

ing in or with destinations in a relatively small neighborhood area. Quite often, the collector streets or secondary streets will provide access to commercial or industrial uses. Traffic is generally heavier than on the residential or access streets and heavier pavement and traffic control are of importance.

Primary Streets or arterial streets are those major highways whose function is to move large volumes of through traffic. Generally speaking, the highways in this classification are recognized as highways of regional importance and often are Town, County, State and Federal Routes though the major streets in the Central Business District in the Village will also be in this category due to the high traffic volumes.

Thoroughfares

The basic framework of the transportation skeleton is formed by the system of primary thoroughfares which act not only as carriers of internal Village traffic but also as the major transportation arteries of the region. In the Village of Herkimer this system is still formed by Routes 5 and 28 and by portions of Main Street, German Street, Caroline Street, Prospect Street, Park Avenue, Green Street, Court Streets, Washington Street and Mohawk Street. The arrangement of this system is shown on the Village Map entitled "Transportation System."

The system which has evolved is scattered throughout the Village; however, with a concentration of primary thoroughfares in the Central Business District. The result is that there are several major routes for destination traffic and through traffic as well if the routes happen to be known. This makes travel through the center of the Business District unnecessary when the destination of the traffic is in another part of the Village or outside the Village. This is a highly advantageous situation as it assists in reducing the traffic in the central area to those people who wish to be there. On the other hand, it is felt that too many of the smaller Village streets serving as primary thoroughfares when they should be acting as secondary thoroughfares (Collector Streets). In

particular, German Street and Caroline Street, both of which run through primarily residential areas still form a raceway with the accompanying dangers of high speed traffic to the neighborhood, including noise, fumes, dust and dirt and danger to the residents, especially the children in the area. A decision had been made to the reduction of through traffic on these streets running through residential neighborhoods by means of traffic control by one-way streets, but problems still exist.

The secondary thoroughfare system in the Village complements the primary system and is essentially well ordered for its function of collecting traffic for delivery to the primary system. Each residential neighborhood is well served as in only a few cases it is necessary to go more than one block before reaching either a primary or a secondary thoroughfare. The question arises as to the need or desirability of so many streets being used for thoroughfares in view of the size and population of the individual neighborhood areas. It is recommended that consideration still be given to reducing the number of streets used for both primary and secondary thoroughfares. This will be discussed under the "Plan Studies."

Reorientation of the present pattern of thoroughfares is indicated only in the Central Business District where the present pattern results in serious congestion on Main Street and on most of the other streets. There appears to be two primary reasons for this congestion: first, the difficult intersection at Park Avenue, Main Street and Green Street; second, if the large volume of traffic "going round and round the block" looking for convenient parking space.

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 Herkimer, 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 in an enviable position, especially with respect to matters of trade and services. 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, had improved 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.

Route 28, on the other hand, has important effects upon the Village, 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 and region. New York State has been making improvements to this highway under consideration for some time, and, while these improvements 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 Village. While the Village has 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. Every effort should be made to cooperate fully with these other governmental units for mutual benefit to the local and regional transportation systems. The topics and spot programs outlined on the maps are examples of these efforts.

Transit

Regional transportation facilities other than highways also concern the future of the Village. They include the barge canal, railroads, and the airlines and air terminal serving the Village and 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 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.

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 Village on the main line of Con Rail is a distinct asset for an industrial community.

There is no Amtrak terminal in the Village and future detailed studies may prove the desirability of a station if short commuter cars are initiated, similar to the Penn Central.

The Village is also served by numerous trucking firms, and here the proximity of Thruway Interchange 30 within the Village is of considerable value.

The movement of passengers on the intercity buses has declined as the use of the automobile has become general. There is an informal bus depot in the Village which should be redeveloped. Intercity bus service is 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. There is a regional bus service between Syracuse, Utica, Herkimer and Little Falls on Route 5.

It should be pointed out that airline service is relatively unimportant to the vast majority of people, except for businessmen.

There are two local taxi service companies, with offices that are not related to the bus stops or other transportation networks.

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 overall transportation facilities of the area.

One particular shortcomings 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 still lies in more direct access from the Thruway to the airport. 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 still be a

major contributing factor in attracting new industry to the area as well as improvement to 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.

Institution/Recreation/Conservation/Administration Systems

Institutional Services

Over the past years the Village has established a Public Library. It has also encouraged the development of several quasi-public service facilities such as Historical Museum and traditional Legion Hall, Elks Lodge, K of C Hall, Masonic Hall, and other groups listed in the appendix. Their ambulance service is private. The Folts home is a quasi-public nursing home. These are listed in the appendix.

The Hospital is Village owned and the Administrative Board is appointed by the Mayor. Its location is shown on the map. The Hospital is in good condition, but costly to operate.

The Village Library has recently been relocated to a renovated commercial facility on Main Street, between Park Avenue and Church Street and is in excellent condition. Brown Park next to the Library was dedicated by the Loyd Bull Family. The Village also has a Public Housing Agency.

Recreational Services

Over the past few years our society has shown a growing involvement with a variety of recreational services. It has been noted that the Village of Herkimer isn't any different and could be considered in a very fortunate position. As illustrated on the map, it is apparent that the Village has made an attempt to facilitate all neighborhoods of the Village with respect to recreation. At the same time it should be noted that the lack of inner neighborhood playground-type parks are in two areas; the southern area and the newly developed area in the northwest neighborhood of the Village. *OCAT*