

Road and is the basis of the circulation system of this area. All other roads in the Town serve as local access roads giving access to the dwellings and farms in their immediate areas. The only exception is the Thruway which, as a limited access highway, is not actually a part of the Town thoroughfare system but is a regional highway serving the entire region through interchange #30 in the Village of Herkimer.

The primary and secondary thoroughfare system thus well serves its intended function of providing reasonably direct access to all parts of the Town. There will be certain modifications required in future years as additional residential development occurs in the areas relatively close to the Village; however no change should be required in the more northerly areas of the Town. If the recommendations in the land use analysis are followed relative to encouraging development in depth in growth areas rather than string developments along existing primary and secondary thoroughfares, the modifications required will be able to be held to a minimum. If present string development trends continue, however, especially along Steuben Road in the western portion of the Town and along Pine Grove and Folts Roads in the eastern portion, these roads that now function as secondary thoroughfares will be unable to perform their function efficiently in the future. The same generally applies to Route 28 as well.

Recommendations are made in the Master Plan for future residential areas to be developed in depth, including specific locations for such developments, together with such modifications as may be required in the thoroughfare system to support this development.

The Regional Thoroughfare System

In order to evaluate fully the existing transportation system in the Town and Village of Herkimer, and to assure that proposals and recommendations for the primary and secondary system may relate properly to the region, it is necessary to see the Town and Village in proper perspective with respect to their own area of influence as well as their place in the development of the Mohawk Valley. As pointed out in previous studies, the Village is the natural trading center for a considerable population. In order to sustain this position, considerable intercourse is required between the Village and the other nearby urban areas as well as with the surrounding rural countryside. A well-developed regional transportation system is also required to support the mobility of the working force when commuting to work. This refers, of course, to the highway system of the region which is utilized by a large segment of the population. This system together with other regional transportation facilities, is shown on the map entitled "Regional Transportation System."

This map clearly shows that the Thruway and Routes 5 and 5S, the most important regional highways, are oriented in an east-west direction following the historical growth pattern of the Mohawk Valley. All three routes are located very close together in the Herkimer area, and when Thruway Interchange 30 is considered along with the north-south orientation of Route 28, the resulting pattern is equivalent to a major intersection of all these highways.

This location at the crossroads places the Village and Town in an enviable position, especially with respect to matters of trade, services and the distribution of goods. This also places an exceptional burden on the primary thoroughfare system of the area, particularly in the Village though recent improvements, especially the new connection of Route 28 to Route 5 in the

eastern part of the Village, have greatly assisted in improving the situation. Route 5 in the Village, however, still carries a large volume of traffic and will continue to be a major barrier and dividing line between the northern and southern portions of the Village. The effects of Route 5 traffic are not quite so serious in the Town, though certainly the mixing of local and through traffic to the east of East Herkimer is a difficult safety problem for local residents.

Route 28, on the other hand, has important effects upon both the Village and Town, as it not only functions as one of the major north-south regional highways, but is also the backbone of the primary thoroughfare system for local traffic in the Town. New York State has had improvements to this highway under consideration for some time, and, while these improvements will greatly increase the usefulness of the highway, the fact remains that the responsibility for regulating the use of land along the highway and hence its continued usefulness, still rests directly with the Town. While the Village and Town have less to say in the determination of County and State highways, recommendations can be made to improve those portions of the regional system within their boundaries and in addition, every effort should be made to cooperate fully with these other governmental units for mutual benefit to the local and regional transportation systems.

Other Regional Transportation Aspects

Regional transportation facilities other than highways also concern the future of the Town and Village. They include the barge canal, railroads, and the airlines and air terminal facilities serving the region. The barge canal now carries only a small fraction of the freight it once transported and there would appear to be little potential for an increase in freight

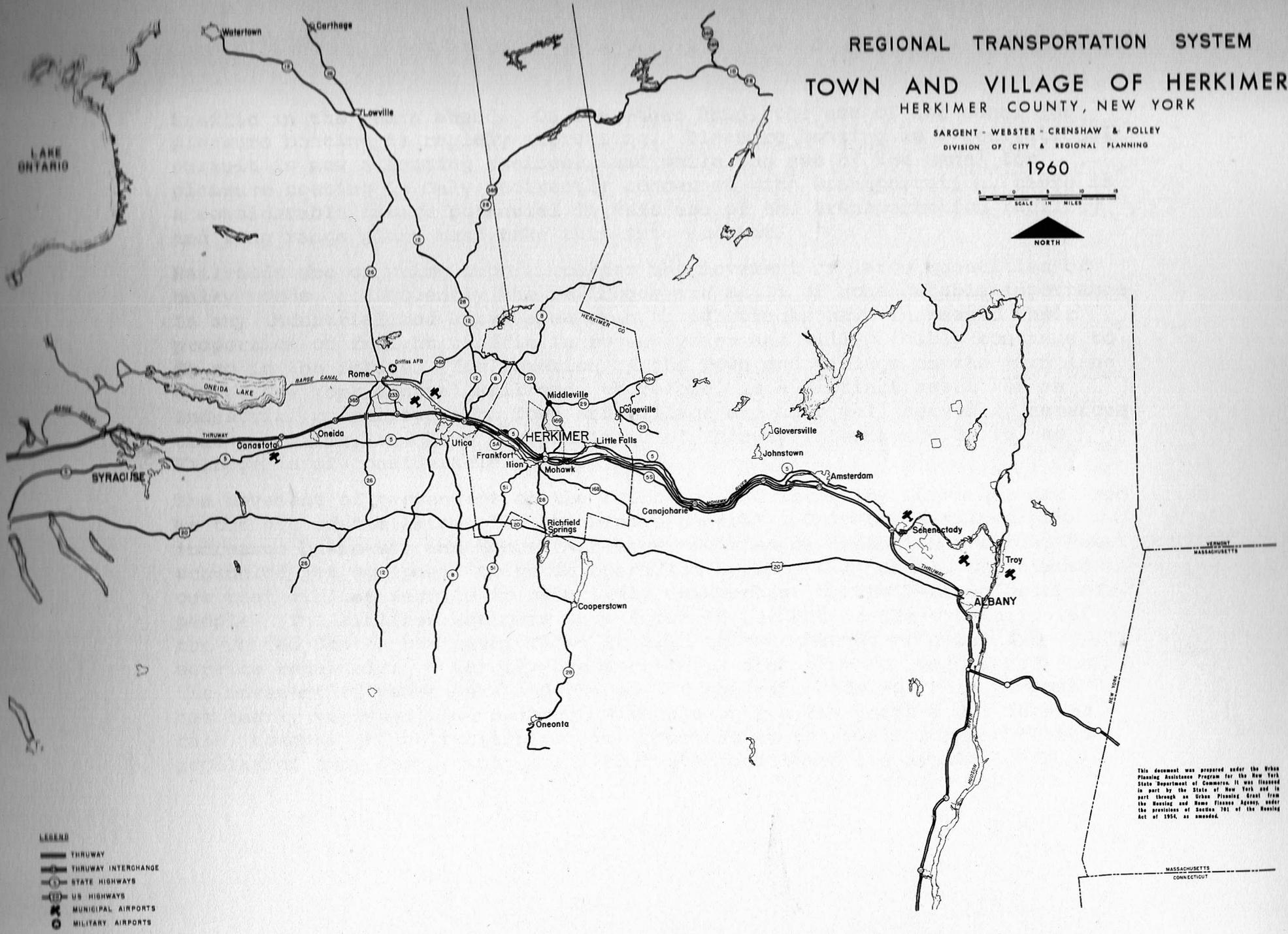
REGIONAL TRANSPORTATION SYSTEM

TOWN AND VILLAGE OF HERKIMER

HERKIMER COUNTY, NEW YORK

SARGENT - WEBSTER - CRENSHAW & FOLLEY
DIVISION OF CITY & REGIONAL PLANNING

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- LEGEND**
- THRUWAY
 - THRUWAY INTERCHANGE
 - STATE HIGHWAYS
 - US HIGHWAYS
 - MUNICIPAL AIRPORTS
 - MILITARY AIRPORTS

VERMONT
MASSACHUSETTS
CONNECTICUT

traffic in the years ahead. On the other hand, the use of the canal for pleasure boating is rapidly increasing. Pleasure boating as a recreational pursuit is now a booming business, and while the use of the canal for pleasure boating is only indirectly concerned with transportation, there is a considerable future potential in this use of the transportation facility and long range plans must take this into account.

Railroads are of prime importance for the movement of large quantities of bulky goods, consequently the railroads are still of considerable importance in any industrialized urban area even though trucks have increased their proportion of freight traffic in recent years and will probably continue to do so in the future. The location of the Town and Village on the main line of the New York Central Railroad, therefore, is a distinct asset for an industrial community. The Town and Village are also well served by numerous trucking firms, and here the proximity of Thruway Interchange 30 in the Village is of considerable value.

The movement of passengers on the railroads and intercity buses has declined as the use of the automobile has become general. Only the airlines have increased business, and Mohawk Airlines, in a major expansion program, has scheduled jet equipment to be in operation by 1965. It should be pointed out that airline service is relatively unimportant to the vast majority of people. The airlines estimate that about 90 percent of the population of the United States has never flown at all, to say nothing of using air service regularly. Intercity bus service is also of minor importance for the movement of passengers and the use of the railroads for this purpose has nearly vanished when compared with use only a few years ago. In each case, however, these facilities are important to the small segment of the population they serve, and as all of these facilities are available to

local residents either in the Village or at the airport at Utica, they form an important part of the over-all transportation facilities of the area.

One particular shortcoming of the existing air facilities should be noted, and that is the rather long travel time necessary to reach the airport at Utica from the Herkimer Area. It would appear that the most feasible solution to this problem lies in more direct access from the Thruway to the airport. The proposed Herkimer County Airport is also important to the Town and Village along with the available airline services at Utica. This is not because of any direct use of the facilities by a large number of local residents. Rather, it is because such an airport can be used for private aircraft belonging to an industry, an important consideration to the executive group of any major industry. Such a facility may well be a major contributing factor in attracting new industry to the area as well as improving the services the community can offer to plants now located there. In addition, at some future date such an airport could provide an excellent spot for a feeder line using helicopters and connecting many of the smaller urban areas with the major cities of the State.