been parking his commercial trucks at home for nearly a dozen years.

David Strange, 7791 Gifford Road, appeared before the board to request a use variance for permission to use exterior storage of vendor trailer equipment at his home in a residential zone district. Strange had been notified by the Codes Office to seek a variance for what was a violation of zoning regulations for storage of his commercial trucks at home. For 11 years, he said, he had parked the vehicles in his driveway from April to October, then stored them at his home the rest of the year in Vienna. He used the trucks for food deliveries for the trucks company twice a week when he is in town for an event he will attend.

**TONIGHT!**  
**DANCE PARTY!**  
DISCO with DJ 'SUGARBEAR'  
OLDIES DANCE TRAX TOP 40 90'S CLUB BEAT  
9:30 till 1:30  
Cool Drinks, Cool Music, Cool Dancing. All Nite Long!

**Taylor Co**  
**ROG**  
**337-4**  
Fully Insured  
When it Counts We Have You Covered



## **Herkimer-Oneida Counties Transportation Study**

Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501

### **LEGAL NOTICE**

October 9, 2009

**FOR:** Immediate Release

**TO:** Media

**FROM:** Barb Hauck, Senior Planner

**Re:** Notice of 30-Day Public Review for the 2030 Long-Range Transportation Plan Update

The Herkimer-Oneida Counties Transportation Study (HOCTS) has officially begun a 30-day public review/comment period beginning October 12, 2009 for its Draft 2030 Long-Range Transportation Plan (LRTP).

The Long-Range Transportation Plan is a 20-year planning document that is updated every five years and identifies transportation goals, needs, funding, and regional trends. It provides the framework that guides regional planning, federal funding and implementation of transportation projects in Oneida and Herkimer Counties.

The public may view the Draft Plan online at [www.hocts.org](http://www.hocts.org). Comments can be sent by email to [planning@ocgov.net](mailto:planning@ocgov.net) or in person on Thursday, October 22, 2009 from 2:00 - 4:00 p.m. in the 3rd floor Planning Department Conference Room, Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501, (315) 798-5710.

Copies of the Draft 2030 Long-Range Transportation Plan will also be available for viewing at Utica Public Library, 202 Genesee St., Utica, N.Y.; Jervis Library, 613 N. Washington St., Rome, N.Y.; and Frank J. Basloe Library of Herkimer, 245 N. Main St., Herkimer, N.Y. Written comments can be submitted to Matt VanSlyke, Senior Planner, at the Oneida County Planning Department by November 10, 2009.

##



**State of New York } ss:  
County of Oneida }**

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Copies of the Draft 2030 Long-Range Transportation Plan will also be available for viewing at Utica Public Library, 202 Genesee St., Utica, N.Y.; Jervis Library, 613 N.

Keria Joseph  
being sworn, says he is, and during the time hereinafter mentioned, was Advertising Director of the DAILY SENTINEL, a newspaper printed and published in the County of Oneida, aforesaid; and that the annexed printed Notice was inserted and published in said Newspaper once/ commencing

on the 12th day of October, 20 09

to wit: October 12

October 12, 20 09

*Keria Joseph*

Sworn to before me this 12th day of October, 20 09

*Michael B. Brockway*

Notary Public

MICHAEL B. BROCKWAY  
Notary Public, State of New York  
Appointed in Oneida County  
My Commission Expires April 29, 2010

# AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK

COUNTY OF HERKIMER

S.S.:

## Legals

### Legal Notice

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Telegram: 10/12/2009

*Michael Supry*  
.....  
being duly sworn, deposes and says that she is the Chief Clerk of THE EVENING TELEGRAM, a daily newspaper published in Herkimer in the County of Herkimer, N.Y., and that the annexed advertisement has been regularly published in the said newspaper on the following dates:

*Oct 12, 2009*  
.....  
.....

*Michael Supry*  
.....  
SUBSCRIBED and SWORN TO BEFORE ME, this

*CHK*  
..... day of *October*, 20*09*

*Kenneth M. Grogan*  
.....  
Notary Public, Herkimer County

Notary Public, State of New York  
Registered in Herkimer County  
My Commission Expires *July 22, 2011*

RECEIVED

OCT 16 2009

ONEIDA COUNTY  
DEPARTMENT OF PLANNING



## **Herkimer-Oneida Counties Transportation Study**

Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501

### **PRESS RELEASE**

October 9, 2009

**FOR:** Immediate Release  
**TO:** Media  
**FROM:** Barb Hauck, Senior Planner  
**Re:** Transportation Agency Announces  
Draft 2030 Long-Range Transportation Plan

The Herkimer-Oneida Counties Transportation Study (HOCTS) has officially begun a 30-day public review/comment period for its Draft 2030 Long-Range Transportation Plan (LRTP).

The Long-Range Transportation Plan is a 20-year planning document that is updated every five years and identifies transportation goals, needs, funding, and regional trends for Herkimer and Oneida Counties. It provides the framework that guides regional planning, federal funding and implementation of transportation projects.

The Plan is responsive to the needs of a broad population and addresses major transportation planning concerns including: highways, bridges, public transit, rail, freight, bicyclists, pedestrians, aviation and canals. The Plan helps to ensure that federal transportation funds are allocated effectively in order to improve mobility, support economic progress and protect the environment.

Public participation is a key element of the plan update. HOCTS invites the public to take part in this process by viewing the Draft 2030 Long-Range Transportation Plan at [www.hocts.org](http://www.hocts.org) and sending comments to [planning@ocgov.net](mailto:planning@ocgov.net).

The public may also provide comments in person Thursday, October 22, 2009 from 2:00-4:00 p.m. in the 3rd floor Planning Department Conference Room, Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501, (315) 798-5710.

Copies of the LRTP will also be available for viewing at Utica Public Library, 202 Genesee St., Utica, N.Y.; Jervis Library, 613 N. Washington St., Rome, N.Y.; and Frank J. Basloe Library of Herkimer, 245 N. Main St., Herkimer, N.Y. Written comments can be submitted to Matt VanSlyke, Senior Planner, at the Oneida County Planning Department by November 10, 2009.

##

HARRY J. MILLER, *Program Manager*



(315) 798-5710  
FAX (315) 798-5852  
planning@cogov.net

## **Herkimer-Oneida Counties Transportation Study**

Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501

October 12, 2009

Re: Draft 2030 Long-Range Transportation Plan

Dear Interested Party:

The Herkimer-Oneida Counties Transportation Study (HOCTS) is pleased to present the Draft 2030 Long-Range Transportation Plan (LRTP) for review and comment. The Long-Range Transportation Plan is a 20-year planning document that is updated every five years and identifies transportation goals, needs, funding, and regional trends for Herkimer and Oneida Counties. It provides the framework that guides regional planning, federal funding and implementation of transportation projects.

The Plan is responsive to the needs of a broad population and addresses major transportation planning concerns including: highways, bridges, public transit, rail, freight, bicyclists, pedestrians, aviation and canals.

HOCTS invites you to take part in this process by viewing the Draft 2030 Long-Range Transportation Plan at [www.hocts.org](http://www.hocts.org) and sending comments to [planning@cogov.net](mailto:planning@cogov.net) or to the address above. You may also provide comments in person Thursday, October 22, 2009 from 2:00- 4:00 p.m. in the 3rd floor Planning Department Conference Room, Boehlert Center at Union Station, 321 Main Street, Utica, NY 13501, (315) 798-5710. Comments will be accepted through November 10, 2009.

Thank you for participating in the development of this important transportation planning document.

Sincerely,

Harry J. Miller  
Program Manager

**MEETING ATTENDANCE LIST**

Herkimer-Oneida Counties Transportation Study (HOCTS)  
 Boeblert Center @ Union Station  
 321 Main Street  
 Utica, NY 13501  
 (315) 798-5710  
 www.hocts.org

Date: 10/22/09  
 Location: Union Station  
 Subject: LRTP

	NAME (PLEASE PRINT)	REPRESENTING	EMAIL
1	MARY ELLEN KRISCH	City of Little Falls	<del>marykrisch@pubworks</del> littlefalls@yahood
2	EVAN WHITE	WRXV - media	
3	KURT SCHWENDEGER	TOWN OF NEW HARTFORD	KURT@TOWN.NEW-HARTFORD.NY.US
4	HARRY MILLER	HOCTS	
5	BARB HAUCK	HOCTS	
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HOCTS Long Range Transportation Plan 2010-2030

**Public Review of Draft LRTP**

**October 22, 2009 2:00pm-4:00pm**

Planning Department Conference Room

Boehlert Center at Union Station

321 Main Street, Utica, NY 13501

Present:

Mary Ellen Krisch	City of Little Falls
Evan White	WKTV - media
Kurt L. Schwenzfeier	Town of New Hartford
Harry Miller	HOCTS
Barb Hauck	HOCTS

- Mary Ellen Krisch, Board of Public Works at the City of Little Falls, commented about a specific transportation issue for the City of Little Falls; the South Ann Street Bridge. Mary Ellen also submitted a written comment concerning the South Ann Street Bridge, which includes Ward Associates, P.C. estimate from contractors for the project, and numerous correspondences between NYSDOT Region 2, Regional Bridge Management Engineer and the Mayor of Little Falls.
- Kurt L. Schwenzfeier, Town of New Hartford, commented on the Identified Long Range Regional Transportation Needs that is listed in the Appendix. He comments include the following on page 4, under New Hartford Business Park:
  - ~Under Summary, delete the word “diamond” and also delete it under Cost.
  - ~Under Summary, add “Other conceptual proposals include Clinton Street extension, and a full Bridge across Route 840.
  - ~Under Cost, add “Construction costs for the other conceptual proposals would be Clinton Street Extension - \$ \$422,750, and Bridge over Rt 840 - \$8-9 million.

Kurt also gave some additional Identified Transportation Needs, which include: Elm Street bridge replacement in Chadwicks, bridge replacement on Chanango Road in New Hartford, Kellogg Road improvements, and bridge replacement on Burrstone Road in New York Mills.



CITY OF LITTLE FALLS  
BOARD OF PUBLIC WORKS

659 E. Main Street  
Little Falls, New York 13365

Office: (315) 823-0890 Fax: (315) 823-0292

October 22, 2009

**HERKIMER-ONEIDA COUNTIES TRANSPORTATION STUDY**

**Att: Mr. Harry J. Miller, Program Manager**

Boehlert Center at Union Station  
321 Main Street  
Utica, New York 13501

**RE: DRAFT 2030 LONG RANGE TRANSPORTATION PLAN**

**Dear Mr. Miller:**

The **HOCTS TIP PROJECT LISTING (2008-2012)** lists the following bridges for repair or replacement in Herkimer County:

**PIN #**

201107	Route 168	Town of Stark	\$ 448,000
201108	Route 168	Town of Stark	\$ 569,000
291207	Route 169	Town of Fairfield	\$ 1,120,000
201875	Route 28	Village of Middleville/ Town of Fairfield	\$ 744,000
201898	Route 28/ White Creek	Town of Newport	\$2,615,000
205679	Route 8	Town of Russia/ Town of Deerfield	\$3,325,000
275413	West End Road	Town of Fairfield	\$1,492,000

**It appears that the South Ann Street Bridge has again not been designated for funding.**

Attached is the most recent **RED STRUCTURAL FLAG, #22090097**, dated September 24, 2009. The NYSDOT defines a "Red Structural Flag" condition as one which reports the actual or imminent risk of failure of a major structural component of a bridge, and requires prompt or short term corrective or protective action to assure safety.

On behalf of the Board of Public Works of the City of Little Falls, I am asking that bridge repair in the amount of \$701,316.00 (see attached) be reconsidered for funding by the Herkimer-Oneida Counties Governmental Policy and Liaison Committee. If a full grant is unavailable, even partial funding would help to relieve the burden that bonding for this entire reconstruction project will place on our local taxpayers.

If it is determined that this project does not qualify for financial assistance in this funding period, I am respectfully requesting a written response as to the reason it was not.

*Sincerely,*

**Mary Ellen Krusch**  
**Board of Public Works**

**Encl.**

**Public Review Email comment:**

**Sent:** Thursday, October 15, 2009 6:48 PM  
**To:** Planning  
**Subject:** Long-Range Transportation Plan - 2030

In reply to your recent public announcement, please consider including the following in the subject plan: My discussion centers on the traffic circle on NYS Route 825 - commonly known as the "Griffiss Park 4-lane Arterial".

The 825 traffic circle intersects on its eastern side with Ellsworth Road; the circle also intersects on its western side with Geiger Road.

Although this traffic control device may have been designed and constructed within county, state and federal highway laws, it has been the location of many unnecessary traffic accidents and also too many "near misses". Granted, the "near misses" are neither reported nor recorded, but much can, should and must be done to prevent a serious fatal accident. As Griffiss Park contains both the Rome Free Academy (High School) and the contractor operated school bus garage, many school buses operate through the traffic circle before, during and after peak traffic times. Also, just east of the school bus garage is the large "Family Dollar" Distribution Center with it's "24/7" tractor-trailer in- and out-bound loads. I have personally witnessed a student-occupied full-size school bus on the circle having to make an unnecessary complete stop to avoid an accident with an approaching northbound tractor-trailer on 825 which made no attempt to slow down or stop to grant the required right of way to the school bus ! Obviously, no less than major damage to the bus as well as probable serious injuries and fatalities to the school bus driver and student passengers would have been tragic if a collision had occurred !

The current posted speed limit on 825 is 35 MPH. Traffic is regularly moving at and above this limit, especially northbound traffic approaching the circle downhill from south of the circle. Drivers visual attention is regularly noted to be toward their right side, in the direction of intended travel either in ignorance of or defiance of on-circle traffic. Yes, the primary ( Rome P.D. ) and the secondary (NYSP, OCSD) law enforcement agencies do perform occasional "radar" speed checks, but they cannot and should not be constantly assigned to patrol this area.

Before I detail my suggestions, I understand that the governmentalities (City, County, State and Federal ) involved with the 825 traffic circle have no direct responsibilities for the way that drivers operate their vehicles (other than enforcement of NYS Vehicle & Traffic laws), however, those same governmentalities can and should proactively enhance a very minimally satisfactory traffic control device that "just makes the cut" above the safe/unsafe dividing line.

The following additional signage will greatly increase traffic safety:

- 1) - Create two lower Speed Zones with the appropriate pre-zone warning signs:
  - A) - Reduce the current posted 35 MPH speed to a 20 MPH approach speed (white sign, black numbers, letters) beginning at a reasonable distance.
  - B) - Further reduce the new lower approach 20 MPH speed to 10 MPH (white sign, black numbers, letters) through (in) the traffic circle.
- 2) - On the 4 traffic circle approaches, change the "Yield" signs to read, "Yield to on-circle traffic from the LEFT".
- 3) - Provide funds for the construction completion of the 4-lane connection (approx one mile) between the two previously completed sections of NYS Route 825.

Respectfully submitted,

Robert M. (Bob) Balick  
Rome, NY

**Public Review Email Comment:**

**Sent:** Friday, October 16, 2009 9:29 AM

**To:** Planning

**Cc:** 'Bob Balick'

**Subject:** RE: Long-Range Transportation Plan - 2030

I wholeheartedly agree with Mr. Balick's assessment of the current traffic situation on route 825. The 'roundabout' is fine if half the drivers knew the proper use and the requirement to yield to vehicle 'in' the circle. The signage that Mr. Balick recommends not only informs, it instructs drivers of the correct use of a traffic circle. The only point I disagree with is lowering to 10 MPH in the circle. 15 or 20 MPH would more likely be adhered to.

The completion of said thoroughfare is way past overdue. It is like an hour glass with new top and bottom, but an outdated and old center orifice in the middle. The intersection of Hangar Rd. needs serious re-alignment.

Please re-fund this project and start digging. Economic Stimulus money would be perfect for this project.

Your consideration on this matter is appreciated.

Ed Taraszkiwicz  
Rome, N.Y.

**Comment via email:**

Sent: Thursday, October 22, 2009 3:11 PM  
To: Planning  
Subject: bicycle planning

To: Planning  
From: Ed Butch Waszkiewicz

We need to add/complete the following:

1. Erie Canal Bicycle Path south side and north side Utica at Genesee street to Schuyler to Herkimer.
2. Add Bicycle Racks to "International Bicycling Hall of Fame" At "Childrens Museum", Main Street, Utica.
3. Add the "G" Trail North Genesee street to Genesee street in city of utica.

thank you.

Edwin Butch Waszkiewicz

**Comment via email:**

**Sent:** Thursday, October 29, 2009 10:41 AM

**To:** Miller, Harry

**Subject:** Long range transportation plan

Good morning Mr. Miller,

I, have been reviewing the Draft Destinations 2010 – 2030 HOCTS Long Range Transportation Plan and have some comments / questions / concerns that I would like to share and perhaps get clarification on.

Although section 5, pages 4 and 5, mentions Section 5310, along with sections 5316 and 5307, in reference to the responsibility of the Coordinated Human Services Transportation Plans oversight and selection of projects to fund, and HARC is listed as one of the Human Service agencies that are included in the HOCTS Transportation Coordination Committee, It appears there is very little in the document that addresses the continued future support of HOCTS in regards to Section 5310. Section 5 also lists future needs of the “for profit” transit operators in the two county area however there appears to be nothing that addresses the future capital needs of the Human Service Transportation Providers that may need to be funded through Section 5310.

Section 5310 requires it’s grant applicants to ensure that they are part of a Coordinated Transportation Plan and requires the approval and recommendation of the county MPO. Human Service transportation Providers within Herkimer and Oneida counties are required to get this approval and recommendation from HOCTS as the MPO for Herkimer and Oneida County. It seems as though there should be some stronger language within the plan that addresses HOCTS intent of continued support of the Section 5310 program as section 5310 funding is essential to the operation of many HSTP’s.

Thank you for your time.

Sincerely,

Dean Jones  
Transportation Manager  
HARC Transportation