



The 2025-2045 Long-Range  
Transportation Plan for the Herkimer-  
Oneida Counties Transportation Council

October 2024 **DRAFT** (for public review)



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**Consultant**

Transpo Group, in association with Cambridge Systematics and Public Works Partners

Welcome to Going Places 2045, the Herkimer-Oneida Counties Transportation Council's 2025-2045 Long-Range Transportation Plan. Please contact us if you would like to receive information in your preferred language.

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**Spanish**

Bienvenido a Going Places, el plan de transporte de largo alcance 2025-2045 del estudio de transporte de los condados de Herkimer-Oneida. Pongase en contacto con nosotros si desea recibir informacion en su idioma preferido.

**Bosnian**

Dobrodošli u Going Places 2045, dugoročni transportni plan okruga Herkimer-Oneida za 2025-2045. Kontaktirajte nas ako želite da primete informacije na željenom jeziku.

**Karen**

ပတူင်လိာ်မုာ်ဘၣ်န့ၣ်ဆူ Going Places 2045, the Herkimer-Oneida Counties Transportation Council's 2025-2045 Long-Range Transportation Plan (တၢ်လဲၤဆူတၢ်လိာ်တဖၣ် 2045, ဟၣ်ကံမုာ်-အိၣ်နဲဒၣ်ကီၢ်ရၣ်တဖၣ် တၢ်စိာ်ဆူတၢ်ဆူ လိာ်ဂၤကီၣ်ကးကရၢ 2025-2045 တၢ်စိာ်ဆူတၢ်ဆူလိာ်ဂၤလၢအလဲၤတၢ်န့ၣ်ယံၤ အတၢ်ရဲၣ်တၢ်ကျဲၤ) န့ၣ်လီၤ. ဝံသးစူၤဆဲးကျိးဘၣ်ပုၤ ဖဲန့ၣ်ဒီးဟံးန့ၣ် တၢ်ဂ့ၢ်တၢ် ကျိၤလၢန့ၣ်အခါန့ၣ်တက့ၢ်.

***[HOCTC Resolution to be inserted following GP&L Committee action to adopt the Long Range Transportation Plan]***

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# Contents

Executive Summary .....	i
Acronyms .....	iii
Section 1: Introduction .....	1
1.1 HOCTC’s Role in Herkimer and Oneida Counties .....	1
1.2 What is a Long-Range Transportation Plan? .....	3
1.3 Federal Transportation Planning Requirements .....	5
1.4 Transportation Planning in New York State .....	6
1.5 HOCTC’s Planning Partners.....	7
1.6 Coordination and Implementation Activities Following Adoption of the LRTP .....	8
Section 2: Vision & Guiding Principles .....	10
2.1 The HOCTC Vision .....	10
2.2 HOCTC’s Guiding Principles.....	10
Section 3: Goals & Strategies .....	11
Section 4: Communities .....	15
4.1 Regional Setting .....	15
4.2 Population Trends and Demographics .....	15
4.3. Environmental Justice.....	20
4.4 Housing .....	24
4.5 Economy .....	25
4.6 Outlook.....	32
Section 5: Transportation System .....	37
5.1 Overview .....	37
5.2 Highways and Bridges.....	37
5.3 Active Transportation.....	44
5.4 Public Transportation and New Mobility.....	47
5.5 Rail .....	53
5.6 Aviation.....	55
5.7 Freight.....	56
5.8 Safety.....	62

5.9 Transportation Security.....	66
5.10 Transportation Technology .....	67
5.11 Electric Vehicles .....	69
5.12 Environmental Mitigation and Resiliency .....	71
5.13 Outlook.....	77
Section 6: Performance Measures .....	78
6.1 National Planning Goals .....	78
6.2 Performance Measurement Targets.....	78
Section 7: Financial Plan.....	81
7.1 Financial Plan Requirements .....	81
7.2 Sources of Transportation Funding.....	82
7.3 Funding Resource Forecasts.....	93
7.4 Cost Estimates.....	96
7.5 Summary .....	98
Section 8: Project Listing.....	100
8.1 Overview .....	100
8.2 HOCTC's Process for Project Prioritization .....	100
8.3 Project Listing.....	101
Section 9: Public Outreach.....	120
9.1 Overview .....	120
9.2 TAC Engagement .....	121
9.3 Outreach Events.....	122
9.4 Redesigned HOCTC Logo.....	125
9.5 Project Website .....	126
9.6 Survey.....	126
9.7 Engagement Takeaways.....	132
Appendix A: Public Outreach/Comment Documents .....	134
Appendix B: Summary of Requirements for LRTPs and How Addressed Herein .....	207
Appendix C: System Performance Report .....	210

# Executive Summary

The Herkimer-Oneida Counties Transportation Council (HOCTC) is the Metropolitan Planning Organization (MPO) for Herkimer and Oneida Counties, responsible for a broad range of transportation planning activities in the region.

**Going Places 2045 is HOCTC’s Long-Range Transportation Plan (LRTP). It lays out a fresh vision for the region’s transportation assets and services for the next 20 years, with a horizon year of 2045.** It updates HOCTC’s previous (2019) LRTP. All of HOCTC’s day-to-day activities are guided by the goals, strategies, priorities, and investment strategies outlined in its LRTP.

The main challenge for the HOCTC region will be to preserve the existing infrastructure to allow the transportation network to provide for tomorrow’s mobility needs. Therefore, the majority of the region’s transportation investment over the next 20 years will focus on state-of-good-repair maintenance and operations. The Bipartisan Infrastructure Law (BIL) has introduced substantial new funding sources for transportation projects and has been successful in advancing transportation initiatives. However, ongoing funding at this level is not a guarantee and access to the BIL discretionary funding is competitive. While HOCTC has historically and will continue to take advantage of all funding opportunities available, HOCTC also understands that it is essential to prioritize maintenance and repair initiatives.

The Plan aims to discuss the current and future transportation network, in accordance with the regional needs. It also includes a set of aspirational capital projects – projects that are identified as valuable, but not formally programmed for funding that address HOCTC’s key strategic goals (“illustrative projects”). Assuming transportation funding continues at its current pace into the future, HOCTC and its members may be able to either accelerate existing projects or include additional illustrative projects as part of future work plan efforts. Should this opportunity arise, the strategies and projects outlined in Going Places 2045 position HOCTC and its partners in the region to address key goals and priorities and meet ongoing challenges and emerging challenges as they arise.

To that end, Going Places 2045 outlines a series of near-term studies to be undertaken, addressing emerging issues such as:

- The unique challenges raised by the on-road presence of agricultural vehicles in the HOCTC region;
- The capacity, efficiency, and connectivity of the existing freight infrastructure and how to best mitigate operational issues associated with increased demand;

- Strategies to harden the region’s infrastructure against the effects of extreme weather; and
- Strategies to expand and improve the region’s alternative transportation network.

Furthermore, Going Places 2045 outlines mid- and long-term goals that aim to transform the region in line with the goals of this Plan, including the following:

- Complete projects that address safety for all roadway users, particularly in coordination with maintenance and resiliency projects;
- Expand the region’s alternative transportation network in a way that improves connections for residents and visitors, and supports land use and economic development goals;
- Incorporate emerging transportation technology from a systemwide standpoint to improve the efficiency of the region’s transportation network and make progress towards a more environmentally friendly and sustainable transportation network; and
- Expand and improve upon existing transit services, particularly for those populations that are most transit dependent.

Going Places 2045 was prepared in the Performance Based era of transportation planning in the U.S. The Plan describes HOCTC’s commitment to supporting New York’s statewide Performance Measures in areas such as safety, state-of-good- repair, and reliability. Progress towards Performance Targets will be monitored over time and ultimately will help HOCTC in setting priorities in the future.

Long-Range Transportation Plans are periodically updated. Going Places 2045 will be revisited no later than 5 years after it is adopted by HOCTC. It is hoped that when this Plan is reviewed during HOCTC’s next LRTP update, it will be recognized as having made a substantial contribution by catalyzing transportation investments that support the region’s efforts to achieve its potential.

## Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
AFB	Air Force Base
AMPO	Association of Metropolitan Planning Organizations
BIL	Bipartisan Infrastructure Law
BIP	Bridge Improvement Program
BFP	Bridge Formula Program
BRAC	Base Realignment and Closure
CCE	Cornell Cooperative Extension
CEQ	Council on Environmental Quality
CFA	Consolidated Funding Application
CFI	Charging and Fueling Infrastructure
CFR	Code of Federal Requirements
CHIPS	Consolidated Local Street and Highway Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CNYRTA	Central New York Regional Transit Authority
CRFC	Critical Rural Freight Corridor
CRP	Carbon Reduction Program
CUFC	Critical Urban Freight Corridor
DEC	Decennial Census
DHSES	Department of Homeland Security and Emergency Services
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act of 2015
FAA	Federal Aviation Administration
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Authority
FTTX	Fiber-To-The-Home
GP&L	Governmental Policy & Liaison Committee
HAL	High-Accident Location
HOCTC	Herkimer-Oneida Counties Transportation Council
HSIP	Highway Safety Improvement Program
HSTP	Human Services Transportation Plan
IJJA	Infrastructure Investment and Jobs Act
IRI	International Roughness Index
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
L RTP	Long-Range Transportation Plan



LTPAP	Local Projects Transportation Assistance Program
M&PT	Maintenance and Protection of Traffic
MAP-21	Moving Ahead for Progress in the 21st Century Act
MEP	Modernization and Enhancement Program
MPO	Metropolitan Planning Organization
MVCC	Mohawk Valley Community College
MVHS	Mohawk Valley Health System
NAICS	North American Industry Classification System
NBI	National Bridge Inventory
NCTA	North Country Trail Association
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NPS	National Parks Service
NRCS	Natural Resources Conservation Service
NYS	New York State
NYSDOT	New York State Department of Transportation
NYSDERDA	New York State Energy Research and Development Authority
OCRT	Oneida County Rural Transit
OPRHP	Office of Parks, Recreation and Historic Preservation
PAD	Program on Applied Demographics
PEL	Planning and Environment Linkages
PEV	Plug-in Electric Vehicle
PHED	Peak Hour Excessive Delay
PHFS	Primary Highway Freight System
POP	Pave Our Potholes
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
PSAP	Pedestrian Safety Action Plan
PTSAP	Public Transportation Agency Safety Plan
REDCs	Regional Economic Development Councils
RFP	Request for Proposal
ROI	Return on Investment
RTP	Recreational Trails Program
SBC	Safety Benefits Charge
SDF	State Dedicated Fund
SEQRA	State Environment Quality Review Act
SHSP	Strategic Highway Safety Plan
SMART	Strengthening Mobility and Revolutionizing Transportation

SOV	Single-Occupancy Vehicle
SPR	State Planning and Research
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STOA	State Transit Operating Assistance
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TCC	Transportation Coordination Committee
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
TNC	Transportation Network Company
TPC	Transportation Planning Committee
TTTR	Truck Travel Time Reliability
UAS	Unmanned Aircraft Systems
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VMT	Vehicle Miles Travelled
YoE	Year of Expenditure

# Section 1: Introduction

## 1.1 HOCTC's Role in Herkimer and Oneida Counties

Herkimer and Oneida Counties, located within New York State's Mohawk Valley, combine to form a region with a wide diversity of communities and landscapes, rich in historical significance dating to the pre-colonial era (see Figure 1.1).

The Herkimer-Oneida Counties Transportation Council (HOCTC) is the Metropolitan Planning Organization (MPO) responsible for planning the two-county region's transportation system.

Like all of the country's more than 400 MPOs, HOCTC engages in planning processes guided by the "Three Cs" (Continuing, Cooperative, and Comprehensive), as enshrined in the enabling federal law.

MPOs vary greatly in size, geography, population, growth trends, the economic and social activities within their regions, and the nature of their transportation systems. New York State is home to 14 MPOs, which are the venues for managing the major challenges and opportunities facing the transportation system in each of their regions.

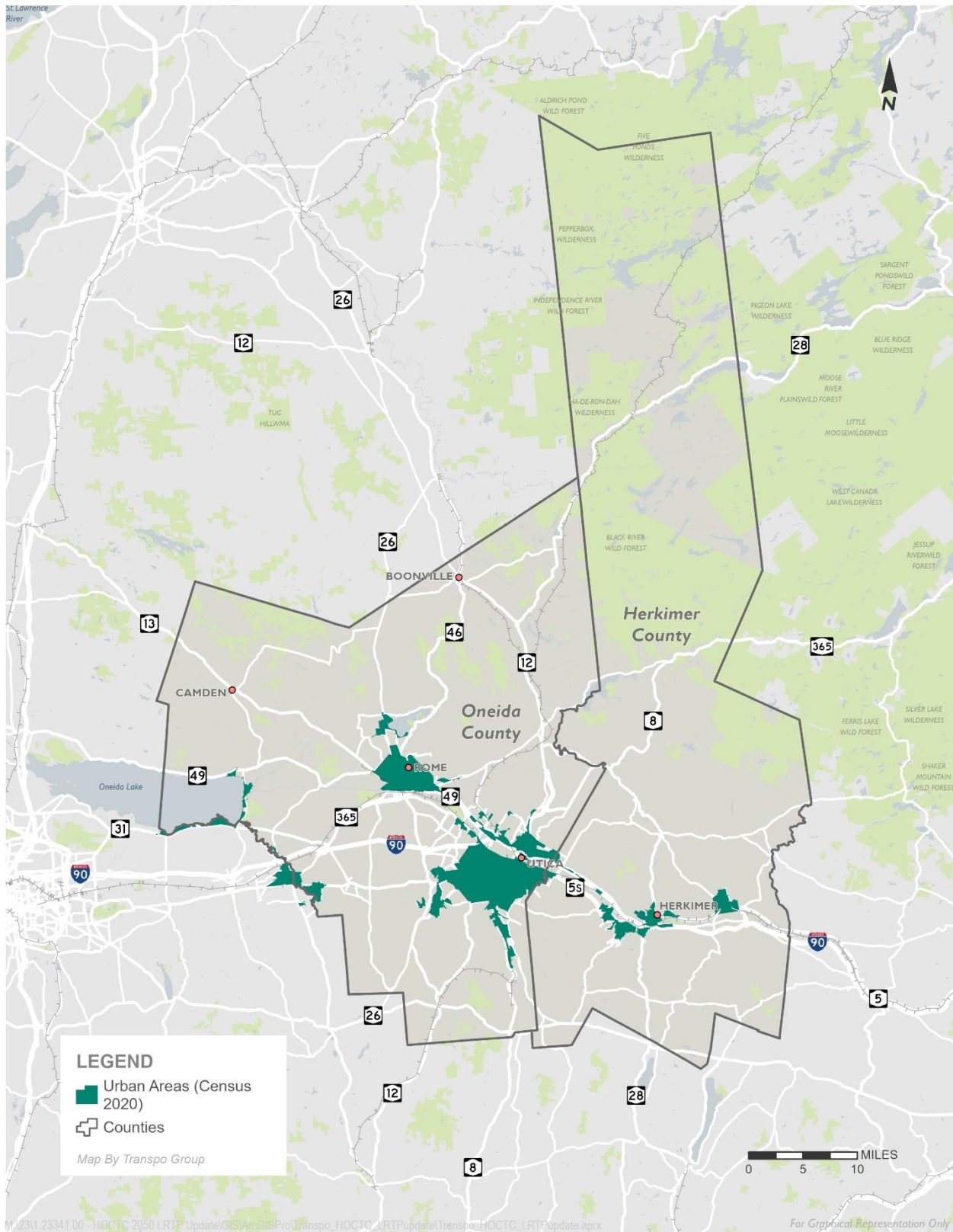
HOCTC serves the Herkimer and Oneida Counties region through a broad set of ongoing transportation planning activities. HOCTC is charged with planning the region's transportation system, with specific focus on disbursing federal funding. Operations of the transportation network, however, are performed by HOCTC's partner entities in both the public and private sectors. For instance, the Central New York Regional Transit Authority (CNYRTA) operates some of the region's public bus services, and the New York State Thruway Authority operates Interstate 90, the region's major east-west roadway corridor.

MPO planning activities are, by design, open processes. HOCTC meets and goes beyond baseline federal requirements by interacting with stakeholders in various ways, both formal and informal, as well as routinely engaging with the wider public in Herkimer and Oneida Counties.

MPO requirements vary depending on several factors. One is having an urbanized area with population over 200,000, and another is being in non-attainment with federal air quality standards. Neither of these applies to the HOCTC region.

**"[It is] national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process"**

**U.S. Code (23 CFR § 450.300)**



**FIGURE 1.1: Overview of the Urban Areas in Herkimer and Oneida Counties**

## **GET IN TOUCH**

HOCTC staff is available to discuss any suggestions or concerns about the region's transportation system, at any time, whether as part of a specific planning study or more generally.

The HOCTC office is located in historic Union Station in downtown Utica.

Staff is able to receive input from any interested stakeholder or member of the public, in English or whichever language you are most comfortable communicating in.

HOCTC's formal 2024 Public Participation Plan can be accessed at:

<https://ocgov.net/assets/Planning/Transportation/Approved-HOCTC-2024-Public-Participation-Plan.pdf>

Address: 321 Main St, Utica, NY 13501

Phone number: 315.798.5710

Email: [transplan@ocgov.net](mailto:transplan@ocgov.net)

## **1.2 What is a Long-Range Transportation Plan?**

MPOs produce three major Work Products with different time horizons, each of which is mandated by federal legislation. The primary MPO Work Products are as follows:

- The Unified Planning Work Program (UPWP)<sup>1</sup>  
A short-horizon document that identifies specific activities that will be performed in the next program year and serves as a near-term budget.
- The Transportation Improvement Program (TIP)<sup>2</sup>  
A mid-range (3-5 year) document that lists priority projects to enhance the region's transportation system.
- The Long-Range Transportation Plan (LRTP)  
A document with a horizon of at least 20 years into the future.

All three of these documents must be fiscally constrained, meaning that planned investments are in balance with reasonably expected financial resources.

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<sup>1</sup> [https://ocgov.net/assets/Planning/Transportation/Projects/HOCTC-UPWP-2024-2025\\_APPROVED-Final.pdf](https://ocgov.net/assets/Planning/Transportation/Projects/HOCTC-UPWP-2024-2025_APPROVED-Final.pdf)

<sup>2</sup> <https://ocgov.net/assets/Planning/Transportation/HOCTC-TIP-2023-2027-approved.pdf>



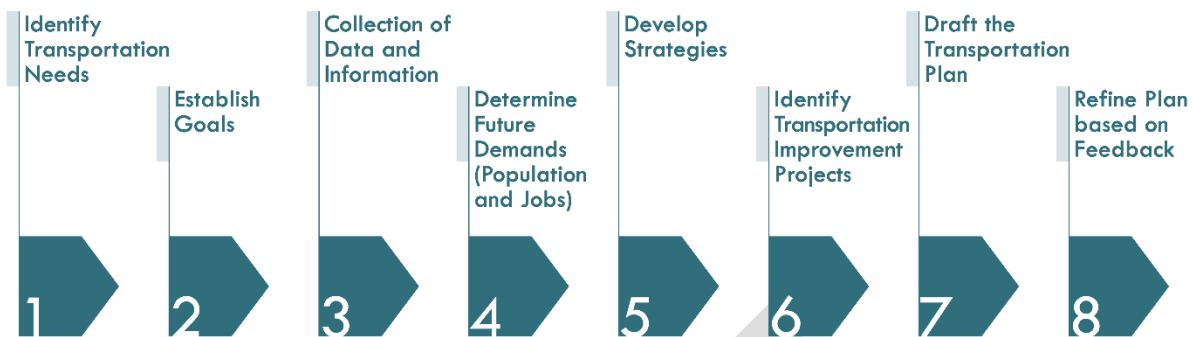
**FIGURE 1.2: Mid-20th century conceptual designs for the North-South Arterial  
 Reproduced from the Utica Urban Area Report (1950)**

This document, Going Places 2045, is HOCTC’s 2025-2045 Long-Range Transportation Plan (LRTP), which reviews the region’s current community outlook and transportation system, assesses future transportation needs, and presents strategies for meeting those needs over the next 20 years that align with local, regional, statewide, and national goals and policies.

HOCTC has maintained a long-range transportation vision since its founding in 1963, with Going Places 2045 being the newest edition. Prior to national MPO planning processes being instituted in 1962, earlier transportation planning efforts in the region include planning studies for the NYS Thruway and the 1950 Urban Area Report for Utica, which proposed the region’s North-South Arterial Highway (NYS Routes 8/12); see Figure 1.2.

Going Places 2045 builds upon HOCTC’s prior LRTP with the incorporation of ongoing and evolving local, regional, and statewide trends and policies, as well as federal transportation planning requirements. Engagement also played an essential role in the development of Going Places 2045 with key input provided from both the public and the Technical Advisory Committee (TAC).





### 1.3 Federal Transportation Planning Requirements

Over the past six decades, there have been regular revisions to the basic “Three C” (Comprehensive, Cooperative, and Continuing) framework through which MPOs plan their region’s transportation system.

The most recent update comes from the 2021 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The BIL authorized \$1.2 billion in federal funding for the period between 2021 and 2026. The BIL has provided new funding sources for transportation infrastructure investment, including for roads, bridges, public transit, highways and pedestrian safety, broadband, water infrastructure, power and grid reliability and resiliency, ecosystem restoration, weatherization, clean school buses, electric vehicle charging, and legacy pollution by clearing up Brownfield/Superfund sites, but the ongoing level of investment into the future is uncertain. While the BIL has been successful in advancing transportation initiatives, ongoing funding at this level is not a guarantee and access to the BIL discretionary funding is competitive.

Prior to this, the previous major piece of federal transportation was 2015’s Fixing America’s Surface Transportation Act (Fast Act). The Fast Act brought a heightened focus on performance-based, outcomes-focused planning. Planning for freight movements was further emphasized. MPOs were also required to consider resiliency, reliability, and stormwater impacts in their LRTPs, as well as enhancing travel/tourism. These planning factors, still relevant as part of the IIJA/BIL, are addressed in later sections of this document.

# THE IMPORTANCE OF A LONG-RANGE TRANSPORTATION PLAN

The Long-Range Transportation Plan (LRTP) has the longest time horizon of any of HOCTC's Work Products.

Going Places 2045 looks 20 years into the future for the HOCTC metropolitan planning area which encompasses the entirety of Herkimer and Oneida Counties.

Federal law requires HOCTC's LRTP to be updated no less frequently than every five years.

During the next five years, HOCTC's planning efforts all must be consistent with the LRTP's vision. Going Places 2045 is HOCTC's primary opportunity for fresh thinking about the future of transportation.

## 1.4 Transportation Planning in New York State

Transportation Planning in the HOCTC region is guided by and consistent with New York's priorities for the transportation network. HOCTC staff routinely work together with counterparts at the State level to ensure coordination between the regional and state levels of transportation planning. Of paramount importance are the "Forward Four" guiding principles established by the State:

- **Preservation First** The primary focus is on Safety and Preservation
- **System not Projects** Make most effective use of the current system, considering transportation projects in the context of the wider system
- **Maximize Return on Investment (ROI)** Invest resources to produce greatest benefits in the current resource-constrained environment
- **Make it Sustainable** Incorporate sustainability considerations into decisions and actions.

NYS prepares a Statewide Transportation Improvement Program<sup>3</sup>, a process which involves consultation with HOCTC and the other MPOs in New York State. The State's Transportation Master Plan<sup>4</sup>, published in 2006 is currently undergoing a multi-year update process that began in 2020. The updated 2050 plan<sup>5</sup>, for which public engagement began in 2023, will define a long-range statewide transportation vision and will guide policies and priorities for

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<sup>3</sup> <https://www.dot.ny.gov/programs/stip>

<sup>4</sup> <https://www.dot.ny.gov/portal/page/portal/main/transportation-plan/repository/masterplan-111406.pdf>

<sup>5</sup> [New York State Transportation Master Plan - PublicInput \(nystransportationmasterplan.com\)](https://www.nystransportationmasterplan.com)



New York State’s transportation system. Other relevant statewide and regional planning efforts include the following:

- New York State Freight Transportation Plan<sup>6</sup>
- New York State Energy Plan<sup>7</sup>
- New York State Rail Plan<sup>8</sup>
- New York State Transportation Asset Management Plan<sup>9</sup>
- New York State Highway Safety Improvement Program (HSIP) Annual Report<sup>10</sup>
- New York State Pedestrian Safety Action Plan (PSAP)<sup>11</sup>
- An update to NYSDOT Active Transportation Strategic Plan, replacing the 1997 Pedestrian and Bike Plan - anticipated completion Summer 2025<sup>12</sup>
- New York State Strategic Highway Safety Plan (SHSP)<sup>13</sup>
- New York State SHSP Appendix 2: Vulnerable Road Use Safety Assessment<sup>14</sup>
- New York State Climate Action Council Scoping Plan<sup>15</sup>
- Mohawk Valley Regional ITS Architecture<sup>16</sup>
- 2023 NYS Carbon Reduction Strategy<sup>17</sup>
- NYS National Electric Vehicle Infrastructure (NEVI) Plan<sup>18</sup>

The goals and policies outlined within these statewide and regional planning documents are integrated into Going Places 2045.

## 1.5 HOCTC’s Planning Partners

The urban transportation planning framework created in the 1960s placed the cooperative nature of the process at the core of the system.

In this spirit, Going Places 2045 has been prepared as a partnership between HOCTC and our partners in planning the region’s transportation system, with a three-tier approach.

The first tier of partners is the membership of the Technical Advisory Committee (TAC) for overseeing the preparation of Going Places 2045:

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<sup>6</sup> <https://www.dot.ny.gov/freight-plan>

<sup>7</sup> <https://energyplan.ny.gov/>

<sup>8</sup> <https://www.dot.ny.gov/divisions/policy-and-strategy/planning-bureau/state-rail-plan>

<sup>9</sup> [NYSDOT 2022 TAMP Final.pdf](#)

<sup>10</sup> [Highway Safety Improvement Program \(HSIP\) 2023 Report, New York \(dot.gov\)](#)

<sup>11</sup> <https://www.ny.gov/pedsafety/pedestrian-safety-action-plan>

<sup>12</sup> <https://nysdotwalkbikeplan.com/>

<sup>13</sup> [NYS\\_SHSP\\_TotalReport.pdf](#)

<sup>14</sup> [New York State Strategic Highway Safety Plan 2023-2027 Appendix 2 \(ny.gov\)](#)

<sup>15</sup> <https://climate.ny.gov/resources/scoping-plan/>

<sup>16</sup> <http://www.consystem.com/newyork/mohawkv/web/files/projectdocs/NYSDOT%20R2%20Architecture%20Document-%20Final.pdf>

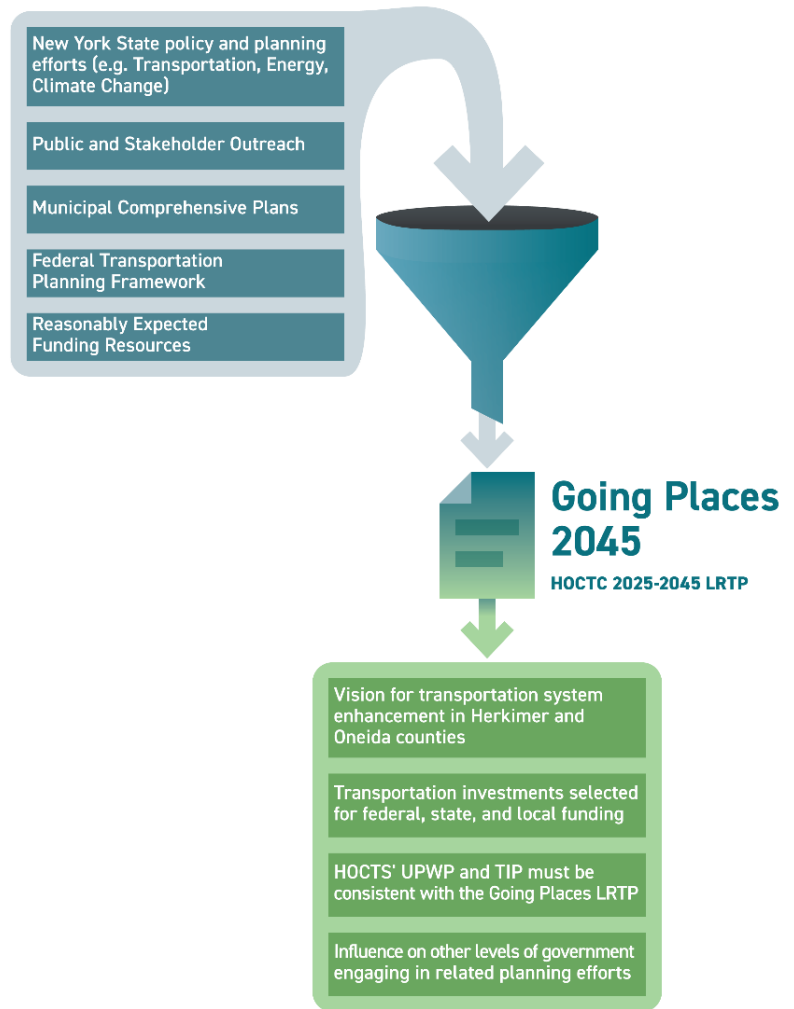
<sup>17</sup> [NYSDOT CR Strategy FINAL with ALL APPENDICES 508.pdf \(transportation.gov\)](#)

<sup>18</sup> [https://www.fhwa.dot.gov/environment/nevi/ev\\_deployment\\_plans/ny\\_nevi\\_plan.pdf](https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/ny_nevi_plan.pdf)

- Central New York Regional Transportation Authority (Centro)
- City of Rome
- City of Utica
- Herkimer County Highway Department
- New York State Department of Transportation
- New York State Thruway Authority
- Oneida County Department of Public Works
- Oneida County Department of Planning
- 50 Forward Mohawk Valley

Members of the Technical Advisory Committee met regularly throughout 2024 to oversee the development of this Plan.

The second and third tiers of HOCTC’s partners are stakeholders (which are external organizations, whether public or private), and the wider public in Herkimer and Oneida Counties. Section 9 describes the extensive outreach activities to engage stakeholders and the public as part of the development of the Going Places 2045 Long-Range Transportation Plan.



## 1.6 Coordination and Implementation Activities Following Adoption of the LRTP

HOCTC is committed to ensuring that the efforts to prepare this LRTP lead to tangible progress in our region.

Following the last edition of HOCTC’s LRTP (adopted in 2019), HOCTC prepared and published the region’s first Transportation Atlas. The Transportation Atlas was published alongside the LRTP on HOCTC’s website, and distributed in hard copy to elected officials and community organizations in the region. HOCTC’s objective in preparing the

Transportation Atlas is to ensure that the region’s decisionmakers and community members understand the current state of the transportation network and how the LRTP’s investments will enhance it. As a follow-up to the initial Transportation Atlas, HOCTC will prepare an updated version of it that builds on this updated LRTP (see the Project Listing in Section 8).

Additionally, HOCTC will deliver this updated LRTP to all municipalities as well as county and local elected state officeholders, and staff will be available to discuss the updated LRTP with any interested community members or stakeholders. HOCTC staff envision distributing the updated LRTP to staff and leadership of the region’s municipalities, counties, NYS resource agencies, and community organizations to generate wide buy-in to support implementation of the LRTP’s actions to progress the identified goals and objectives.

DRAFT

## Section 2: Vision & Guiding Principles

### 2.1 The HOCTC Vision

As the entity responsible for comprehensive transportation planning in Herkimer and Oneida Counties, HOCTC seeks to invest strategically in the transportation system to advance the region's Goals and Strategies.

#### **Vision Statement**

To develop and preserve an integrated and sustainable intermodal transportation system that efficiently, conveniently, and reliably provides a mobility network that is responsive to the community's needs for the safe and secure movement of people and goods.

### 2.2 HOCTC's Guiding Principles

The following principles guide and underscore HOCTC's planning activities.

1. Transportation plans and programs will seek to maintain the established and varied setting that makes the area an attractive place to live, work, and visit while bringing positive changes to the natural and built environments minimizing the recognized development costs.
2. Maintaining and operating an integrated transportation system that considers safety for all users and modes.
3. Fostering interjurisdictional coordination of land use planning, housing, economic development, and transportation planning activities to maximize the region's potential.
4. Prioritizing transportation system investments that encourage sustainable development within the established residential and commercial cores, and improves connections between housing and employment opportunities.
5. Improving the scope and coordination of the transit system to enhance mobility options for those that cannot or will not rely solely on the automobile and in turn, help reduce the physical, environmental, and capital costs associated with the transportation network.
6. Emphasizing the design of capital projects that routinely consider accommodations for non-motorized modes of transportation.
7. Upholding a continued commitment to public participation to ensure HOCTC is planning with the region's residents, recognizing them as the consumers of the system and the group most directly affected by its operations.

## Section 3: Goals & Strategies

### **Top Priorities Among HOCTC's Goals and Strategies**

The Going Places 2045 Technical Advisory Committee engaged in a Priority Evaluator exercise. While HOCTC seeks to progress each of its Goals and Strategies listed in this section, the Priority Evaluator exercise was intended to help identify the relative prioritization among them.

Via this exercise, the Technical Advisory Committee identified the following goals as the top two priorities for the HOCTC region:

- Mobility and Accessibility
- Safety in Transportation Choices











HOCTC established Goals and Strategies for itself in coordination with its planning partners in the two-county region. This process is guided by the federal “planning factors” that must be considered by MPOs as part of the project planning and implementation process.

Table 3.1 shows the relationship between the national Planning Factors and the individual sections of Going Places 2045.

HOCTC's Goals and Strategies from the previous LRTP were reviewed as part of the development of the Going Places 2045 LRTP and updated to reflect the national Planning Factors, the updated federal planning emphasis areas, as well as the region's ongoing and emerging priorities.

HOCTC's Strategies are each oriented around the Goals and are presented in this section.

## Federally Mandated Planning Factors

	Support the <b>ECONOMIC VITALITY</b> of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.		Enhance the <b>INTEGRATION</b> and <b>CONNECTIVITY</b> of the transportation system, across and between modes, for people and freight.
	Increase the <b>SAFETY</b> of the transportation system for motorized and non-motorized users.		Promote <b>EFFICIENT</b> system management and operation.
	Increase the <b>SECURITY</b> of the transportation system for motorized and non-motorized users.		Emphasize the <b>PRESERVATION</b> of the existing transportation system.
	Increase <b>ACCESSIBILITY</b> and <b>MOBILITY</b> of people and freight.		Enhance <b>TRAVEL</b> and <b>TOURISM</b> .
	Protect and enhance the <b>ENVIRONMENT</b> , promote <b>ENERGY CONSERVATION</b> , improve the <b>QUALITY OF LIFE</b> , and promote <b>CONSISTENCY</b> between transportation improvements and State and local planned growth and economic development patterns.		Improve the <b>RESILIENCY</b> and <b>RELIABILITY</b> of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

**TABLE 3.1: Relationship between HOCTC's 2025-2045 LRTP and Federal Planning Factors**

PLANNING FACTORS	SECTION OF GOING PLACES 2045								
	Introduction	Vision & Guiding Principles	Goals & Strategies	Communities	Transportation System	Performance Measures	Financing	Project Listing	Outreach
Economic Vitality	---	X	X	X	X	X	---	X	---
Safety	---	X	X	X	X	X	X	X	---
Security	---	X	X	X	X	X	X	X	---
Accessibility & Mobility	---	X	X	X	X	---	---	X	---
Environment, Energy Conservation Quality of Life	---	X	X	X	X	---	---	X	---
Integration & Connectivity	---	X	X	X	X	---	---	X	---
Management & Operation	---	X	X	---	X	X	X	X	---
Preservation	---	X	X	X	X	X	X	X	---
Resiliency & Reliability	---	X	X	X	X	X	X	X	---
Travel & Tourism	---	X	X	X	X	---	---	X	---

## **Mobility and Accessibility**

### Goal

Use a strategic approach to provide mobility and accessibility opportunities

- Ensure sufficient mobility and adequate access to places of work and to locations where goods and services may be obtained.
- Expand intercity and rural public transportation.
- Implement Intelligent Transportation Systems (ITS) strategies and other remedies to improve the efficiency of the transportation network.
- Support multimodal accessibility to the region's tourist facilities, for all travelers including the mobility disadvantaged.
- Enhance existing facilities to provide better bicycle and pedestrian integration within the transportation network.

## **Safety in Transportation Options**

### Goal

Proactively address existing safety deficiencies and strategically integrate safety elements into future projects for all roadway users

- Identify systemwide safety trends and appropriate mitigation measures that can be incorporated into policy, planning, and design standards throughout the region.
- Implement cost-effective improvements that reduce the frequency and severity of crashes along key corridors and intersections.
- Reduce conflicts among transportation modes, including the integration of non-motorized facilities, by evaluating operations and transportation system improvements from a multi-modal lens.
- Support local municipalities and partner agencies in developing safety education and outreach campaigns.

## **Coordination of Transportation with Land Use Planning**

### Goal

Develop a transportation system that is supported by and supports the regional land use, housing, economic development, and sustainability policies and plans.

- Prioritize transportation improvements that are consistent with regional and local land use, housing, economic development, and sustainability plans.
- Aid in the collaboration between municipalities such that transportation improvements are conducted cost-effectively and with minimized impact to users of the transportation network.
- Minimize transportation improvements that require significant impact on agricultural lands.
- Improve access between housing and commercial areas, industrial sites, and regional employment centers.
- Improve transportation connectivity within rural communities and between rural and urban areas, particularly for disadvantaged populations.

## **System Preservation**

### *Goal*

Invest in preserving the transportation system to make the most sustainable use of existing assets, services and resources

- Operate and maintain the transportation network to enhance comfort, convenience, resiliency, safety and security.
- Encourage the continuation of operating assistance for public transportation to ensure adequate levels of service.
- Protect the capital investment infrastructure and contribute to safety and stable traffic flow through state-of-good-repair maintenance.
- Upgrade and strengthen existing transportation routes that are used frequently by heavy vehicles to improve longevity and durability.
- Safeguard the region's transportation system security and safety when integrating emerging transportation technologies.

## **Environmental Impacts**

### *Goal*

Avoid and/or mitigate negative environmental impacts while protecting the region's transportation infrastructure from environmental threats.

- Enhance the resiliency of the region's transportation system by preparing infrastructure for the impacts of increasingly extreme weather events.
- Emphasize energy conservation in transportation improvements.
- Encourage transportation improvements that are located within the existing right-of-way while balancing accommodations for non-motorized travelers.
- Ensure equity in the transportation planning process by focusing public outreach within Environmental Justice communities.
- Strategically implement strategies that balance the use of electric vehicles and renewable energy technologies with the evolving constraints of such technologies and the regional context.
- Mitigate impacts on environmentally sensitive areas, natural, historic, and archeological sites, and stormwater flow patterns.



## Section 4: Communities

### 4.1 Regional Setting

The Utica urban area and surrounding Herkimer and Oneida Counties (the HOCTC region) is situated between Syracuse (approximately 50 mi. to the west) and Albany (approx. 80 mi. to the east).

The two counties are each roughly the same physical size (Oneida is 1,412 sq. mi. and Herkimer is 1,213), however Oneida County has approximately four times the population of Herkimer County. Herkimer County is predominantly rural, with vast tracts of wilderness and protected conservation areas.

The region's population centers are oriented primarily along the east-west Mohawk River Valley corridor. For HOCTC's transportation planning purposes, the Utica urban area (see Figure 1.1) is centered on the City of Utica and generally stretches from Rome in the west to Little Falls in the east, with smaller urban areas in Ilion-Herkimer, Oneida, Verona, and Sylvan Beach. The entirety of the two counties, encompassing both urban and rural areas, is the HOCTC metropolitan planning area.

“We have had unbelievable successes in high-tech industry, especially in the semiconductor field. Oneida County's semiconductor industry currently employes over 2,100 people. The Innovare Advancement Center continues to be a conduit for cutting edge quantum computing research and development. SkyDome and our FAA-designated UAS Test Site lead the way nationally in drone technology. In conjunction with these efforts, AFRL has secured over \$400 million in funding to research quantum technology, cybersecurity and counter unmanned aerial systems.”

--2024 Oneida County State of the County Address  
Anthony J. Picente, Jr., Oneida County Executive

### 4.2 Population Trends and Demographics

Population in the two-county region reached a peak of 341,000 in the 1970 Census, stood at approximately 299,000 at the 2010 Census, and approximately 292,000 at the 2020 Census (see Table 4.1 showing the time trend). This decline can be attributed to deindustrialization and the loss of manufacturing jobs that adversely affected many of the nation's legacy industrial employment centers, particularly in the Northeast and Midwest. Notably, in the mid 1990's the Base Realignment and Closure directive was issued and Griffiss Air Force Base in Rome, NY was closed eliminating thousands of jobs and relocating nearly 30,000 residents of the region.

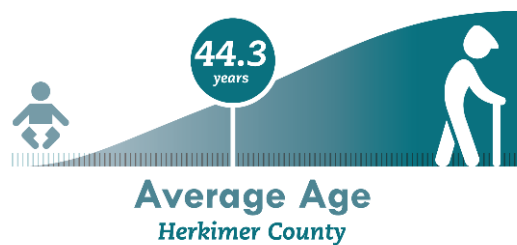
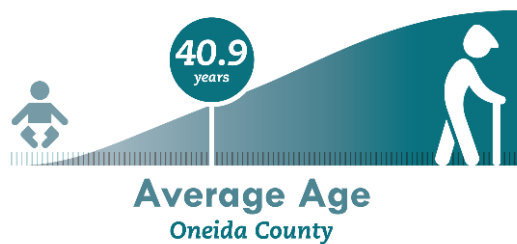
**TABLE 4.1: Population change in the HOCTC region, from 1950**

YEAR	POPULATION (Thousands)	CHANGE FROM PREVIOUS CENSUS
2022	291	-0.3%
2020	292	-2%
2010	299	0%
2000	300	-5%
1990	317	-1%
1980	320	-6%
1970	341	+3%
1960	331	+16%
1950	284	N/A

Population has decreased between 2010 and 2020, following a period of relative population stability between 2000 and 2010. The 2020 Census compared to the 2010 Census showed a decline of -6.8 percent for Herkimer County and -0.6 percent for Oneida County. This is generally in line with forecasts from the previous LRTP based on the U.S. Census Bureau’s population estimates for the two counties which forecast a decrease of 3 percent between 2010 and 2018, with faster population decline in Herkimer County (-4 percent) than Oneida County (-2 percent).

To establish the base year 2023 population in the region, the average annual growth rate by county was calculated using the data from 2020 Census and 2022 American Community Survey. This average annual growth rate was applied to the 2020 Census population data to estimate the population for the year 2023. Figure 4.1 shows the 2023 distribution of population across the region.

As of 2022, the estimated median age— where half of the population is older and half is younger – in Oneida County is 40.9 years and in Herkimer County is 44.3 years based on the ACS 5-year estimates. This compares to 39 years for New York State as a whole. The median age in Oneida County has generally remained the same over the last 10 years (40.9 in 2012; 41.0 in 2017) but has increased steadily in Herkimer County (42.3 in 2012; 43.7 in 2017). Nearly 20 percent of residents are aged 65+, which is an increase from 18 percent in 2017 and 16.5 percent in 2012.



 **14%**  
Live in Poverty

 **20%**  
Children in Poverty (<18)

 **15%** Households with  
Food Stamps or SNAP Benefits

 **15%**  
Disability

 **33%**  
Elderly Disabled

Within the HOCTC region, approximately 14 percent of residents live in poverty. This increases to approximately 20 percent among children under 18 years of age. Additionally, 15 percent of households receive food stamps or SNAP benefits. Poverty is concentrated in denser urban areas, however, it is also found in rural portions of the counties. Nearly 15 percent of the HOCTC region population identifies as having a disability, including approximately 33 percent of elderly residents, as defined by the American Communities Survey.

The percent of the population identifying itself as being African-American has remained at a similar level (from 5.2 percent in 2017 to 5.0 percent in 2022). This is followed by people who identified as having two or more races, with 4.7 percent in this category. The Asian population followed thereafter, with 3.5 percent of residents indicating they are of Asian descent. The number of residents identifying as Hispanic has grown from nearly 14,000 in 2017 to nearly 16,500 in 2022.

Overall, the Census Bureau estimates there are approximately 50,000 people or 17 percent of the population in the region who qualify as being of “minority” racial status (that is to say they identify themselves as something other than “white non-Hispanic”).

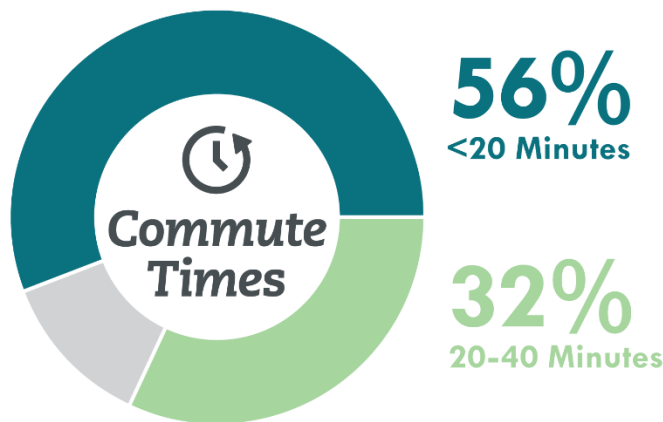
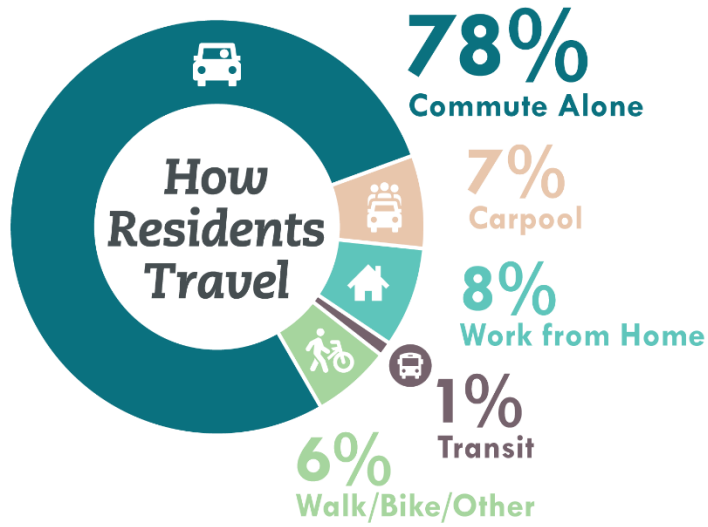
The two-county region has a Limited English Proficiency (LEP) population of approximately 6,000 residents.

HOCTC partners with the US Census Data Affiliate housed in the Oneida County Department of Planning to monitor trends and analyze demographic data for the two-county planning area.

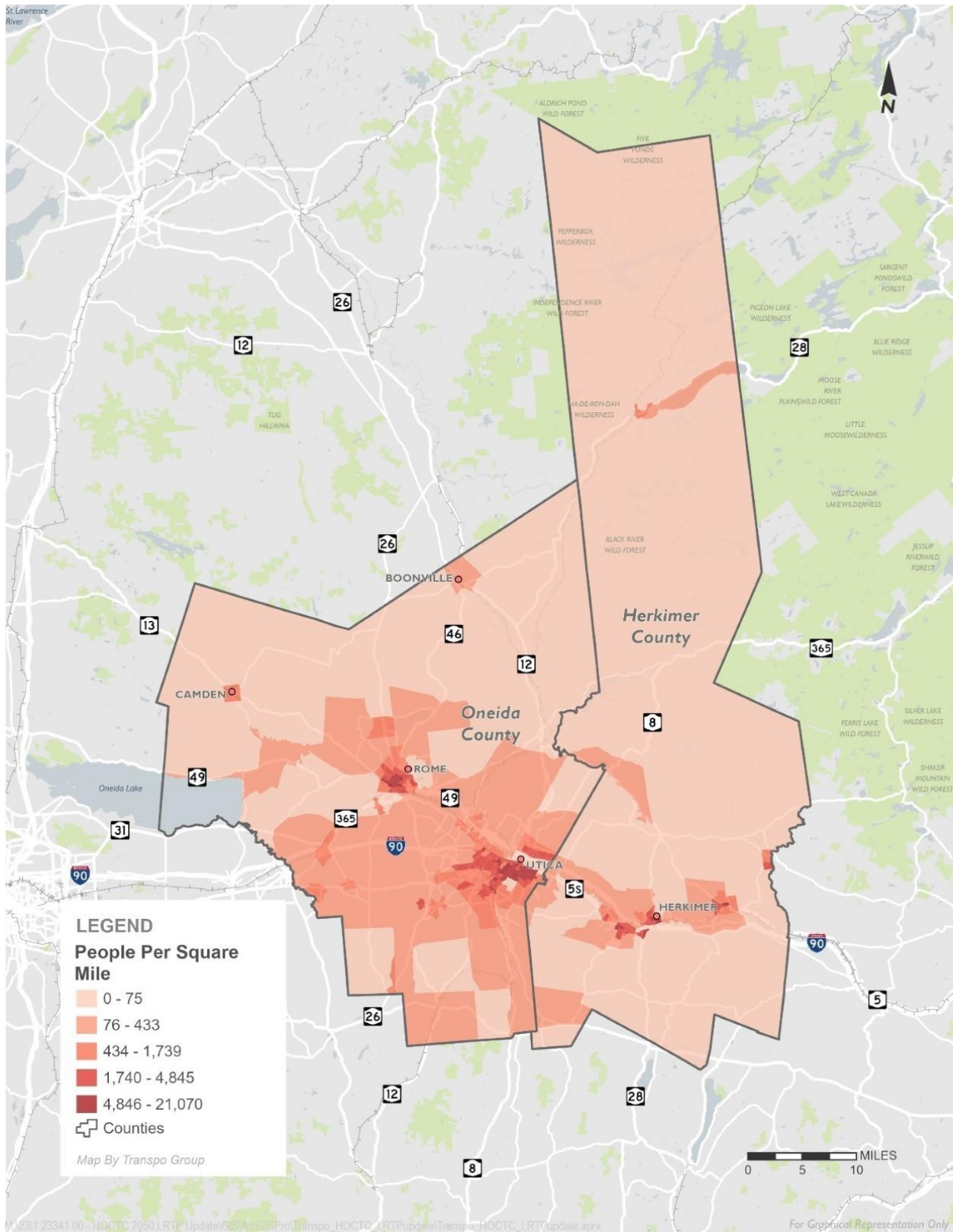
The City of Utica, where 22.2% of the population is foreign born and has one of the highest per capita percentages of refugees in the U.S., has been dubbed “the town that loves refugees.” Throughout the region, The Center [Resource Center for Refugees in the Mohawk Valley] has resettled over 17,500 refugees from 36 nations and serves many immigrants annually through programs the agency offers.

Utica is a U.N. designated refugee resettlement city. Immigrants/refugees to the region tend to settle primarily within the City of Utica and are often initially heavily dependent on social services. The cultural differences and language barriers of these immigrant/refugee populations create significant barriers for securing employment, accessing public transportation, and obtaining personal transportation.

**SNAPSHOT: HOW RESIDENTS OF HERKIMER AND ONEIDA COUNTIES TRAVEL<sup>19</sup>**



<sup>19</sup> American Community Survey 2022 5-Year Estimates



**FIGURE 4.1: Distribution of population density in the HOCTC region, by Census Tract**

### 4.3. Environmental Justice

To proactively serve the region, HOCTC has identified six focus populations that have traditionally been excluded from transportation decision-making and disproportionately impacted as a result. As part of the newly adopted 2024 Public Participation Plan, HOCTC has identified the barriers for these focus populations and strategies to involve them in the planning process, which have been employed as part of this LRTP update. Figure 4.2

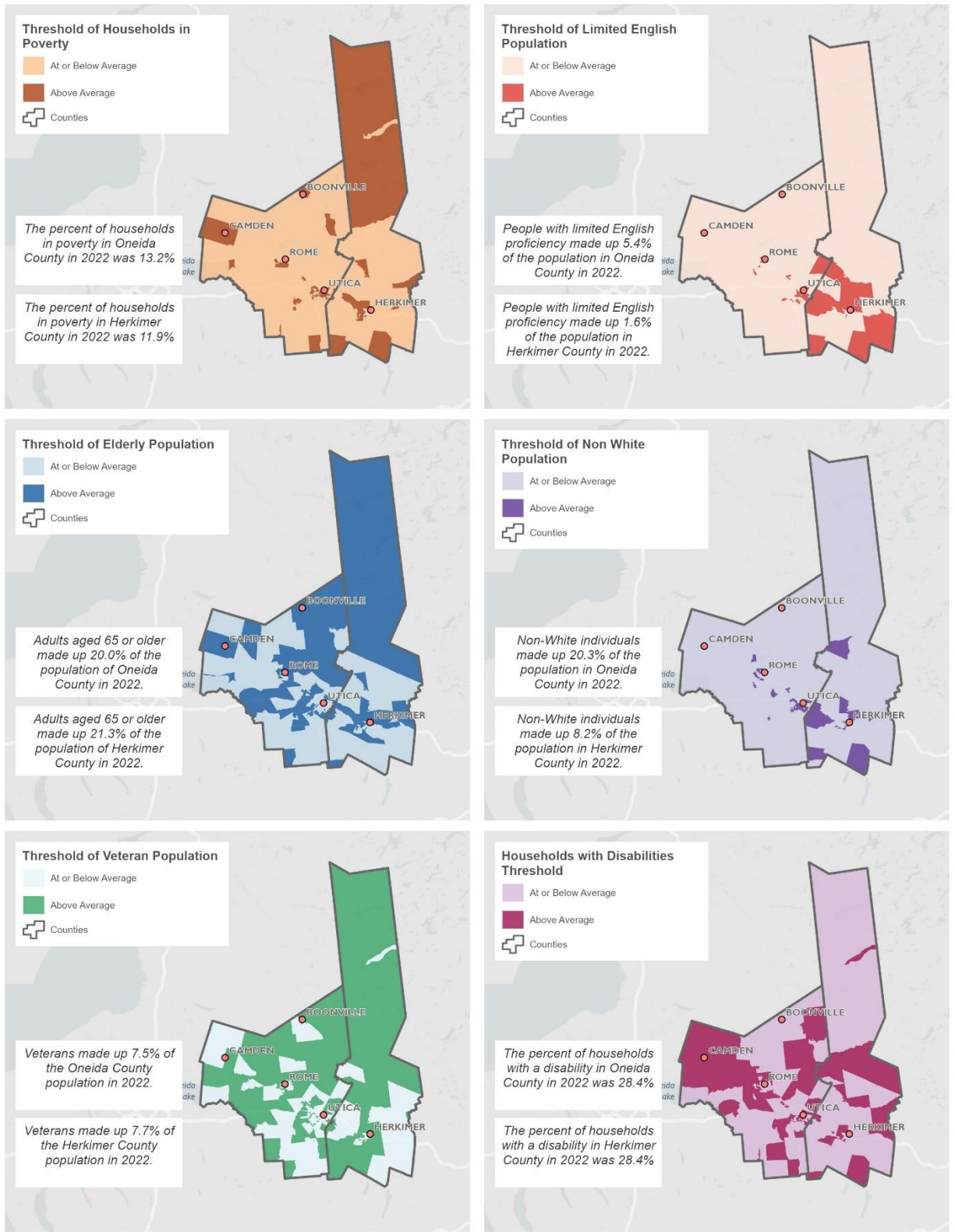
#### **EJ Focus Populations**

- Low-Income Households
- Persons with a Disability
- Minority Populations
- Elderly (Age 65+)
- Rural Populations
- Limited-English Proficiency (LEP) Populations

highlights the areas throughout the two-county region with higher-than-average concentrations of the key EJ population groups. Additionally, Figure 4.3 highlights the census tracts that are overburdened and underserved based on the Climate and Economic Justice Screening Tool developed by the Council on Environmental Quality (CEQ). This tool helps identify disadvantaged communities that will benefit from programs included in the Justice40 Initiative.

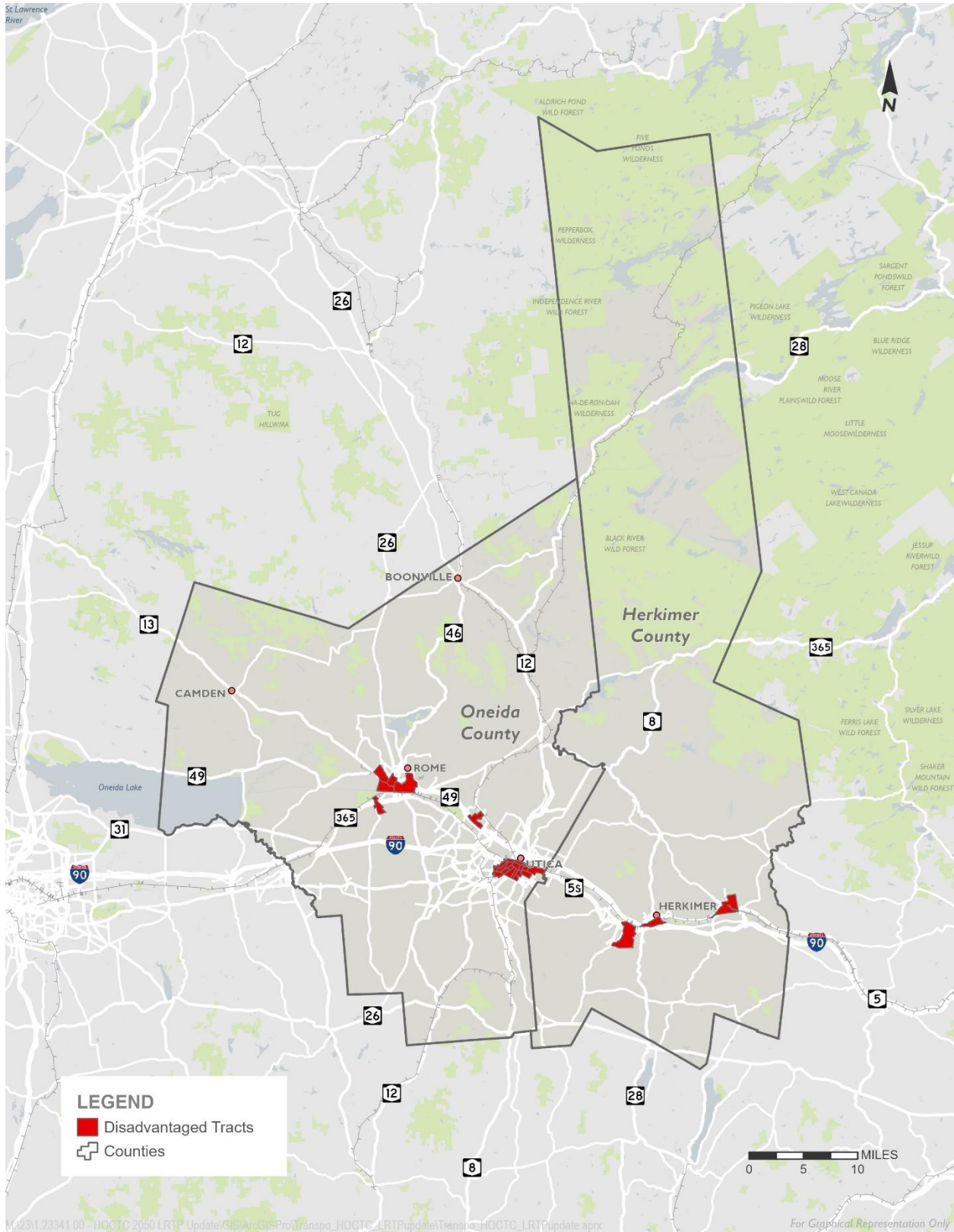
HOCTC actively engages with the region’s Limited English Proficiency population. The survey conducted for this project was translated into the **three languages spoken most frequently in LEP households: Spanish, Bosnian, and Karen**. Translated hard copies were provided upon request to those without access to technology. Project website content and web-based outreach materials were provided in every language supported by Google Translate. More information on overarching strategies for engaging with LEP populations in the region can be found in HOCTC’s 2024 Public Participation Plan: <https://ocgov.net/assets/Planning/Transportation/Approved-HOCTC-2024-Public-Participation-Plan.pdf>





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**FIGURE 4.2: EJ Focus Populations by Location**



**FIGURE 4.3: Disadvantaged Communities within the HOCTC Region (source: CEQ Economic Justice Screening Tool)**



## **TITLE VI/ENVIRONMENTAL JUSTICE:**

Title VI of the Civil Rights Act of 1964 provides a framework for combating discrimination based on race, color, national origin, and language access for LEP individuals by recipients of federal financial assistance, including federal transportation funds. This legislation's principles are derived from the foundation of Executive Order 12898 of 1994, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which aims to identify and address disproportionate adverse human health and environmental impacts on minority and low-income populations. Transportation planning and decision-making processes must incorporate EJ and non-discrimination principles in alignment with the federal directive on environmental justice.

Following Executive Order 12898, The United States Department of Transportation (USDOT) issued the Order on Environmental Justice<sup>20</sup> in 1997 and the Federal Highway Administration (FHWA) issued the Order on Environmental Justice<sup>21</sup> in 1998. These orders require the integration of EJ principles into all FHWA programs, policies, and activities.

The guiding principles of Environmental Justice are:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations
- Ensure full and fair participation of all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Building on these efforts, Executive Order 14008 was issued in January of 2021 which directed the Council on Environmental Quality (CEQ) to develop the Climate and Economic Justice Screening Tool. This tool maps indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development, allowing users to identify disadvantaged communities because they are overburdened and underserved. Federal agencies use this tool to help identify disadvantaged communities that will benefit from programs included in the Justice40 Initiative, which seeks to deliver 40% of the overall benefits of investments in climate, clean energy, and related areas to disadvantaged communities.

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<sup>20</sup> USDOT Order 5610.2

<sup>21</sup> FHWA Order 6640.23

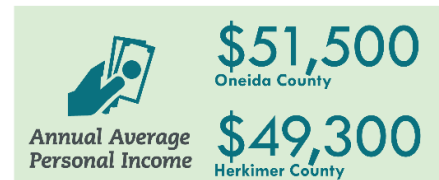
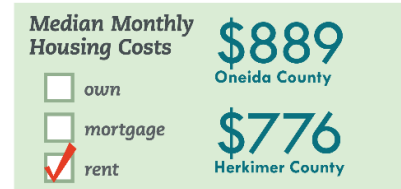
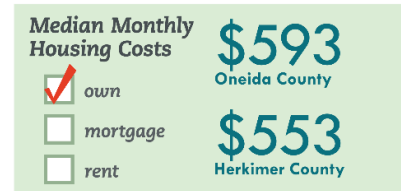
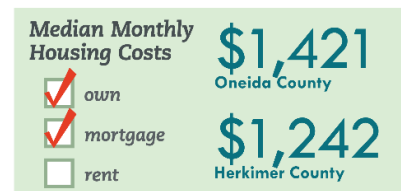
## 4.4 Housing

Between 2017 and 2023, over 2,000 new residential units were constructed within the HOCTC region, with nearly half of these units constructed in Utica and approximately 450 of these units constructed in Rome. Additionally, nearly 500 residential units are currently under construction of which nearly 400 units are located in Utica and approximately 70 are located in Rome. There are several residential and residential mixed-use projects with planned development within the next 5 years, including over 400 residential units that are planned and approved.

Of the available housing units in the HOCTC region, nearly 70 percent are owner occupied, with a higher proportion of owner-occupied residential units in Herkimer County than Oneida County. Approximately 66 percent are single-family detached dwelling units, again with a higher proportion of single-family detached dwelling units in Herkimer County than Oneida County. This is in line with the denser, more urban landscape of Oneida County which has a higher prevalence of apartments and renters.

Consistent with nationwide trends, median monthly housing costs have increased from 2017 to 2022 in the HOCTC region. While housing costs have increased in the region across both counties and all ownership levels, the average income has increased in the region commensurate with the increase in housing costs.

Additionally, the region has been trending more towards mixed-use and live-work-play developments that increase the number of services and daily needs that are located in direct proximity to residents. In addition to the Griffiss Business and Technology Park, which has expanded to include residential buildings, commercial space, and recreational facilities, the region is undergoing extensive planning and visioning efforts for major mixed-use developments such as the “Tech Barn” in Marcy and ReImagine St. Luke’s in New Hartford.



HOCTC understands the importance of coordinating transportation planning with housing and land use policies and plans. It is imperative that residents have access to jobs, daily needs, healthcare, and recreation and are provided with safe and reliable transportation options. HOCTC recognizes that the BIL places emphasis on integrating housing into the transportation planning process, and HOCTC is committed to ensuring that the region’s

transportation efforts fully consider opportunities to improve access between housing and employment opportunities.

### 4.5 Economy

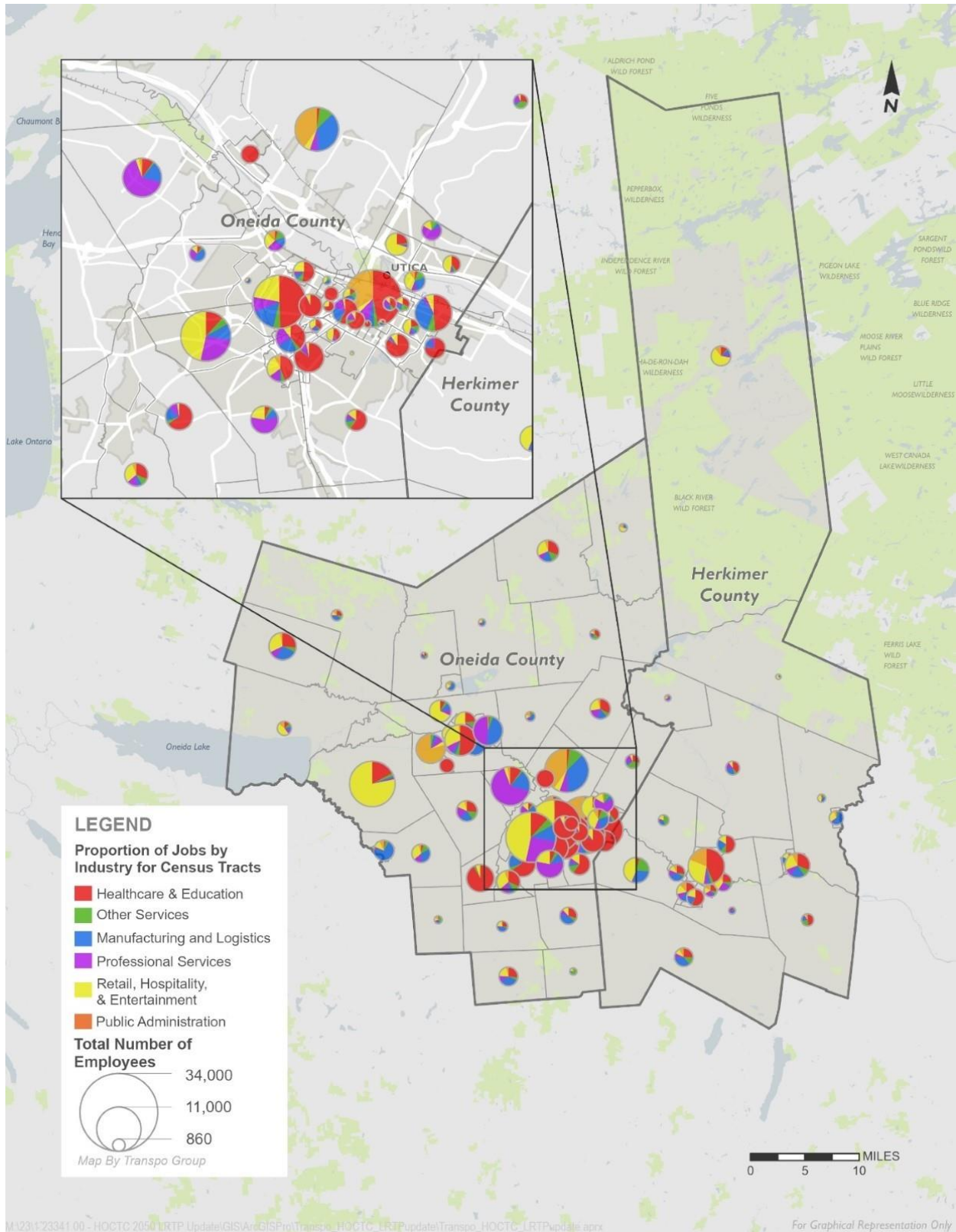
The HOCTC region has experienced economic challenges beginning in the late 20th Century. The U.S. Bureau of Economic Analysis estimates average personal income at \$49,300 in Herkimer County and \$51,600 in Oneida County (as of 2022). Both are roughly 35 percent lower than the statewide level of \$75,400, which is higher in part due to more affluent NYC metro area and surrounding counties. For comparison, average income in other selected locations upstate is \$46,900 in neighboring Montgomery County (which includes Amsterdam), \$57,200 in Schenectady County, \$57,500 in Erie County (which includes Buffalo), and \$60,400 in Onondaga County (including Syracuse).

**TABLE 4.2: Employment by industry in the HOCTC region**

INDUSTRY	2018 EMPLOYMENT	2024 EMPLOYMENT	% CHANGE FROM 2018
Education and Health Services	28,000	27,200	-3%
Trade, Transportation, and Utilities	20,400	21,000	+3%
Manufacturing	11,300	11,800	+4%
Leisure and Hospitality	9,800	11,100	+13%
Professional and Business Services	8,100	8,600	+6%
Financial Activities	6,900	6,900	--
Other Services	4,700	4,600	-2%
Mining, Logging and Construction	2,900	3,600	+24%
Information	1,00	900	-10%
<b>All Private Sector</b>	<b>93,100</b>	<b>95,700</b>	<b>+2.8%</b>
Local Government	21,800	19,900	-9%
State Government	7,400	7,100	-4%
Federal Government	2,400	2,600	+8%
<b>Total</b>	<b>124,700</b>	<b>125,300</b>	<b>+0.5%</b>

The table above shows trends in employment between 2018 and 2024, per the U.S. Department of Labor. Overall, employment increased marginally over this time period with private sector employment increasing and government sector employment decreasing.

The largest sector (by employment) is Education and Health Services, followed by Trade, Transportation, and Utilities; Local Government; Manufacturing; and Leisure and Hospitality (see Table 4.2). The region’s largest single, private employer is the Oneida Nation Enterprises located in the western portion of Oneida County, in the Town of Verona. Opened in 1993, the Turning Stone Resort Casino is the most notable enterprise of the Oneida Indian Nation.



**FIGURE 4.4: Distribution of employment in the HOCTC region by industry type, year 2023**

“Under [Nation Representative and Turning Stone Enterprises Chief Executive Officer] Ray [Halbritter’s] leadership, Turning Stone Enterprises is undergoing an evolution. This is a transformational opportunity for this entire region. \$600 million in private investment. Our historic agreement paved the way for this unprecedented venture. Hotels, restaurants, convention space, healthcare facilities and so much more. Our tradespeople are going to build it. Our residents will work here. And visitors from all over the world will come here. The positive long-term impact is immeasurable. The Nation and Turning Stone Enterprises continue to be the very best at what they do.”

*--2024 Oneida County State of the County Address*

*Anthony J. Picente, Jr., Oneida County Executive*

Particularly important sectors of HOCTC region’s economy include Agriculture, Education, Healthcare, Manufacturing, and Tourism. A major event affecting the region’s economy was the 1995 closure of Griffiss Air Force base (AFB) located in Rome. At full operation, Griffiss AFB accounted for one-third of Rome’s economy.

Griffiss AFB, through the Base Realignment and Closure (BRAC) program, has been transitioned to the 3,600-acre Griffiss Business and Technology Park – a marketplace for technology, aviation, and manufacturing including the Griffiss International Airport. As of 2023, the Technology Park hosts a workforce of over 8,000 and more than 90 employers. Additionally, Air City, which broke ground in 2020 has become a key live-work-eat destination in Utica-Rome region. As noted in Section 5.6, a unique asset is the designation of the former base as a test site for unmanned aerial systems (i.e. drones).

“Cultivate Industry Excellence: Innovate across all strategic industries by cultivating entrepreneurship and excellence, backing sustainability in agribusiness, creating global destinations for sports and adventure tourism, and staying on the leading edge of science and technology.”

*-- 2023 Mohawk Valley Strategic Plan*

## MANUFACTURING

Manufacturing is a key part of the region’s economic base, and the focus of much of its economic development efforts. However, the region is experiencing a shift in the type of manufacturing employers entering the market, in line with sectors that are emerging as new growth opportunities in the 21st century, such as nanotechnology and advanced manufacturing. While some longstanding manufacturing firms located in the HOCTC region



remain, such as the 600-employee Revere Copper Products facility in Rome, the recent closure of the Remington Arms plant in Ilion (Herkimer County) is indicative of this shift.

In line with this industry transformation, in mid-2022 Wolfspeed (formerly Cree) opened a semiconductor facility at SUNY POLY's Marcy Nanocenter, providing the region with the first and only 200 mm silicon carbide semiconductor plant in the world and creating over 400 jobs. The region has been investing heavily in attracting this type of manufacturing to the region with another noteworthy success being the recent opening of the Semikron-Danfoss Power electronics facility in Utica.

## AGRICULTURE

The HOCTC region's agricultural sector encompasses 1,348 operating farms as of 2022, per the U.S. Department of Agriculture. Agriculture in the region is also linked with other economic sectors such as tourism. "Agritourism" is a consistent draw in the region, with year-round and seasonal attractions such as family farms, farmers markets, and Christmas tree farms, as well as activities such as the Heart of New York Craft Beverage Trail.

The U.S. Department of Agriculture's 2022 Census of Agriculture reports that there are 107,000 and 188,000 acres of farmland in Herkimer and Oneida Counties, respectively.

The trend over time has seen consolidation into a smaller number of larger farms with farmland preservation being an issue of concern in the region. For instance, as compared to the 2017 Census of Agriculture the acreage of farmland in Oneida County decreased by about 5,000 acres, while the number of farms decreased by 133. Additionally, while the number and size of farms has decreased, the annual production worth has increased nearly two-fold from \$158 million to \$283 million.

The 2021 Agriculture-Friendly Oneida County document outlines initiatives to support agriculture in the county, emphasizing the importance of preserving farmland and promoting renewable energy. It highlights the role of Cornell Cooperative Extension (CCE) in assisting municipalities with developing Agriculture and Farmland Protection plans and stresses the need for municipalities to consider agriculture in comprehensive plans and land use regulations. Herkimer County's 2020 Agriculture and Farmland Protection Plan Provides strategies for revitalizing the agricultural sector and ensuring resilience in the face of future uncertainties – some of which were made apparent during the COVID-19 pandemic. The plan prioritizes projects that promote local agriculture products, invest in agricultural education, and improve infrastructure to support farm operations in a climate-resilient way.



As noted in Section 5, the highways in the HOCTC region are trafficked by a relatively large number of agricultural vehicles. These present unique safety and operational risks, as well as the possibility of premature wear and tear to the road surface. To begin addressing safety issues posed by these types of vehicles, HOCTC has employed New York’s innovative CLEAR safety database to plan for and implement new “Share the Road” signage (see photo to the left).

## EDUCATION

Education plays a unique role in the region’s economy, as both a major employment sector and a provider of training opportunities for workforce development.

Major educational institutions in Herkimer and Oneida Counties include:

- SUNY Polytechnic Institute
- Utica University
- Hamilton College
- Pratt Munson
- Herkimer College
- Mohawk Valley Community College (MVCC)

MVCC hosts thINCubator, an 8,500 square foot facility that supports the development and growth of small business in the region through dedicated co-working space and a range of educational initiatives tailored to entrepreneurs.

**thINCubator**  
the home for **INNOVATIVE NEW COMPANIES**

The region’s education sector coordinates closely with the private sector and economic development agencies in the region on workforce development. For instance, the opening of the new Wolfspeed advanced manufacturing facility in Marcy was accompanied by a manufacturing-oriented workforce development initiative across the SUNY system.

## HEALTH CARE

The health care landscape has recently changed with the opening of Wynn Hospital in downtown Utica, which consolidated multiple Mohawk Valley Health System (MVHS) hospitals into one facility. While the St. Luke’s and St. Elizabeth’s campuses have closed, specific services remain operational at these campuses. Health care services in the region

are also provided by Rome Health Hospital (affiliate of St. Joseph's Healthcare in Syracuse), Little Falls Hospital (affiliate of Bassett Health Care in Cooperstown), cancer treatment centers affiliated with Upstate Medical Center (Vernon), and Roswell Park Cancer Treatment Center (Oneida), as well as skilled nursing facilities, nursing homes, and physician's offices located throughout the two counties.

Health Care has been a growing economic sector in the HOCTC region. Health care is likely to continue playing a leading role, given the expected continued aging of the region's population. The health sector is particularly relevant to HOCTC's mission because of the mobility challenges to access essential healthcare services.

It is also important economically as an entry point to the labor market for the welfare-to-work pathway, however, transportation has been identified in the region as a major barrier to accessing this category of employment.

A wide range of health-related agencies and external organizations serve on HOCTC's Transportation Coordination Committee, which provides input into the region's Human Services Transportation Plan (HSTP) and related ongoing efforts. The current 2025-2028

#### **HOCTC 2025-2028 Human Services Transportation Plan (HSTP)**

The HSTP assessed the existing transportation options and compared them to the observed gaps and needs, identifying several vital needs requiring attention and improvements:

- Geographic availability of services, particularly in underserved rural areas.
- Limited transportation options/accessibility for people with disabilities, seniors, and those with recurring medical appointments.
- Driver shortages that limit the capacity to meet current demand.
- A lack of flexible service options that can adapt to varied and sometimes unpredictable needs.
- Insufficient publicly available transportation services result in gaps in coverage.
- Limited-service hours, including a lack of weekend services and restricted access to essential activities and services which impacts regional transportation connectivity.
- Limited options for employees using transit to get to and from work.

Human Service Public Transportation gaps and needs strongly overlap with public transit issues seen throughout the two-county Metropolitan Planning Area impacting a cross section of community needs in Housing, Education, the Economy, and Healthcare.

The HSTP can be accessed using the following link: [www.tinyurl.com/HSTP2025](http://www.tinyurl.com/HSTP2025)



HSTP plan was updated in the Spring of 2024 and adopted by the HOCTC Governmental Policy & Liaison Committee in September 2024.

## TOURISM

HOCTC closely coordinates with Oneida County Tourism, which supports visitors through publication of the bicycle & Pedestrian Trail Guide and mapping tourism sites and attractions. A wide variety of tourist attractions are found throughout the two counties, many of which have distinctive seasonal profiles:

- Adirondack Park
- Annual Boilermaker Road Race
- Erie Canal Heritage Corridor, including Lock 17
- F.X. Matt/Saranac Brewery
- Fort Stanwix National Monument
- Gems along the Mohawk
- General Herkimer Homestead
- Herkimer Diamond Mines
- Munson
- Oriskany Battlefield
- Turning Stone Resort Casino
- Utica Zoo
- Water Safari
- The Stanley Theatre
- Delta Lake State Park
- Hinckley Lake
- The Cove at Sylvan Beach
- NYPA's NY Energy Zone
- Nexus Center
- Vernon Downs
- The Capitol Theatre (Rome)
- Verona Beach State Park
- Union Station/Adirondack Railroad
- Utica Children's Museum
- Harbor Point
- Recreation within Griffiss International Business Park

The Ft. Stanwix National Monument in Rome is a National Park overseen by the U.S. National Park Service. It is a strategic site of historical significance from the pre-European settlement and colonial eras. The U.S. Department of Transportation's Volpe Center completed a study in 2020 aimed at assessing the transportation connections at Fort Stanwix National Monument to the surrounding area. This study identified the need for consistent signage, more efficient use of parking facilities, installation of additional electric vehicle (EV) charging stations, improved pedestrian and cyclist infrastructure, a safety-focused redesign of Spaghetti Junction, and promoting micro-mobility and Transportation Network Company (TNC) options for access. Oneida County is collaborating with the U.S. National Park Service and the City of Rome to enhance the connection between the City and Fort, developing more opportunities for economic development and transportation system growth and innovation.

## 4.6 Outlook

The following Forecasting snapshot (next page) describes the demographic and employment forecasting processes. Regionally, a small population decline (-3 percent) is forecast through 2045, with employment essentially flat.

We close this section by noting that the demographic and employment forecasts are not foregone conclusions. The region is the subject of multiple active economic development efforts sponsored by various levels of government. The success of the region at attracting growing 21st Century industries will play the most important role in determining the region's future patterns of demographic and employment growth. The role of HOCTC is to ensure that transportation infrastructure and services in the two counties support the region in growing and developing to its full potential.

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## **DEMOGRAPHIC AND EMPLOYMENT FORECASTING**

Planning for future transportation needs requires insight into how the future patterns of population and economic growth will build on past trends in the region. Therefore, population and employment forecasts for individual portions of the HOCTC region were prepared as part of the development of Going Places 2045.

The approach to forecasting population for the two-county region draws on the Decennial Census (DEC) and American Community Survey (ACS) data from years 2020 and 2022 as well as County-level population projections for years 2015 through 2020 which are prepared for each of New York State's counties by Cornell University's Program on Applied Demographics (PAD).

Cornell PAD forecasts population to decrease in both of HOCTC's counties between the year 2020 and the year 2040 at an average annual rate of -0.18% with an overall decrease of 3.8% from 2020-2040. There is considerable uncertainty about population projections for the region, which will depend heavily on future trends in each of the contributors to population change: Births, Deaths, In-migration, and Out-migration. There are a range of divergent views among demographers in the region about the likelihood that the Cornell PAD projections of smoothly decreasing future population out to the year 2040 will occur. To address these uncertainties, it was decided to use the historical trend in population for the two counties between year 2015 and year 2020. To forecast Year 2045 population, average annual growth factors from year 2015 to year 2020 from the PAD dataset were calculated. These annual growth factors were then applied to the updated base year 2023 data to forecast year 2045 levels, resulting in a total population decrease of 3.2 percent between 2023 and 2045. Figure 4.5 illustrates the projected change in population by the year 2045.

To establish the base year for the employment data, the U.S. Census Bureau's "LODES" dataset<sup>22</sup> was used to develop block group level employment figures. Historical trends developed from employment statistics from New York State's Department of Labor<sup>23</sup> prior to the pandemic were applied to adjust this data from 2021 to the base year of 2023. Additionally, a thorough review of large-employer sites and colleges was conducted to ensure that the employment data was correctly allocated to each site's respective block group. Figure 4.6 shows the year 2023 pattern of employment levels by block group.

For projecting employment to the year 2045, overall regional employment growth trends were developed based on historical data, again from New York State's Department of Labor

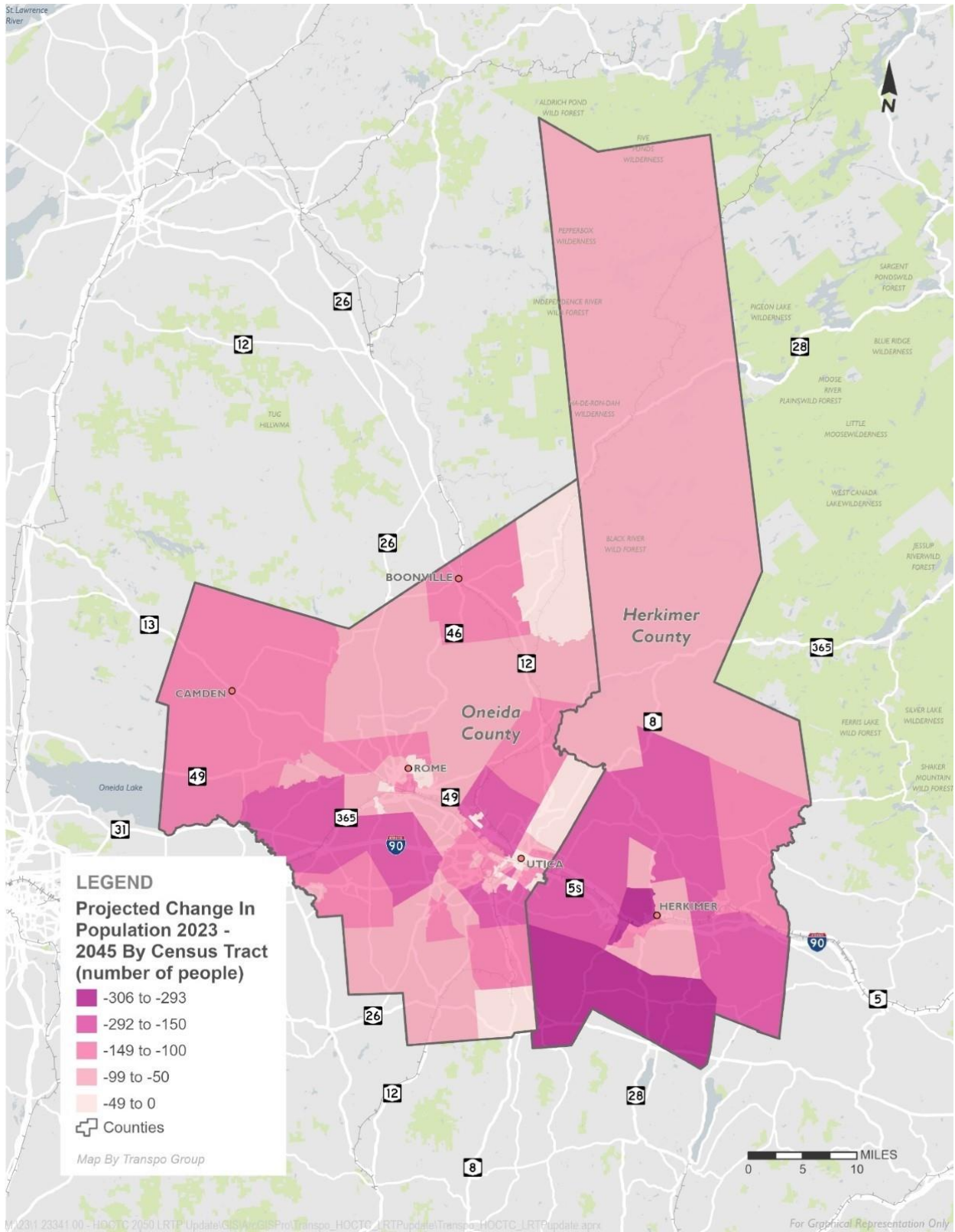
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<sup>22</sup> <https://lehd.ces.census.gov/data/>

<sup>23</sup> <https://dol.ny.gov/current-employment-statistics-0>

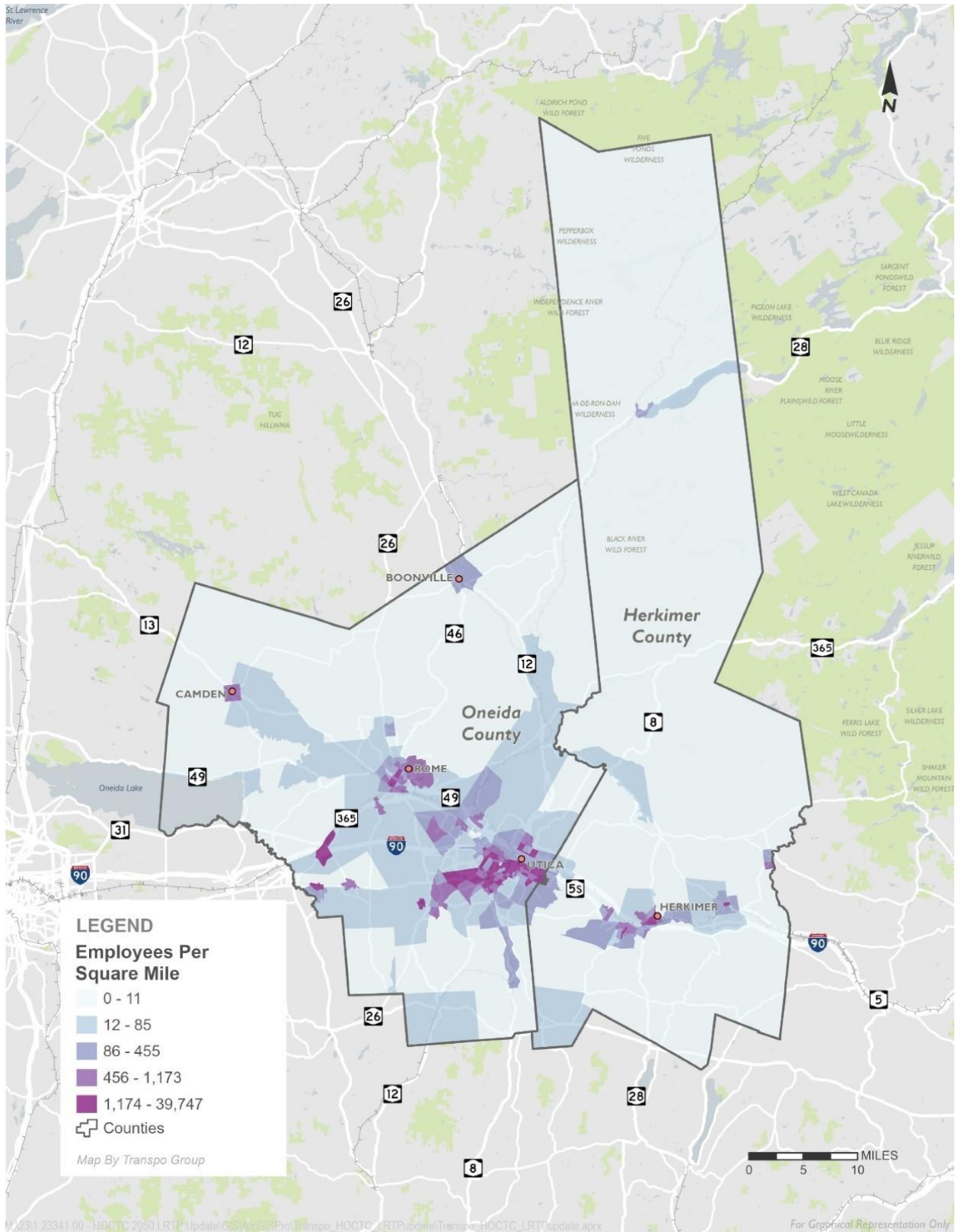
for the years spanning from 1990 to 2019, which represents the pre-pandemic period. The data show that long-term employment growth has been relatively flat for the last 30 years in both counties. This approach provides a comprehensive view of long-term employment patterns, offering a robust foundation for future projections, and resulting in a 0.1 percent decrease in employment across the region between 2023 and 2045.

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**FIGURE 4.5: Projected change in population 2023 to 2045, by block group**





**FIGURE 4.6: 2023 employment density, by block group**

## Section 5: Transportation System

### 5.1 Overview

The main component of the transportation system in Herkimer and Oneida Counties is the roadway network, which is reflected in the large mode shares for automobiles (passengers) and on-road commercial vehicles (freight). However, the accommodation of alternative modes and providing a safe and equitable experience for all roadway users is becoming increasingly important within the region. HOCTC's road network is not subject to systemic area-wide congestion as in many larger or faster-growing regions, meaning a less intense trade-off between allocating road space for automobiles versus alternative modes. While congestion is present at certain key intersections and interchanges during peak periods, more broadly, roadway capacity exists throughout the region. The focus must be on improving safety, mobility, and connectivity as personal mobility evolves.

The great diversity in the HOCTC region's density of development is reflected in its transportation network. The urban areas have well-developed road networks with challenges of preservation and maintenance of aging legacy infrastructure, as well as appropriately incorporating bicycle and pedestrian facilities as certain areas become denser with more mixed-use developments. Other parts of the region are rural, with very different challenges such as limited connectivity between population centers, limited connections to the state and federal roadway network, a lack of resources to incorporate safe non-motorized travel modes, and integration of agricultural equipment on the roadways. These challenges continue to be exacerbated as smaller farms are consolidated such that larger equipment traverses the roads, an overall increase in heavy vehicle/freight traffic throughout the region, and an increase in agritourism on the rural roads.

This section summarizes the current state of the region's transportation system and concludes with a brief discussion of the outlook for the future.

#### **HOCTC AS THE REGION'S TRANSPORTATION DATA MANAGER**

One aspect of HOCTC's unique role is to manage a wide range of datasets and other resources about the region's transportation system. Going Places 2045 presents a high-level overview of the region's transportation system. More detailed data can be found on our website, at: [www.ocgov.net/oneida/planning/HOCTC](http://www.ocgov.net/oneida/planning/HOCTC)

### 5.2 Highways and Bridges

The HOCTC region is home to over 4,400 miles of roadway, of which over 80 percent are owned locally, and the remainder forming the County, State, and Federal route networks that carry regional traffic (see Figure 5.1). There are 805 road bridges with spans of over 20

feet in the region. The region’s bridges are a critical component of overall connectivity, providing access to economic hubs, recreation, shopping, and medical facilities. Additionally, the region’s bridges play a key role in the movement of goods and freight.

The region’s main Interstate Highway is I-90, the tolled New York State Thruway, which connects to Schenectady and Albany to the east and Syracuse, Rochester, and Buffalo to the west. The Thruway parallels the supporting state highways (NYS Routes 5 and 20), Erie Canal, and the CSX rail line through the Mohawk River Valley. This east-west corridor is designated by New York State as the Mohawk-Erie Multi-Modal Transportation Corridor (I-90 Corridor).

### **INVESTMENTS IN OUR BRIDGES**

Since 2018, 19 bridge projects in the region have been funded through BridgeNY (11 in Oneida County and 8 in Herkimer County). The total costs of these projects are estimated at over \$45 million. Of these, seven projects have been complete to date (photos of two completed projects below). While a significant number of BridgeNY projects have been funded, 11 bridge projects throughout the region have been identified but not awarded through BridgeNY or other funding sources, establishing a need for additional investment in the region’s bridges.



**Richfield St. over Steele Creek**



**Utica St. over Oriskany Creek**



This corridor facilitates significant inter-regional east-west movements. However, it also serves as a barrier to north-south mobility, with the road crossings serving as bottlenecks. Because there are relatively few north-south roads that cross the east-west corridor, they carry heavy traffic volumes. The I-790 crossing of the east-west corridor carries more traffic than any other road segment in the region, at 39,000 vehicles/day as of 2022. However, it should be noted that daily traffic has dropped significantly along this corridor as compared to the high of 59,200 vehicles/day as of 2018. Traffic began decreasing in 2019 and significantly decreased in 2020 at the onset of the COVID-19 pandemic. Since then, traffic has slowly begun increasing again. Overall traffic volumes are still lower than they were at their peak, but the proportion of freight traffic has increased.

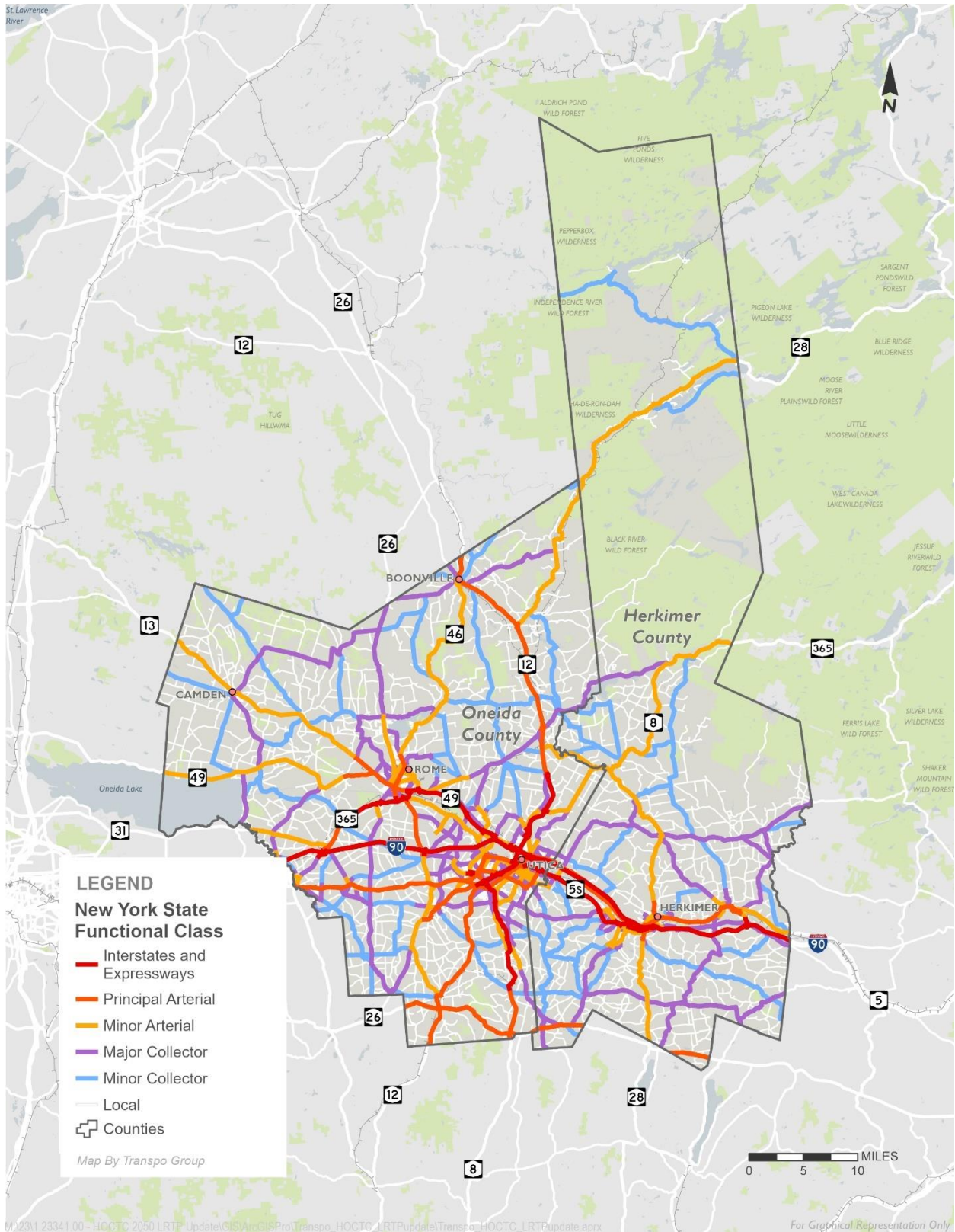
The Thruway has implemented cashless tolling statewide. The five interchange toll plazas in the HOCTC region, NYS Thruway Exits 29A, 30, 31, 32, and 33, have been outfitted with automatic gantries as part of the cashless tolling project. The east-west roadways in the Mohawk River Valley that parallel the Thruway and the number of Exits present an opportunity to re-think the Thruway's integration with the state and local roadway network.

### **Exit 31 Planning and Environment Linkages (PEL) Study**

HOCTC, in partnership with NYSDOT Region 2, is currently undertaking a PEL study centered on the NYS Thruway Interstate 90 (I90) Exit 31 and all ramps, Interstate 790, NYS Route 921C (North Genesee Street), Auert Avenue, Herkimer Road, Wurz Avenue, River Road, Leland Avenue, and NYS Routes 5 and 49.

The focus of the PEL study is to develop conceptual design recommendations that:

- Improve the roadway system connections between I-90 to I-790 and NYS Routes 5, 8, and 12, and 921C in both directions;
- Improve freight travel time and reliability on Interstate 90 at the Exit 31 interchange;
- Improve multi-modal accommodations North Genesee Street, Leland Avenue, Auert Avenue, and Wurz Avenue;
- Maintain acceptable levels of service for a design period of 20 years in the study area.



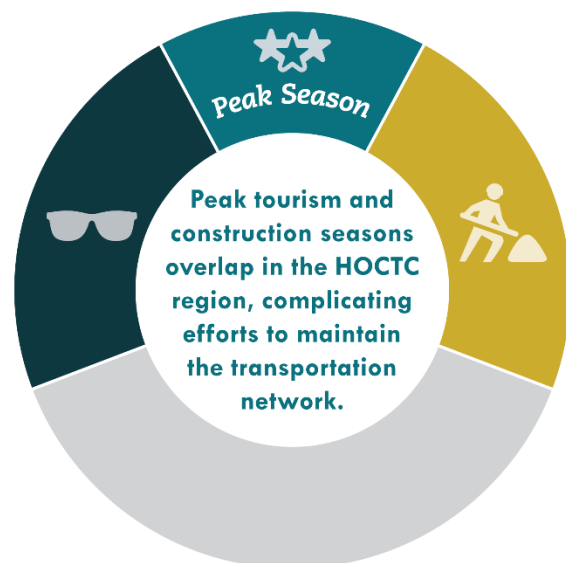
**FIGURE 5.1: Roadway network in the HOCTC region**

Regionally significant state highways include the North-South Arterial (comprised of NYS Routes 5/8/12) through Utica, NYS Route 49/365 connecting to Rome, US Route 20 through the region’s southern portions, NYS Route 13 in western Oneida County connecting north and south routes of NYS Routes 8 and 12, NYS Routes 5 and 5S which parallel the Thruway, NYS Routes 51 and 28 which travel through Herkimer County via Ilion/Herkimer, NYS Route 29 which runs parallel to Route 5 to the north in Herkimer County, NYS Route 167 which connects Little Falls with Dolgeville, and NYS 169 which connects Little Falls with Middleville.

The conditions of road pavement and bridges are routinely monitored in the HOCTC region, to support infrastructure owners making informed decisions about priorities for rehabilitation. Based on the most recent data available from NYSDOT (2021), approximately 53% of roadways in the two-county region were rated “good” or better (having an International Roughness Index (IRI) of 95 or less). Related to the bridge system, nearly 94 percent of the bridges in the region are rated “fair” or better (having a National Bridge Inventory (NBI) score of 5 or above). Of the 45 bridges in the HOCTC region with a “poor” rating, 33 are located in Oneida County. As has been seen throughout New York State, there have been isolated instances of bridges in the region being closed due to severe deterioration. While the majority of bridges are in good working order, bridge outages can have a serious and rippling impact in the region as it relates to the movement of people and goods, resulting in lengthy and inconvenient detours.

Major projects undertaken to improve the region’s road and bridge network in recent years include the NYS Route 5S Safety Project in the City of Utica. Additionally, NYSDOT was awarded a \$18.2 million RAISE Grant for the North Genesee Street Gateway Bridge & Multi-Modal Connector Project. This project, which is currently in the design phase, will replace two bridges and address existing safety and active transportation constraints through the installation of multi-use lanes and traffic signals on the gateway highway (Route 921C).

Preservation of the roadway network in the HOCTC region, to allow it to continue to function appropriately and support economic and community development, is planned to account for the vast majority of transportation investment in the region through 2045. In addition to dedicated projects to improve non-motorized travel, HOCTC will also seek



opportunities to enhance safety, mobility, and connectivity for non-motorized travelers during routine rehabilitation projects, to balance support of automobile travel and alternative modes. This is particularly important in areas of higher density and a mix of land uses that make walking and cycling a feasible option for daily travel.

The highway network in Herkimer and Oneida Counties faces a number of issues in coming decades beyond preserving the existing system of roads and bridges. Hardening infrastructure to withstand increasingly frequent extreme weather events beyond those historically experienced is a growing priority, with floods over the last decade having destroyed roadways, bridges, and other critical infrastructure in the region.

An issue unique to HOCTC's social and economic context is the presence of Agricultural Equipment (sometimes horse-drawn) on roadways. In addition to the safety issues of slow-

There is a growing presence of **HORSE-DRAWN CARRIAGES** on roadways in the area



moving vehicles (horse-drawn and other types) and agricultural equipment operating in mixed traffic, the weight loads of the equipment, and distinctive wheel design of some agricultural equipment can lead to premature wear and tear of the roadway surface. Data is very limited, however, HOCTC proposes to undertake a comprehensive study of this issue with a focus on roadway safety (see project listing in Section 8).

Finally, while traffic congestion in the region is quite limited from a systemwide perspective, spot congestion exists at specific times (morning and evening commuting), places (cultural and sporting venues), and events and will continue in the near term. Issues related to congestion can be addressed in a multitude of ways, inclusive of physical infrastructure projects. While the impetus of these projects may be driven by congestion, they should be completed through the lens of improving safety, mobility, and connectivity for all roadway users.



# NEW YORK STATE TRANSPORTATION ASSET MANAGEMENT PLAN

NYSDOT published the State’s Transportation Asset Management Plan (TAMP) in June 2019.

The TAMP highlights the importance of Life Cycle Planning and Risk Management practices for the State’s transportation infrastructure assets. It noted that six bridges in the HOCTC region are part of the State’s “Critical Bridges over Water” program.

The TAMP presents scenario analysis of how the State’s Bridges and Pavement conditions would vary by future funding levels.

TAMP envisions NYSDOT taking the asset management approaches shown to the right.

-  Improve the quality of investment decisions
-  Leverage existing data and tools
-  Establish collaborative relationships
-  Employ asset management guidance developed by the American Association of State Highway and Transportation Officials (AASHTO)
-  Adopt a systems approach

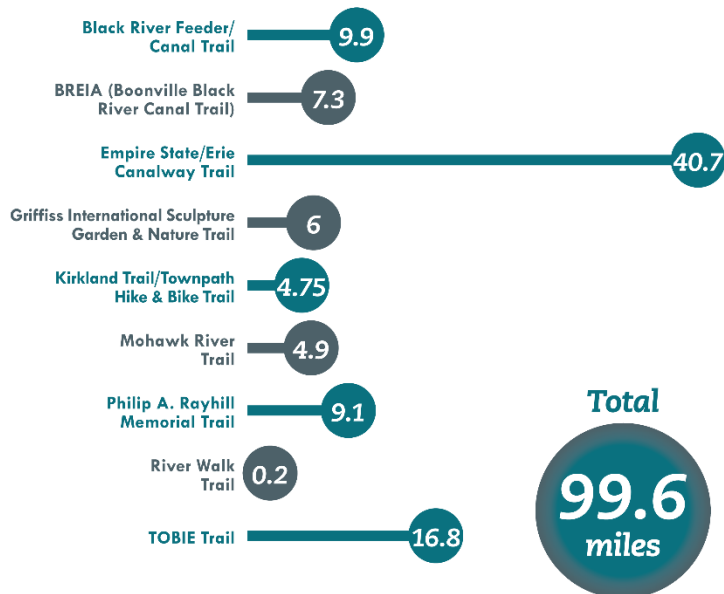


## 5.3 Active Transportation

Transitioning to a Transportation Alternative Network will be of benefit to the HOCTC region. Traditionally, walking and bicycling have been the focus but without the overall thought of building the connections for this network. The walking or bicycling experience in the HOCTC region varies depending on location and purpose of travel. Acknowledging this, HOCTC and its planning partners continue to pursue opportunities to make improvements. Walking and cycling are effectively

**4%**   
of commuters walk or bike to/from work regularly

### Recreational Transportation

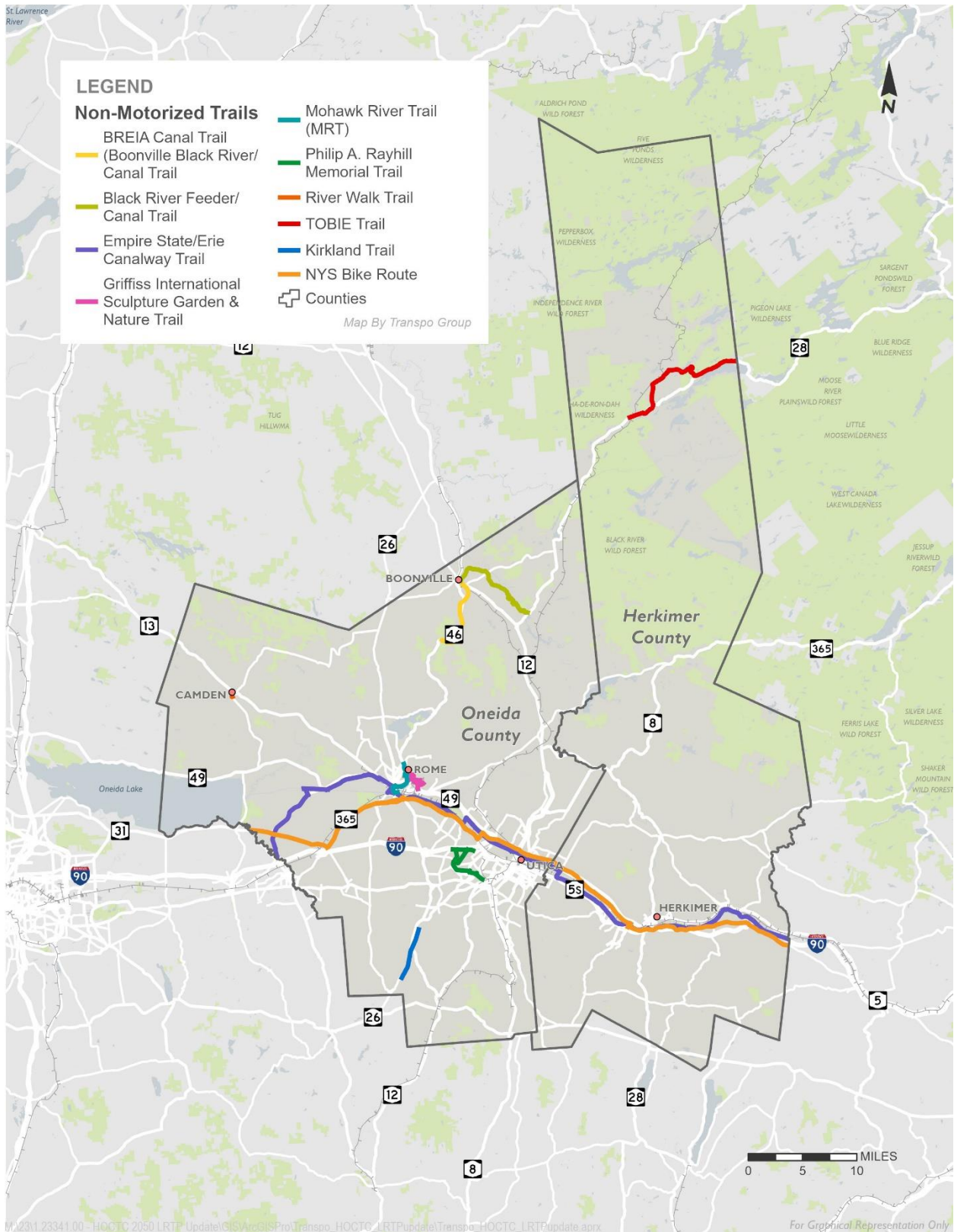


emissions-free, helping reduce energy consumption and vehicle miles of travel.

Beyond the network of sidewalks (mainly in urban portions of the region) and the shoulders of roadways (which can be dangerous in some circumstances), the HOCTC region contains nine dedicated multi-use trails spanning approximately 100 miles, depicted in Figure 5.2. A general weakness of the trails is the limited connectivity between them; many of the trails are effectively disconnected segments rather than an interconnected network.

#### **2024 Bicycle and Pedestrian Trail Guide Update:**

Work has progressed to complete the 2024 update of the Bicycle and Pedestrian Trail Guide for Herkimer and Oneida Counties. Field verification and GPS/GIS data update efforts were conducted over the summer and fall of 2023. This included locating and addressing all trailheads and designated parking areas that had not previously received an address. This combined effort will further improve the overall accessibility of the region's trail network. The updated Guide will be realized in September 2024 with the web-based application to be released in Spring 2025.



**FIGURE 5.2: Non-motorized trails in the HOCTC region**

“I like having transportation options, but living in a more rural setting forces me to rely on my car for things like grocery shopping. Otherwise, I prefer to drive to a single location, and then use other modes of transport (walking, train) to get from place to place. However, if it is too cost prohibitive or dangerous, I’ll continue to use my car, because I pay for it anyway.”

“Though my primary mode of transportation currently is personal automobile, my preferred mode would be bicycle, especially for trips within my city. The main impediment to this is conflict with motor vehicles. Proper addition of separated bike lanes along main roads and traffic calming measures to reduce vehicle speed, not just having lower posted speed limit, would be a massive improvement. If paired with bike parking, such measures could greatly reduce car traffic without harming local businesses, leading to healthier economy and healthier people.”

*--Comments received from members of the public during the development of Going Places 2045*

Efforts are underway and ongoing to better connect the non-motorized network and develop a Transportation Alternative Network. Significant improvements include the NYS designated Empire State Trail, which incorporates the Erie Canalway Trail and portions of NYSDOT’s network of signed bicycle routes, to create a continuous trail network of over 700 miles spanning New York State east to west and from the Canadian Border to New York City. Continuing to improve connections between the trail network, in effort to build a complete transportation alternative network is a priority for HOCTC and has therefore been identified as a Need (see Section 8).

In line with a national focus on promoting Active Transportation, an emerging trend is the deployment of micromobility services, in which travelers can access a bicycle or scooter for short- term use. This is a particularly useful tool for enhancing first-/last-mile connectivity in denser areas of the Counties. While the two-county region has yet to see the rapid growth of micromobility (dockless bike shares, electric bikes, e-scooters, etc.) that has been experienced in some larger metropolitan areas, HOCTC is aware of the national trends. While no formal plans have been developed by HOCTC or its members at this time, the adoption of micromobility services is being monitored.

In addition to bike and pedestrian specific projects, there continue to be opportunities to incorporate Complete Streets principles as roadway reconstruction projects occur. Evaluating the need for alternative transportation facilities at these junctures provides the ability to better connect communities to people and places in their local environment and address the safety of the most vulnerable roadway users. To that effect, the region has



placed great focus on the development of a Safety Action Plan, Main Street Programs, and the Local Projects Transportation Assistance Program (LTPAP). Further, eight municipalities within Oneida County and seven municipalities within Herkimer County have adopted Complete Streets Policies to date, of which five of those have been adopted since the most recent LRTP update.

### **THE ERIE CANALWAY**

- The Erie Canal played a foundational role in shaping both the transportation network and the economic activities of Herkimer and Oneida counties.
- Today the Erie Canalway National Heritage Corridor (designated in the year 2000) connects the 234 cities, towns and villages that the canal system traverses.
- The canalway system balances between conservation and moderate intensity development, particularly in support of tourism activity. It also provides a corridor that facilitates non-motorized travel. Recent expansion on the non-motorized trail network offers additional opportunity to explore tourism opportunities along the canal itself.
- In order to support further development of the potential for water-based tourism on the Erie Canal, we have identified a Need to connect the region's transportation alternatives network (See Section 8).

### **Oneida County Main Street Program**

The Oneida County Main Street Program initiative supports local municipalities in efforts to redesign key corridors, better serve users of all transportation modes, promote business activity, and strengthen downtowns across the region. The program provides financial and planning support to aid in economic recovery and creates places that are equitable, safe, and accessible for users of all ages and abilities. The Main Street Program will provide better opportunities to establish access to local businesses, accommodate pedestrians and bicyclists, support climate-smart investments, complement existing assets, visually enhance streetscapes, and create vibrant places.

## **5.4 Public Transportation and New Mobility**

Within the HOCTC region, Centro serves as the primary provider of public transportation services, with a focus on serving the urbanized regions of Utica



**1%**

of commuters take transit to/from work regularly

and Rome in Oneida County. Centro operates 17 fixed routes in Utica and three fixed routes in Rome, including local routes serving urban areas and routes connecting rural areas to urban areas. The primary transit hub in the region is the Centro Transit Hub located in downtown Utica. This facility is the main transfer point for numerous bus routes that traverse the city and surrounding areas. Additionally, it facilitates access to broader transportation networks through the Boehlert Transportation Center at Union Station, where passengers can connect to regional rail and bus services, including those offered by Amtrak and Greyhound. Figure 5.3 shows the extent of the region’s fixed-route bus network.

Rural transportation service is provided by Centro between the Cities of Utica and Rome and connects to the Turning Stone Resort Casino. This rural service, started in late 2024, is filling a critical gap within the region allowing people to connect to jobs, medical, and cultural activities. Oneida County will provide Mobility Management services through Federal Transit Administration funding to provide oversight, administration, and system planning for the further development of the rural system. It is expected that future years will look to expansions to employers within Herkimer County, integration with Human Service agency needs, and connecting rural populations to the urban centers of the region. Inter-city bus services that connect the HOCTC region to other locations pass through Union Station in downtown Utica. These services connect Albany, New York City, Syracuse, and Buffalo, with Birnie Bus Services, Coach USA, Greyhound, and TrailwaysNY private operators. Beyond serving Union Station, these services also provide additional connections throughout Oneida and Herkimer Counties. These connections are critical to regional mobility and economic integration.

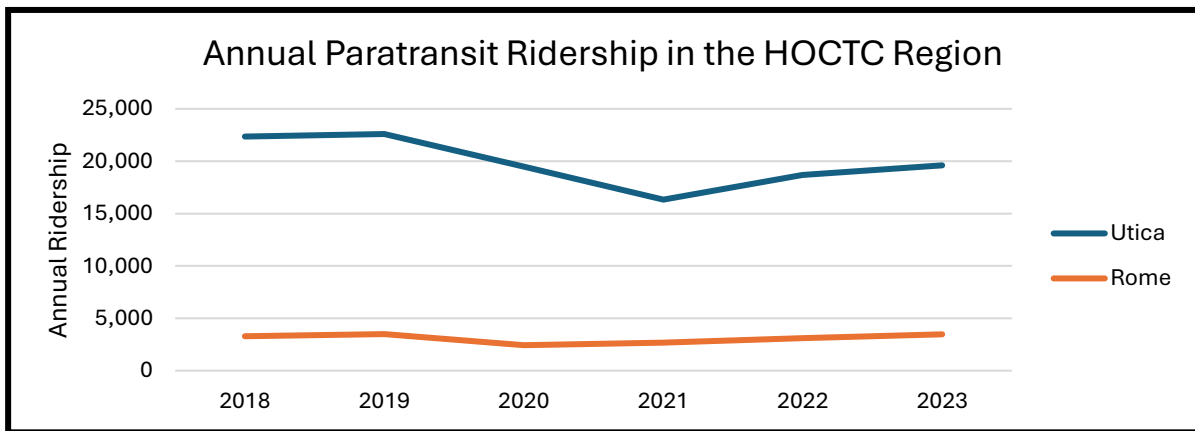
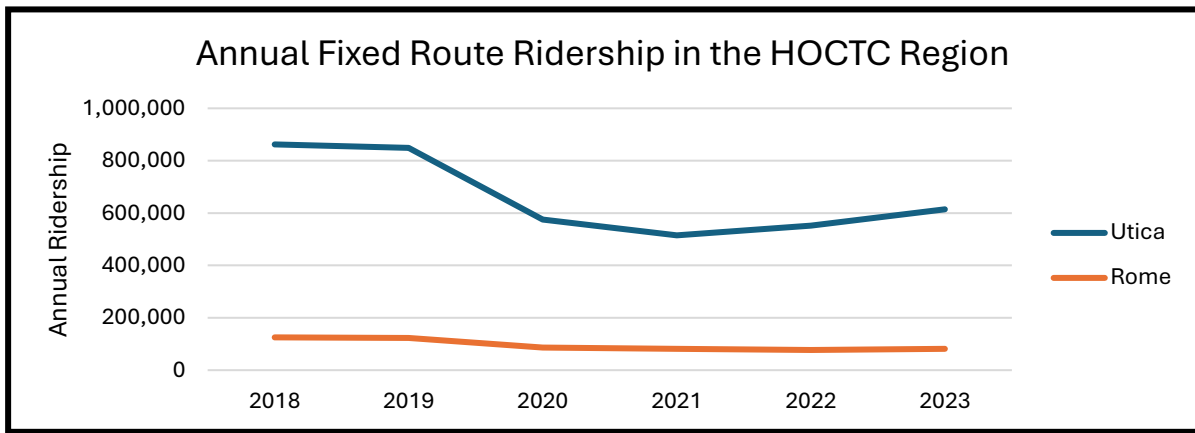
Beyond fixed route and inter-city services, the MOVE service, launched in early March 2024, is a noteworthy addition to Centro’s transit services in Rome. This innovative microtransit solution marks a shift towards more flexible and efficient shared rides. Using app-based technology, MOVE dynamically matches riders moving in the same direction into a single vehicle, optimizing the travel experience by offering a more responsive and convenient alternative to traditional bus services.

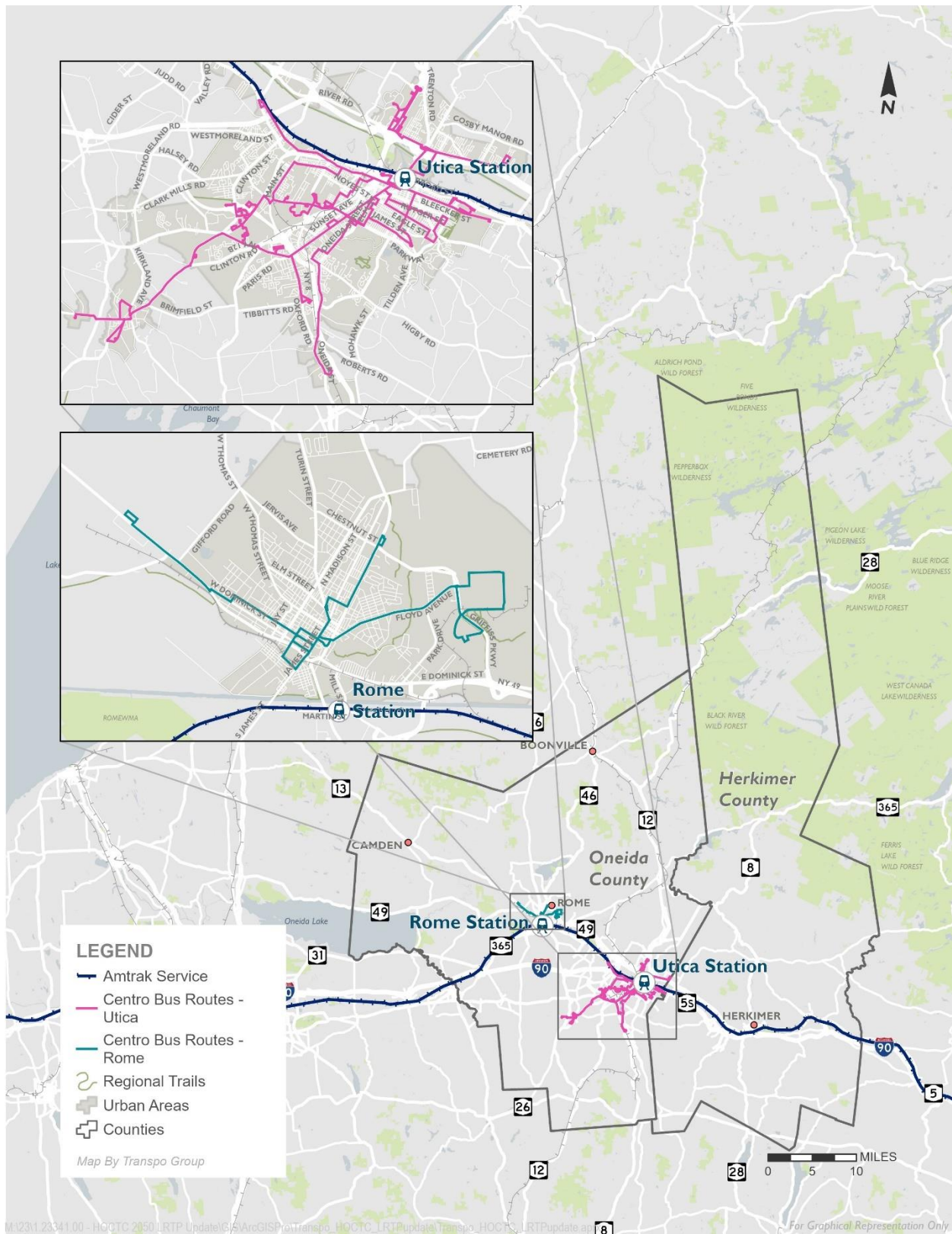
“Oneida county would be served well by having bus service in more areas and with extended hours. There are limited job opportunities for non-drivers unless they live in Utica or New Hartford.”

*--Comments received from members of the public during the development of Going Places 2045*

### Public Transit Ridership Trends

Public transit in the HOCTC region provides alternative transportation options for shopping, medical appointments, visiting family and friends, etc. – not solely for commuting to and from work. Annual transit ridership for fixed route services and paratransit services was impacted by the COVID-19 pandemic, a common trend nationwide for transit agencies. As shown in the figures below, fixed-route and paratransit ridership in Utica has begun to rebound since the pandemic but has not yet returned to pre-pandemic numbers. In Rome, fixed-route ridership has not rebounded since the pandemic, but paratransit has returned to pre-pandemic levels.





**FIGURE 5.3: Public transportation services in the HOCTC region**

### **Assessment of Key Public Transit Factors**

In recognition of the FAST Act's heightened focus on inter-city bus services, HOCTC considered intercity-bus service in the LRTP survey. Participants were asked to assess the importance of several factors related to public transit, including inter-city bus services. Nearly half of all respondents stated that inter-city bus services are "very important" to them with an additional 39 percent stating intercity-bus services are "somewhat important" to them. That said, when considering the weighted average response for each factor, inter-city transit services were ranked near the bottom of the 14 factors assessed. Overall, the top ranked public transit factors were:

- Safety at bus stops
- Accessibility for the elderly
- Safety on busses

Related to public transit safety, when asked what would make residents feel safer using public transit, the top responses were:

- Pedestrian scale lighting
- Bus shelters
- Sidewalk or paved surfaces to reach the bus stop

In recent years, following the 2017 New York State legislation enabling TNCs to provide ride hailing service in NY, ride-hailing, primarily done through mobile apps (the most notable of which include Uber and Lyft), has become a popular means of getting around, especially in large metropolitan regions. These mobile apps allow passengers to hail curb-to-curb rides, with payment taken through the apps. However, these types of services can be cost-prohibitive for some of the region's residents, including those with the greatest transit needs.

That said, a continued issue in the region is the need for ensuring public transportation access to major employment sites located outside the urban cores. Conversely, there are gaps in the transit network connecting rural areas to employment centers in the urban centers – most notably connections to and from rural areas in Herkimer and Oneida Counties. There is a defined lack of transit service in Herkimer County and between Herkimer and Utica – particularly for the purpose of accessing employment and healthcare.

One of the most pressing challenges facing the region's bus services is limited capital and operating funding. This deficit has led to detrimental outcomes, including fare increases and service realignments to compensate for the funding shortfall. Such increases may discourage potential riders, particularly those from low-income families relying heavily on

public transportation. Moreover, the funding shortages have reduced service frequency and coverage, making transit less convenient and reliable, which directly impacts residents' access to employment, education, healthcare, and other essential services.

HOCTC is actively addressing these issues by focusing on several strategies to increase ridership and improve transit access, particularly as it relates to better connecting to housing and employment. This approach involves collaborating with stakeholders, including local businesses, community organizations, and other transit agencies. These partnerships allow identification and sharing of resources to build more integrated services that better meet the community's needs. HOCTC works with human service agencies and public transportation operators to create a family of coordinated services overseen by the Transportation Coordination Committee (TCC). The TCC comprises approximately 20 partner agencies that are collaborating to streamline and improve regional transportation services. This collaboration ensures that vulnerable groups, such as seniors and people with disabilities, have access to essential transportation services. HOCTC has identified a need to better integrate between the public transportation network and non-motorized, active transportation modes. There are several projects in the listing in Section 8 that address the transit system and connectivity investments.

As part of the 2024 HSTP, HOCTC has identified several critical solutions and strategic initiatives to address these challenges. One of the significant operational challenges is the need for qualified drivers. HOCTC is developing strategies to attract and retain drivers, including competitive pay, benefits, and training programs. Service hours should be extended to make transit more appealing, and bus services' reliability and frequency should be improved. This includes expanding weekend and evening services to meet residents' needs better. The expansion of microtransit pilots to improve connectivity in low-density and rural areas ensures that all residents can access essential services. This innovative approach uses technology to provide flexible, on-demand transportation options.

A centralized system for disseminating information about available transportation services is also recommended. A mobility manager or a dedicated coordination role could streamline information sharing and increase service efficiency across multiple providers. Establishing a regional mobility management program can improve coordination among transportation providers, improve service delivery, and close coverage gaps.

As part of the HSTP update process, HOCTC has actively collaborated with the community and stakeholders to identify transportation needs and solutions. This includes conducting surveys and holding public meetings to solicit feedback from residents on their transportation needs and challenges. Working with organizations that serve older adults,



people with disabilities, and low-income people has led to an understanding of their specific transportation needs and the challenges they face.

## 5.5 Rail

The HOCTC region was historically served by streetcar services locally and regionally by passenger rail services. Today passenger rail service is provided in the form of Amtrak's inter-city Empire Corridor operations from the Rome and Utica stations. Three freight rail operators are active (see Figure 5.4), with CSX owning the mainline rail lines in Herkimer and Oneida Counties.

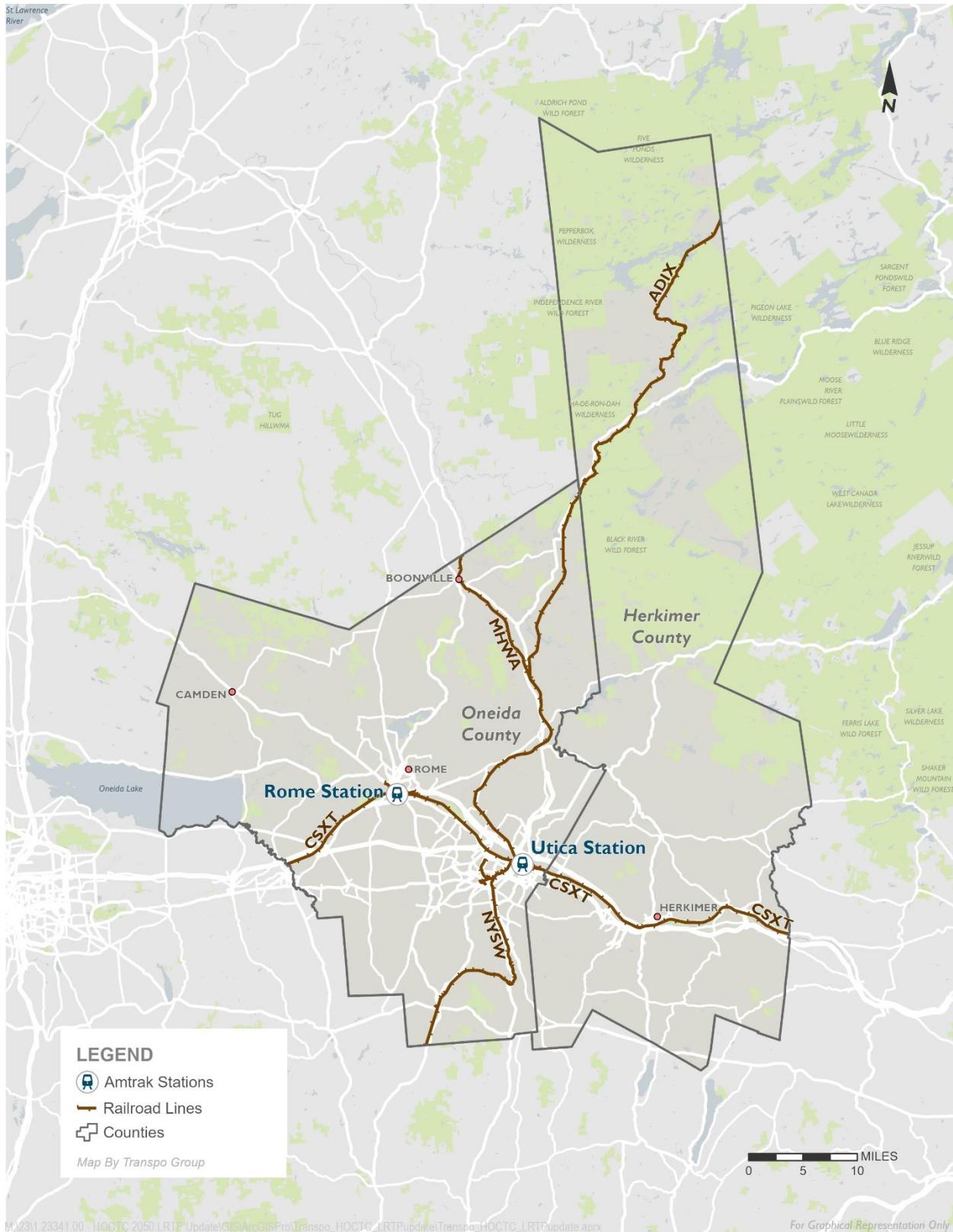
While there have been proposals for high-speed passenger rail along the Albany to Buffalo corridor that passes through Herkimer and Oneida counties, there are currently no active plans for a project of this type.

In addition to the region's regular passenger rail services, the Adirondack Scenic Railroad operates seasonal tourist trains from Utica to points north, including Remsen, Thendara, and Big Moose.

The region's three freight rail operators are:

- **CSX** The Class 1 railroad which operates the major east-west corridor along the Mohawk River Valley;
- **NYS&W (New York, Susquehanna, and Western)** The Class 2 railroad which connects from Utica towards the southeast, to Binghamton and intermodal transfer facilities in northern New Jersey's port district;
- **MA&N (Mohawk, Adirondack & Northern)**, a short line railroad connecting between the CSX main line and points to the north and west, including the Griffiss Technology Park.





**FIGURE 5.4: Rail corridors in the HOCTC region**

## 5.6 Aviation

There are several aspects of air travel in and around the HOCTC region.

Proximate major commercial airports are located in Syracuse (55 miles to the west) and Albany (90 miles to the east), providing passenger service to national and international destinations.

Griffiss International Airport in Rome has undergone investment in recent years, as it transitions to serve the region's 21st century needs. The former Air Force base currently operates as a general aviation facility and is incorporated in the Griffiss Business and Technology Park (see Section 4).

Griffiss' specialized resources led to it being selected by the federal government as one of the nation's six unmanned aircraft (i.e. drones) test sites. This unique facility, now the Griffiss International Airport Unmanned Aircraft Systems (UAS) Test Site, (see Figure 5.5), presents an opportunity to leverage the region's transportation infrastructure to support the 21st century industrial sector and beyond. Notably, in March 2023 the UAS Test Site was authorized by the Federal Aviation Administration (FAA) to operate drones up to 300 pounds throughout its 50-mile flight corridor to Syracuse.

"This new FAA designation removes some previous restrictions making it easier to test larger drones. Our test site is already a global leader for UAS research and development, and now, we will be able to test more advanced operations and be financially compensated for it. This is great news for Oneida County, our partners at the Test Site and for the businesses and agencies who use our facility to advance the industry."

--Oneida County Executive Anthony J. Picente



**FIGURE 5.5: NY Unmanned Aerial System Test Site, at Griffiss International Airport**

## 5.7 Freight

Movement of freight has taken on increasing focus in recent federal transportation legislation. New funding opportunities and programs focused on goods movements have been created at the federal level, along with requirements that MPOs place greater emphasis on freight.

New York's 2019 Freight Plan forecasts freight movements to increase statewide by nearly 50% from 2012 to 2040, with truck travel remaining the dominant mode at roughly 85% of tonnage.

The HOCTC freight network includes a number of key thoroughfares through Herkimer and Oneida Counties. The most prominent of these thoroughfares is I-90, also signed as the New York State Thruway. The New York State Thruway functions as a limited access tollway connecting the major urban centers of New York, including New York City, Albany, Utica, Syracuse, Rochester, and Buffalo. Additional key thoroughfares in the HOCTC region include US-20, as well as NY-5, NY-8, NY-12, NY-13, NY-26, NY-29, NY-31, NY-51, and NY-365. US-20 parallels I-90 through New York, while each of these state highways provides connectivity to regional centers including Syracuse, Watertown, Norwich, Amsterdam, and points north within the Adirondack Mountains.

As authorized under the Surface Transportation Act of 1982, 23 CFR § 658 - Truck Size and Weight, Route Designations establishes the concept of a National Network of highways that can safely and efficiently accommodate large vehicles such as trucks. The National Network includes the Interstate Highway System along with additional highways designated by each state. Along with I-90 and I-790, additional highways designated as a part of the National Network in the HOCTC region include NY-8 between Sauquoit and I-790 in Utica, and NY-12 between Trenton and I-790 in Utica.<sup>24</sup>

Established under the FAST Act, the National Highway Freight Network (NHFN) is designated to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. This includes previously designated Primary Highway Freight System (PHFS), Critical Urban Freight Corridor (CUFC), and Critical Rural Freight Corridor (CRFC) highways. The NHFN in the HOCTC region includes I-90 and I-790, as well as NY-5 between Kirkland and New Hartford.<sup>25</sup> The NHFN in the HOCTC region is shown in Figure 5.6.

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<sup>24</sup> [https://ops.fhwa.dot.gov/freight/infrastructure/national\\_network.htm](https://ops.fhwa.dot.gov/freight/infrastructure/national_network.htm)

<sup>25</sup> [https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state\\_maps/states/new\\_york.htm](https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/new_york.htm)

There are a total of seven truck parking sites within the HOCTC region providing a total of 145 spaces. Located along I-90, these include service areas with facilities, as well as parking/rest areas without facilities. The sites are displayed in Figure 5.6 and summarized in Table 5.1.

**TABLE 5.1: Truck Parking Facilities in the HOCTC Region<sup>a</sup>**

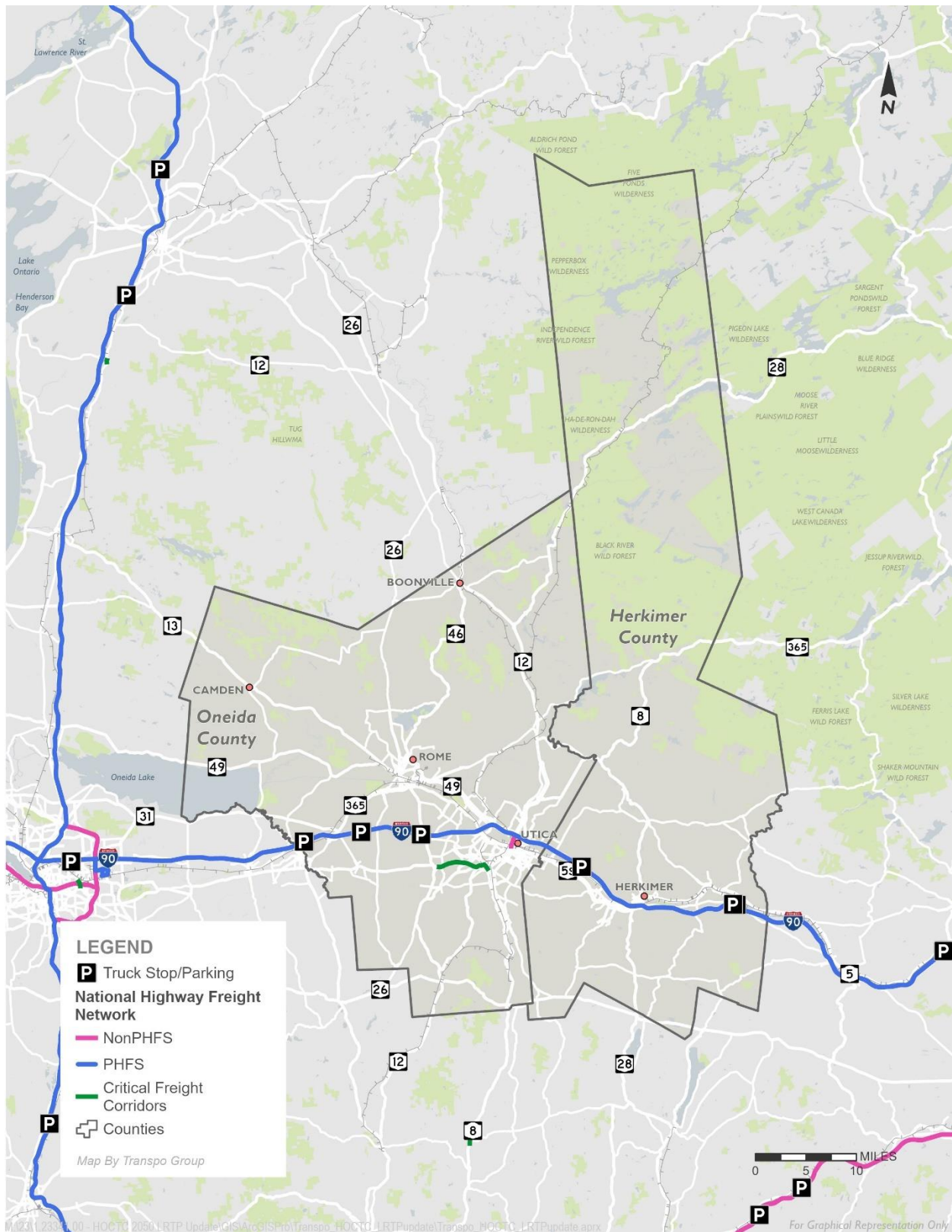
Facility Name	Location	Municipality	Number of Parking Spaces
Parking/Rest Area	I-90W	Town of Verona	5
EB Parking Area	I-90E	Town of Verona	10
Parking/Rest Area	I-90E	Town of Verona	5
Onieda Travel Plaza	I-90E	Town of Westmoreland	32
Schuyler Travel Plaza WB	I-90W	Town of Schuyler	23
Iroquois Travel Plaza WB	I-90W	Town of Danube	35
Indian Castle Travel Plaza EB	I-90E	Town of Danube	35
Total Truck Parking Spaces in HOCTC Region			145

Notes:

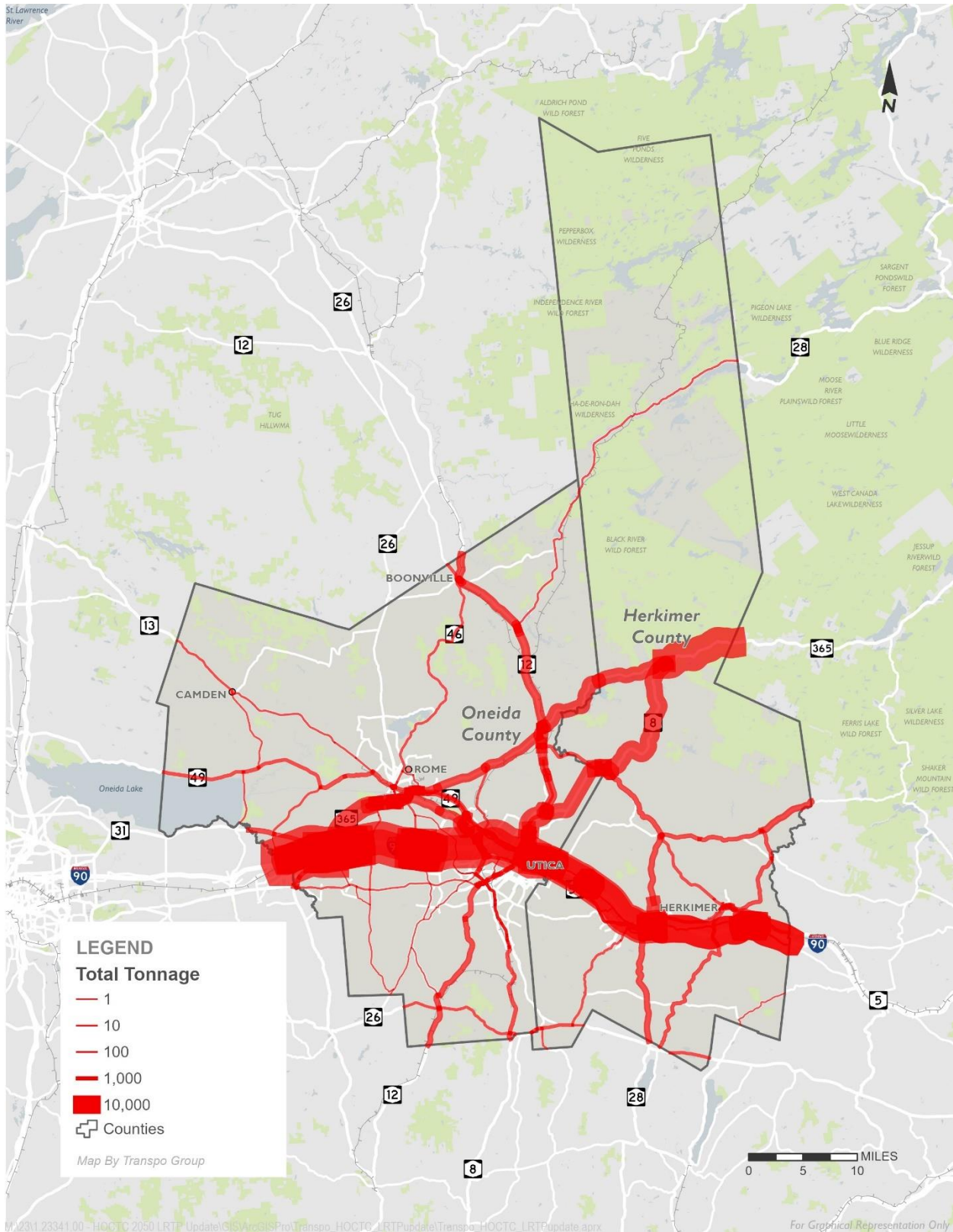
<sup>a</sup> HOCTC internal data

Freight traffic is profiled in the following figures and graphics. Figure 5.7 displays total freight traffic by measure of total daily tonnage across the highway network within the HOCTC region. As shown in Figure 5.7, freight traffic, carried by trucks, is highest along I-90. By measure of total trips, traffic is highest along I-90 at the western edge of the HOCTC region in Oneida County where tonnage ranges from between 14,000 to 18,000 tons. For the entire span of I-90 through the HOCTC region, total traffic by weight measures at least 9,000 tons. Outside of the I-90 corridor, additional locations of larger tonnage totals include NY Route 365 between Oneida and Rome (approximately 6,000 tons), NY Route 8 between Utica, and the Town of Ohio (approximately 5,500 tons), and NY Route 8 between the Town of Ohio and points east outside of the HOCTC region (approximately 10,000 tons).





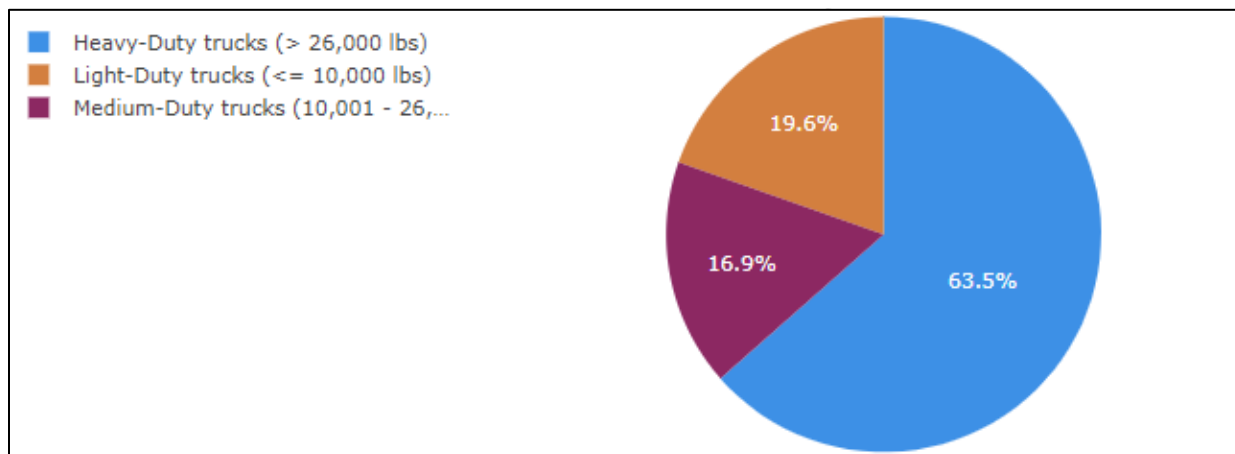
**FIGURE 5.6: HOCTC Region Freight Network and Truck Parking**



**FIGURE 5.7: Total Daily Tonnage along HOCTC Region Highways**

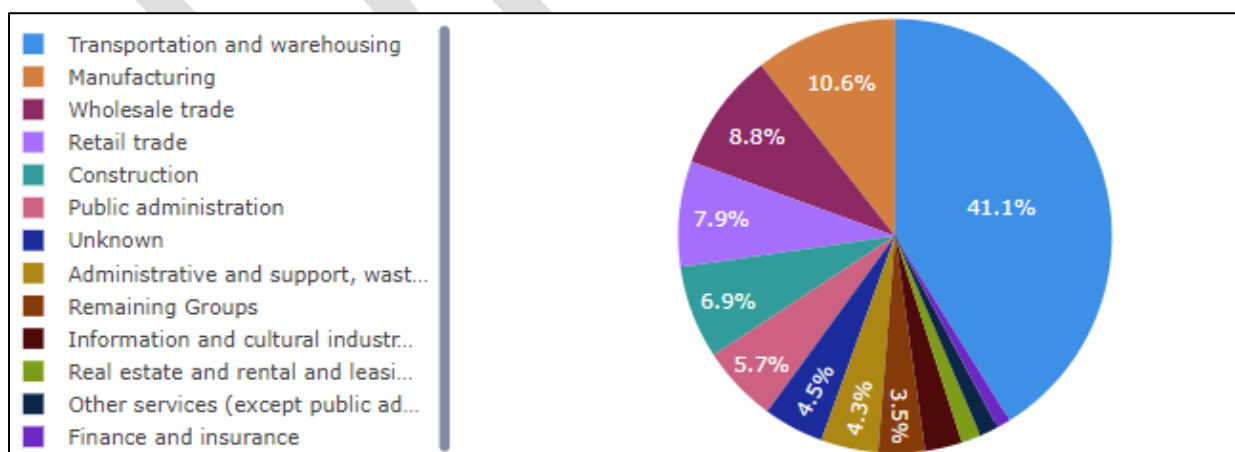


With traffic volumes having been identified, the following figures provide insight into the characteristics of truck traffic within the HOCTC region. As shown in Figure 5.8, most trucks traveling within the HOCTC region are heavy-duty trucks with a weight of over 26,000 pounds. These types of trucks comprise nearly two-thirds of all traffic and likely a large portion of those trucks are operating along I-90. For April 2024, light-duty and medium-duty trucks comprised approximately 20 percent and 17 percent of truck traffic, respectively.



**FIGURE 5.8: Distribution of Truck Trips by Vehicle Size in the HOCTC Region (April 2024)<sup>26</sup>**

Figure 5.9 describes the distribution of truck traffic by North American Industry Classification System (NAICS) code. Just over 40 percent of truck traffic is generated by the Transportation and Warehousing industry, making it the top traffic-generating industry. Manufacturing, Wholesale Trade, and Retail Trade each accounted for just under 11 percent, 9 percent, and 8 percent, respectively. Together these four industries accounted for approximately two-thirds of total truck traffic.

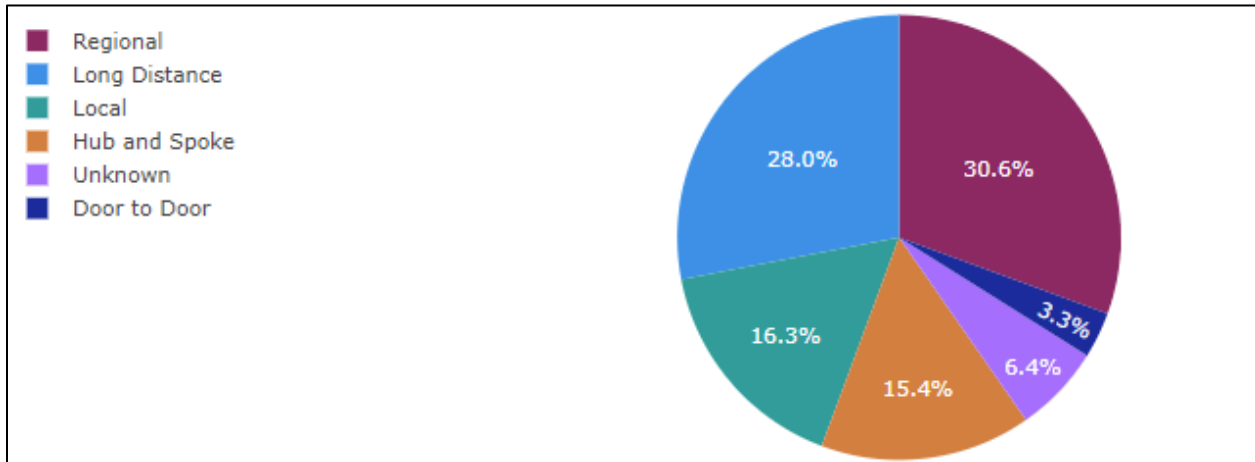


**FIGURE 5.9: Industry Distribution of Truck Trips in the HOCTC Region (April 2024)<sup>27</sup>**

<sup>26</sup> Altitude Portal developed by Geotab

<sup>27</sup> Altitude Portal developed by Geotab

Figure 5.10 describes the distribution of truck trips by vocation and trip type according to Federal Motor Carrier Safety Administration (FMCSA) guidelines and designations.<sup>28</sup> Overall, regional and long-distance truck trips accounted for nearly 60 percent of all trips. Local and hub and spoke trips accounted for just over 30 percent of trips. This distribution of trip types indicates a wide variety of travel patterns employed by trucks through the HOCTC region.



**FIGURE 5.10: Vocation Distribution of Truck Trips in the HOCTC Region (April 2024)<sup>29</sup>**

<sup>28</sup> [Summary of Hours of Service Regulations | FMCSA \(dot.gov\)](#)

<sup>29</sup> Altitude Portal developed by Geotab

Roundabouts are given priority in New York State when evaluating potential intersection improvements. Roundabouts are found in the HOCTS region at Oneida Square in Utica, Oriskany Street E and John Street in Utica, and at various locations along the Marcy-SUNY Parkway and NYS Route 825 in the Griffiss Business and Technology Park.

## 5.8 Safety

Safety on the transportation network occurs from the combination of engineering, education, and enforcement. It is a top priority for the transportation system within Herkimer and Oneida counties, as it is both statewide and nationally. Thus, many of the HOCTC region’s projects include elements to enhance safety (see Section 8).

New York’s current (2023-2027) Strategic Highway Safety Plan (SHSP) adopts the Safe System Approach, which addresses the safety of all road users. It represents a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. HOCTC has agreed to support the goals and objectives that NYSDOT has outlined in the SHSP and is currently developing its own regional Safety Action Plan.

“Some locations in Herkimer County are so beautiful to walk around, but it's still unsafe for pedestrians and bikers to enjoy it.”

“More enforcement of existing vehicle and traffic laws. Enforcement is the third E in the Highway Safety formula.”

“Downtown Utica is the most unsafe place to travel, regardless of mode of transportation. We need to focus on pedestrian safety and accessibility.”

*--Comments received from members of the public during the development of Going Places 2045*

**Emphasis Areas Of New York State's Strategic Highway Safety Plan**



Intersections  
(including at-grade rail crossings)



Lane Departure



Vulnerable Users



Age-Related



Road User Behavior



Aggressive Driving



Alternate Road Vehicles and Commercial Vehicles

## HOCTC takes action: Oneida and Herkimer Counties Safety Streets For All

HOCTC is currently developing its Safety Action Plan for Oneida and Herkimer Counties to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries. Development and implementation of the Safety Action Plan will focus on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The Safety Action Plan aims to improve roadway safety by developing a comprehensive plan based on a Safe System Approach and



<https://www.transportation.gov/NBSS/SafeSystem>

implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injury collisions and is part of the federal and state efforts toward an ambitious long-term goal of reaching zero roadway fatalities.

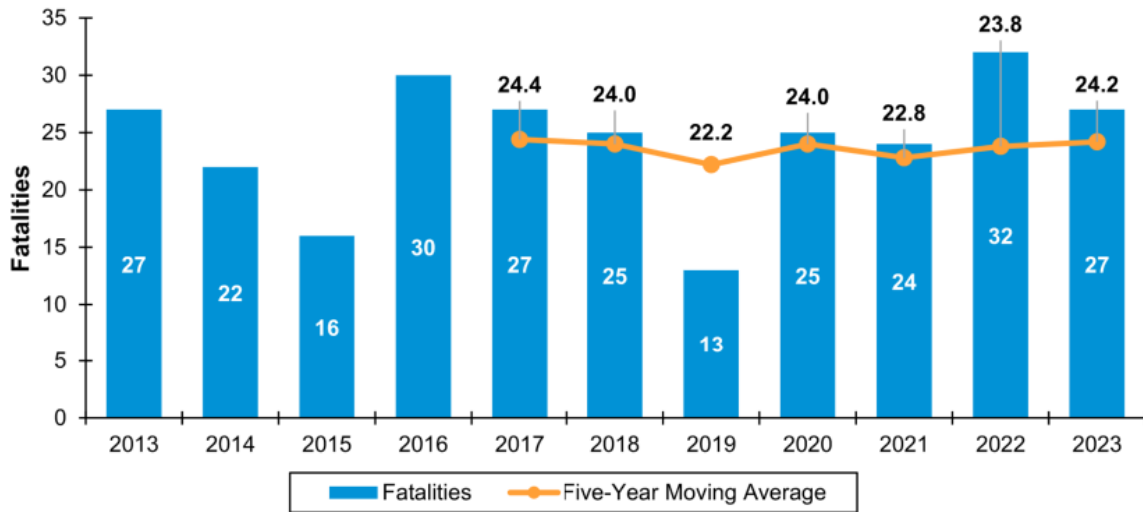
The Safe System Approach addresses the safety of all road users. It represents a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

The HOCTC region experienced 27 motor vehicle fatalities in 2023 (see Figure 5.11). Over the last decade, the highest number of fatalities occurred in 2022 with 32 fatalities. While there is variability in the number of fatalities per year, the moving five-year average has stayed largely the same over the 2013-2023 study period. As shown, the five-year average varies between 22.2 and 24.4 fatalities per year. It begins in 2017 at 24.4 fatalities per year and ends in 2023 at 24.2 fatalities per year.

The HOCTC region experienced 275 serious injury collisions in 2023 (see Figure 5.12), which is the highest number of serious injuries over the last decade. The five-year moving average shows that the number of serious injury collisions occurring in the region is generally increasing, with the five-year average increasing from 217.8 serious injuries per year in 2017 to 236.4 serious injuries per year in 2023.

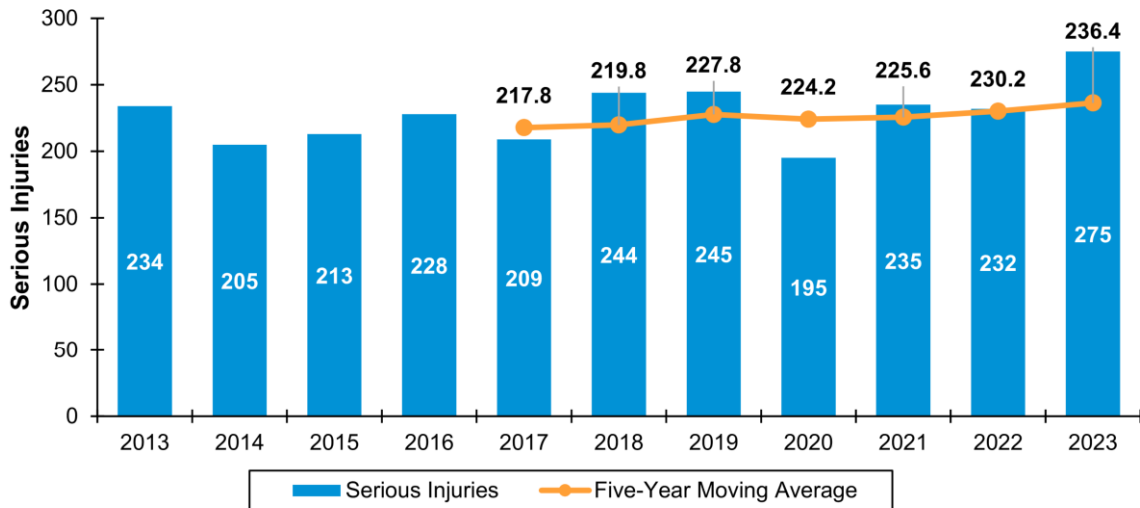
Overall, the decrease in average fatalities is a positive sign for the region, particularly when compared to overall trends throughout the state. However, the region is also experiencing a more significant increase in serious injuries as compared to New York State. Improving

safety for all roadway users is a key goal of Going Places 2045, and therefore many of the projects outlined in Section 8 address safety issues.



**FIGURE 5.11: Regional Fatality Trends**

(source: HOCTC SS4A Safety Action Plan Historical Trends Analysis)



**FIGURE 5.12: Regional Serious Injury Trends**

(source: HOCTC SS4A Safety Action Plan Historical Trends Analysis)

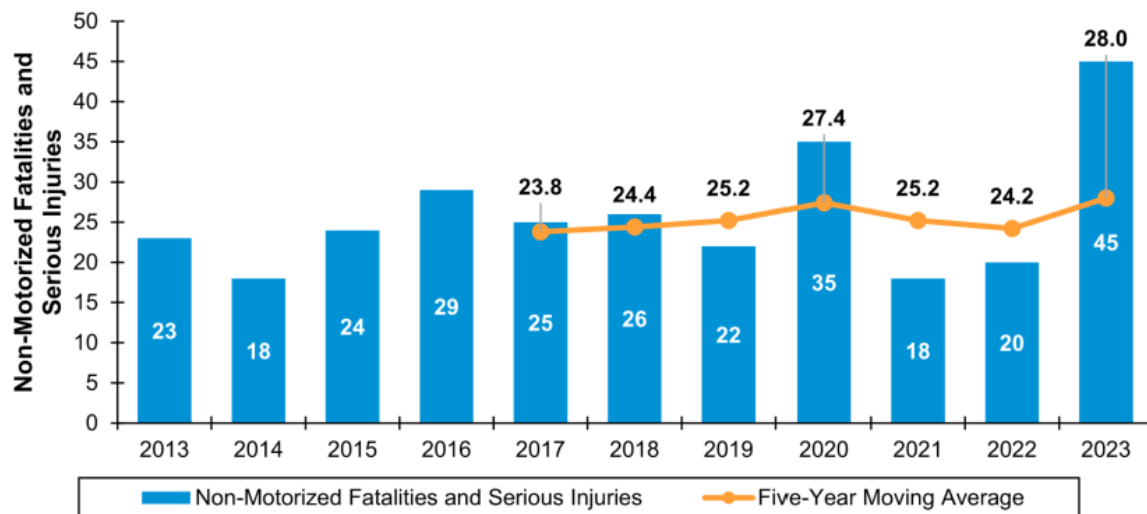
Safety measures are typically components of transportation enhancement projects in the HOCTC region. Measures frequently include:

- Improved signage;
- Street lighting;

- Reflective pavement markers;
- Intelligent transportation system (ITS) technologies;
- New routings; and
- Roadway reconfiguration (including roundabouts).

Cyclists, pedestrians, motorcyclists and those on foot within work zones are particularly vulnerable users of the transportation system, with crashes involving them far more likely to lead to injuries and fatalities. Figure 5.13 shows the number of non-motorized fatalities and serious injuries in the HOCTC region from 2012 to 2023. The five-year moving average increased between 2017 and 2020, decreased from 2020 to 2022, and increased again in 2023 to its highest point at 28 fatal or serious injuries per year. Additionally, 2023 saw the highest number of non-motorized fatalities and serious injuries at 45 – nearly double the number that was recorded in 2013. Outside of non-motorized collisions, motorcycle collisions made up 10.5 percent of vehicle-related collisions between 2019 and 2023. Strategies to improve safety for vulnerable users include:

- Connecting the network of dedicated off-road trails;
- Grade-separating road crossings;
- Improving signage, signals, lighting, and pavement markings;
- Implementing bicycle lanes where physically separated trails are not feasible;
- New/rebuilt sidewalks, and improved winter plowing;



**FIGURE 5.13: Regional Non-Motorized Fatality and Serious Injury Trends**  
 (source: HOCTC SS4A Safety Action Plan Historical Trends Analysis)



Rural portions of the road network present heightened risks for pedestrians, due to the lack of sidewalks, difficulty of justifying new sidewalk construction on the basis of traffic and statistical studies, and the presence of larger vehicles such as agricultural vehicles.

To address the safety of those within work zones, the HOCTC region has invested in both portable and stationary message boards to use in work zones. Also, plans for maintenance and protection of traffic (M&PT) during construction are routinely reviewed by the regional Traffic Operations Center. There were no crashes involving road workers over the last 5 years, but the risk to road workers should always be considered.

In the region, crashes with people 65 or older make up over 18 percent of crashes in the HOCTC region while crashes by people under 21 make up 12 percent. Within the region, the number of crashes involving older drivers and younger drivers has increased marginally over the last 5 years (2019 to 2023), but this is in contrast to the decreasing trend observed across the state. In recognition of the user behavior aspect of road safety, the region actively supports NYSDOT's traveler information systems and participates in school and community safety programs.

## 5.9 Transportation Security

Security was defined to be a distinct national planning factor through federal legislation in the year 2005 (See Section 1). HOCTC has previously defined security as "actions to deal with significant and unforeseen disruptions to the transportation systems. In this area, this can include disruptions caused by weather events, as well as the more traditional security-related issues".

Security in the HOCTC region is characterized by close multi-jurisdictional coordination, involving entities such as the U.S. Department of Homeland Security, the NYS Office of Homeland Security, the NYS Department of Transportation, and law enforcement agencies at the federal, state and local levels of government.

State-level planning identifies bridges, tunnels, and railroads as security risks particularly relevant to the HOCTC region. Both Amtrak and the region's freight rail operators implement measures to enhance security, such as onboard security checks (on Amtrak) and risk reduction measures for freight railcars transporting toxic chemicals (for freight).

The New York State Police oversees the SAFENYS Terrorism Tips Hotline (1.800. SAFENYS), which allows the public to confidentially report observed suspicious activity on the transportation system.

Other priority issues include identifying how the road network can optimally be adapted to maximize the benefits of new technologies such as electric vehicles and autonomous vehicles.

## 5.10 Transportation Technology

Managing the region's roadways requires a combination of technology and local knowledge. The modern iteration of this is captured with Intelligent Transportation Systems (ITS). The New York State Energy Research and Development Authority (NYSERDA) sponsored a study published in summer 2019 with detailed recommendations for ITS investment in seven corridors in Oneida County. Due to funding limitations and aging infrastructure priorities, the advancement of ITS has been slow in the HOCTC region.

Building intelligent transportation systems requires one very fundamental element, connectivity. Without internet/communication connectivity intelligent transportation systems are impossible to create and organize. In Oneida and Herkimer Counties HOCTC has coordinated with the local County officials to create and fund projects that will get fiberoptic communications advanced throughout the unserved and rural areas of the two Counties. These areas were based on a 2021/22 study to identify these areas of insufficient service. This effort was funded by Mohawk Valley Economic Development District and was critical in identifying areas the HOCTC region needed to build broadband infrastructure. Using that information, Herkimer County has embarked on two project areas in the towns of Newport and Webb, while Oneida County has used County and Federal dollars to launch an RFP to reach over 30 different unserved areas. These projects are in progress and have already brought some areas of communications able to support ITS efforts in both Counties. A more specific description of Oneida County's efforts is detailed below.

## **BROADBAND EXPANSION IN OENIDIA COUNTY**

In 2023 Oneida County released a request for proposals (RFP) for over 30 different areas in Oneida County that needed broadband expansion. In late 2023 and 2024, Oneida County awarded the first phase of its expansion program and funded 10 of these areas using County funds. Oneida County is attempting to continue this program and reach the remaining 20 plus areas that need reliable broadband service using New York State's Broadband Municipal Infrastructure Program. All costs and network design specifications will be based on the RFP results used to build the first 10 highest-need areas identified in our study. All fiber is buried using cable plows within the right-of-way of existing roads. Oneida County's program has been a design/build system, where specific design criteria are adhered to during the design/installation of the fiber network and associated devices.

These projects will seek to continue the build-out of fiber-to-the-home (FTTX) networks to many areas in Oneida and Herkimer Counties. These areas will be primarily rural areas with essentially no broadband service and have been determined to have no ground-based internet access as per the study mentioned above. HOCTC has also incorporated parole evidence from local municipal officials to establish areas that have already been served/unserved. The minimum service speed will be 100/100Mbps synchronous and will be at a monthly cost established by the national average as per the National Broadband Index as published by USTelecom in any given year of service (~\$54/month currently). Other higher service levels may be available at additional cost. Due to all of these installations requiring fiber optics as the only technology/media used, any and all ITS projects in these newly connected environments will be possible.

## 5.11 Electric Vehicles



**FIGURE 5.14: Sylvan Beach Electric Vehicle Charging Stations**

HOCTC is committed to increasing the energy efficiency and sustainability of the region’s transportation system, consistent with national and state goals (see text box).

One aspect of achieving a cleaner and more energy-efficient system is to increase vehicle electrification. This depends in part on EV charging infrastructure, which is within the purview of HOCTC (see Figure 5.14). However, it also depends in part on consumer behaviors and decisions by automotive manufacturers, which HOCTC has little ability to influence manufacturers.

To reflect the region’s continued emphasis on promoting electric vehicle ownership, HOCTC prepared its Electric Vehicle Charging Station Plan in 2021, which outlines strategies for supporting current and future EV drivers traveling within the

region, and between NYS regions. The plan identifies gaps where public infrastructure is not currently available in the region to support EV drivers and recommends charging station installations at key locations to establish a comprehensive charging network. The plan will be updated in 2025 with the inclusion of Herkimer County, as a part of the implementation of this LRTP.

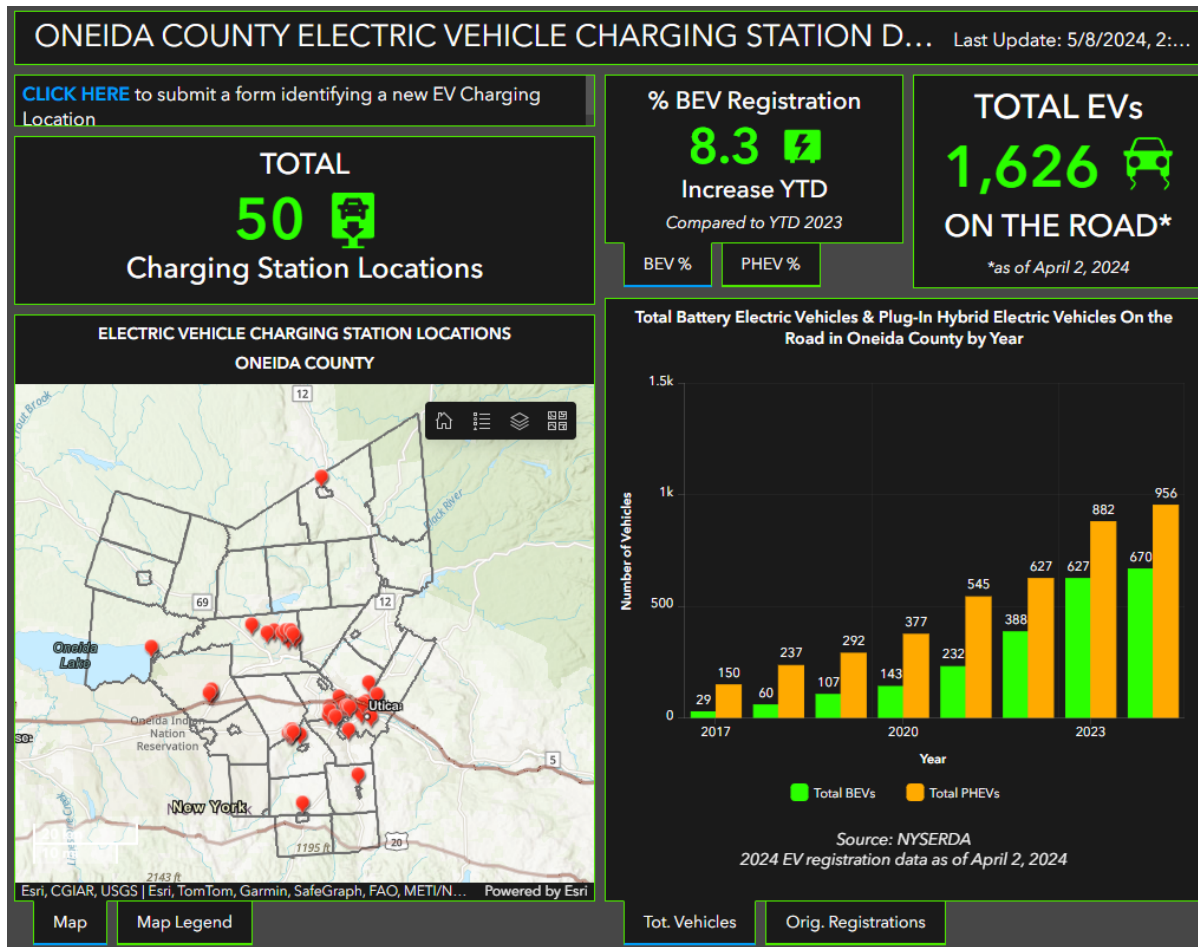
“Building a cleaner, more efficient, and sustainable transportation system is a critical component of the State’s energy strategy.

A cleaner transportation system will include more vehicles using clean transportation fuels (especially plug-in electric vehicles [PEV]) on the road, public transportation systems that use less energy per passenger mile and provide enhanced service to a broader customer base, transportation management infrastructure that integrates the latest communications technologies to enhance traffic flow, and clean fuel infrastructure that supports and scales the use of these new technologies.”

---New York State Energy Plan

**ELECTRIC VEHICLE CHARGING STATION DASHBOARD**

To track the impact and adoption of electric vehicle usage, Oneida County has developed an Electric Vehicle Charging Station Dashboard which tracks the number and location of electric vehicle charging stations throughout the county as well as data related to electric vehicle ownership. As shown in the figure below, there are over nine times as many electric vehicles on the road in Oneida County as compared to 2017. HOCTC expects to expand the dashboard to include Herkimer County with the coming 2025 update of the Plan.



**NEW YORK STATE CLIMATE LEADERSHIP & COMMUNITY PROTECTION ACT**

This landmark 2019 law commits NYS government to preparing a cross-sectoral Scoping Plan within the next three years, which will address: “land use and transportation measures aimed at reducing greenhouse gas emissions from motor vehicles,” including “electrification of personal and freight transport”.

## 5.12 Environmental Mitigation and Resiliency

Recognizing that the transportation system can have adverse impacts on the environment, MPOs are required by federal law to account for the protection of or facilitate methods for the enhancement of the environment as part of their planning activities. HOCTC addresses this by ensuring that environmental considerations are incorporated throughout the planning process. At the time of plan development, Oneida County is aiming to achieve Bronze Certification under New York State’s Climate Smart Communities program to enable the area to increase resiliency and energy efficiency and secure funding to support those goals. HOCTC understands that a resilient transportation system has a wide range of overarching benefits including avoiding and/or limiting environmental impacts, mitigating impacts related to climate change, and reducing the need for system preservation.

At the highest level, enhancing the resiliency of the region’s transportation system and avoiding and/or mitigating environmental impacts are key strategies of HOCTC’s Environmental Impacts goal, meaning that it is considered alongside HOCTC’s four other goals (see Section 3) when reviewing candidate projects that seek federal funding through HOCTC. HOCTC also recognizes and undertakes decision-making in accordance with New York State’s statewide environmental commitments.

Natural resource agencies are also included in HOCTC’s stakeholder outreach efforts. HOCTC maintains awareness of environmental constraints within the region through regularly updated databases of environmentally sensitive locations, including hydrography (flood zones and wetlands), agricultural districts, and brownfield/remediation sites (see Figure 5.15).

After a project to improve the region’s transportation system has been identified as eligible to receive Federal funding and be programmed onto the TIP, the environmental review is completed in agreement with the final project plans. Project-level planning, design, and

### **NYS CLIMATE SMART COMMUNITIES**

The adopted New York State Climate Smart Communities Pledge for Oneida County is comprised of the following 10 elements:

1. *Build a climate-smart community.*
2. *Inventory emissions, set goals, and plan for climate action.*
3. *Decrease energy use.*
4. *Shift to clean, renewable energy.*
5. *Use climate-smart materials management.*
6. *Implement climate-smart land use.*
7. *Enhance community resilience to climate change.*
8. *Support a green innovation economy.*
9. *Inform and inspire the public.*
10. *Engage in an evolving process of climate action*



construction activities consider the impact avoidance and mitigation requirements of both the federal National Environmental Policy Act (NEPA) and New York's State Environment Quality Review Act (SEQRA), as well as other applicable federal and state laws and regulations.

Related to this, HOCTC understands the challenges in developing and maintaining a transportation system that is resilient to the risks of climate change. In 2022, Oneida County Soil and Water Conservation District, the Oneida County Department of Emergency Services, and the Oneida County Department of Planning developed a Hazard Mitigation Plan for Oneida County and its 45 municipalities. This document reassessed and documented progress related to hazard mitigation since the 2013 plan. The update to the Hazard Mitigation Plan, which was developed in coordination with public stakeholders and community members, addresses challenges such as severe storm events and the COVID-19 pandemic, focusing on hazard identification, risk assessment, and prioritization of mitigation strategies.

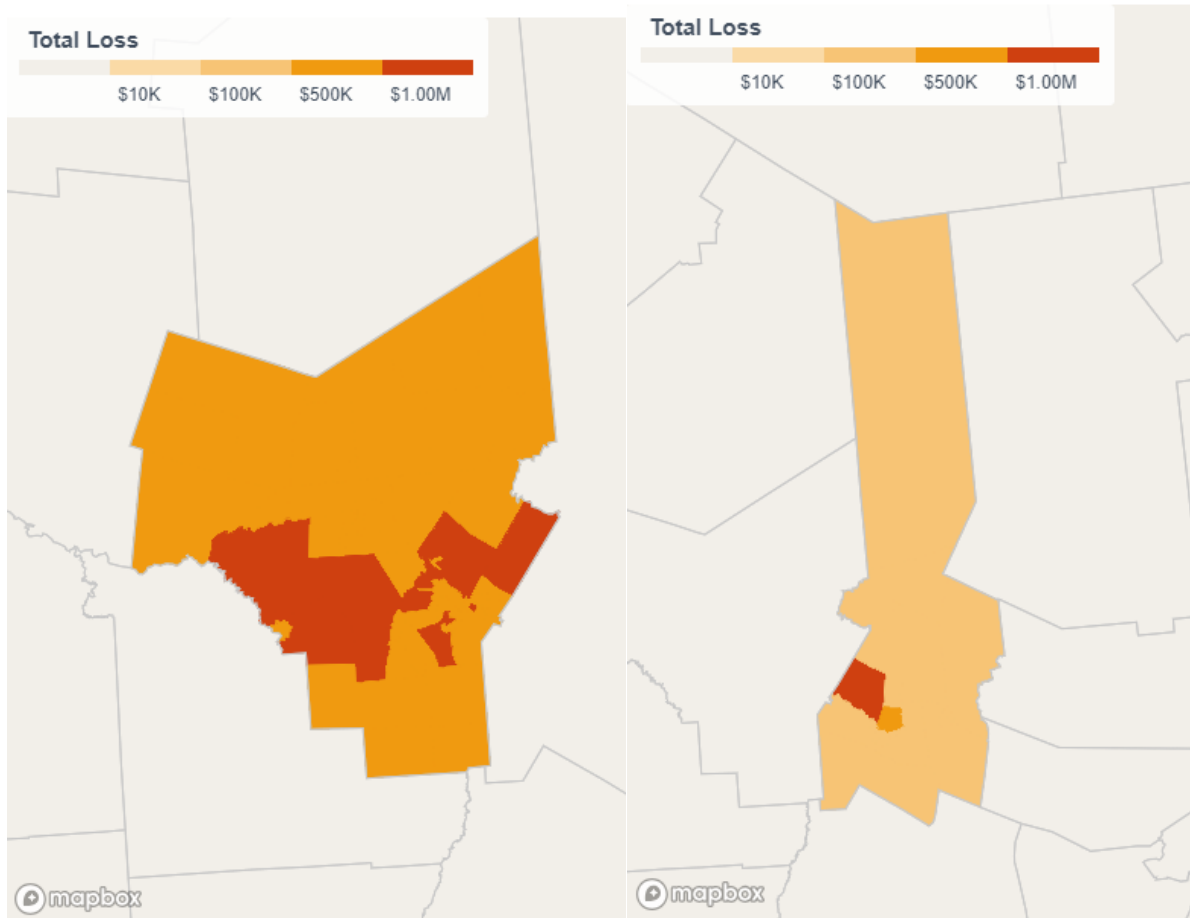
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## MITIGATE NY – NEW YORK STATE’S HAZARD PLANNING WEBSITE

The state of New York aims to devote greater resources to mitigation planning – both at the state and local level. The contents provided within the Mitigate NY website include up-to-date risk data that is accessible and user-friendly. From a local perspective, Mitigate NY tracks New York State Mitigation Plans at the county level and provides a Mitigate NY profile for each County (<https://mitigateny.availabs.org/local>). These profiles include information related to annualized damages by hazard, specific events, and probability of severe hazard events.

### Damage in Dollars from Events, By Census Tract, 1996-2017

Source: NCDP Storm Events Database/Mitigate NY



## HAZARD MITIGATION PLANNING

Frequent flooding events have caused extensive damage over the years to private property and public infrastructure. There have been extreme flooding events namely in 2017 and 2019 with State and federal disasters declared.

According to the NYS Department of Homeland Security and Emergency Services (DHSES), Onieda County spends on average \$2.75 million a year on the impacts from flooding.

The Mohawk River, Sauquoit Creek and Oriskany Creek watersheds have been largely impacted but flooding has been seen over the entire county. There have been high economic losses resulting from repetitive flooding. The large-scale flooding events have destroyed homes, displaced residents during clean up, flooded businesses causing economic losses and damage to infrastructure such as bridges, roads, and culverts.

One of the hardest hit areas of the county to be impacted by flooding is the Sauquoit Creek Watershed where the floodplain has been extensively developed over the years and has now resulted in repetitive flooding events. Flooding has been exacerbated on the creek by ice jams and undersized culverts and bridges which act as hydraulic constrictions, preventing water from moving naturally throughout the landscape.

There have been significant storm events with heavy rain and severe storms over a weeklong period in June 28-July 3, 2013. Oneida County emergency services received more than 3,000 calls in a 24-hour period for water rescues, stranded drivers and flooded basements.

On July 1, 2017, the Utica-Rome region reported over 4 inches of rain which, when combined with other rain the day before and after, resulted in localized totals over 6 inches in just 48 hours after a very wet spring and summer weather pattern in Central New York. With the saturated ground and raging flows, the Sauquoit Creek again overbanked into the businesses on Commercial Drive in Whitestown and the homes in the Village of Whitesboro again being one of the hardest hit areas.

The most recent significant storm was Halloween 2019 that resulted in damage to over 150 homes in the Village of Whitesboro alone and structures in many communities in the region. These events have led to ongoing concerns about flood management and mitigation efforts. In response, New York State and local officials have taken measures to designate high flood-risk streams and implement flood mitigation projects including a \$25 million residential buyout program in partnership with the USDA NRCS, coordinated stream maintenance, floodplain restoration projects, bank stabilization project to address erosion and sediment in the creeks, bridge replacement of structures that act as hydraulic pinch points, incorporation of green

### ANNUALIZED DAMAGES

**\$2,751,280**

FLOODING

**\$2,000,000**

DROUGHT

**\$550,149**

WIND

**\$281,400**

ICE STORM

**\$147,218**

SNOW STORM

infrastructure and natural stream interventions in construction projects and basic right-sizing culverts to reduce flood risks.

Groups such as the Sauquoit Creek Basin Intermunicipal Commission and Oriskany Creek Watershed Commission work to address flood resiliency efforts in the region. The result is Oneida County is partner to one of the largest efforts of its kind in New York State with the Sauquoit Creek Flood Plain Restoration Program that aims to reduce flood stage during extreme weather events, lessen the impacts of flooding on private/public properties, and improve ecological connectivity while connecting Sauquoit Creek to its original floodplain. With just two of the four project phases complete, there has already been a reduction in the annual chance of flood events and associated impacts on public and private property, mitigation of flooding and erosion along the stream corridor, and stream bank stabilization and sediment load reduction.

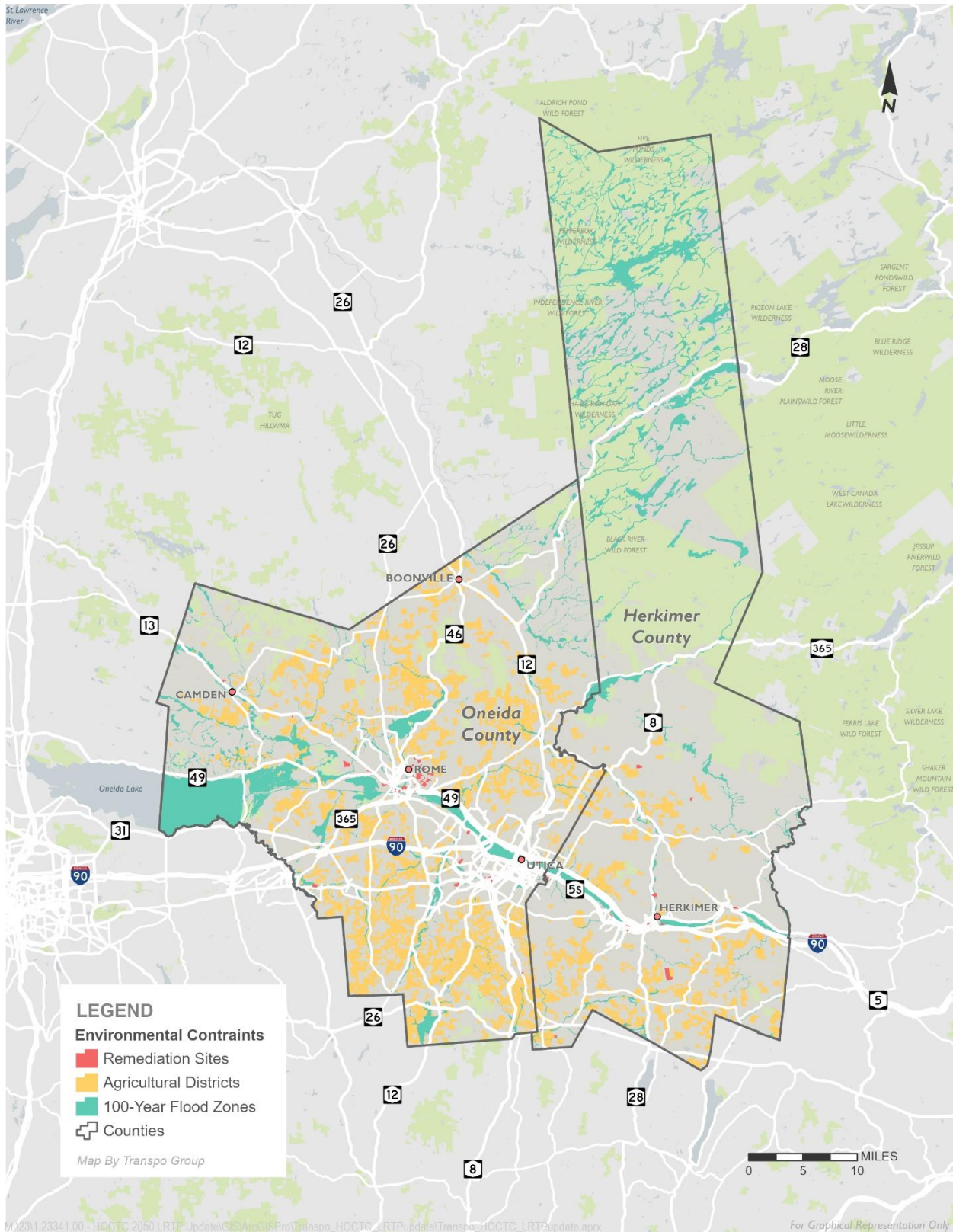
The Sauquoit Creek Flood Plain Restoration Program has five major components: Mitigation (natural approach); Adaptation (property buyouts); Infrastructure Improvements (bridges and culverts); Floodplain Management (smarter development); and Debris Management (routine maintenance). Each component of the Program serves a purpose to prevent repetitive flooding and protect against future loss most effectively.

The Mitigation component involves the construction of several floodplain benches, areas of bank stabilization, channel widening and the creation of a public access trail along a 1-plus mile corridor of the lower Sauquoit Creek in Whitestown on Commercial Drive/NYS Route 5A. The work will continue to stabilize the lower Sauquoit Creek while connecting it to its original floodplain. This helps create a reduction in flood stage during flooding events, minimizing damage to repetitive flood loss homes and businesses.

The Adaptation component involves the potential buyout of repetitive residential flood loss properties in the Village of Whitesboro using federal funding secured through the United States Department of Agriculture Natural Resources Conservation Service (NRCS). At the end of the process, the Town of Whitestown becomes the property owner, subject to a floodplain easement held by the United States. The land within the floodplain easement must remain forever “green” in accordance with NRCS regulations.

The Infrastructure Improvements component involves the upsizing of the NYS Route 69/Oriskany Boulevard Bridge in the Village of Whitesboro.

The Floodplain Management component involves the adoption of smarter, or “green,” development practices in the Sauquoit Creek watershed. The Debris Management component involves all municipalities in the Sauquoit Creek watershed participating in the “Sauquoit Creek Stream Sediment and Debris Management Plan,” which was formally adopted by the Sauquoit Creek Basin Intermunicipal Commission in August 2021.



**FIGURE 5.15: Environmental Constraints**

## 5.13 Outlook

HOCTC's investment priorities are one of a wider set of factors that will determine the future of the transportation system in Herkimer and Oneida Counties.

This Plan has been developed with an acknowledgment that other important factors include:

- Federal, state, and local policies outside of HOCTC's purview, such as land-use decisions, energy, climate change policies, overall funding levels for transportation investment, and the types of financing mechanisms that are prioritized;
- Challenges of preserving the region's aging legacy transportation infrastructure;
- Demographic shifts, such as the unique demands an aging population may have for specific types of transportation services;
- Private-sector decisions, such as investment decisions and siting decisions for major employment centers;
- Economic growth rates and patterns, and the rapid growth in online retail and telecommuting;
- Digital infrastructure build-out in the form of broadband throughout the region;
- Personal willingness to adopt electric and hybrid vehicle technology;
- Personal willingness to embrace and integrate shared and micro-mobility services within prevalent travel modes;
- Technological trends, such as the pace and nature of the rollout of Connected/Automated Vehicle technologies; and
- Resilience of the HOCTC region's infrastructure to extreme weather events.



## Section 6: Performance Measures

### 6.1 National Planning Goals

Like all MPOs, HOCTC must take a performance management approach in carrying out the region's transportation planning and programming activities.

The eight specific national performance goals for the federal- aid highway program are:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Condition:** To maintain the highway infrastructure and transit capital asset systems (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability:** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- Promote **Continuing, Cooperative, and Comprehensive Planning** that improves the performance of the transportation network.

### 6.2 Performance Measurement Targets

Federal regulations similarly require a performance management approach to advance the general policy and purposes of the public transportation program.

Transportation Improvement Programs and Long-Range Transportation Plans are required to include performance measurement targets for the following measures:

- Highway Safety Improvement Program and Highway Safety
- Transit Safety
- Transit Asset Management
- Pavement and Bridge Condition

- Systems Performance/Freight/ Congestion Mitigation and Air Quality Improvement Program

HOCTC’s overall strategy is to support statewide and/or regional targets for the relevant performance measures in each of these five categories. The LRTP Project Listing (Section 8) is developed to align with and help progress the adopted performance targets.

The statewide targets that HOCTC is committed to supporting are outlined in Table 6.1, with additional detail provided in HOCTC’s System Performance Report (Appendix C). As the federal Performance Measurement regulations are relatively new to States and MPOs, NYSDOT sets statewide targets for all federally required performance measures, after which the individual MPOs will have up to 180 days to either support the State’s targets or adopt their own. HOCTC has chosen to support the statewide targets to date. At any time HOCTC can develop independent metrics, per federal regulations, and adopt targets independent of New York State. HOCTC programs projects in the TIP, and engages in planning activities, in a way that supports the NYS targets.

HOCTC’s 2023-2027 Transportation Improvement Program has been reviewed and the anticipated effects of the overall program are that it will contribute to:

- Progress made in addressing the safety performance targets established by New York State.
- Progress made in advancing transit safety targets established by CNYRTA.
- Progress toward achieving the established transit asset management targets.
- The National Highway System pavement and bridge condition performance targets established by New York State.
- The system performance and freight performance targets established by New York State.

<b>TABLE 6.1: HOCTC Performance Measures and Targets</b>			
<b>Area</b>	<b>Performance Measures</b>	<b>Performance Baseline</b>	<b>Adopted Performance Targets</b>
		5-year average (2027-2021)	1-year
Highway Safety (all public roads)	Number of Fatalities	1,021	988.2
	Rate of Fatalities per 100 Million VMT	0.890	0.836
	Number of Serious Injuries	11,146	11,086.2
	Rate of Serious Injuries per 100 Million VMT	9.654	9.337
	Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,642	2,633.4
Transit Safety		n/a	1-year Paratransit   Fixed Route
	Fatalities (total)	n/a	0   0
	Fatalities (per 100k rev miles)	n/a	0   0
	Injuries (total)	n/a	5   20
	Injuries (per 100k rev miles)	n/a	0.25   0.0003
	Safety Events (total)	n/a	6   12
	Safety Events (per 100k rev miles)	n/a	-   -
System Reliability (breakdowns)	n/a	10   200	
Transit Asset Management		Useful Life Benchmark (ULB)	1-year
	Rolling Stock: Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB.		
	Bus	14	0%
	Cutaway Bus	8	0%
	Other (Over the Road)	14	0%
	Equipment: Percent of non-revenue vehicles within a particular asset class that have met or exceeded their ULB		
	Trucks and other Rubber Tire Vehicles	8	0%
	Other (Auto)	8	0%
	Facilities: Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale		
Administration	3	0%	
Passenger Facilities	3	0%	
Pavement and Bridge Condition (PM2)		2021 Base	2-year   4-year
	Percent of Interstate pavements in good condition	45.3%	53.2%   54.3%
	Percent of Interstate pavements in poor condition	1.1%	1.4%   1.7%
	Percent of non-Interstate NHS pavement in good condition	18.9%	22.3%   20.7%
	Percent of non-Interstate NHS pavements in poor condition	7.6%	9.3%   10.9%
	Percent of NHS bridges (by deck area) in good condition	25.3%	24.1%   21.1%
Percent of NHS bridges (by deck area) in poor condition	11.3%	12.5%   12.8%	
System Performance and Freight (PM3)		2021 Base	2-year   4-year
	Percent of person-miles on the Interstate system that are reliable	82.2%	75%   75%
	Percent of person-miles on the non-Interstate system that are reliable	85.7%	70%   70%
	Track Travel Time Reliability (TTTR) index	1.38	2.00   2.00

## Section 7: Financial Plan

### 7.1 Financial Plan Requirements

This section outlines the methodology for estimating costs and aligning them with projected income from funding sources authorized by the BIL, the most recent federal surface transportation legislation. The Plan also details state and local funding contributions that complement federal grants and formula allocations. These contributions often fulfill matching fund requirements for federal programs with cost-sharing provisions.

Federal law (23 CFR § 450.324) and regulations governing Metropolitan Planning Organization (MPO) planning processes state that all LRTPs produced by MPOs include a financial plan with “estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation” in the MPO planning area.

The financial plan:

- May include estimates of resources from both public and private sources;
- Shall include a description of potential financing strategies, for example, bonds or other debt funded by tolling, pricing, other transportation user fees, or revenues from public-private partnership arrangements; and
- May include examples of additional “illustrative” projects that would depend on availability of additional resources beyond those identified in the financial plan.

The HOCTC LRTP adheres to fiscal constraints, ensuring that projected project costs do not surpass anticipated regional revenue through 2045. This plan encompasses both federal and non-federal funding sources and strategies, providing a comprehensive overview of the region's transportation initiatives.

To establish a financial foundation, the LRTP relies on assumptions outlined in the 2023-2027 Transportation Improvement Program (TIP), which was developed through a formal financial planning and forecasting process and included:

- Continued federal funding allocations at current levels for each program area
- Persistence of existing state funding programs and amounts
- Ongoing county and municipal commitments to match federal and state funding

## 7.2 Sources of Transportation Funding

This section describes federal, state, local, and private sources of funding for transportation in the HOCTC region, followed by a description of other funding sources and financing techniques that HOCTC members may be able to use to bridge gaps between needs and available revenues.

### *Administration of Federal Funding*

Federal funding for surface transportation (primarily highways and transit) is authorized by Congress approximately every five years in multi-year surface transportation authorization bills; the most recent is 2021's BIL. Every year, Congress passes an appropriations bill that distributes funding to states across all the programs authorized by the BIL.

The U.S. Department of Transportation is the executive branch responsible for carrying out federal surface transportation programs, and the U.S. DOT in turn is comprised of several administrations (or "agencies"). Those most pertinent to the HOCTC Planning Area include the following:

- The **Federal Highway Administration (FHWA)** oversees programs related to the Interstate Highway System, the portions of the National Highway System that are off the Interstates, and other roadways, bridges, and facilities for nonmotorized transportation. The programs authorized and appropriated through Title 23 of the U.S. Code primarily flow to states, so the New York State Department of Transportation has the responsibility for allocating highway funding to its eleven regions, and then to Transportation Management Areas (TMAs) and Metropolitan Planning Organizations (MPOs) within those regions.
- The **Federal Transit Administration (FTA)** oversees most programs specific to public transportation. CNYRTA is a direct recipient of FTA funding under Title 49 of the U.S. Code, as is the Metropolitan Transportation Authority's Metro-North Railroad.
- The **Federal Railroad Administration (FRA)** oversees programs related to heavy rail infrastructure. Class I rail operators CSX and Norfolk Southern are subject to FRA oversight and can receive certain discretionary grant funding and loan guarantees from the FRA.

Federal funds overseen by FHWA, FTA, and FRA can be used for specific purposes, including but not limited to the following:

- **Highway safety improvements** that help achieve a significant reduction in traffic fatalities and serious injuries on public roads (Highway Safety Improvement Program, or HSIP);
- **Maintenance and improvement activities on the National Highway System** that address the condition of pavement and bridges and address travel time reliability for people and freight (National Highway Performance Program, or NHPP);
- **Projects to preserve and improve a federal-aid facilities**, including roads, highways, bridges and tunnels, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals (Surface Transportation Block Grant Program, or STBG);
- **Transit capital projects, preventive maintenance, some operating costs, and transit system planning and program administration** (Section 5307 Urbanized Area Grants and Section 5340 Grants for High Density and Growing States);
- **Replacement, rehabilitation, and purchase of buses, related equipment, and bus facilities** (Section 5339 Grants for Bus and Bus Facilities);
- **Mobility for seniors and persons with disabilities**, including financial assistance to private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transit service provided is unavailable, insufficient, or inappropriate to meeting these needs (Section 5310 Grants for Enhanced Mobility of Seniors and Persons with Disabilities); and
- **Projects and services to support rural transit**, including capital costs, planning, and operating assistance; job access and reverse commute project; and the acquisition of transportation services in order to support public transportation in areas with an urban population less than 50,000 (Section 5311 Grants for Rural Access).

In addition to core formula funding programs and block grants, Congress periodically allocates money in the annual federal budget to discretionary grant programs. More generally, discretionary funds may become available at any point throughout the 20-year horizon from various levels of government. HOCTC and its members will continue to actively seek such opportunities, and when awards are made will take actions accordingly when updating the HOCTC LRTP and TIP.



## **TRANSPORTATION PERFORMANCE MANAGEMENT AND PROJECT FUNDING**

As a condition for receiving federal funding, HOCTC and NYSDOT need to demonstrate to FHWA and FTA that they are planning and funding projects, maintaining infrastructure, and operating the transportation system in a way that supports national goals for the transportation system.

The national goals were defined by Congress (see Section 6.1), and both FHWA and FTA subsequently issued detailed regulations for how states, MPOs, and transit agencies need to monitor and report on their progress towards these goals.

In some circumstances, as with HSIP and NHPP funding, states and MPOs can lose flexibility in how funds are allocated to different types of projects if FHWA or FTA finds they are not making sufficient progress toward a national goal.

Section 6 discusses the national goals, the performance measures used to track and report progress, and the connection to how NYSDOT, HOCTC, and operators of public transit services in the region are planning and funding transportation projects, and otherwise working to advance the federal goals.

### *Federal Funding Programs (non-discretionary)*

The core federal funding programs for highways are as follows:

- **Highway Safety Improvement Program (HSIP).** HSIP is a core federal transportation program that originated under SAFETEA-LU and strengthened under subsequent federal legislation. The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, through the implementation of infrastructure-related highway safety improvements. Eligible safety projects must be consistent with the state's strategic highway safety plan. The purchase, operation, or maintenance of an automated traffic enforcement system (except in a school zone) is prohibited, while workforce development, training, and education activities remain eligible uses.
- **National Highway Performance Program (NHPP).** The NHPP supports maintenance and improvement activities for the National Highway System (NHS). The NHS is a 163,000-mile network of interconnected principal arterial routes that serves major population centers, international border crossings, ports, airports, public transportation facilities, and other inter-modal transportation facilities and major travel destinations. The NHS is intended to meet national defense requirements and serve both interstate and interregional travel. The designated NHS includes all Interstate System segments, other urban and rural principal arterials

meeting the goals of the NHS, and all strategic highways and strategic highway connectors. Federal funds provided for the NHPP may be used for a wide variety of projects on the NHS.

- **Surface Transportation Block Grant Program (STBG).** The STBG program is the most flexible of all federal aid programs and may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **Congestion Mitigation / Air Quality (CMAQ).** The CMAQ Program provides flexible funding to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). HOCTC does not currently receive CMAQ funds to mitigate air quality.
- **Carbon Reduction Program (CRP).** The CRP Program was created by the Bipartisan Infrastructure Law and provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. CRP funds are apportioned by FHWA to the states based on a percentage specified in the BIL, and also apportioned to areas within each state based on further specifications within the BIL.
- **Bridge Formula Program (BFP).** The BIL also created the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges. Funds are apportioned to each state on the basis of an analysis of the relative costs of replacing a state's bridges classified as in poor condition and rehabilitating a state's bridges classified as in fair condition. In New York State, BFP funding is used to fund bridge projects in NYSDOT's BridgeNY program, which allocates funds to eligible project sponsors (municipalities and other agencies with locally owned bridges). The BridgeNY annual process begins each year with a call for eligible project sponsors to submit requests for projects to be funded, with NYSDOT then announcing the awardees. Eligible projects include bridges and culverts on public highways carrying vehicular traffic, with bridges to follow the Federal-aid process and culverts following the State-aid process.
- **Transportation Alternatives Program (TAP).** The BIL continues the TAP set aside from the STBG program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This

encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

- **National Highway Freight Program (NHFP).** The BIL continues the NHFP to improve the efficient movement and safety of freight on the National Highway Freight Network (NHFN), reducing environmental impacts, and planning for a healthy transportation system. States receive funds in proportion to the amount of other formula-apportioned funds they receive from the federal government.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.** The BIL established the PROTECT formula program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- **National Electric Vehicle Infrastructure (NEVI) Formula Program.** The BIL established the NEVI formula program to provide funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
- **State Planning and Research (SPR).** Two percent of each State's Federal Aid apportionments of core programs is set-aside for SPR activities. SPR funds can be used for investments such as research of emerging trends and technologies, establishing a framework for making investment decisions, or developing innovative solutions to transportation challenges.

The core federal funding programs for transit include:

- **Section 5307 (Urbanized Area)/5340 (High Density and Growing States).** This program, the largest of FTA's grant programs, makes federal resources available to urbanized areas and to state governors for transit capital and operating assistance in urbanized areas and for transportation related planning. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.
- **Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities).** This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's

share of population for these groups of people. In order to be selected for funding, projects must be included in the locally developed Coordinated Public Transit Human Services Transportation Plan.

- **Section 5311 (Formula Grants for Rural Access).** This program provides funding for capital, planning, and operating assistance, job access and reverse commute projects, and the acquisition of public transportation services in order to support public transportation in rural areas.
- **Section 5337 (State of Good Repair).** This program provides funding for public transit systems in urbanized areas. Funding can be used for the repair and upgrade of rail transit systems, along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit. These projects must be either replacement or rehabilitation or a capital project required to maintain public transportation systems in a state of good repair.
- **Section 5339 (Bus and Bus Facilities).** This formula grant program provides funding to replace, rehabilitate, and purchase buses and related equipment. This funding is also eligible to be used to construct bus-related facilities.

### *Discretionary Federal Funding*

In addition to the core non-discretionary funding programs, the BIL changed the landscape of transportation funding by introducing many new discretionary funding programs.

Per guidance from USDOT, HOCTC is not including possible awards of discretionary funding in the fiscally constrained financial plan of this LRTP. As and when HOCTC or a partner agency receives notice of a discretionary funding award, this LRTP will be formally amended by HOCTC's Policy Board to include the project and related funding in the fiscally constrained project listing.

Examples of major discretionary programs introduced by the BIL include:

- **Reconnecting Communities Pilot:** The Reconnecting Communities program supports planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.
- **Safe Streets and Roads for All (SS4A):** The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports USDOT's National Roadway Safety Strategy and the goal of zero deaths and serious injuries on the nation's roadways.

- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program:** The SMART program provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety
- **Bridge Investment Program (BIP):** The BIP supports projects to improve bridge and culvert condition, safety, efficiency, and reliability
- **Mega Grant Program:** The Mega Program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
- **RAISE Discretionary Grants:** The Rebuilding American Infrastructure with Sustainability and Equity Discretionary Program will support surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration and innovation.
- **Charging and Fueling Infrastructure Discretionary Grant Program:** This Program supports strategic deployment of publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. The CFI Program is divided into two separate grant categories: (1) the Community Charging and Fueling Program Grants (Community Program), to strategically deploy electric vehicle (EV) charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure located on public roads or in other publicly accessible locations; and (2) the Alternative Fuel Corridor Grants (Corridor Program), to strategically deploy charging and alternative fueling infrastructure located along designated alternative fuel corridors.
- **Low/No Emissions Vehicle Program:** The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **Buses and Bus Facilities Program:** The Buses and Bus Facilities Competitive Program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

## **DISCRETIONARY GRANT AWARDS IN THE HOCTC REGION**

Since the last LRTP was published, the following discretionary grants were awarded in the region:

### Safe Streets and Roads for All (SS4A) Grant (HOCTC)

- Project: Preparation of the Herkimer and Oneida Counties Safety Action Plan
- \$415,696 award
- \$519,962 total project cost

### Charging and Fueling Infrastructure (CFI) Discretionary Grant (HOCTC)

- Project: Installation of 41 dual-port level 2 electric vehicle chargers
- \$708,230 award
- \$1,086,971 total project cost

### RAISE Grant (NYSDOT)

- Project: N. Genesee Street Gateway Bridge & Multi-Modal Connector Project
- \$18,200,000 award
- \$60,802,000 total project cost

## *State and Local Funding*

About one-third of transportation funding in the HOCTC region is derived from state funds for roads, bridges, public transit, and other state sources. Local sources including local taxes, user fees like tolls and transit fares, and both financial and in-kind contributions from the private and not-for-profit sector, account for the remainder.

Typically, states and local governments need to provide “matching funds” to qualify for federal funding. That means, for example, if a federal funding source provides up to 80 percent of a project’s costs, New York State and a local government in the HOCTS region would need to contribute a minimum of 20 percent of the project’s costs. The New York State Legislature created the Municipal Streets and Highway Program, commonly referred to as the **Marchiselli Program**, as a means of assisting municipalities in financing the non-federal share of federally aided highway transportation projects. The Marchiselli Program is the primary state aid matching program for locally administered, FHWA-funded projects, contributing up to 75 percent of the required local match (meaning, in the example above, that the federal funds would contribute 80 percent of total project costs, Marchiselli



Program funds would cover 15 percent, and local funds would need to cover the remaining 5 percent).

New York State provides funding to HOCTC through a variety of sources. The primary funding programs in New York State are as follows:

- The **Modernization and Enhancement Program (MEP)** provides funds for capital projects that are 100 percent state funded. These are dedicated to upgrade and enhance public transportation systems and provide funds for innovative capital projects.
- The **State Transit Operating Assistance (STOA)** funding provides operating monies to transit agencies in the HOCTC region based on vehicle miles and passenger revenue service.
- The **Consolidated Local Street and Highway Improvement Program (CHIPS)** was established by the State Legislature in 1982. The objective of CHIPS is to assist localities in financing the construction, reconstruction, or improvement of local highways, bridges, highway-railroad crossings, and/or other local facilities. An Operation and Maintenance (O&M) direct grant component of CHIPS is funded from the New York State General Fund, while the Capital Reimbursement component is funded from the sale of New York State Thruway Authority bonds.
- The **PAVE-NY** Program provides State funds to municipalities to support the rehabilitation and reconstruction of local highways and roads. PAVE-NY follows all the programmatic and reimbursement requirements of CHIPS, with one exception: eligible project activities are limited to Highway Resurfacing and Highway Reconstruction.
- The **Pave Our Potholes (POP)** program is apportioned by NYSDOT based on the ratio of funds each municipality received under CHIPS. Eligible projects include highway resurfacing and highway reconstruction projects with a service life of ten years or more.
- The **New York State Thruway Authority** derives its revenues primarily through tolls and lease agreements, supplemented by federal aid and other funds listed in the authority's Annual Reports. Annual Reports and financial information can be found at the Thruway Authority's web site - [www.thruway.ny.gov](http://www.thruway.ny.gov) - under Financial Information (in the "About" category).
- The **New York State Dedicated Fund (SDF)** is a category of New York State funds provided for transportation projects and are not administered by HOCTC.

There are several additional state grant programs and revenue sources available for transportation improvements, but the following cannot be predicted with any certainty, and

thus the potential revenues cannot be included in the fiscally constrained portion of this plan. The descriptions are included for information purposes only:

- The **New York State Energy Research and Development Authority (NYSERDA)** provides grants under several programs to improve the efficiency of the state's transportation system. NYSERDA is primarily funded by state ratepayers through the System Benefits Charge (SBC) on participating utility bills and proceeds from auctions through the Regional Greenhouse Gas Initiative.
- New York State's **Regional Economic Development Councils (REDCs)** provide grants to HOCTC and its municipalities through a competitive grant program. REDC grants fund transportation projects that support regional and local economic development priorities.
- The **Recreational Trails Program (RTP)** provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). In New York State, the RTP is administered by the Office of Parks, Recreation and Historic Preservation (OPRHP). RTP grants provide Federal funding of up to 80% of the total project cost with a minimum 20% matching share. This opportunity has been issued every two years through the NYS Consolidated Funding Application (CFA). <https://apps.cio.ny.gov/apps/cfa/>
- **Empire State Development Grant Funds** are available for capital-based economic development projects intended to create or retain jobs; prevent, reduce or eliminate unemployment and underemployment; and/or increase business or economic activity in a community or Region. Funding is offered through the Consolidated Funding Application from the Regional Council Capital Fund. Assistance generally falls into 3 categories: Strategic Community Development Investment; Business Investment; and Economic Growth Investment. <https://apps.cio.ny.gov/apps/cfa/>

Other periodic state legislation can provide funding for specific transportation purposes. These legislative initiatives can help advance projects that otherwise cannot be advanced, but because they cannot be predicted, they are not counted toward revenues as part of the fiscally-constrained portion of this plan.

Local property taxes, excise taxes, bonds (such as the PIT Bond), and user fees (such as transit fares) fund the local share of state and federal projects, and these taxes and fees fund projects that counties, villages, cities, and towns in the HOCTC region undertake. Historically, municipalities in the HOCTC region have been able to fund the local matching share of federally-funded projects, and this financial plan assumes municipalities will

continue to make adequate local funds available. HOCTC members also partner with the private sector and institutions like colleges, economic development agencies, and not-for-profit organizations to plan, build, operate, and maintain transportation improvements. These entities can provide the local share of required matching funds for federal or state-funded projects, and they may fund operations and maintenance of transportation facilities and services. HOCTC members are exploring additional partnerships with the private sector in an effort to find new and expanding funding to address gaps in available resources. Finding new revenue sources is always challenging. Support may only be achieved if there is a belief that the existing funds are being spent efficiently and providers of new financing are convinced that the benefits of the transportation investment exceed the additional cost.

### *Other Funding Sources and Financing Techniques*

HOCTC is working with its partners in the private and not-for-profit sectors to identify innovative approaches to fund and finance transportation improvements, operations, and maintenance. Three approaches have emerged as the most viable, although HOCTC will be open to exploring any new transportation revenue sources to assist in implementing this plan and moving toward the county's vision and goals for transportation.

First, HOCTC is continuing to build on a long history of partnering with the private sector and not-for-profit entities to fund capital projects and then operate and maintain elements of the transportation system. Developer contributions fund improvements to local, county, and state roads, sidewalks, bike infrastructure, and transit systems to accommodate the additional transportation demand generated by new housing, commercial and office space, and industrial development.

Organizations like health care provider groups, colleges and universities, and charities that fill gaps in transportation services for vulnerable populations are an important source of funding and volunteer resources for transportation. For example, 50 Forward Mohawk Valley is an agency that provides non-emergency medical transportation for individuals who qualify through the Oneida County Office for the Aging, with service provided through volunteers who use their vehicles and vehicles owned by the agency.

Funding can be up to 100 percent private, organizations can contribute to the local match for federally-funded projects, and/or they can assume responsibility for operating services and maintaining vehicles, bus stops on their properties, and other transportation infrastructure.

Joint development of transit infrastructure with private sector partners is a possibility in the HOCTC region.

## 7.3 Funding Resource Forecasts

The baseline for estimating future resources for all FHWA and state sources is the current adopted HOCTC TIP for 2023-2027. The baseline for estimating future revenues from the FTA is also based on the current adopted HOCTC TIP for 2023-2027.

Funding for federal and state programs is assumed to be held flat over the horizon of this plan; this is discussed more in-depth later in this section. The programs themselves are assumed to continue as currently authorized by Congress and the New York State Legislature, but funding programs and eligibility requirements may change over time.

### **TIP Development Process**

During the 2023-2027 TIP development, HOCTC followed the following process

- Review STIP/TIP directions provided by NYSDOT
- Determine that sufficient funds are available to solicit candidate projects and subsequently program new projects in the TIP
- Review existing 2020-2024 TIP for projects in FFY 2022, 2023, and 2024
- Solicit potential project proposal worksheets from all MPO member agencies and partners.
- Evaluate potential candidate projects
- Develop a project listing from proposed projects
- Review draft TIP document with NYSDOT Main Office and NYSDOT Region 2 offices
- Release draft TIP document for public review
- Review project listing with Planning Committee membership
- Present the Policy Committee with the draft TIP for final review and potential approval
- Receive approval from the Policy Committee and submit the document to NYSDOT for inclusion in the STIP

## *Short Term Fiscal Outlook - HOCTC Transportation Improvement Program*

The HOCTC Transportation Improvement Program (TIP) is a five-year financial plan outlining federally funded and locally identified transportation projects for 2023-2027. It includes details on highways, bridges, bikeways, pedestrian facilities, transit, and transportation demand management initiatives. Each project specifies a timeline, scope, costs, and funding sources. TIP approval initiates environmental review and project implementation.

Developed collaboratively with the NYSDOT, the TIP prioritizes projects based on available resources and aligns with regional transportation goals. It demonstrates the MPO's commitment to improving the transportation network. Aligned with state and federal requirements, the TIP is updated every four years. It reflects the Long-Range Transportation Plan's objectives and undergoes rigorous review and approval processes to ensure fiscal constraint is maintained by the program year.

## *Long Term Fiscal Outlook (Post-TIP)*

Beyond the 5-year TIP horizon, planning becomes increasingly uncertain. While some agencies have identified potential projects for the mid-term (2028-2035) and long-term (2036-2045), these plans are preliminary and subject to change.

Funding for projects beyond the TIP is uncommitted and dependent on future federal transportation allocations. While continued support for maintenance and operations is hoped for, it is not guaranteed. The exact nature and scale of future transportation needs remain unclear, requiring ongoing planning and analysis.

Preserving the existing transportation system is a top priority due to limited funding. Operations and maintenance costs are projected to consume a significant portion of available funds beyond the TIP. However, discretionary grant programs offer opportunities for system enhancements.

To estimate future highway funding, a conservative 2% annual increase in TIP program allocations was assumed and programmed in alignment with NYSDOT STIP financial planning practices. This is below the projected 2.5% annual inflation rate used for transportation project costs estimating. To estimate future transit funding, a conservative approach will be taken by projecting a consistent level of funding without any growth, based on FTA guidance. This assumption is based on the relatively stable trend of federal transit funding over the past decade, which, despite recent upticks, warrants a cautious outlook.

Table 7.1 shows estimated revenues by source, for total revenues of \$1.71 billion over the horizon of this LRTP.

**Table 7.1 Projected revenues (all values in millions)**

Program	Short term (FFYs 2023-2027; 5 years)	Mid term (FFYs 2028-2035; 8 years)	Long term (FFYs 2036-2045; 10 years)	Total
<b>Highways Funds (federal)</b>				
NHPP <sup>a</sup>	\$62.33	\$118.13	\$176.58	\$357.04
NHFP <sup>a</sup>	\$6.00	\$11.37	\$17.00	\$34.37
HSIP <sup>a</sup>	\$19.06	\$36.12	\$54.00	\$109.18
HPP <sup>a</sup>	\$1.75	\$3.32	\$4.96	\$10.02
STBG Flex <sup>a</sup>	\$92.72	\$175.73	\$262.67	\$531.11
STBG Off <sup>a</sup>	\$14.88	\$28.19	\$42.14	\$85.21
TAP Flex <sup>a</sup>	\$5.57	\$10.55	\$15.77	\$31.89
TAP Sm Urban <sup>a</sup>	\$0.63	\$1.20	\$1.79	\$3.62
CRP <sup>b</sup>	\$0.20	\$0.38	\$0.57	\$1.16
<b>Total</b>	<b>\$203.14</b>	<b>\$385.00</b>	<b>\$575.47</b>	<b>\$1,163.61</b>
<b>Transit Funds (federal)</b>				
FTA 5307 <sup>a</sup>	\$18.82	\$30.11	\$37.63	\$86.55
FTA 5310 <sup>a</sup>	\$1.09	\$1.74	\$2.17	\$4.99
FTA 5311 <sup>a</sup>	\$0.73	\$1.16	\$1.45	\$3.34
FTA 5339 <sup>a</sup>	\$5.31	\$8.50	\$10.62	\$24.43
<b>Total</b>	<b>\$25.94</b>	<b>\$41.50</b>	<b>\$51.87</b>	<b>\$119.31</b>
<b>Non-Federal Funds</b>				
Local Highway <sup>a</sup>	\$3.69	\$7.00	\$10.46	\$21.15
State Highway <sup>a</sup>	\$5.60	\$10.61	\$15.86	\$32.08
Local Transit <sup>a</sup>	\$4.57	\$8.65	\$12.94	\$26.15
State Transit <sup>a</sup>	\$3.65	\$6.92	\$10.35	\$20.92
SDF <sup>a</sup>	\$50.91	\$96.50	\$144.24	\$291.64
PIT Bond	\$30.79	\$0.00	\$0.00	\$30.79
<b>Total</b>	<b>\$99.22</b>	<b>\$129.68</b>	<b>\$193.84</b>	<b>\$422.75</b>
<b>Total Highway</b>	<b>\$294.14</b>	<b>\$499.10</b>	<b>\$746.03</b>	<b>\$1,539.28</b>
<b>Total Transit</b>	<b>\$34.16</b>	<b>\$57.07</b>	<b>\$75.15</b>	<b>\$166.38</b>
<b>Grand total</b>	<b>\$328.29</b>	<b>\$556.18</b>	<b>\$821.19</b>	<b>\$1,705.66</b>

Notes:

<sup>a</sup> Sourced from adopted 2023-27 TIP and projected forward

<sup>b</sup> Provided from HOCTC



## 7.4 Cost Estimates

Cost estimates in this plan are based on projected projects and strategies through 2045. The plan ensures that spending in any five-year period aligns with anticipated revenue over the 22-year horizon.

This plan introduces a data-driven approach to determine future investment needs for preserving the transportation system. By assessing pavement and bridge conditions, the analysis identifies necessary repairs and associated costs. These findings inform funding requirements beyond the current TIP. While this is a valuable initial step, future refinements are anticipated, such as incorporating sidewalk conditions and more nuanced assessments of bridge and pavement needs.

To account for inflation, a 2.5% annual increase in construction costs is assumed. This reflects recent trends, though the rate may fluctuate.

To estimate the financial needs to maintain a “state of good repair” for highways, the current state of pavement conditions was computed based on information from NYSDOT. The total lane miles of pavement in poor or fair condition were used as the basis for projecting future needs. Table 7.2 below shows the calculations used to estimate the total funding needs for highways for the years 2028 to 2045.

**Table 7.2 Calculations of state-of-good-repair investment needs for highways**

<b>Unit cost for road repaving</b>	\$290,000 per lane-mile (per NYSDOT <sup>a</sup> )
<b>Miles of public roadway (all jurisdictions) in the HOCTC region in poor or fair pavement condition</b>	1,458 miles (HOCTC GIS analysis of NYSDOT pavement condition rating dataset)
<b>Calculated need (2023 dollars)</b>	$\$290,000 * 1,458 = \$422.8\text{M}$
<b>Annualized need for each of 18 post-TIP financial years (2023 dollars)</b>	$\$423\text{M} / 18 = \$23.5\text{M}$
<b>Sum of annual allocations (in year-of-expenditure dollars, undertaken during FFYs 2028-2045, accounting for 2.5% cost inflation)</b>	\$669.7M

Note: This analysis excludes the NY Thruway, for which pavement-condition data were unavailable

<sup>a</sup> unit cost for this analysis is \$290,000/lane-mi as agreed with NYSDOT.

Similarly, estimates for the financial needs to maintain bridges in a “state of good repair” were based on current conditions and projected forward. Bridge inventory data from NYSDOT was used to identify the square feet of bridge deck on public roadways (all jurisdictions) in the HOCTC region in poor structural condition. The total square footage of bridge deck in poor condition was used as the basis for projecting future needs. Table 7.3

below shows the calculations used to estimate the total funding needs for bridge deck replacement.

**Table 7.3 Calculations of state-of-good-repair investment needs for bridges**

<b>Unit cost for bridge replacement</b>	\$450 per sq. ft. (per NYSDOT) + 20% for design, right-of-way, and inspection = \$540/sq ft <sup>a</sup>
<b>Square feet of bridge deck on public roadway (all jurisdictions) in the HOCTC region in poor structural condition.</b>	620,000 sq. ft (HOCTC GIS analysis of NYSDOT bridge deck rating)
<b>Calculated need (2023 dollars)</b>	\$540 * 122,438 = \$66.1M
<b>Annualized need for each of 18 post-TIP financial years (2023 dollars)</b>	\$66.1M / 18 = \$3.7M
<b>Sum of annual allocations (in year-of-expenditure dollars, undertaken during FFYs 2028-2045, accounting for 2.5% cost inflation)</b>	\$104.7M

<sup>a</sup> unit cost for this analysis is \$540/sq ft as agreed with NYSDOT.

In addition to bridges in the HOCTC region that are already in poor structural condition, there are 11 bridges that have previously applied for BridgeNY funding but have not yet been funded through the BridgeNY program or through other means. As a reconstruction need has been established for these bridges as part of the funding application process, it is assumed that these needs will continue into the future. For the purposes of this analysis, it was assumed that these projects' needs would be allocated evenly throughout the mid- and long-term planning timeline. Therefore, project costs were inflated accordingly. This results in an additional \$57.6 million of total funding needed for bridge deck replacement.

In total, \$162.3 million total funding needs are identified for bridge replacement from 2028-2045.

## **New York State Department of Transportation’s Distribution of Highway and Transit Funds**

NYSDOT and local HOCTC members annually budget funds for operations and maintenance of transportation facilities including the federally supported system. In addition, both federal and state funds are provided to NYSDOT’s operations and maintenance forces for betterments to the system. NYSDOT Region 2 budgets approximately \$5 million of State funding per year for preventative, corrective and demand maintenance on highways and bridges. HOCTC’s 2023-2027 TIP includes approximately \$6 million in funding for local projects.

NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators. CNYRTA is the principal recipient of these funds in the HOCTS area. STOA is calculated based on a per passenger and per vehicle mile formula.

Programming amounts were developed in Year 2023 dollars. The funding tables reflect Year of Expenditure (YoE) adjustments, according to the inflation assumptions developed in coordination with NYSDOT.

HOCTC is included in NYSDOT Region 2, which also includes Hamilton, Fulton, Madison, and Montgomery Counties beyond Oneida and Herkimer counties. The Going Places 2045 LRTP has been prepared in consultation with Region 2 staff to determine expected funding availability. NYSDOT, as the direct recipient for federal transportation funds, has considerable latitude in the distribution of funds and formulation of programming strategies.

## **7.5 Summary**

Table 7.4 indicates a calculated funding need of \$1.3 billion, which is about 26% lower than the anticipated revenue of \$1.7 billion. While projected funding for highways is expected to surpass the amount necessary to maintain roads in good condition, the situation for transit is less optimistic. Transit funding is projected to fall short of estimated needs due to the assumed imbalance in funding increases compared to inflation.

To address the funding shortfall, the agency could engage local decision-makers and advocate for increased local funding. A report detailing the gap between available funding and transit needs could be prepared, using data to demonstrate the potential impacts on transit operations and community well-being. Presenting these findings to local officials and emphasizing the importance of local investment in transit infrastructure could help

build support. Collaborating with local media and advocacy groups will further amplify this message and build public backing for additional funding.

Finally, a system for continuous monitoring and evaluation could greatly assist with financial sustainability. Regular assessments of funding sources and transit expenditures could be conducted, allowing for strategic adjustments based on economic conditions and funding availability. Ongoing dialogue between transit agencies and local decision-makers would likely ensure that strategies align with community needs and financial realities.

The BIL has introduced substantial new funding sources for transportation projects. Highway funding has increased 43% from \$205 million in the 2020-2024 TIP to \$293 million in the 2023-2027 plan. Assuming this level of transportation funding continues into the future, HOCTC and its members would be able to either accelerate existing projects or include additional “illustrative” projects beyond essential maintenance and repair initiatives. **In summary, the financial analysis demonstrates that the LRTP is fiscally responsible, with projected expenditures aligned with available revenue.**

**Table 7.4 Projected needs (all values in millions)**

	Short term (FFYs 2023-2027; 5 years)	Mid term (FFYs 2028-2035; 8 years)	Long term (FFYs 2036-2045; 15 years)	Total
<b>Highways Needs</b>				
Highway programming on 2023-27 TIP*	\$210.21	\$0	\$0	\$210.21
State-of-good-repair (Bridges)	\$0.00	\$66.13	\$96.18	\$162.31
State-of-good-repair (Pavement condition)	\$0.00	\$259.21	\$410.48	\$669.69
<b>Total</b>	<b>\$210.21</b>	<b>\$299.74</b>	<b>\$474.66</b>	<b>\$1,042.21</b>
<b>Transit Needs</b>				
Transit programming on 2023-27 TIP	\$31.94	\$72.85	\$113.82	\$218.60
<b>Total</b>	<b>\$31.94</b>	<b>\$72.85</b>	<b>\$113.82</b>	<b>\$218.60</b>
<b>Grand total</b>				<b>\$1,260.81</b>

Note: \*Highway TIP allocation includes funding for safety and bike/ped projects. It does not include state of good-repair needs for sidewalks and alternative transportation networks (multi-use paths, bicycle infrastructure, and trailways)

## Section 8: Project Listing

### 8.1 Overview

A consistent theme both nationally and across New York State is the structural divergence between resources available for investment in the transportation network and identified needs.

The HOCTC region is no exception to this trend of limited financial resources available for system enhancement. While the availability and breadth of funding resources has increased industry-wide as part of major federal legislature such as the BIL, the majority of funding resources during the 20-year horizon must still be allocated to preserving the existing transportation network in Herkimer and Oneida Counties.

This is consistent with New York State's "Preservation First" principle for the State's transportation system.

### 8.2 HOCTC's Process for Project Prioritization

HOCTC regularly solicits candidate projects through quarterly meetings with its Transportation Planning Committee (TPC) and Governmental Policy & Liaison Committee (GP&L). A formal Call for Capital Projects was conducted in late 2022 in combination with the solicitation for projects during the development of the current 2023-2027 Transportation Improvement Plan (TIP). Project Request Memorandum for projects/tasks/studies are also circulated to the Committee Members at the beginning of each UPWP and LRTP Planning update cycle. The joint Project Request Memorandum for the LRTP 2045 update and UPWP 2024-2025 SFY was circulated December 6, 2023.

At the outset of the TIP update process, HOCTC staff advises Committee Members as well as HOCTC's member agencies and partners of the updated demographics identifying Environmental Justice communities in the HOCTC region as well as the region's current status on performance measures and progress towards identified targets. This ensures that all involved are equipped to fully take account of this information in the project selection and prioritization processes.

HOCTC's member agencies and partners first submit a project narrative and proposal worksheet for each candidate project. The proposals are then evaluated and ranked via a rubric by a subcommittee of the TPC in a formal and open review process. This project prioritization process is guided by the extent to which each proposed project is consistent with the Goals identified in HOCTC's LRTP, as identified by the project sponsor and

reviewed by HOCTC’s members. Projects not prioritized but still relevant for member municipalities and aligned with the Goals are maintained on an Illustrative Project List.

The list of projects included in the TIP and the year of funding for each project is ultimately approved by resolution of HOCTC’s Governmental Policy and Liaison Committee.

### **Environmental Justice Analysis Plan**

The HOCTC Environmental Justice Analysis Plan for 2021 continues to provide guidance for identifying and addressing adverse effects of transportation planning on minorities and low-income populations to include populations of disabled people, Limited English Proficiency (LEP) populations, the elderly, households without vehicles, and renter-occupied households. These additional categories allow for HOCTC to identify aggregate needs areas and more accurately determine underserved areas in the MPA. The Environmental Justice Analysis Plan is updated every four years.

The Environmental Justice Analysis Plan can be accessed using the following link:

<https://ocgov.net/assets/Planning/Transportation/Projects/Environmental-Justice-Analysis-2021.pdf>

## **8.3 Project Listing**

HOCTC’s TIP and New York State’s Statewide Transportation Improvement Program (STIP) include some of the projects listed in this section. However, most projects have not yet been funded. There is no intended priority in the order of projects in the listing that follows, but it is noted which goal or goals in which the proposed project aligns.

As noted in Section 7, projects identified as “illustrative” are deemed to be valuable investments, however financial constraints, regulatory limitations, and programming strategy require that these projects be held until adequate funding or programming capacity become available. Should additional resources materialize, these projects could be considered as candidates to include in a future TIP. These projects are aspirational and are included consistent with federal regulation. As a formal matter, however, no HOCTC, NYSDOT, or federal action will be taken on an illustrative project until it is placed onto the current TIP.

The projects are grouped into two primary categories – highway and transit projects – mirroring the organization of the TIP and associated breakdown of FHWA, FTA, and NYS funding sources. That said, highway projects include projects for all modes outside transit modes, including bicycle and pedestrian-related projects. The fiscally-constrained project listing is included in Table 8.2 and the illustrative project listing is included in Table 8.3. This



project listing includes projects that align with the federal planning factors, will advance LRTP goals, and will address performance measure outcomes such as improving safety, implementation of Complete Streets, enhancing the resiliency and sustainability of the network, as well as bolstering economic and tourism outcomes. Table 8.1 shows how illustrative projects align with the federal planning factors and HOCTC goals.

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**Table 8.1 Summary of Project Listing Related to Planning Factors and Goals**

Project	Federal Planning Factors										HOCTC's LRTP Goals				
	Economic Vitality	Safety	Security	Accessibility & Mobility	Environment, Energy Conservation, Quality of Life	Integration & Connectivity	Management & Operation	Preservation	Resiliency & Reliability	Travel & Tourism	Mobility & Accessibility	Safety In Transportation	Coordination of Transportation with Land Use Planning	System Preservation	Environmental Impacts
Bridge Replacement Across Herkimer & Oneida Counties	X	X		X	X			X	X		X			X	X
Pavement Rehabilitation Across Herkimer & Oneida Counties	X	X			X			X	X					X	X
Transportation Planning for Climate Smart Communities	X			X	X			X	X		X			X	X
Resiliency – Clinton Street Bridge				X	X			X	X					X	X
Slow Moving Vehicles & Agricultural Equipment on Roadways Safety Study	X	X		X		X		X	X	X	X	X	X	X	
Slow Moving Vehicles & Agricultural Equipment on Roadways Safety Upgrades	X	X		X		X		X	X	X	X	X	X	X	
Herkimer & Oneida Counties Safety Action Plan Implementation		X		X	X	X				X	X	X	X		
Local Road Safety Improvement Projects		X		X	X	X				X	X	X	X		
Signal Study & Upgrades – Herkimer & Oneida County		X	X		X	X	X				X			X	X
Freight Network Analysis	X				X	X	X		X		X				X
I-90 Exit 31 PEL Study Alternative Selection & Advancement	X	X		X	X	X	X	X	X		X	X		X	X
I-90 Exit 31 PEL Study -Implementation	X	X		X	X	X	X	X	X		X	X		X	X
Electric Vehicle Charging Infrastructure Upgrades	X				X										X
ITS Implementation	X	X	X	X	X	X	X		X		X	X		X	X
Unified Signage & Wayfinding Enhancements for Safety	X	X		X		X				X	X	X	X		

Project	Federal Planning Factors										HOCTC's LRTP Goals				
	Economic Vitality	Safety	Security	Accessibility & Mobility	Environment, Energy Conservation, Quality of Life	Integration & Connectivity	Management & Operation	Preservation	Resiliency & Reliability	Travel & Tourism	Mobility & Accessibility	Safety In Transportation	Coordination of Transportation with Land Use Planning	System Preservation	Environmental Impacts
Transportation Alt. Network Connectivity Buildout	X	X		X	X	X		X		X	X	X	X	X	X
Kirkland Trails Phase II & III Buildout	X	X		X	X	X		X		X	X	X	X	X	X
Mohawk River Trail Phase 4 & 5	X	X		X	X	X		X		X	X	X	X	X	X
Oneida County – Rayhill Trail Expansion	X	X		X	X	X		X		X	X	X	X	X	X
HOCTC Transportation Atlas Update	X					X				X			X		
Transportation & Cultural Connections – City of Rome	X	X		X		X				X			X		X
W Chestnut Street, City of Rome, Oneida County		X		X	X	X	X	X	X		X	X	X	X	X
Kellogg Road, Town of New Hartford, Oneida County		X		X	X		X	X	X		X	X	X	X	X
Planning for Complete Streets & Context-Sensitive Design	X	X		X	X	X	X	X	X	X	X	X	X		X
Educational Outreach: Transportation Alternative Network		X		X		X					X	X			
LRTP Scenario Planning	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Transit Facility Consolidation for M&O for CNYRTA	X		X	X	X	X	X		X	X	X		X		X
Microtransit Pilot Program	X			X	X	X	X				X		X		X
Herkimer County Rural Transit Planning	X			X	X	X				X	X		X		X
Mobility Management Program Coordination	X		X	X	X	X	X				X		X		X

**Table 8.2: Fiscally-Constrained Project Listing**

<b>Bridge Replacement Across Herkimer and Oneida Counties</b>	
Project Description	Conceptually, projects would seek to maintain travel throughout the two-county region by rehabilitating or replacing bridge structures on local or NYS Highways. Bridge replacement projects should aim to maintain and improve travel infrastructure in Herkimer and Oneida Counties by repairing or replacing aging bridge structures on local roads and NYS Highways. The project will employ modern engineering techniques and materials to ensure that the new or refurbished bridges meet current safety standards and are more resistant to future wear and environmental stresses. By ensuring that bridges are safe and capable of supporting current and future traffic demands, this project will boost economic activity, reduce travel disruptions, and improve the overall resilience and efficiency of the region's transportation infrastructure. HOCTC communities benefit from increased safety for all road users, a lower risk of bridge failures, and improved connectivity and reliability of the transportation network. This includes all local bridges submitted to NYS Department of Transportation for the most recent Bridge NY funding cycle, that were not funded by Bridge NY or other funding sources.
Approximate Cost	Oneida County: \$97.28M Herkimer County: \$65.03M
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility &amp; Accessibility</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>
<b>Pavement Rehabilitation Across Herkimer and Oneida Counties</b>	
Project Description	Conceptually, projects would seek to maintain travel throughout the two-county region by rehabilitating pavements on local or NYS Highways. Pavement rehabilitation projects should improve travel infrastructure in Herkimer and Oneida Counties by rehabilitating pavements on local roads and NYS Highways. This initiative will entail evaluating pavement conditions, prioritizing areas needing repair, and implementing rehabilitation techniques such as resurfacing, sealing, and full-depth reclamation. HOCTC communities benefit from improved road safety, increased driving comfort, and extended pavement lifespan, which can lead to lower maintenance costs over time. This project will boost economic activity, lower vehicle operating costs, and improve residents' and visitors' overall quality of life by ensuring smooth and reliable travel routes. The rehabilitation efforts will keep the transportation infrastructure resilient and capable of meeting current and future travel demands.
Approximate Cost	Oneida County: \$476.80M Herkimer County: \$192.89M
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility &amp; Accessibility</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>

**Table 8.3 Illustrative Project Listing**

<b>HIGHWAY PROJECTS</b>	
<b>Transportation Planning for Climate Smart Communities</b>	
Project Description	This project aims to strengthen the HOCTC region's non-state federal-aid transportation infrastructure to withstand severe weather events' increasing intensity and frequency. This initiative entails assessing the vulnerability of existing infrastructure, such as roads, bridges, culverts and drainage systems, and then implementing retrofitting measures to increase their resilience. Potential upgrades include strengthening bridges, improving drainage systems, right-sizing culverts, elevating flood-prone roads, and using more durable materials. Benefits to HOCTC communities include lower risk of infrastructure failure during extreme weather, fewer disruptions to transportation services, and improved public safety. Additionally, resilient infrastructure will protect economic activities by ensuring reliable transportation routes and lowering long-term repair costs. By proactively addressing climate change impacts, this project will help to ensure the sustainability and durability of the region's transportation network, resulting in a safer and more resilient community.
Approximate Cost	\$250K (for prioritization studies) Construction costs not presently known
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- System Preservation</li> <li>- Environmental Impacts</li> <li>- Safety in Transportation Options</li> </ul>
<b>Resiliency - Clinton Street Bridge</b>	
Project Description	This project addresses the Clinton Street Bridge over the Sauquoit Creek, which acts as a choke point and results in the creek flowing outside its banks into streets and homes. The older bridge also is a safety concern with nonstandard driving lanes and sidewalks, structural concerns due to the lack of deep foundations, and the velocity of water causing additional erosion from flooding events. In addition, the bridge is undersized and impedes flows as it cannot carry water during high water events or catches woody debris from upstream. In order to function during a 100-year storm event and meet hydraulic modeling standards, the design calls for 2ft freeboard that will meet current climate standards and require a 170 ft long structure with realignment, bank stabilization, and flood bench. Currently, the bridge is poorly aligned with the channel, which further reduces the capacity of the bridge. The backwater effect extends upstream nearly to Clinton Street. The impacted area includes several commercial structures, a park, and several homes.
Approximate Cost	\$15M
Timeframe	Short- and long-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>Slow Moving Vehicles &amp; Agricultural Equipment on Roadways Safety Study</b>	
Project Description	The Agricultural Equipment on Roadways project seeks to address the issues raised by animal-drawn and specialized agricultural equipment in the HOCTC region, contributing to premature roadway deterioration and safety concerns. This project will involve mapping current demand patterns and user needs for these vehicles and identifying areas where safety concerns are most acute and roadway infrastructure is most vulnerable to damage.
Approximate Cost	\$250K
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Safety in Transportation Options</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> </ul>
<b>Slow Moving Vehicles &amp; Agricultural Equipment on Roadways Safety Upgrades</b>	
Project Description	The project will implement targeted mitigation strategies that prioritize safety and infrastructure longevity by collecting and analyzing this information. Possible solutions include establishing designated agricultural routes, making road design changes, and improving signage and public awareness campaigns. Benefits for HOCTC communities include increased roadway safety for all users, lower maintenance costs due to less frequent and severe roadway degradation, and a more harmonious coexistence of agricultural activities and other modes of transportation. These improvements will benefit the region's agricultural economy while providing a safer and more durable transportation network.
Approximate Cost	\$7.5M
Timeframe	Continuous (short & long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Safety in Transportation Options</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> </ul>



<b>HIGHWAY PROJECTS</b>	
<b>Herkimer and Oneida Counties Safety Action Plan Implementation</b>	
Project Description	The Herkimer and Oneida Counties Safety Action Plan Implementation project aims to improve safety across the two-county region by implementing the recommendations outlined in the Safety Action Plan. This project will focus on specific safety improvement initiatives, such as upgrading intersections, improving pedestrian and bicyclist infrastructure, and implementing traffic calming measures. These projects will be funded through the USDOT's competitive Safe Streets and Roads for All (SS4A) Implementation Grant program. The advantages for HOCTC communities include significantly reducing traffic accidents and fatalities, increased safety for all road users, and creating a more secure and welcoming transportation environment. Furthermore, these improvements will help boost economic development by making the region more appealing to residents, businesses, and visitors, fostering community, and promoting active transportation options that improve public health and well-being.
Approximate Cost	Illustrative Project; Implementation costs not presently known
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Options</li> <li>- Coordination of Transportation with Land Use Planning</li> </ul>
<b>Local Roadway Safety Improvement Projects</b>	
Project Description	The Local Roadway Safety Improvement Projects initiative seeks to improve safety and accessibility throughout the HOCTC region by addressing high-accident locations (HALs), improving facilities that comply with the Americans with Disabilities Act, and enhancing the multi-modal network. This project entails a thorough evaluation of mobility, safety, capacity, intersection, pedestrian, and bicyclist requirements and deficiencies. It will prioritize pavement rehabilitation, intersection upgrades, pedestrian and bicyclist infrastructure enhancements, and ADA facility improvements to ensure user accessibility. The project aims to reduce accidents, improve traffic flow, and create safer, more user-friendly roadways by focusing on high-accident areas and mobility issues. HOCTC communities benefit from increased roadway safety, community vitality, and economic development support by creating a more reliable and accessible transportation infrastructure. Furthermore, these improvements will encourage active transportation, promote inclusivity, and improve residents' and visitors' quality of life.
Approximate Cost	\$8M (\$4M per county) *Does not include SS4A Implementation Projects
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- System Preservation</li> <li>- Safety in Transportation Options</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>Signal Study &amp; Upgrades – Herkimer and Oneida County</b>	
Project Description	This project addresses the numerous obsolete signals that are operated at intersections of the local road network and the state road network. The signals will be evaluated to see if they are warranted. After that determination, the level of upgrade will be determined. New signal projects will be focused on advanced smart community technologies and will be installed to NYSDOT standards that allow efficient operations and connection into the Regional Traffic Management Center, where they can be monitored and maintained in a way that supports safer roadways and reduces environmental impacts through reduced idle times. This will also support the development of the transportation alternative network by enhancing safety at intersections.
Approximate Cost	\$7M
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Safety in Transportation Operations</li> <li>- System preservation</li> <li>- Environmental Impacts</li> </ul>
<b>Freight Network Analysis</b>	
Project Description	The Freight Network Analysis project aims to assess changes in industrial development within the HOCTC planning area by investigating supply chain and logistics operations. The study will use advanced regional and local area travel demand models and analytical and visualization tools to comprehensively understand freight movement patterns and their impact on the transportation network. This project will evaluate the current freight infrastructure's capacity, efficiency, and connectivity, identify potential bottlenecks, and forecast future freight demand based on expected industrial growth. This analysis will take into account the recently adopted NYSDOT 2024 Freight Plan. HOCTC communities benefit from informed transportation planning, increased economic competitiveness through efficient goods movement, and improved infrastructure investment strategies. The project will also help to alleviate traffic congestion, reduce the environmental impact of freight transportation, and ensure that the region's transportation network can support long-term industrial development and growth.
Approximate Cost	\$500K
Timeframe	Short-term (to perform study)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Environmental Impacts</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>I-90 Exit 31 PEL Study Alternative Selection and Advancement</b>	
Project Description	This project will advance conceptual design recommendations and inform the environmental review for one or more future projects being progressed under the National Environmental Policy Act (NEPA) that were a result of the Planning and Environment Linkages (PEL) Study centered on the NYS Thruway (I-90) Exit 31 Interchange at N. Genesee Street (NYS Route 921 C). Corridor and interchange design upgrades were identified to improve roadway system connections, increase safety, and enhance multi-mobility and economic development in the Project Study Area.
Approximate Cost	\$2.5M
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Options</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>
<b>I-90 Exit 31 PEL Study - Implementation</b>	
Project Description	This project will continue the I-90 Exit 31 PEL Study, such that the implementation can be started. Final design and NEPA review will be completed on the selected alternative concepts so that one will progress to implementation.
Approximate Cost	\$200M
Timeframe	Long-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Options</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>
<b>Electric Vehicle Charging Infrastructure Upgrades</b>	
Project Description	The Electric Vehicle Charging Infrastructure project aims to expand the network of electric vehicle (EV) charging stations throughout the HOCTC region, following the implementation and completion of the recommendations from the 2021 EV Charging Station Plan, which included not only the installation of new EV chargers, but also the development of an EV dashboard specifically for Oneida County. To further the goals of enhancing the region's EV charging infrastructure, the project can boost economic growth by attracting EV drivers to the area, creating green technology jobs, and aligning with more extensive state and federal sustainability goals.
Approximate Cost	\$1.1M
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Environmental Impacts</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>Intelligent Transportation Systems (ITS) Implementation</b>	
Project Description	The Intelligent Transportation Systems (ITS) Implementation project aims to address and implement Oneida County's Smart Infrastructure Planning Study recommendations. To date, ITS work completed in the region includes adding traffic cameras and investing in the regional Traffic Management Center. Continued deployment of advanced technologies, such as traffic signal synchronization, real-time traffic monitoring, adaptive traffic control systems, and smart parking solutions, will aim to improve the transportation network's efficiency and safety at key intersections within the local and state roadway network. HOCTC communities benefit from reduced traffic congestion, shorter travel times, improved road safety, and increased overall transportation system reliability. By implementing ITS, the project will promote sustainable transportation practices, reduce emissions, and foster a more connected and resilient infrastructure, ultimately improving residents' quality of life and positioning the region as a pioneer in intelligent mobility solutions.
Approximate Cost	\$10M
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Environmental Impacts</li> <li>- Safety in Transportation Options</li> <li>- System Preservation</li> </ul>
<b>Unified Signage and Wayfinding Enhancements for Safety</b>	
Project Description	The Wayfinding Enhancements project aims to improve navigation and orientation in the HOCTC region by creating a unified and user-friendly signage and wayfinding system. This initiative will include the installation of clear, consistent, and visually appealing signage, maps, and digital guides to assist residents and visitors in locating public facilities, transit stops, and key attractions within member municipalities. This initiative will help visitors and residents alike by increasing overall mobility throughout the transportation system, empowering people to easily connect to key destinations through a mix of modes and increasing accessibility and ease of movement. Emphasis is placed on improving tourist wayfinding and providing them with necessary travel and facility information to ensure a smooth and enjoyable experience. Improved wayfinding can increase local tourism by making it easier for out-of-town visitors to explore and navigate the area, potentially leading to economic growth. It also improves safety and convenience for all users, including HOCTC residents, encouraging the use of public transportation and other amenities.
Approximate Cost	\$500K
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Options</li> <li>- Coordination of Transportation with Land Use Planning</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>Transportation Alternatives Network Connectivity Buildout</b>	
Project Description	The Transportation Network Alternatives Buildout project will conduct feasibility and planning studies to identify opportunities to close gaps and improve connectivity within the HOCTC region's non-motorized trail network, including active transportation facilities along the Erie Canal in Herkimer and Oneida Counties. This initiative entails evaluating current trail conditions, planning new trail segments, incorporating facilities that enhance the user experience, and devising ongoing maintenance and improvement strategies. The project's goal is to create a seamless and accessible trail network that promotes walking, cycling, and other non-motorized modes of transportation. HOCTC communities benefit from increased recreational opportunities, improved health and wellness through active transportation, and better connectivity between neighborhoods, parks, and key destinations. Furthermore, a well-maintained and connected trail network can boost local tourism, promote environmental sustainability by lowering vehicle emissions, and foster a stronger sense of community by providing safe and enjoyable outdoor activities.
Approximate Cost	\$175M Oneida County: \$150M Herkimer County: \$25M
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Choices</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>
<b>Kirkland Trails Phase II &amp; III Buildout</b>	
Project Description	This project will build on the Kirkland Trails and Feasibility Study for Phase II & III completed in 2020. Connections will be planned and established both on and off-road to continue the build out the network from a 2024 Transportation Alternatives Program grant. Work will include final planning.
Approximate Cost	\$6M
Timeframe	Short- and long-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Choices</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>Mohawk River Trail Phase 4 &amp; 5</b>	
Project Description	This project will continue the Mohawk River Trail from its funded (2022 Transportation Alternative Program award) terminus at the Golf Course Rd at Delta Dam to connect to Delta Lake State Park and Woods Valley Ski Area, extending the new terminus to the hamlet of Westernville. This project will transition from City of Rome to Town of Western municipal jurisdiction and encompasses challenging planning and engineering constraints due to topographic conditions, right-of-way, traffic volumes, and existing land uses. This corridor is part of the North Country Trail Association (NCTA) (affiliated with the National Park Service (NPS)) to build and maintain the North Country National Scenic Trail, which spans 4,800 miles over eight states.
Approximate Cost	\$15M
Timeframe	Short- and long-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Choices</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>
<b>Oneida County – Rayhill Trail Extension</b>	
Project Description	The project will extend the existing Philip A Rayhill Memorial Trail from its current terminus along Judd Rd (CR 40), north to the intersection of Westmoreland Rd (CR 27) for approximately 1 mile. This extension will consist of constructing a 10’ wide asphalt multi-use trail. In addition, the project will complete ADA and safety upgrades to the intersections of Judd Rd and Westmoreland Rd and Clark Mills Rd (CR 19) and Halsey Rd, and upgrade ADA connectivity for approximately 2 miles along Clark Mills Rd/Clinton St from the intersection of Clark Mills Rd and Halsey Rd to the Town of Whitestown/Village of Whitesboro boundary, including curb ramp upgrades, midblock RRFB crossing, signalization upgrades, and other enhancements such as speed feedback signs based upon public comment.
Approximate Cost	\$3M
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Choices</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> <li>- Environmental Impacts</li> </ul>



<b>HIGHWAY PROJECTS</b>	
<b>HOCTC Transportation Atlas Update</b>	
Project Description	The HOCTC Transportation Atlas project aims to update and improve the current Transportation Atlas, making it a more intuitive and user-friendly resource for the general public and elected officials. This updated atlas will include comprehensive, user-friendly maps and data visualizations of the transportation system in Herkimer and Oneida Counties, such as public transit routes, road networks, bike paths, and pedestrian walkways. It will also include interactive online components allowing users to research transportation options, identify infrastructure projects, and better understand traffic patterns. HOCTC communities benefit from improved access to critical transportation information, which allows for better planning and decision-making by residents and policymakers. A more accessible Atlas can also improve community engagement, support regional planning initiatives, and promote a more informed and connected public, resulting in a more efficient and user-friendly transportation network.
Approximate Cost	\$100K
Timeframe	Short-term
Key Goals Addressed	- Coordination of Transportation with Land Use Planning
<b>Transportation and Cultural Connections – City of Rome</b>	
Project Description	The project will explore and evaluate the historic and current transportation connections in the City of Rome. Identifying where gaps exist and cultural and historic assets have been disconnected from the City. In addition to identifying new connections, this initiative would focus on reestablishing the street grid and redevelop the connections between the downtown core and cultural assets and the surrounding residential areas, with the goal of establishing a more traditional main street environment to support the community.
Approximate Cost	\$500K
Timeframe	Short-term
Key Goals Addressed	- Coordination of Transportation with Land Use Planning - Environmental Impacts

<b>HIGHWAY PROJECTS</b>	
<b>W Chestnut Street, City of Rome, Oneida County</b>	
Project Description	This project will implement the recommendations of the W Chestnut Street Study (2024). Through the study process, HOCTC identified problems and opportunities with the existing street, considered possible solutions that would fit within the current right-of-way, and developed a recommendation for transitioning W Chestnut St into a space that provides safe travel, connectivity, and accessibility for everyone utilizing complete street design concepts. Multiple projects will increase the total project cost to implement the full recommendation. Delays in project delivery could extend the time of construction and cause longer disturbance to the public and businesses. Multiple rounds of funding may be needed for full implementation.
Approximate Cost	\$17M
Timeframe	Short and Long Term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> <li>- Safety in Transportation Choices</li> <li>- Environmental Impacts</li> <li>- Mobility and Accessibility</li> </ul>
<b>Kellogg Road, Town of New Hartford, Oneida County</b>	
Project Description	This project will implement the recommendations of the Kellogg Road Study (2024). Through the study process, HOCTC identified problems and opportunities with the existing road, considered possible solutions that would fit within the current right-of-way, and developed a recommendation for transitioning Kellogg Road into a space that provides safe travel, connectivity, and accessibility for everyone utilizing complete street design concepts. Multiple projects will increase the total project cost to implement the full recommendation. Delays in project delivery could extend the time of construction and cause longer disturbance to the public and businesses. Multiple rounds of funding may be needed for full implementation.
Approximate Cost	\$12.2
Timeframe	Short- and long-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> <li>- Safety in Transportation Choices</li> <li>- Environmental Impacts</li> <li>- Mobility and Accessibility</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>Planning for Complete Streets &amp; Context-Sensitive Design</b>	
Project Description	The Planning for Complete Streets and Context-Sensitive Design project aims to incorporate Complete Streets principles into the HOCTC region's transportation network via small to moderate-scale studies. These studies will help to implement Complete Streets features, such as bike lanes, pedestrian pathways, and transit accommodations, during ongoing maintenance and rehabilitation projects, with a particular emphasis on corridors identified in the region's upcoming Safety Action Plan. The project also includes an educational outreach program to promote best practices in Context-Sensitive Design, which ensures that road improvements are tailored to the specific needs and characteristics of various road types in member municipalities. The benefits to HOCTC communities include increased safety for all road users, improved accessibility and mobility options, and the creation of more livable and attractive streets. By encouraging an inclusive approach to road design, this project promotes healthier lifestyles, reduces traffic congestion, and promotes environmental sustainability by decreasing reliance on personal vehicles.
Approximate Cost	\$300K (for planning efforts) Capital or O&M not presently known
Timeframe	Continuous (short- and long-term)
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Coordination of Transportation with Land Use Planning</li> <li>- Environmental impacts</li> <li>- Safety in Transportation Choices</li> <li>- Mobility and Accessibility</li> </ul>
<b>Educational Outreach: Transportation Alternative Network</b>	
Project Description	The Educational Outreach for Transportation Alternative Network project seeks to promote non-motorized travel in the HOCTC region by regularly updating the Bicycle and Pedestrian Trail Guide and offering comprehensive educational programming. This initiative will create and distribute an updated trail guide with detailed information on available routes, safety tips, and amenities to promote walking and cycling. The project will also fund training programs for municipal employees and the public, with staff focusing on transportation planning principles, land use management, and safe travel practices for non-motorized road users. HOCTC communities benefit from increased awareness and use of bicycle and pedestrian facilities, improved safety for all road users, and increased community involvement in sustainable transportation practices. The project's goal of fostering an active transportation culture can lead to healthier lifestyles, less traffic congestion, and environmental sustainability, resulting in more vibrant and connected communities.
Approximate Cost	\$150K
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Safety in Transportation Options</li> </ul>

<b>HIGHWAY PROJECTS</b>	
<b>LRTP Scenario Planning</b>	
Project Description	The intent of the LRTP Scenario Planning is to assess how well the LRTP recommendations prepare the region for transportation and economic changes. This project will assess the LRTP recommendations to confirm that they are robust actions that can address a wide range of future scenarios. HOCTC will work with a stakeholder group to address key trends in the region that will impact future transportation and/or the economic/social activities that generate the demand for transportation. Trend categories that may be explored include technology, environment, housing, and demographics. The trends will be combined with critical uncertainties for the region to understand how assumptions for the future could be undermined if trends play out in unexpected ways. The outcome of the work will be potential refinements, monitoring, metrics or other insights that HOCTC can use in carrying out the goals and strategies of the LRTP within the realm of future uncertainties.
Approximate Cost	\$400K
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Coordination of Transportation with Land Use Planning</li> <li>- System Preservation</li> <li>- Environmental impacts</li> <li>- Safety in Transportation Choices</li> <li>- Mobility and Accessibility</li> </ul>

<b>TRANSIT PROJECTS</b>	
<b>Transit Facility Consolidation for Maintenance and Operations for CNYRTA</b>	
Project Description	Study and site feasibility selection for centralizing and consolidating operation and maintenance facilities for the Utica and Rome systems. The Transit Facility for Utica and Rome Operations project aims to construct a centralized facility for consolidated and more efficient operations of CENTRO services in the HOCTC region. This centralized facility will reduce environmental impacts and improve transit service delivery for urban and rural areas.
Approximate Cost	\$30M
Timeframe	Short- and long-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- Environmental Impacts</li> </ul>
<b>Microtransit Pilot Program</b>	
Project Description	The Microtransit Pilot Program project seeks to expand the successful MOVE pilot service operated by CENTRO in Rome, NY, to other areas of the HOCTC region. This project entails purchasing new vehicles designed for microtransit operations, hiring and training more drivers, and implementing a comprehensive marketing strategy to increase awareness and ridership. The expanded service will provide flexible, on-demand transit options that fill gaps in the existing transportation network, allowing residents to travel more conveniently and efficiently. HOCTC communities benefit from improved access to public transportation, particularly in underserved or rural areas, reduced reliance on personal vehicles, and increased connectivity to key destinations such as employment centers, healthcare facilities, and educational institutions. By increasing mobility, the project promotes economic development, reduces traffic congestion, and promotes environmental sustainability by lowering vehicle emissions. The microtransit expansion will result in a more inclusive and adaptable transportation system that can meet the diverse needs of the region's population.
Approximate Cost	\$750K
Timeframe	Mid-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- Environmental Impacts</li> </ul>

<b>TRANSIT PROJECTS</b>	
<b>Herkimer County Rural Transit Planning</b>	
Project Description	The Herkimer County Rural Transit Needs project will provide support to Herkimer County to facilitate the development of public transit in Herkimer County and determine the most appropriate transit services.
Approximate Cost	\$100K
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- Environmental Impacts</li> </ul>
<b>Mobility Management Program Coordination</b>	
Project Description	The Mobility Management Coordination project aims to improve and streamline transportation services throughout the HOCTC region, particularly for underserved populations such as seniors, people with disabilities, and low-income residents. The project will establish a Mobility Manager position to promote interagency cooperation and integrate technology solutions to improve service delivery. In conjunction with the establishment of the Mobility Manager position, the initiative entails creating a centralized online repository of service information and conducting public outreach to raise awareness about available transportation options. The project will strengthen community connections and create a welcoming and inclusive transportation environment. Environmental and public health benefits are expected from reduced traffic congestion, improved air quality, and improved access to healthcare and social services, all contributing to overall well-being in HOCTC communities.
Approximate Cost	\$250K
Timeframe	Short-term
Key Goals Addressed	<ul style="list-style-type: none"> <li>- Mobility and Accessibility</li> <li>- Coordination of Transportation with Land Use Planning</li> <li>- Environmental Impacts</li> </ul>



## Section 9: Public Outreach

### 9.1 Overview

Going Places 2045 is developed with meaningful input from Herkimer and Oneida County residents and the public is encouraged to provide continual input as the plan is implemented. For Going Places 2045, HOCTC identified a Technical Advisory Committee (TAC) which provided technical insight on the data analysis, future trends, development of goals and strategies and the final project listing. Public input collected during the outreach process helped to validate and provide consistency with the community's long-term goals, strategies and the prioritization for future investment reflected in the Plan.

During the development of Going Places 2045, HOCTC had multiple consultant-supported transportation planning efforts simultaneously underway (Human Services Transportation Plan 2025-2028 and the Herkimer-Oneida Counties Safe Streets for All Safety Action Plan.) While each plan had its own project specific engagement plan, public facing materials were consistently branded with a unique HOCTC engagement logo, survey questions were combined and public meeting, pop-up/tabling events and community meetings incorporated multi-faceted questions and combined data points, to minimize any public confusion between the projects, as well as public engagement fatigue.

The 2024 HOCTC Public Participation Plan (PPP) document served as guidance for the project specific Public Engagement Strategy developed for the LRTP update and the foundation for a robust Spring-Summer 2024 public engagement effort put forth by HOCTC staff augmenting consultant-led efforts to reach further into the community. Engagement efforts incorporated a focus addressing the aggregate needs areas of minority and low-income populations identified in the HOCTC 2021 Environmental Justice Analysis and included concerted efforts to reach populations of disabled people, Limited English Proficiency (LEP) populations, the elderly, households without vehicles, and renter occupied households.

The 2024 PPP formalized HOCTC's commitment to enhanced public outreach during the LRTP process and provided a toolbox with expanded virtual public engagement strategies, as well as a flexible list of traditional options to be utilized during outreach efforts. The 2024 PPP allowed HOCTC to tailor the LRTP public engagement effort with the tools or strategies that would be the most effective for the unique target audience and demographics of the communities being addressed. Outreach involved two components: The first, engagement with members of the TAC that guided the development of this Plan. The second component emphasized broader engagement to the general public of both Herkimer and Oneida Counties.

Virtual public engagement tools such as Poll Everywhere and Mentimeter were used during TAC and public meetings, as well as the development of project websites which hosted public engagement materials and upcoming events, a crowdsourcing App, opportunities to follow the project and receive additional information and the use of QR codes for survey distribution. Local press and TV stations were used to advertise the Public Meetings, and the TAC provided an outlet for broadcasting information through their agency contact lists. Information was further distributed to municipal contacts, to share information through local social media platforms.

To reach populations that are lacking access to technology, HOCTC conducted a parallel in-person community workshop approach, with a heavy emphasis on printed documentation, graphic visualizations, and use of plain language (See public meeting materials in Appendix A). Public Meeting events were held at locations in both counties that were accessible by public transit and facilities that are compliant with the Americans with Disabilities Act. All notices for the meetings provided contact information for the provision of language or other accommodation services, to be arranged prior to the meeting. At the pop-up events, in addition to project related questions, respondents were asked by what mode of transportation they used to attend the event.

HOCTC engagement efforts were also focused on expanding multi-lingual documents and developing strategies on how to reach people in their community. HOCTC worked closely with the Resource Center for Refugees in the Mohawk Valley (“The Center”) to provide both oral and documented translation services, when necessary. HOCTC conducted targeted outreach for the LRTP to the Karen population by attending pop-up events, with a translator present. The surveys for the current studies were translated into the top three most commonly spoken languages in the region: Spanish, Bosnian and Karen. HOCTC utilized county resources to provide QA/QC on the Spanish and Bosnian survey. Since the Karen language is so diverse, HOCTC’s worked directly with a translator at The Center to convert the survey into Karen and then attended a meeting with the community, where HOCTC staff proctored hard copies of the survey. The survey was also available in additional languages supported by google translate.

This section describes the outreach efforts, results, and takeaways of this engagement.

## 9.2 TAC Engagement

The TAC provided pivotal input and guidance during development of the LRTP. Three meetings were held over the course of the LRTP update process: May 14, 2024, July 24, 2024, and September 17, 2024.

The first meeting focused on overall progress and trends since completion of the previous LRTP including what major projects were completed and /or initiated as a result of the previous LRTP, the socioeconomic forecasts for the region, and what regional, statewide and national trends would be guiding the development of the update. Additionally, during the first meeting, the TAC provided input on the draft goals and strategies for the LRTP, including participating in a prioritization activity related to the LRTP goals. This prioritization process helped the development of the LRTP and the project listing align with the goals of the region.

During the second meeting, updated goals and strategies were presented to the TAC based on their input and the prioritization activity was revisited. This meeting also included a presentation on the ongoing public engagement efforts and the initial findings of the extensive engagement efforts. Finally, the draft project listing and high-level financial analysis findings were presented. At this point in LRTP development, HOCTC had coordinated with its members to develop the draft project listing, but this meeting allowed TAC members to reflect on how well these projects align with the overarching LRTP goals and the themes of public engagement. A call to action following this meeting, was additional input on the LRTP project listing.

The final TAC meeting focused heavily on the project listing. Following the second meeting, additional projects were added to the illustrative project listing to align with the overarching goals and strategies of the LRTP. The final project listing was presented, and TAC members were asked to prioritize those projects keeping in mind the goals and strategies of the LRTP, feedback from public engagement, and other considerations such as the ability to implement such projects, funding availability, and necessary project phasing. The prioritization of illustrative projects is not indicated within this LRTP. Rather, the prioritization process was aimed at providing initial input for the development of forthcoming TIPs and UPWPs. Additional prioritization efforts will take place as part of these efforts.

### 9.3 Outreach Events

In-person outreach events have traditionally been stand-alone Open Houses, where members of the public are invited to attend an event focused only on the project. For Going Places 2045, which coincided with development of the Safe Streets for All (SS4A) Safety Action Plan, HOCTC again selected a hybrid approach involving a combination of project Open Houses and “pop-up” tabling events where HOCTC staff brought posters, survey materials, and brochures, and participated in community events hosted by other groups or agencies to engage the public on both processes together. In the interest of maximizing

accessibility, the outreach events were held at varied locations across the two-county region, as well as at different times of day and days of the week.

Three project Open Houses took place. The location, date and time of each event is outlined in Table 9.1.

**Table 9.1. Public Open House Events**

Location	Date/Time
MVCC, Wilcox Hall 1101 Sherman Drive, Utica, NY 13501	May 22th, 2024 3:00-7:00 p.m.
Old Forge (Webb Town Offices) 3140 NY-28, Old Forge, NY 13420	June 28th, 2024 10:30-11:30 a.m.
Herkimer College, Robert McLaughlin College Center 100 Reservoir Road, Herkimer, NY 13350	September 10th, 2024 4:00-7:00 p.m.

29 outreach events (primarily pop-up events, but some formal meetings) were held. The location, date and time of each event is outlined in Table 9.2.

**Table 9.2. Outreach Events**

Location	Date/Time
<b>Utica Karen Baptist Church</b> 140 Clinton Rd, New Hartford, NY	April 20th, 2024 10:00 a.m.-12:00 p.m.
<b>Utica Chamber Annual Meeting</b> , Twin Ponds 169 Main St, New York Mills, NY	April 30th, 2024 4:00-7:00 p.m.
<b>Herkimer Hwy Superintendents Mtg “The Barn”</b> Herkimer Diamond Mines 4626 NY 28, North Herkimer, NY	May 23rd, 2024 11:30 a.m.-2:00 p.m.
<b>Oriskany Farmers Market</b> Trinkaus Park, 420 Utica St, Oriskany, NY	June 5th, 2024 2:00-7:00 p.m.
<b>World Refugee Day</b> , M VCC Jorgensen Athletic and Events Ctr 1101 Sherman Dr, Utica, NY	June 8th, 2024 12:00-4:00 p.m.
<b>2024 Office of the Aging’s Senior Picnic</b> , Herkimer Co. Fairgrounds 135 Cemetery St, Frankfort, NY	June 12th, 2024 9:00-11:00 a.m.
<b>Westmoreland Days</b> , Westmoreland Town Park 5025 Stop Seven Rd Whitesboro, NY	June 15th, 2024 10:00 a.m.-3:00 p.m.
<b>Rome Juneteenth Celebration</b> , Bellamy Harbor Park 139 E Whitesboro St, Rome, NY	June 15th, 2024 11:00 a.m.-5:00 p.m.
<b>Whitesboro Farmers Market</b> , The Village Green Corner of Main and Clinton St, Whitesboro, NY	June 17th, 2024 2:00-7:00 p.m.
<b>Boonville Farmers Market</b> 13054 NY-12, Boonville, NY	June 21st, 2024 2:00-7:00 p.m.
<b>Rome Art and Community Center</b> 308 W Bloomfield St, Rome, NY	June 24th, 2024 4:00-8:00 p.m.
<b>Clinton Farmers Market</b> , Clinton Village Green 100 N Park Row Clinton, NY	June 27th, 2024 10:00 a.m.-4:00 p.m.
<b>Old Forge Farmers Market</b> 201 North Street, Old Forge, NY	June 28th, 2024 1:00-5:00 p.m.

<b>New Hartford Farmers Market</b> , New Hartford Village Green 4 Mill Street, New Hartford, NY	July 3rd, 2024 2:30-6:30 p.m.
<b>Dolgeville Farmers Market</b> , Plow Park South Main St, Dolgeville, NY	July 6th, 2024 9:00 a.m.-1:00 p.m.
<b>Cycle the Erie Rome Block Party</b> West Dominick Street, Rome, NY	July 11th, 2024 4:00-8:00 p.m.
<b>Mohawk Valley Health System Expo</b> , MVCC Jorgensen Athletic and Events Center 1101 Sherman Dr, Utica, NY	July 12th, 2024 12:00-7:00 p.m. July 13th, 2024 8:00 a.m.-4:00 p.m.
<b>Oneida County Public Market</b> 321 Main St, Utica NY	July 13th, 2024 9:00 a.m.-1:00 p.m.
<b>Munson Art Festival</b> , Munson Art Institute 310 Genessee St, Utica NY	July 18th, 2024 2:00-5:00 p.m.
<b>Ilion Days</b> Central Plaza, Ilion, NY	July 20th, 2024 10:00 a.m.-3:00 p.m.
<b>Vernon Center Farmers Market</b> , Maple Park Village Green, Rt 26, Vernon Center	July 23rd, 2024 3:00-7:00 p.m.
<b>Hamilton Fellows Send Off Party</b> , OC Department of Planning 321 Main St, Utica, NY	July 24th, 2024 3:00-4:00 p.m.
<b>Utica Farmers Market</b> Chancellor Park, Bleecker St, Utica, NY	July 24th, 2024 8:00 a.m.-1:30 p.m.
<b>Herkimer Farmers Market</b> , Herkimer Town Park 154 Pine Grove Rd, Herkimer NY	July 25th, 2024 3:00-6:00 p.m.
<b>Touch the Truck</b> , Weller Park 5 S Richfield St, Mohawk, NY	July 25th, 2024 5:00-8:00 p.m.
<b>Little Falls Farmers Market</b> , M+T Bank 501 E Main St, Little Falls, NY	July 27th, 2024 8:00 a.m.-12:00 p.m.
<b>Oneida County Public Market</b> 321 Main St, Utica, NY	July 27th, 2024 9:00 a.m.-1:00 p.m.
<b>Hamilton College Summer Outreach</b> , Hamilton College 198 College Hill Rd, Clinton NY	July 29th, 2024 July 30th, 2024 July 31st, 2024
<b>Karen Citizenship Class</b> , Tabernacle Baptist Church 13 Clark Pl, Utica, NY	August 12, 2024 12:30-2:00 p.m.

These events have allowed HOCTC staff to interact with a combined total of 32 individuals at the three Open Houses, and approximately 709 members of the public at the 29 outreach events.

*Engagement Activity: Be the Banker!*

During outreach events, HOCTC staff asked participants to budget transportation investments according to their individual priorities. Nine types of investments were split broadly into two categories: “maintain/fix” and “expand.” Participants had 10 sticky dots worth \$100K each to split between maintaining or expanding the nine categories of transportation and mobility investments. Table 9.3 are the combined results of the budgeting exercise over the course of HOCTC’s 2024 outreach period. Participants

emphasized investments in road, bridge, and sidewalk maintenance, and expansions in bus networks and biking/pedestrian infrastructure. Overall local roads and sidewalks had the highest combined scores when accounting for both maintenance and expansion.

**Table 9.3. Engagement Activity Results**

Category	Maintain	Expand
State Highways	144	34
Local Roads	255	68
Bridges	182	64
Buses	66	158
Passenger Rail	62	130
Freight Rail	50	22
Sidewalks	145	149
Bike Paths	68	141
Walking Paths	76	131

#### 9.4 Redesigned HOCTC Logo



The minor adjustments to the HOCTC logo reflect the change in nomenclature from “HOCTS” to “HOCTC”. Additionally, a project-specific LRTP logo was developed.



## 9.5 Project Website



A project website for Going Places was designed and launched by HOCTC at <https://long-range-transportation-plan-hoccpp.hub.arcgis.com/> as well as a centralized ArcGIS Hub-*HOCTC Central* ([www.tinyurl.com/HOCTCentral](http://www.tinyurl.com/HOCTCentral)) providing links to the project websites for the Long Range Transportation Plan, Human Services Transportation Plan and Safe Streets for All Safety Action Plan to streamline information dissemination to the public and simplify access. The project hub hosted the survey, outreach materials, and project documents. Project website content is available in every language supported by Google Translate. The sites will be maintained and continually updated by HOCTC beyond the term of the projects' duration.

## 9.6 Survey

HOCTC routinely surveys members of the public as part of the Public Outreach aspect of LRTP update processes. The online survey questionnaire was available in English and translated into the three most commonly spoken languages among the region's Low English Proficiency (LEP) population (Spanish, Bosnian, and Karen). Translated hard copies were provided upon request to those without access to technology. Project website content and web-based outreach materials were provided in every language supported by Google Translate. In 2024, HOCTC updated the questionnaire used in HOCTC' 2019 LRTP update, expanding the number of questions to account for combined SS4A outreach. Innovations in the 2024 survey included:

- Questions about vehicle access and ownership, respondents' primary means of transportation, vehicular safety sentiments, bicycle safety sentiments, and bicycle access and ownership.



- Questions about electric vehicles, walking habits, recreational travel in Herkimer and Oneida counties, public transit habits, public transit safety, general transportation safety.
- Demographic questions, including where respondents live, age, race/ethnicity, disability status, and annual income.

HOCTC received a total of 503 responses to the 2024 online survey and 10 responses to the Karen Proctored Survey. In 2019, HOCTC received 244 responses, indicating a significant increase in survey engagement as part of the 2024 effort.

HOCTC staff made the survey available both via an online questionnaire on the project website and in hard copy at the public outreach events listed above. The full response data and a compilation of comments received from members of the public can be found in Appendix A.

For questions that carried over from prior editions of the HOCTC survey, patterns of responses in 2024 were compared with historical responses from 2019. The overall agreement between the two sets of responses was high, with all except for one having a positive correlation of greater than 0.80. This suggests that there have not been large shifts in public priorities in the HOCTC region in the past five years.

Highlights of the survey responses are presented in the remainder of this section. Full results for both the online survey and the Karen proctored survey are included in the appendix.

### **1. Which county do you live in?**

73.6% of respondents live in Oneida County and 22.4% reside in Herkimer County.

### **2. Where do you live in Herkimer County?**

17.3% of respondents live in German Flatts, 14.6% in Herkimer, and 11.8% each in Little Falls and Frankfort.

### **3. Where do you live in Oneida County?**

33.0% of respondents live in Utica, followed by 16.8% in New Hartford and 9.7% in Whitestown.

### **4. Do you own or have access to a vehicle?**

94.3% of respondents have access to a vehicle, 3.7% do not, and 2.0% sometimes have access.

### **5. What is your primary means of transportation?**

92.2% primarily use a private automobile, followed by 2.4% who walk, 2.2% who use public transit, and smaller percentages for other modes like bicycles or e-scooters.

**6. How safe do you feel when driving or riding in a vehicle? (On a scale of 1-10)**

The average safety rating is 4 out of 10.

**7. What would make you feel more safe? (Select all that apply)**

46.6% prefer wider lanes or shoulders, 46.4% want better roadway lighting, 41.3% chose other safety measures, and 22.2% prefer lower vehicle speeds.

**8. If cost was not a factor, would you consider purchasing or riding in an autonomous car?**

9.2% of respondents would definitely or probably consider purchasing or riding in an autonomous car.

**9. If cost was not a factor, would you consider purchasing or owning an electric vehicle?**

32.0% of respondents would definitely or probably consider purchasing or owning an electric vehicle.

**10. For what reasons would you not choose to purchase or own an electric vehicle?**

64.8% cited inadequate vehicle travel range, 51.3% mentioned lack of charging station access, and 46.5% chose other reasons, including safety concerns.

**11. If feasible, would you take a mode of transportation to work other than a personal automobile?**

54.8% of respondents would consider using another mode of transportation.

**12. What reasons make the automobile your transportation choice?**

88.9% cited convenience, 79.3% mentioned the ability to reach their destination, and 57.2% were influenced by travel time.

**13. What other mode of transportation would you likely utilize?**

65.1% would use transit, 48.2% would consider rail, and 46.6% would walk. Participants also considered other options like biking and carpooling.

**14. How often do you walk either recreationally or for travel?**

37.0% walk daily, 34.1% walk a couple of times per week, and 8.9% walk once a week. 10.6% of respondents never walk recreationally or for travel.

**15. How safe do you feel when walking (on a scale of 1-10)?**

The average safety rating for walking is 3 out of 10.

**16. Do you own or have access to a bicycle?**

58.4% have access to a bicycle, 38.5% do not, and 3.1% sometimes have access.

**17. How safe do you feel when riding a bicycle?**

The average safety rating for riding a bicycle is 3 out of 10.

**18. What would make you feel more safe?**

65.4% prefer completely separated bike lanes, 49.0% want wider lanes or shoulders, and 36.8% favor on-road bicycle lanes.

**19. How often do you travel for leisure or recreation within Herkimer or Oneida County?**

57.4% travel a couple of times per week, 24.6% about once a month, and 11.0% a few times per year

**20. What time of the year do you typically travel for leisure or recreation within Herkimer or Oneida County?**

78.4% travel year-round, 20.4% only during spring or summer, and 1.2% only during winter or fall.

**21. How often do you ride public transit?**

89.5% never ride public transit, 4.8% use it about once a month, and 2.5% use it daily.

**22. How safe do you feel using public transit?**

The average safety rating for using public transit is 3 out of 10.

**23. What would make you feel more safe?**

46.1% prefer pedestrian-scale lighting, 44.2% want bus shelters, and 40.8% desire sidewalks or paved surfaces to reach bus stops.

**24. When considering all modes of transportation, are there any areas (neighborhoods, streets, intersections, etc.) that you consider unsafe?**

71.5% of respondents consider certain areas unsafe, while 28.5% do not.

**25. Overall, how would you rate the transportation systems in Herkimer and Oneida Counties? (% Good or Very Good)**

60.2% rate highways as good or very good, 51.2% rate bridges similarly, and lower percentages rate other modes like transit, rail, and bicycles as good or very good.

**26. How important is it to make improvements to these facilities? (% Somewhat Important or Very Important)**

96.8% find it important to improve sidewalks, 96.6% find it important to improve bridges, and 93.4% find it important to improve highways.

**27. How important is it to address these characteristics of the regional transportation system? (% Somewhat Important or Very Important)**

99.2% find it important to address high accident locations, 99.0% prioritize pavement condition, and 97.6% emphasize pedestrian safety.

**28. How important are the following public transit factors? (% Somewhat Important or Very Important)**

95.5% value safety at bus stops, 94.9% prioritize safety on buses, and 93.3% consider accessibility for the elderly and disabled important.

**29. How important are the following factors related to pedestrians? (% Somewhat Important or Very Important)**

98.9% selected reducing conflicts with motor vehicles, 98.7% chose keeping sidewalks clear, and 97.3% selected connected sidewalk systems.

**30. How important are the following factors relating to bicyclists? (% Somewhat Important or Very Important)**

96.7% prioritize road maintenance, 95.8% focus on reducing crashes with automobiles, and 92.9% value multi-use trails or bike paths.

**31. How important are the following factors related to passenger rail service? (% Somewhat Important or Very Important)**

95.9% prioritize security and safety at stations, 94.8% value service reliability, and 93.7% emphasize connections to other transportation services.

**32. How important are the following factors related to rail freight service? (% Somewhat Important or Very Important)**

81.9% focus on improving access to local industrial facilities, 81.5% prioritize upgraded tracks, and 79.3% emphasize expanding local freight yard capacity.

**33. How important are these uses of the NYS Canal System? (% Somewhat Important or Very Important)**

96.5% selected flood control, 92.4% chose the Canalway trail, and 91.4% prioritize tourism.

**34. How important are the following factors related to passenger aviation service?**

93.2% value the choice of flight times, 92.2% prioritize access to major airlines, and 91.9% focus on the availability of low fares.

**35. How important is it to spend transportation funds on (% Somewhat Important or Very Important)**

98.7% prioritize roads with the most crashes, 98.7% focus on local roads, and 97.3% emphasize bridges.

**36. What is your age?**

22.7% of respondents in 2024 are aged 60-69, making it the largest age group, followed by 21.7% in the 50-59 age group.

**37. With which race do you most identify with?**

82.5% of respondents in 2024 identify as White, while 11.9% prefer not to disclose their race.

**38. Do you identify as Hispanic or Latino?**

86.7% of respondents in 2024 do not identify as Hispanic or Latino, with 11% preferring not to say.

**39. What is your annual income?**

41% of respondents report an annual income above \$60,001, while 19.6% prefer not to disclose their income.

**40. Do you have a disability?**

79.2% of respondents do not have a disability, 10.9% do, and 9.9% prefer not to disclose this information.

## 9.7 Engagement Takeaways

The following themes, issues, needs, and recommendations arose from HOCTC's engagements efforts during the LRTP process. Findings from the survey and in-person engagement opportunities were largely consistent and are summarized below.

### *Themes*

- **Public Transportation:** Desire for improved, reliable public transit options, including more frequent service and extended hours.
- **Bike and Pedestrian Infrastructure:** Strong support for expanded and safer bike paths and pedestrian networks.
- **Road Maintenance:** Urgent need for repairs, better surface conditions, and improved road safety measures.
- **Safety Concerns:** High priority towards addressing traffic violations, speeding, and unsafe conditions for pedestrians and cyclists.
- **Regional Planning:** Need for better coordination and planning across the entire region, including rural and urban areas.
- **Accessibility:** Focus on improving transportation access for seniors, disabled individuals, and those in rural areas.

### *Issues*

- **Limited Public Transit Coverage:** Insufficient bus service in rural areas and limited operational hours.
- **Poor Infrastructure Maintenance:** Numerous potholes and deteriorated road conditions affecting safety and contributing to vehicle damage.
- **Inadequate Bike and Pedestrian Safety:** Lack of dedicated lanes and safe paths for non-motorized transportation.
- **Traffic Violations and Safety Hazards:** Frequent speeding, distracted driving, and lack of enforcement.
- **Accessibility Challenges:** Difficulties for elderly and disabled individuals in accessing transportation and essential services.
- **Neglect of Non-Metro Areas:** Insufficient focus on transportation needs outside of the central urban areas.

### *Needs*

- **Enhanced Public Transit Options:** More frequent and reliable bus services, including connections to regional hubs and airports.

- **Safe and Connected Infrastructure:** Expanded and interconnected bike trails, improved sidewalks, and safer pedestrian crossings.
- **Road Repairs and Maintenance:** Immediate attention needed for potholes, road surfaces, and better road lighting.
- **Traffic Law Enforcement:** Increased enforcement of speeding, distracted driving, and pedestrian safety laws.
- **Regional Coordination:** Improved planning that includes both urban and rural areas to address transportation needs.
- **Accessible Transportation for All:** Affordable and accessible options for seniors and disabled individuals, and reliable services in rural areas.

### *Recommendations*

- **Expand and Improve Public Transit:** Increase bus frequency and route coverage, extend service hours, enhance connectivity with regional transit systems, and extend operational hours to accommodate various schedules.
- **Invest in Infrastructure Upgrades:** Prioritize the repair of potholes and worn road surfaces to prevent vehicle damage and improve overall road safety.
- **Enhance Safety Measures:** Implement better traffic law enforcement, improve visibility and safety features for pedestrians and cyclists, and roll out traffic calming measures to address speeding and unsafe driving behaviors.
- **Coordinate Regional Planning:** Foster greater collaboration between urban and rural areas to create cohesive and effective transportation strategies that meet the needs of all communities.
- **Address Accessibility Issues:** Create transportation options that are specifically designed to be accessible for seniors and individuals with disabilities, including better transit stops and vehicle accommodations.
- **Promote Active Transportation:** Support the expansion of bike paths and pedestrian-friendly infrastructure to encourage walking and cycling. Invest in dedicated bike lanes, safer crosswalks, and well-lit pedestrian paths to enhance safety and encourage non-motorized transportation.



## Appendix A: Public Outreach/Comment Documents

This Appendix contains the following documents from the Going Places 2045 public outreach efforts:

- Letter sent to stakeholders announcing the LRTP update process and seeking input
- LRTP and SS4A fact sheets and informational materials
- HOCTC Unified Public Outreach Logo
- Open House #1 press release and meeting materials
- Open House #2 press release and meeting materials
- Open House #3 meeting materials
- Pop-up public engagement meeting summaries
- Public Notice announcing the publication of the draft Going Places 2045 LRTP, initiation of the 30-day public review period, and the Public Hearing
- Letter to interested parties announcing the draft Going Places 2045 LRTP and list of interested parties
- Written public comments received during the public review period (*TO BE ADDED FOLLOWING PUBLIC REVIEW PERIOD*)
- Record of the Public Hearing (*TO BE ADDED FOLLOWING PUBLIC REVIEW PERIOD*)
- Compilation of responses to public survey during 2025-2045 LRTP update process



## METROPOLITAN PLANNING ORGANIZATION

Boehlert Center at Union Station  
321 Main Street, Utica, NY 13501  
Phone: 315.798.5710 E-mail: [transplan@ocgov.net](mailto:transplan@ocgov.net)  
Director: Dana R. Crisino, AICP

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### MEMORANDUM

**To:** Governmental Policy and Liaison Committee Members  
Transportation Planning Committee Members

**From:** Dana Crisino, MBA, AICP Director

**Date:** December 6, 2023

**Re:** Request for Items of Consideration for the HOCTC Unified Planning Work Program 2024 – 2025 and HOCTC Long Range Transportation Plan 2025 - 2045

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The Herkimer-Oneida Counties Transportation Council (HOCTC) is preparing to develop the Unified Planning Work Program (UPWP) 2024-2025 (April 1, 2024 – March 31, 2025). The UPWP is an outline of the transportation planning, programming, and budgetary activities to be undertaken by HOCTC for the upcoming state fiscal year.

The Herkimer-Oneida Counties Transportation Council (HOCTC) is preparing to develop the Long-Range Transportation Plan (LRTP) for 2025-2045. The purpose of the LRTP is to develop a 20-year vision and plan for long-term investments in the transportation network for Oneida and Herkimer Counties.

The HOCTC staff is reviewing the current UPWP and LRTP and soliciting input for possible new transit or highway-related studies, tasks, or projects to be considered for inclusion in the UPWP and LRTP, dependent on funds available. The current UPWP and LRTP can be found at: [www.hoctc.org](http://www.hoctc.org)

These comprehensive documents are developed to advance the coordination of transportation and transportation-related planning activities in Oneida and Herkimer Counties.

There is no guarantee of funding or inclusion in the UPWP or LRTP, as both are fiscally constrained documents. Current NYS and Federal transportation funding levels dictate available funds for future programming purposes.

*Your input for UPWP and LRTP studies, projects, or tasks is requested by the close of business on January 8, 2024. All comments should be submitted via email to Barbara Hauck [bhauck@ocgov.net](mailto:bhauck@ocgov.net). If you have any questions, please contact Barbara Hauck at 315-798-5710.*



# We Need Your Input!

## Your plan, your voice

Herkimer and Oneida Counties are in the process of updating our region's *Long Range Transportation Plan* (LRTP). This document is our official 20-year planning vision for our county's transportation priorities. Completing it ensures our region's access to crucial federal funds necessary to preserve and strengthen our regional mobility.

*This is your plan.* Your input is critical to ensure it reflects the unique character, values, and shared vision of ALL Herkimer and Oneida County residents. Help our planners understand the growing and changing needs of our dynamic two-county community!

Get involved!

Check out our website and share your opinion at:

[www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral)

Find us at events this spring and summer!



**YOU**  
can help shape our community!

Our recommendations will direct investment towards all layers of our transportation network!



ROAD NETWORKS



BUS SERVICE



RAILWAYS



BIKE AND PEDESTRIAN INFRASTRUCTURE

...AND MORE!

Brought to you by:



## HOCTC Transportation Needs Survey



**SCAN ME**

### TAKE OUR SURVEY

The survey was created to provide critical input for the HOCTC Long Range Transportation Plan (LRTP) and the Safe Streets for All (SS4A) plan. These plans outline the region's transportation goals and strategies for the future while aiming to enhance pedestrian and cyclist safety, improve street design, and create more accessible and inclusive transportation options.

[surveymonkey.com/r/HOCTCTransportation2024](https://surveymonkey.com/r/HOCTCTransportation2024)

## To provide feedback on community transportation needs, use the HOCTC Safe Streets Crowdsourcing Reporting App.

With this interactive map, users can draw desired walk and bikepaths they want within the counties. They can also pinpoint on the map different types of safety concerns or needs in the location they need to be addressed.

To place your comment, visit our website  
[www.tinyurl.com/safeststreetsreporter](http://www.tinyurl.com/safeststreetsreporter)

#### Safe Streets Report Lines

##### TYPE

- DESIRED BIKE ROUTE
- DESIRED WALK ROUTE
- OTHER

#### Safe Streets Report Points

##### TYPE

- BARRIER TO BIKING
- BARRIER TO WALKING
- BIKE PARKING NEEDED
- DESIRED DESTINATION
- GENERAL SAFETY CONCERN
- OTHER





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**YOU**  
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Our recommendations will direct investment towards all layers of our transportation network!



ROAD NETWORKS



BUS SERVICE



RAILWAYS



BIKE AND PEDESTRIAN INFRASTRUCTURE

...AND MORE!

Brought to you by:



## Oneida and Herkimer County Long Range Transportation Plan

The Herkimer-Oneida Counties Transportation Council (HOCTC) is the Metropolitan Planning Organization (MPO) responsible for planning the two-county region's transportation system. Going Places is HOCTC's Long Range Transportation Plan (LRTP). It lays out a fresh vision for the region's transportation assets and services for the next 20 years, with a horizon year of 2045. The Plan is updated every 5 years to ensure it is responsive to the needs of the broad population. It addresses the current and future conditions and needs for the transportation network including highways, bridges, public transit, rail, freight, bicyclists, pedestrians, and aviation.

The LRTP is developed through a process that is intertwined with public engagement and is defined by these steps:

- Identifying the need: What is our transportation vision for the next twenty years?
- Collecting the data: Where are we now and what should we anticipate as future needs?
- Drafting the plan: What actions do we need to take to achieve our vision?

Economic headwinds have buffeted the HOCTC region in recent decades and that continues with active economic development efforts to attract new and nurture growth industries. HOCTC seeks to plan for the development of the transportation network in a way that holistically and strategically advances the transportation system and furthers the region's goals and objectives utilizing Federal transportation funds.

Technical transportation planning, national best practices, and public input combine to form an LRTP that represents a:

- Shared vision that demonstrates what you value and need
- Data-rich documents that reflect your true experience
- Strategic plan on the best use of the funds that will help us achieve a strong and equitable long-term regional transportation vision

The goal of the Long Range Transportation Plan is to efficiently, conveniently, and reliably plan for a transportation network that is responsive to the community's needs for the safe and secure movement of people and goods.



ONEIDA & HERKIMER  
C O U N T I E S

**SAFE STREETS**



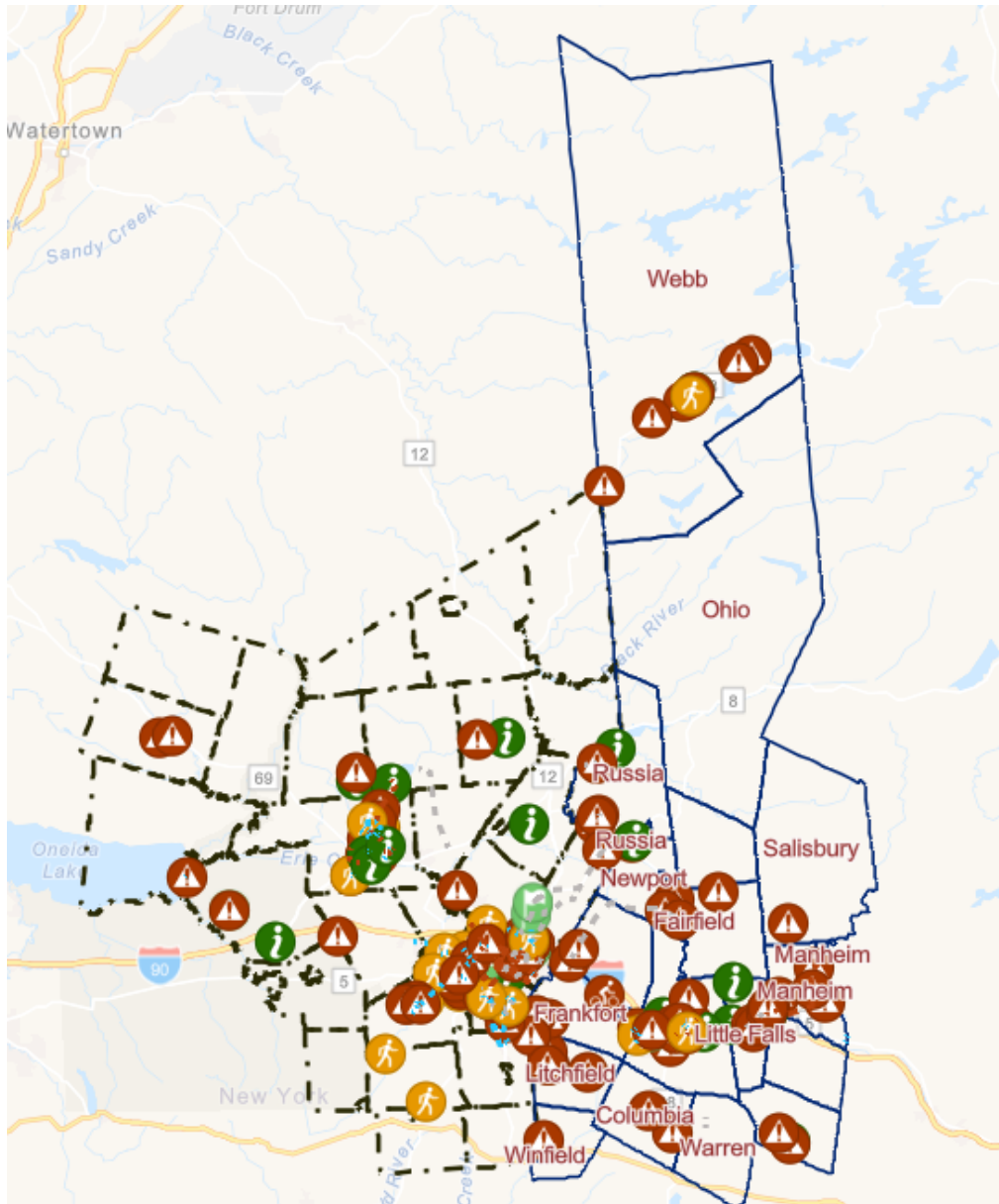
Visit the Survey Monkey link  
to share your input on  
transportation needs!

[surveymonkey.com/r/HOCTCTransportation2024](https://surveymonkey.com/r/HOCTCTransportation2024)





# SAFE STREETS REPORTER SUMMARY









## Safe Streets Report Lines

### TYPE

- - - - DESIRED BIKE ROUTE
- - - - DESIRED WALK ROUTE
- - - - OTHER

## Safe Streets Report Points

### TYPE

-  BARRIER TO BIKING
-  BARRIER TO WALKING
-  BIKE PARKING NEEDED
-  DESIRED DESTINATION
-  GENERAL SAFETY CONCERN
-  OTHER

TOTAL ENTRIES	283
Points	206
Line Segments	77

# SAFE STREETS REPORTER SUMMARY



# SAFE STREETS REPORTER SUMMARY

## Top Areas of Concern

### Pedestrian and Biking

- Black River Blvd – Intersections through the Town of Oneida
- Pedestrian Crossing - Route 28 in Old Forge
- Traffic Density – Route 5W through the Town of Herkimer
- Roadway Geometry – Intersection of Genesee St and French Road
- Unsafe Intersections – Little Falls

### Vehicles and Traffic

- Unsafe Intersections – Broad St Intersections
- Challenging Merge Condition – N Greenery St and River Road East
- Truck Traffic (Speed)– Russia Rd through Gravesville
- Horse and Buggy – Summit Rd west of Middleville
- Traffic Speed – College Hill Rd near Hamilton College



ONEIDA & HERKIMER  
C O U N T I E S  
**SAFE STREETS**  
 **FOR ALL**



**TRANSPORTATION  
OPEN HOUSE &  
PUBLIC MEETING**

**May 22, 2024 3 - 7 p.m.**  
presentations @ 3:30 & 5:30 pm.

*Mohawk Valley Community College  
Wilcox Hall, Rm 225, Utica, NY*

What to expect:  
interactive activities and the ability to share your  
vision for the future of the transportation network  
in Oneida & Herkimer Counties

[www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral)





ONEIDA COUNTY  
OFFICE OF THE COUNTY EXECUTIVE

ANTHONY J. PICENTE, JR.  
County Executive  
ce@ocgov.net

For Immediate Release

May 14, 2024

Contact: Phil Vanno 315-723-5465 or [pvanno@ocgov.net](mailto:pvanno@ocgov.net)

## **Picente Announces Transportation Planning Website, Interactive Mapping Tool & Survey**

### *Transportation Network Open House & Public Meeting on May 22*

County Executive Anthony J. Picente Jr. announced today that the Herkimer Oneida County Transportation Council (HOCTC) is launching a new website, interactive mapping tool and survey regarding the local transportation network.

HOCTC will also have an open house and public meeting to discuss the vision, future and safety concerns of the transportation network from 3 p.m. to 7 p.m. on May 22, 2024 in Room 225 of Wilcox Hall at Mohawk Valley Community College in Utica.

“It is imperative to engage the public as we outline the region’s transportation goals and strategies for the future while aiming to enhance pedestrian and cyclist safety, improve street design and create more accessible and inclusive transportation options.” Picente said.

- HOCTC’s new website can be visited at [www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral). It highlights the council’s Human Services Transportation Plan, Long Range Transportation Plan and Safety Action Plan Hub.
- The Safe Street Reporter interactive mapping tool can be accessed at [www.tinyurl.com/safestreetsreporter](http://www.tinyurl.com/safestreetsreporter). It crowdsources the public and allows concerns and community transportation needs to be logged.
- A Transportation Needs Survey aimed at collecting critical input regarding the regional network can be taken here: <https://www.surveymonkey.com/r/HOCTCTransportation2024>.

At the meeting on May 22<sup>nd</sup>, there will be identical short presentations at 3:30 p.m. and 5:30 p.m. to introduce HOCTC’s Long Range Transportation Plan (LRTP) and the Safe Streets for All (SS4A) plans. The remainder of the event will be an open house-style public engagement meeting that will include poster displays and infographics to review, interactive stations to log safety issues on a map, an opportunity to “Be the Banker” and determine where funds should be spent, a survey to complete and the ability to engage transportation professionals.

Interpretive and translation services are available with 24-hour advance notice of the meeting by contacting [transplan@ocgov.net](mailto:transplan@ocgov.net) or 315.798.5710

-More-

“The intention of these types of meetings is to inform but also engage the public on what they believe the transportation and street safety concerns are in both Herkimer and Oneida Counties. Participants will be engaged with surveys, online mapping tools, interactive exercises and discussion,” said Oneida County Commissioner of Planning James Genovese.

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[https://www.wktv.com/news/public\\_safety/how-safe-do-you-feel-when-driving-or-riding-in-a-vehicle-that-question-and/article\\_b0922868-122e-11ef-97a3-b7aa74bc33dc.html](https://www.wktv.com/news/public_safety/how-safe-do-you-feel-when-driving-or-riding-in-a-vehicle-that-question-and/article_b0922868-122e-11ef-97a3-b7aa74bc33dc.html)

## 'How Safe Do You Feel When Driving or Riding in a Vehicle?' That Question and More in New Local Transportation Survey

By: Zach Lewis  
May 14, 2024





UTICA, N.Y. -- Herkimer Oneida County Transportation Council has initiated a survey to gather resident feedback on accessible and inclusive transportation options.

The survey aims to gather insights on local transportation preferences, road safety perceptions, views on electric vehicles and attitudes towards walking and cycling.

For the survey, please [click here](#). It is anticipated to take approximately 10 minutes to complete.

Additionally, HOCTC an open house and public meeting will be held on May 22 from 3 p.m. to 7 p.m. at Mohawk Valley Community College's Utica campus to discuss transportation objectives, safety measures and strategies.

These efforts are focused on enhancing safety for pedestrians and cyclists, improving street infrastructure, and offering inclusive transportation choices.

**SPONSORED CONTENT**



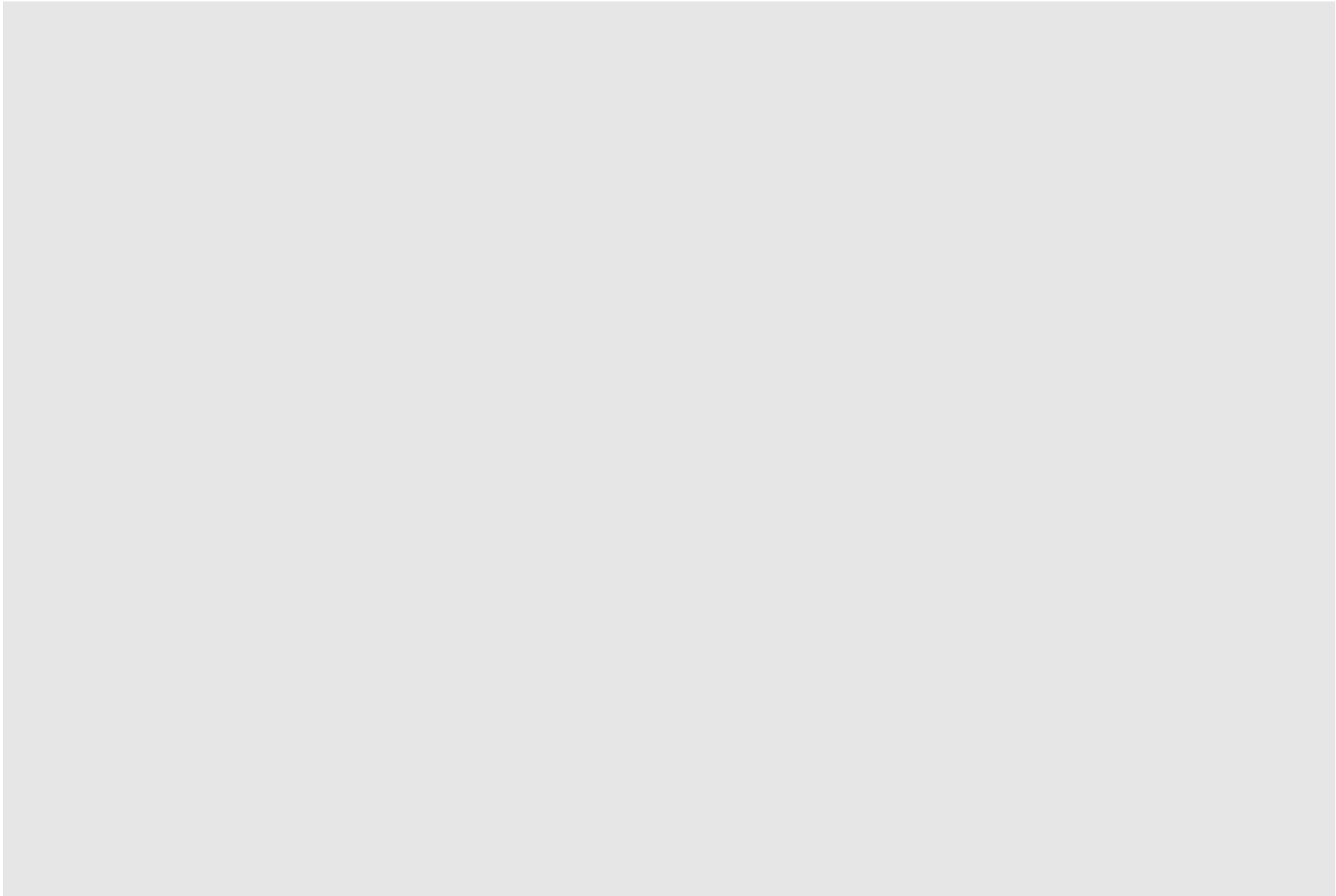
## Completely New Electric Cars for Seniors - The Prices Might Surprise You

By PopularSearchNow | Search Ads

Herkimer Oneida County Transportation Council has initiated a survey to gather resident feedback on accessible and inclusive transportation options.

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**If you have story ideas, please send them to [zlewis@wktv.com](mailto:zlewis@wktv.com).**



**Public Meeting at MVCC Utica to Discuss Local Transportation Safety Objectives**

## Tags

Oneida County

Herkimer County

Transportation

Survey

Transportation Survey

---

## Zach Lewis

Digital Content Manager

# OBSERVER-DISPATCH

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## NEWS

# HOCTC launches new website, survey aimed at region's transportation network

Utica Observer Dispatch

Published 4:30 a.m. ET May 15, 2024 | Updated 4:30 a.m. ET May 15, 2024

The Herkimer Oneida County Transportation Council (HOCTC) is launching a new website, interactive mapping tool and survey regarding the local transportation network, Oneida County Executive Anthony Picente Jr. announced recently in a statement.

The council also will have an open house and public meeting to discuss the vision, future and safety concerns of the transportation network from 3 to 7 p.m. on Wednesday, May 22, in Room 225 of Wilcox Hall at Mohawk Valley Community College in Utica.

“It is imperative to engage the public as we outline the region’s transportation goals and strategies for the future while aiming to enhance pedestrian and cyclist safety, improve street design and create more accessible and inclusive transportation options.” Picente said, in a statement.

The new website can be visited at [www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral). It highlights the council’s Human Services Transportation Plan, Long Range Transportation Plan and Safety Action Plan Hub.

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A Transportation Needs Survey aimed at collecting critical input regarding the regional network can be taken



here: <https://www.surveymonkey.com/r/HOCTCTransportation2024>.

## Meeting info

At the meeting on May 22, there will be identical short presentations at 3:30 p.m. and 5:30 p.m. to introduce HOCTC's Long Range Transportation Plan (LRTP) and the Safe Streets for All (SS4A) plans.

The rest of the event will be an open house-style public engagement meeting that will include poster displays and infographics to review, interactive stations to log safety issues on a map, an opportunity to "Be the Banker" and determine where funds should be spent, a survey to complete and the ability to engage transportation professionals.

Interpretive and translation services are available with 24-hour advance notice of the meeting by contacting [transplan@ocgov.net](mailto:transplan@ocgov.net) or 315-798-5710.

"The intention of these types of meetings is to inform but also engage the public on what they believe the transportation and street safety concerns are in both Herkimer and Oneida Counties," said Oneida County Commissioner of Planning James Genovese in a statement. "Participants will be engaged with surveys, online mapping tools, interactive exercises and discussion."





Email or phone

Password

Log In

Forgot Account?



**Anthony J. Picente Jr.**

May 21 ·

The Herkimer Oneida County Transportation Council (HOCTC) will be having an open house and public meeting to discuss the vision, future and safety concerns of the local transportation network from 3 p.m. to 7 p.m. on May 22, 2024 in Room 225 of Wilcox Hall at Mohawk Valley Community College in Utica.

A Transportation Needs Survey aimed at collecting critical input regarding the regional network can also be taken here: <https://www.surveymonkey.com/r/HOCTCTransportation2024>

No photo description available.



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# About the LRTP

## What is the LRTP?

The Long Range Transportation Plan (LRTP) is the 20-year planning vision documenting the county's transportation funding priorities. We update the LRTP every 5 years to ensure Herkimer and Oneida Counties continue to benefit from federal transportation funds!

## How Does the LRTP Work?

A successful LRTP update involves the participation of everyone

## Steps to Prepare the LRTP

Identifying the need: What is our transportation vision for the next twenty years?

Collecting the data: Where are we now and what should we anticipate as future needs?

Drafting the plan: What actions do we need to take to achieve our vision?

**Let's build this plan together! We need your input at all stages.**

Share a vision that demonstrates what you value and need

Ensure the data published reflects your true experience

Strategize on the best use of the funds that will help us achieve a strong and equitable long-term regional transportation vision



# What are the LRTP Goals?



*Provide mobility and accessibility opportunities*

*Improve safety in transportation options*



*Coordinate transportation planning with regional housing, economic development, and sustainability planning*

*Preserve existing transportation system and assets*

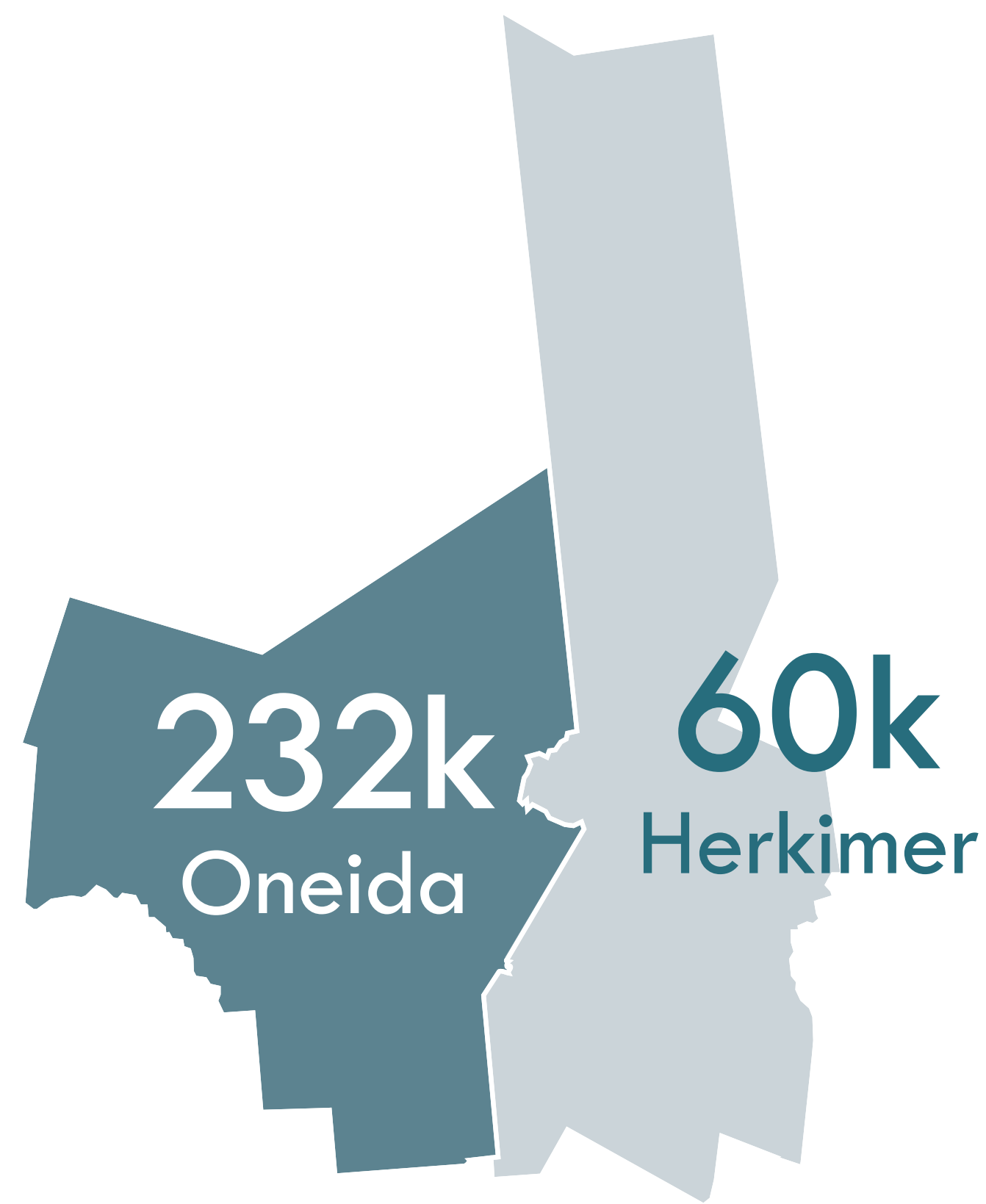


*Avoid/mitigate negative environmental impact*



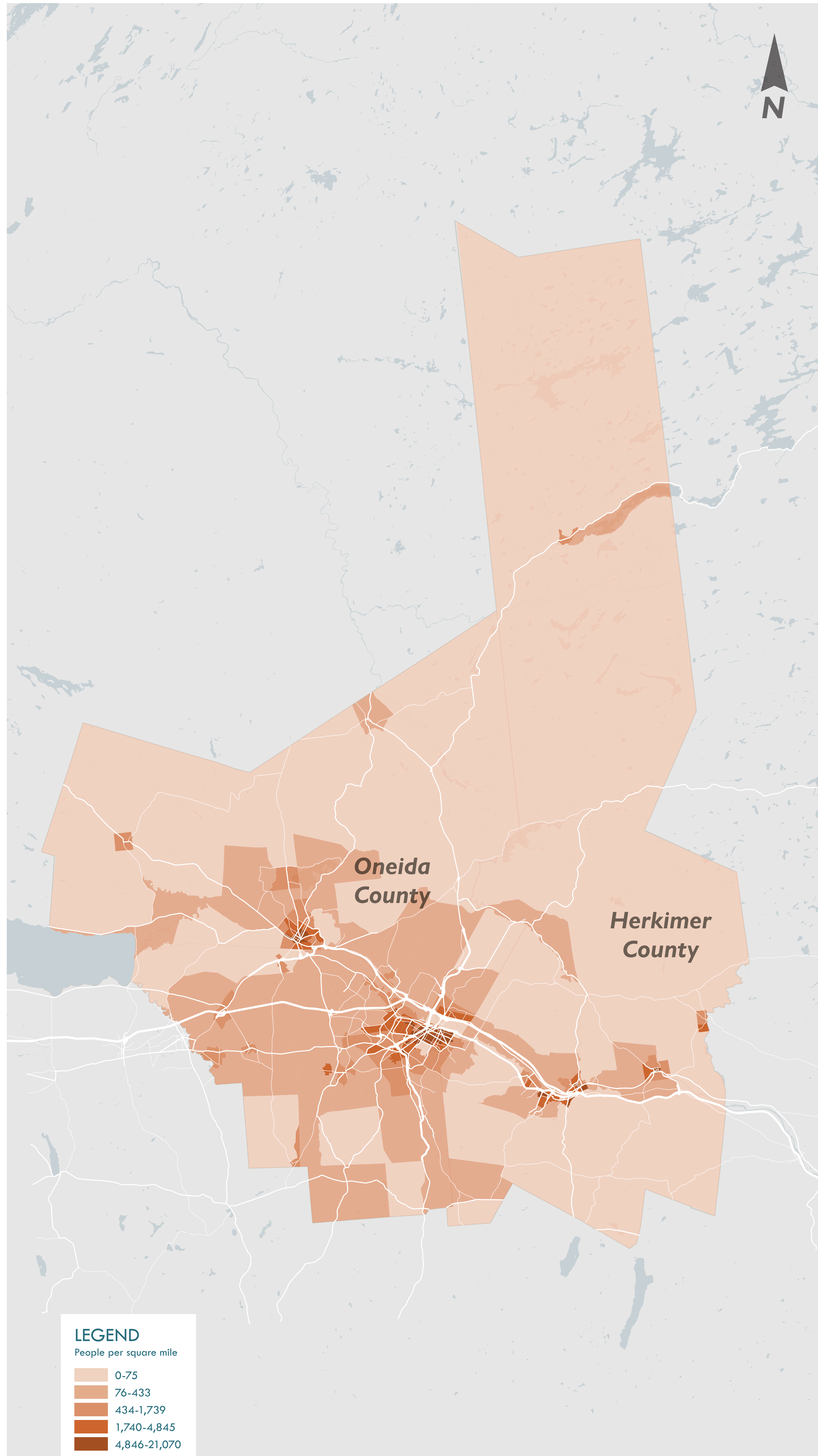
# County Demographics

## Total Population




Slightly decreasing population in Herkimer and increasing in Oneida since 2017.

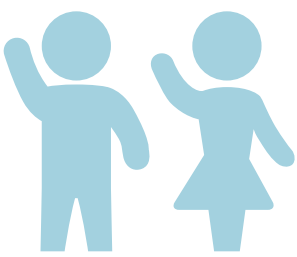
## Population Density

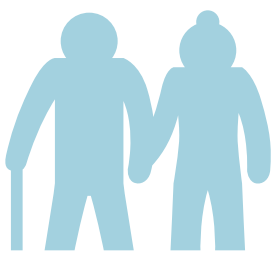


## Who Are They?

57%  Working Adults

7%  Foreign Born

21%  Under 18 years old

20%  Over 65 years old

12%  Living in Poverty



# Economic Trends



## Rome



Griffiss International Airport



Griffiss Business and Technology Park  
3500 acre center for private and public businesses

## Utica



19% Foreign-born Population



MVHS Health System  
Wynn Hospital



SUNY Polytechnic Institute  
Utica College  
Mohawk Valley Community College  
Hamilton College  
Herkimer College  
Pratt MWP

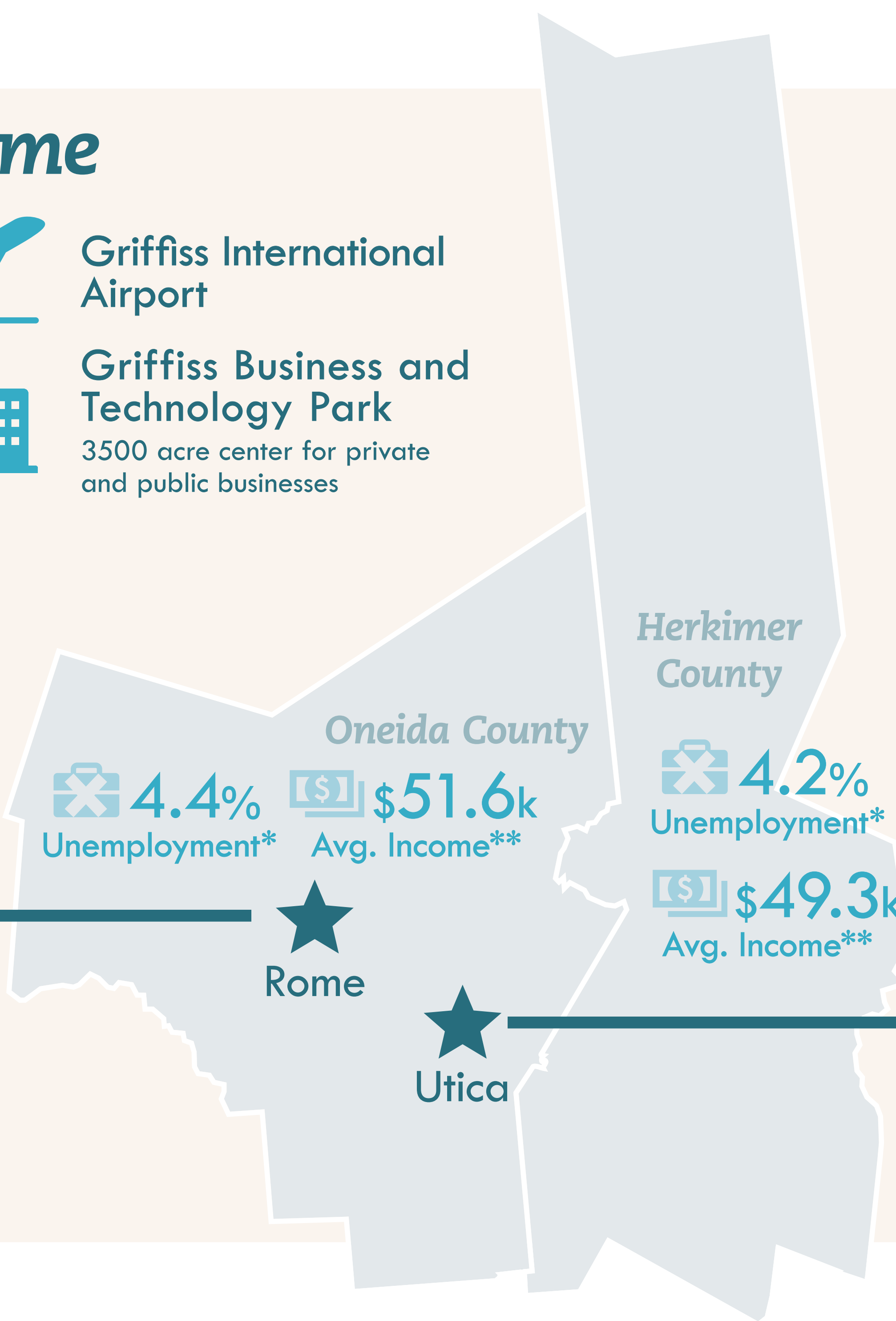


thINCubator  
provides programming to tech-oriented local startup companies

Marcy Nanocenter  
a campus for the research and development of semiconductors



Nexus Center  
State-of-the-art multi-sport complex for tournament play opened 2022



## Area Attractions

## Major Employment

- Annual Boilermaker Road Race
- Erie Canal Heritage Corridor
- Fort Stanwix National Monument
- Munson Williams Proctor Arts Institute
- Turning Stone Resort Casino
- F.X. Matt/Saranac Brewery
- Oriskany Battlefield
- Water Safari
- Utica Zoo
- Erie Canal Lock 17
- General Herkimer Homestead
- Herkimer Diamond Mines
- Adirondack Park
- Gems Along the Mohawk



## Farms\*\*\*

Year	Herkimer County		Oneida County	
	Farms	Acres	Farms	Acres
2022	514	106,572	834	187,672
2017	596	117,572	976	192,767

\*Statewide Unemployment Rate is 6.2%. (Source: U.S. Census Bureau, 2022 )

\*\*Statewide Average Income is \$75,400 (Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates)

\*\*\*USDA Ag Census 2012



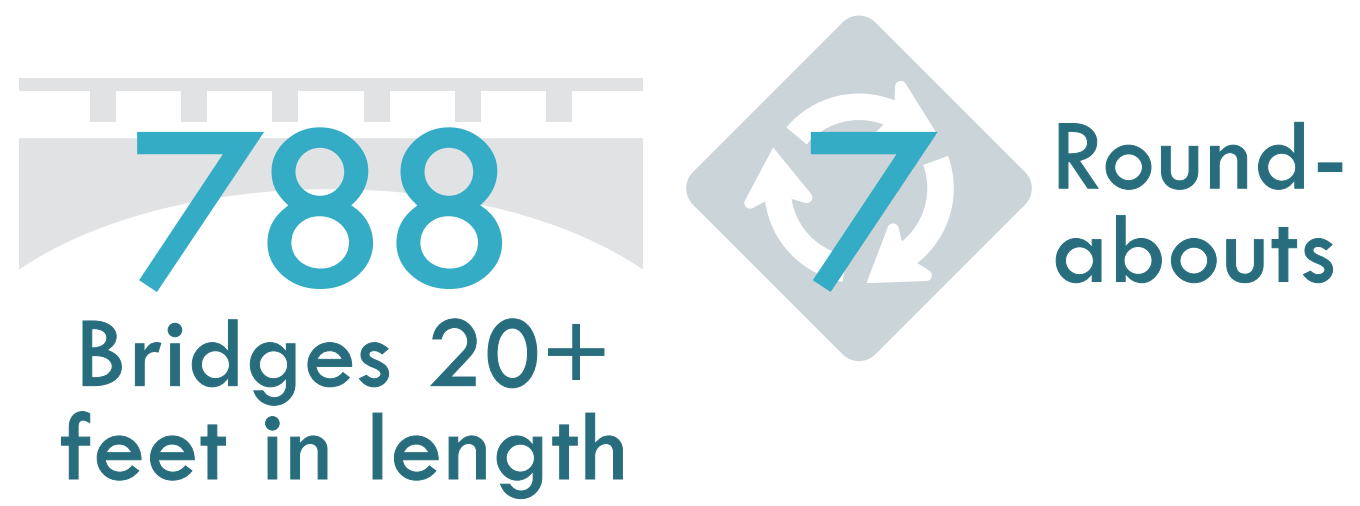
# Regional Transportation



## Infrastructure Overview

### MILES OF ROADWAY

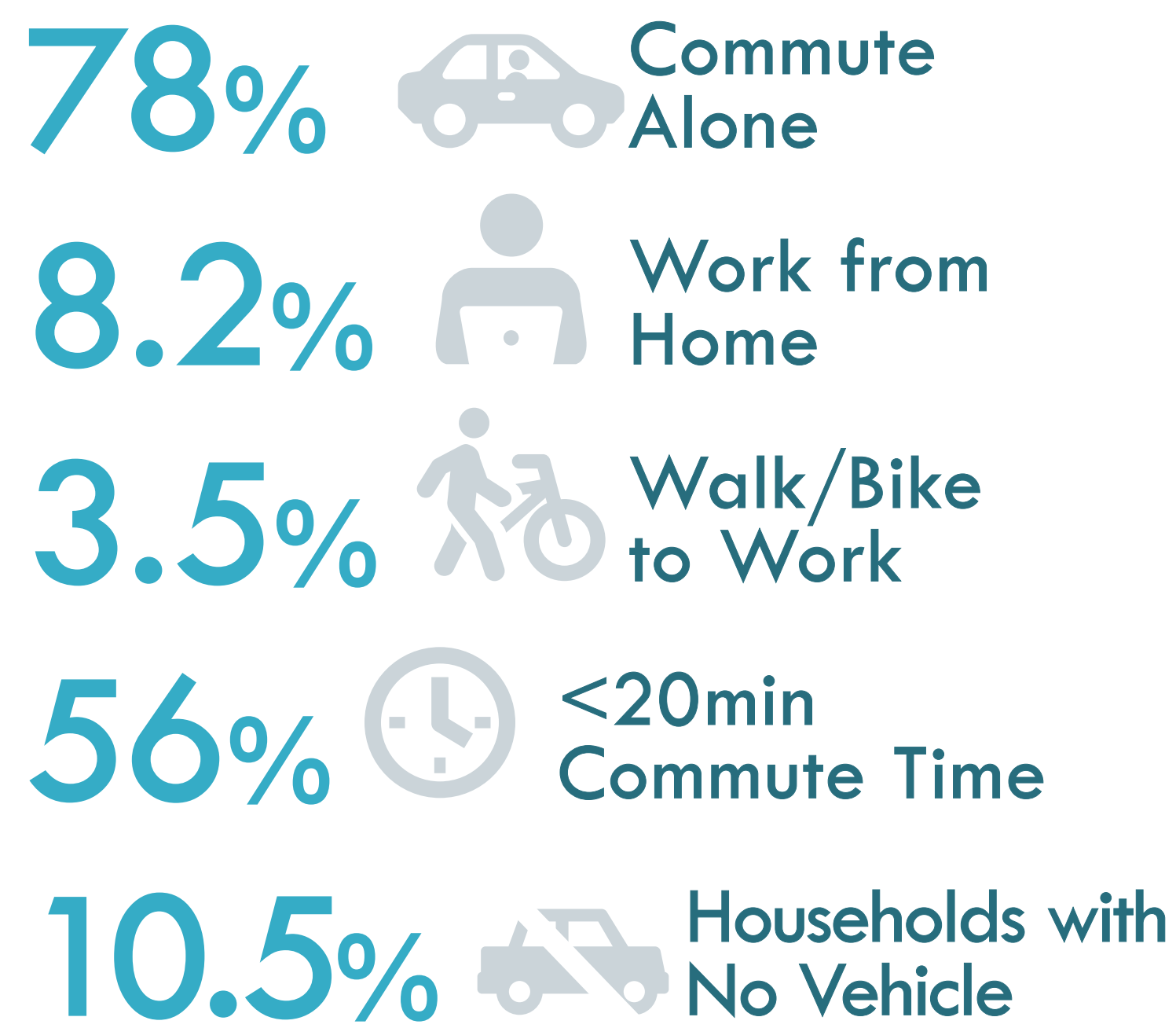
	State	County/Local
Herkimer	302	1,246
Oneida	546	2,369



## Electric & Plugin Hybrid Vehicles

Year	Herkimer County	Oneida County
2024	252	1,626
2019	180	1,095

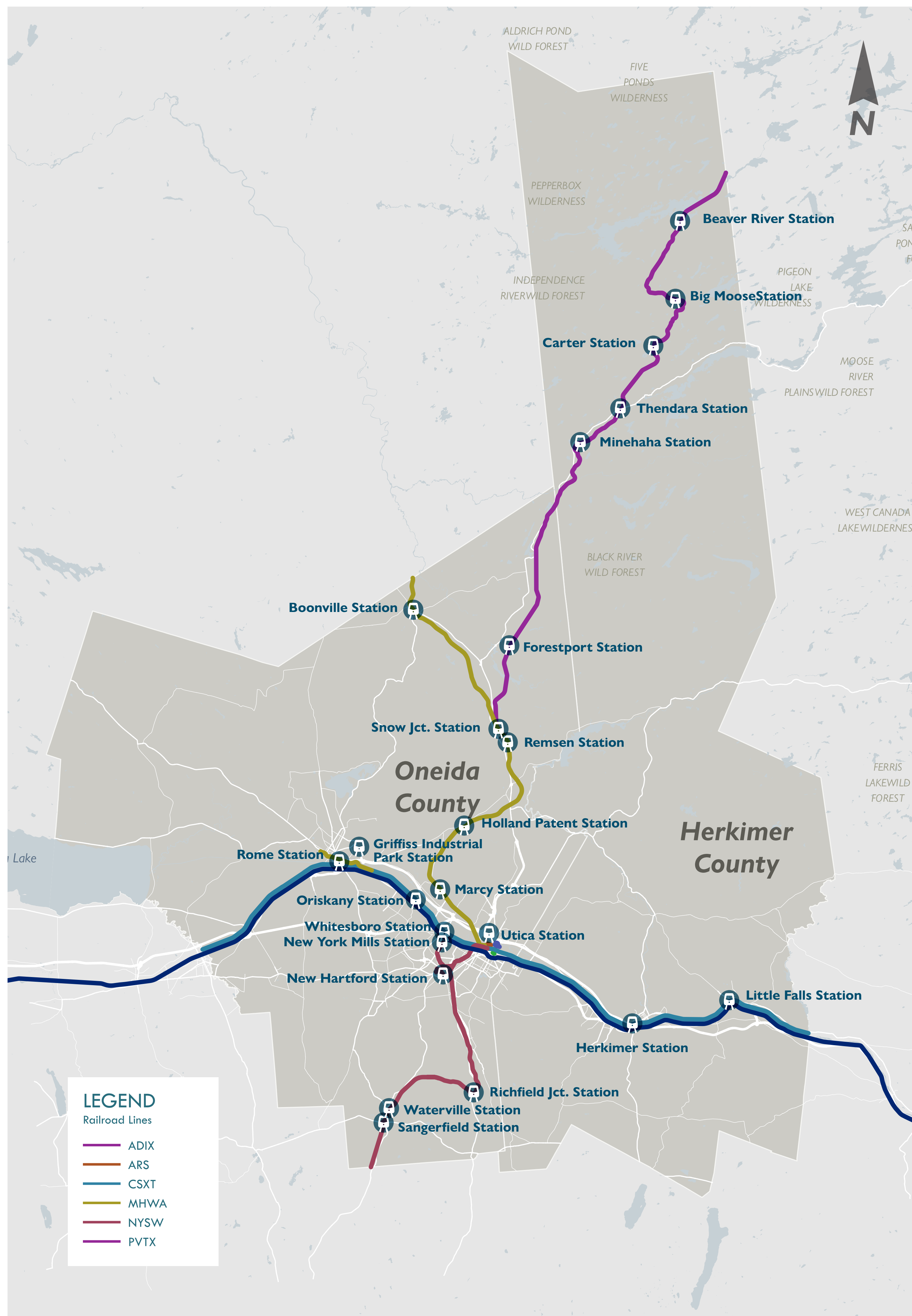
## Work and Travel



## Recreational Transportation



## Regional Rail Network



# Translation Services



**315.798.5710**

***planning@ocgov.net***

Please contact HOCTC to arrange translation into your preferred language.

## *Español*

Póngase en contacto con HOCTC para organizar la traducción a su idioma preferido

## *Bosanski*

Molimo kontaktirajte HOCTC da dogovorite prevod na željeni jezik.

## **แบบไทย**










โปรดติดต่อ HOCTC เพื่อจัดเตรียมการแปลเป็นภาษาที่ คุณต้องการ



# Where Should We Spend Transportation Funds?



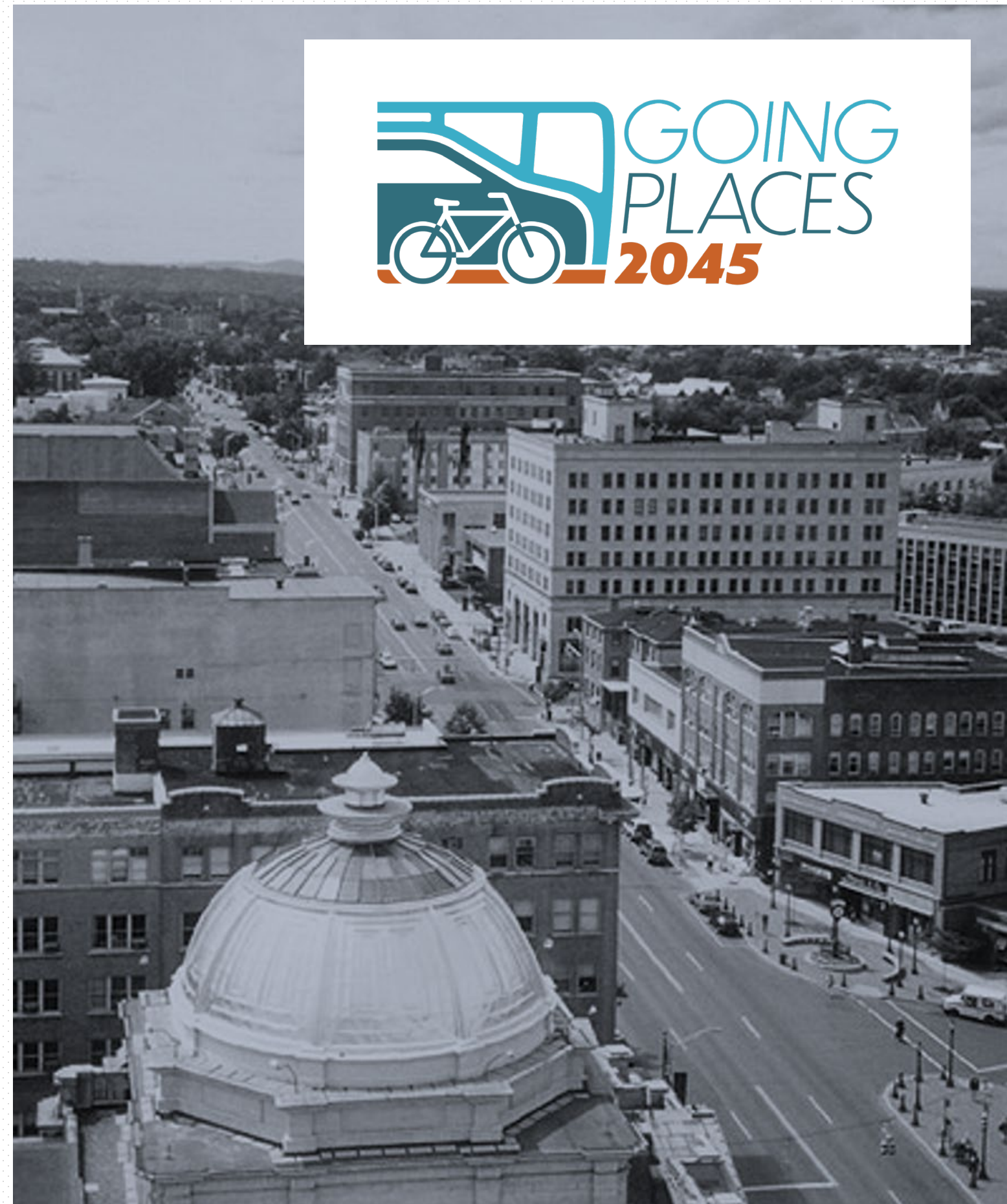
If you had \$1 million dedicated solely to transportation, how would you spend it?

Maintenance of Existing Facilities	Category	Add New Facilities
	 State Highways	
	 Local Roads	
	 Bridges	
	 Buses	
	 Passenger Rail	
	 Freight Rail (Freight Facilities)	
	 Sidewalks	
	 Bike Paths	
	 Hiking Trails	

# HOCTC Long Range Transportation Plan Update



May 22, 2024

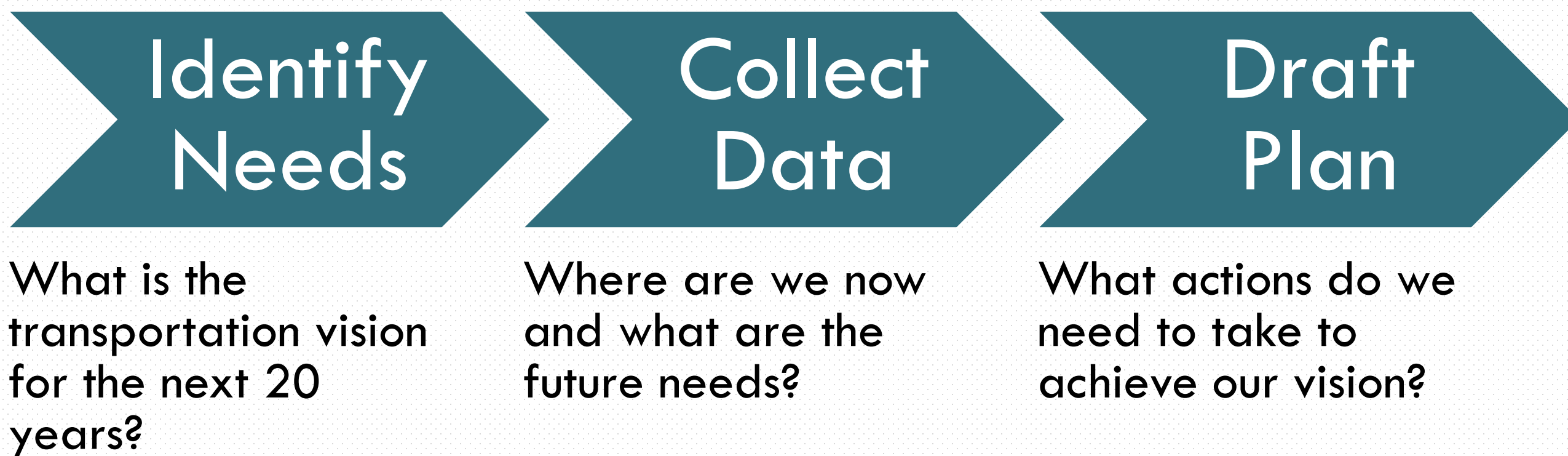




# Agenda

1. **LRTP Process**
2. **Region Population and Employment**
3. **Goals**
4. **Next Steps**

# What is the Long Range Transportation Plan Process?

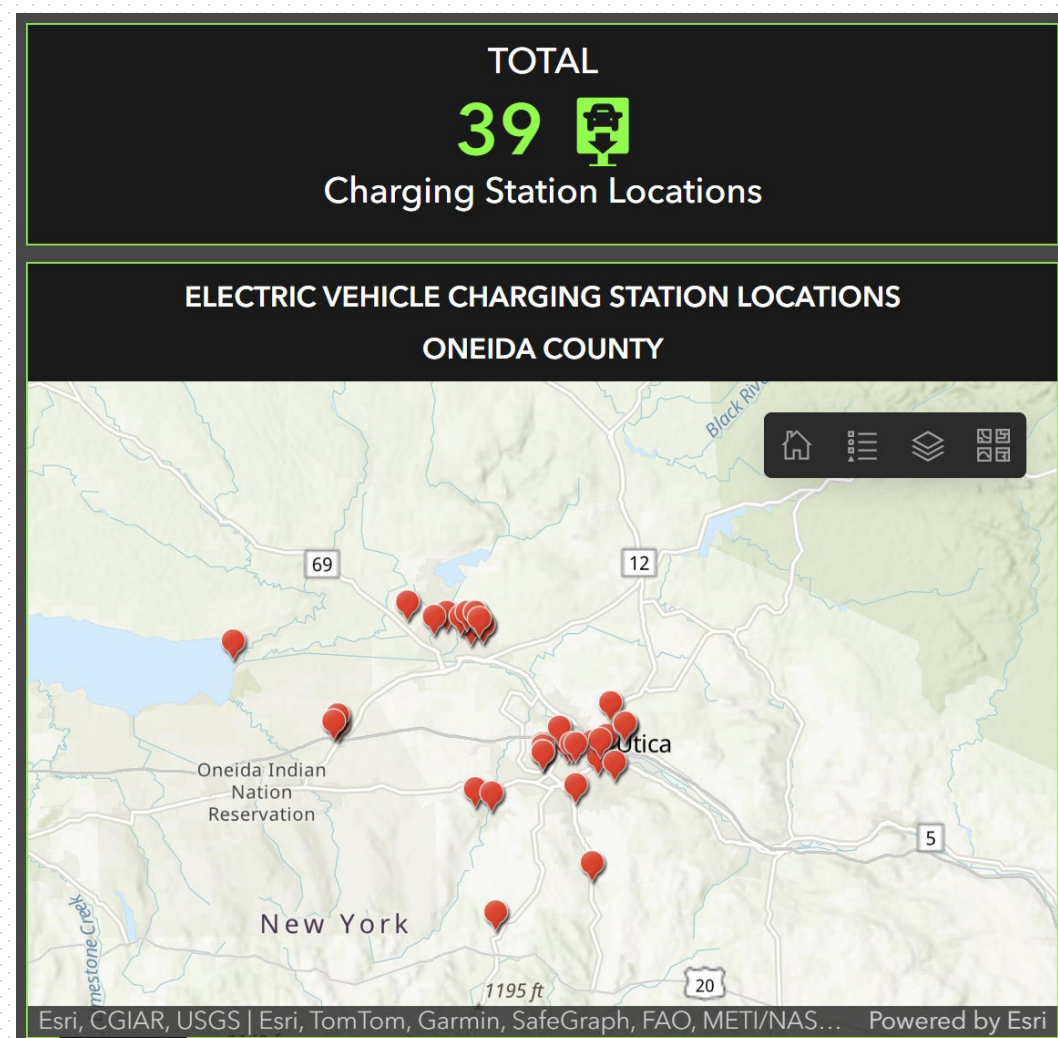


# What is the Schedule?

Work Task	2024											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Public Outreach												
Integration of Previous/ Current Planning Efforts												
Goals and Strategies												
Develop Forecasts												
Transportation System												
Performance-Based Planning and Project Programming												
Documentation												



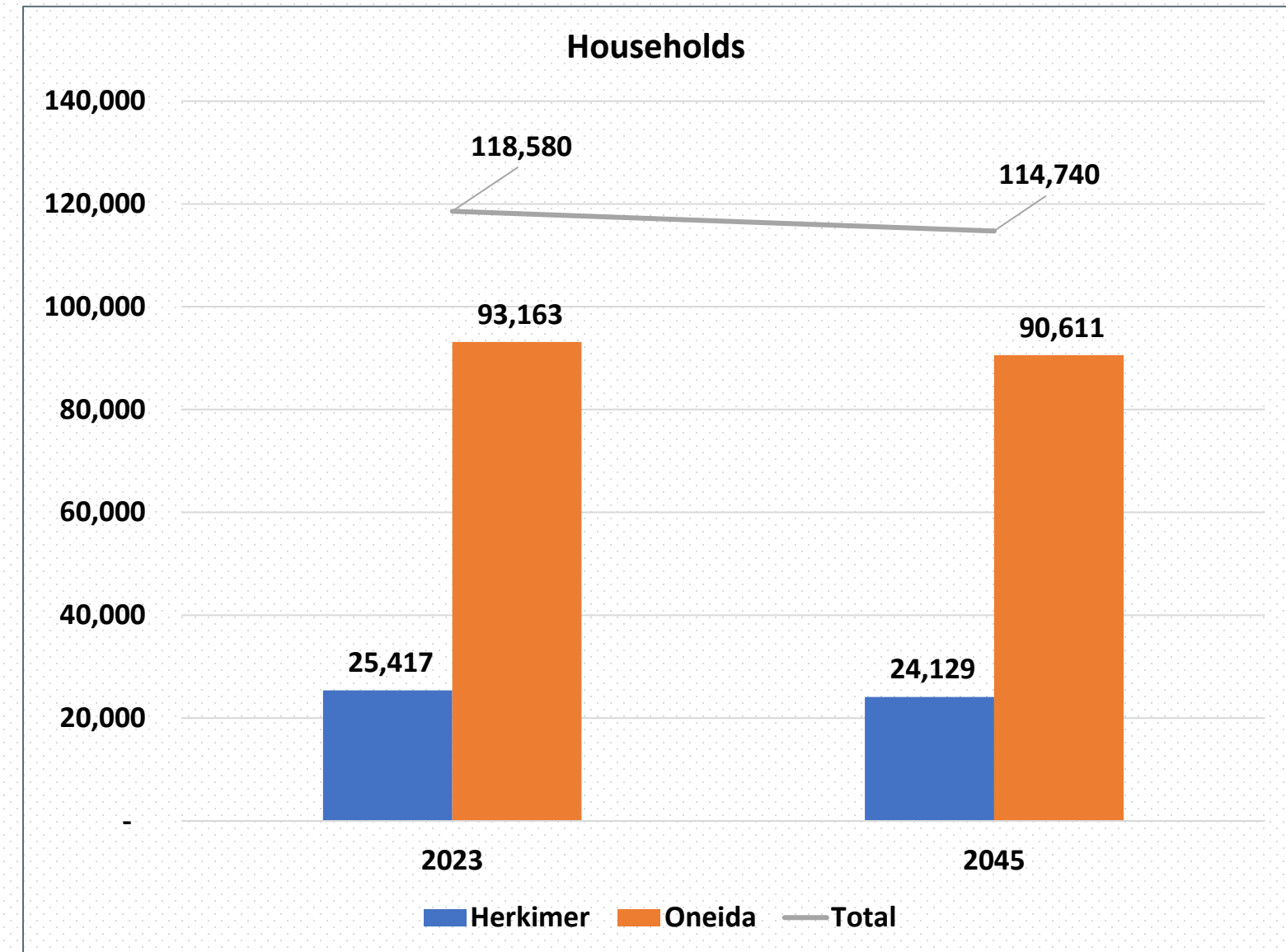
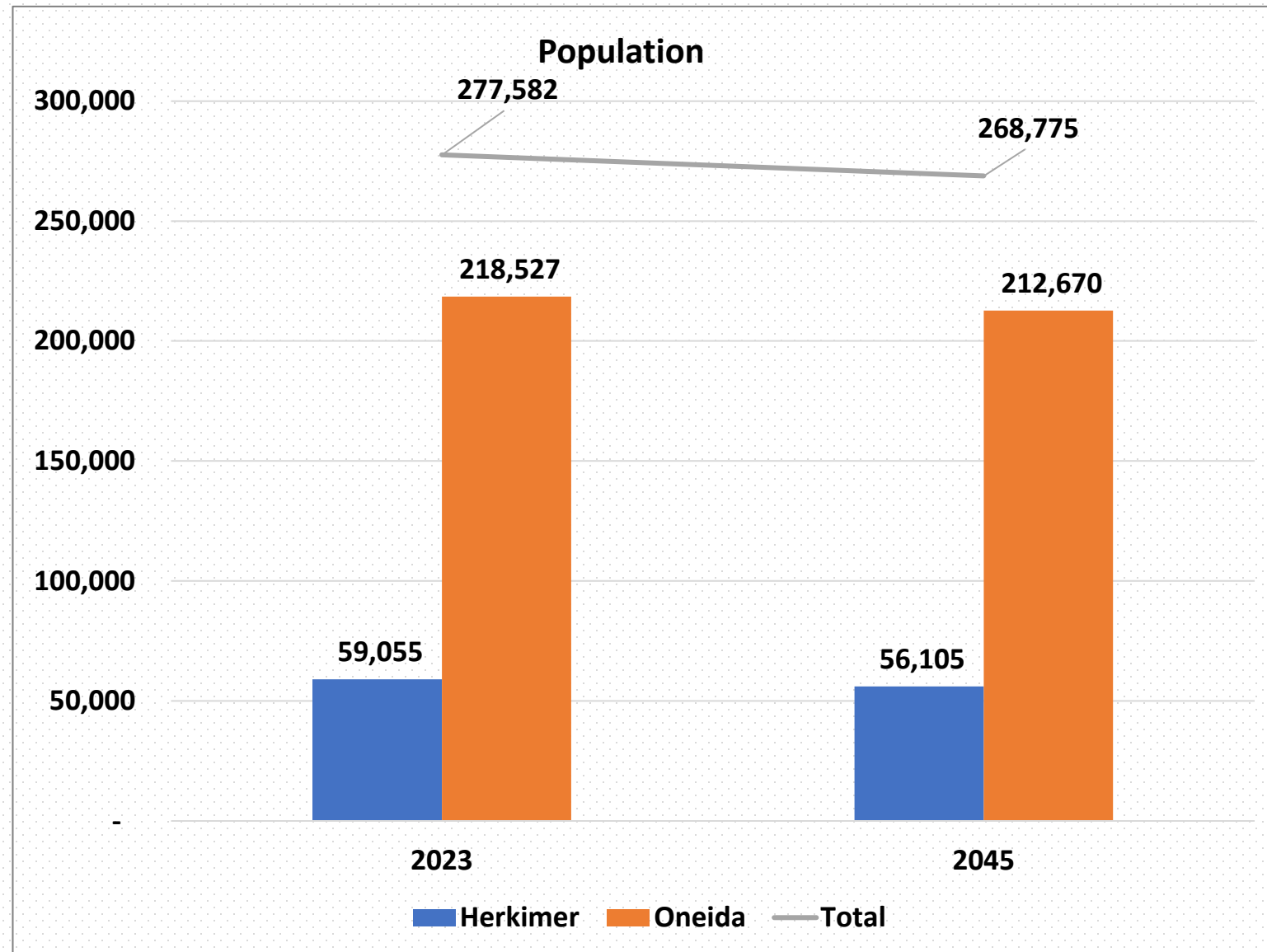
# What did we complete from the last LRTP?



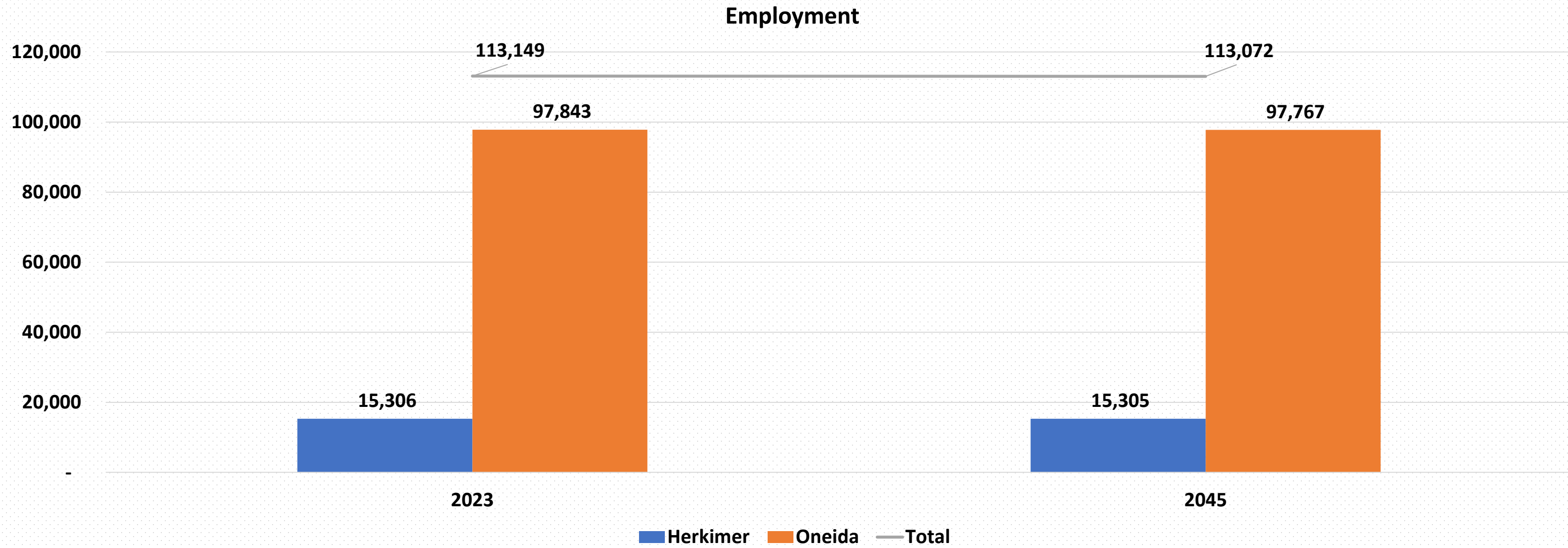
- **Electric Vehicles**
  - HOCTC Electric Vehicle (EV) Charging Station Plan (2021)
  - Development of online EV dashboard to monitor new installs and locations of chargers in Oneida County (2021)
  - Award of a CFI federal grant to install 41 EV charging stations in Oneida County (2024)
- **Roadway Infrastructure Projects**
  - N. Genesee Street bridge bike and pedestrian connections
  - NYS Route 5S Safety Project in Utica (complete)
  - Bridge replacements through Bridge NY
- **Herkimer and Oneida Counties Safety Action Plan (ongoing)**
- **I-90 Interchange Exit 31 PEL Study (ongoing)**
- **Extension of off-road trail network in both counties**

How is the region changing?

# Population/Household Projections



# Employment Projections



# What are the Goals of the LRTP?

# LRTP Goals

## **Mobility and Accessibility**

Use a strategic approach to provide mobility and accessibility opportunities

## **Improve Safety**

Work to improve safety in transportation for all modes of travel

## **Coordination of Transportation with Regional Planning**

Develop a transportation system which is supported by and supports the regional land use, housing, economic development, and sustainability policies and plans

## **System Preservation**

Invest in preserving the transportation system to make the most sustainable use of existing assets, services and resources.

## **Environmental Impacts**

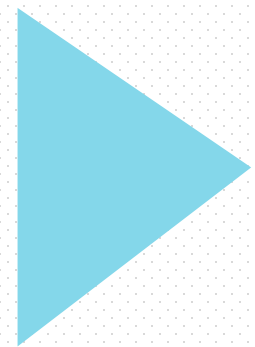
Avoid and/or mitigate negative environmental impacts while protecting the region's transportation infrastructure from environmental threats



# What are the goals used for?

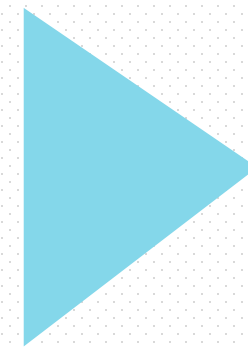
## Goal

Mobility and accessibility



## Strategy

Support multimodal accessibility to the region's tourist facilities, for all travellers including the mobility disadvantaged.



## Project

Non-motorized trail connections

What are the Next Steps?

# Next Steps



<https://long-range-transportation-plan-hoccpp.hub.arcgis.com/>

- Finalize goals and strategies
- Determine transportation project needs and actions
- Public Input Open House and Survey



GOING  
PLACES  
**2045**





**METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station  
 321 Main Street, Utica, NY 13501  
 Phone: 315.798.5710 E-mail: transplan@ocgov.net  
 Director: Dana R. Crisino, AICP

**Meeting Summary -Transportation Open House & Public Meeting  
 Wednesday, May 22, 2024, 3:00 pm- 7:00 pm  
 Herkimer-Oneida Counties Transportation Planning Committee  
 MVCC, Wilcox Hall, 1101 Sherman Drive, Utica, NY 13501**

**Present**

Name	Representing
Douglas Gerber	Weston & Sampson-Parsons Consulting Team
Samuel Gordon	EDR-Parsons Consulting Team
Cory Hopwood	Cambridge Systematics
Steven Wong	Parsons
Dana Crisino	OC Dept of Planning/HOCTS
Joshua Dahlin	OC Dept of Planning
Madelyn DeCarr	OC Dept of Planning
James Genovese	OC Dept of Planning Commissioner
Elizabeth Morgan	MVCC
Mary MacEnroe	Oneida County Legislature
Sam Pendergrest	Retired Citizen
Raymond Tucker	Rome ZBA
Ralph Bernemann	Newport ZBA
Shana Dahlin	Legal Services of CNY
Jim Hyde	Clinton ZBA
Tom Zielenski	Clinton ZBA
Colleen Maywak	Newport Planning Board
William Sweet	Newport Planning Board
Joseph Arbes	Strong Towns Rome
Ian Greasley	Strong Towns Rome
Richard Monrds	Podcast

Public Information Meeting #1 provided the Herkimer Oneida Counties Transportation Council (HOCTC) to present the Long-Range Transportation Plan (LRTP) to the public at MVCC’s Wilcox Hall.

- 1. Introduction**—The meeting began with Dana Crisino, the Director of the Herkimer Oneida Counties Transportation Council (HOCTC), who introduced the Long-Range Transportation Plan and the agenda.
  - A. LRTP Process
  - B. Region Population
  - C. Goals
  - D. Next Steps
  
- 2. What is the LRTP?** – The PowerPoint details specifics regarding Identifying Needs, Collecting Data, and Drafting a plan.

3. A review of the upcoming schedule of Events for 2024 was presented.
4. Dana then outlined the list of Goals achieved from the previous LRTP.
  - A. EV Charging Station Plan 2021
    - Online EV Dashboard, monitoring new installs and locations in OC
    - Award of CFI federal Grant to install 41 EV Charging Stations in Oneida County in 2024

**Question: What level of charger? Is that a level two charger?**

*Response: I believe that is a level two charger.*

**Question: Wondering about the cost and overall money for EV Chargers. There has been a tremendous increase in the number of electric chargers. How do you calculate the number that is needed?**

*Response: It's not really a number that can be calculated; rather, we're looking at the need and where they can be located to be more accessible to those who need them. For instance, can an EV make it from Old Forge to Utica? If not, where can we put a charging station to ensure they can make it to their destination?*

- B. Roadway Infrastructure Projects
  - N. Genesee Bridge bike and pedestrian connections
  - NYS Rt 5S Safety Project in Utica (Complete)
  - Bridge replacements through Bridge NY
- C. Herkimer and Oneida Counties Safety Action Plan (Ongoing)
- D. I-90 Interchange Exit 31 PEL Study (Ongoing)
- E. Extension of the off-road trail network in both counties- \$2.5 million grant

5. **Region Demographic discussion-** How is the region changing?
  - A. 2025-2045 Population is predicted to be flatlined or decrease.
  - B. 2025-2045 Households are predicted to be flatlined or decrease.
  - C. 2025-2045 Employment is projected to be flatlined or increase slightly.

**Comment: The population in the area is decreasing; the county must be doing this work. “In response to the population not growing, road engineers are often not thinking about ways to do things differently. They would rather build a bridge. It's easier.” “It's important that we are making changes to the transportation system in our area because, in general, what people want vs. what's good for them is totally different. We need to show people what is good for them.”**

This conversation led to a broader discussion about population growth in Central NY with James Genovese, the Oneida County Planning Department Commissioner, who explained how population trends are difficult to track properly. For example, Rome has been recovering in population since 1995, when Griffis Air Force Base left Rome. The trend has continually been increasing.

6. **LRTP Goals -What are the Goals of the LRTP**
  - A. **Mobility and Accessibility**
    - Use a strategic approach to provide mobility and accessibility opportunities.
  - B. **Improve Safety-**

- Work to improve safety in transportation for all modes of travel.
- C. Coordination of Transportation with Regional Planning-**
- Develop a transportation system that supports regional land use, housing, economic development, and sustainability policies and plans.
- D. System Preservation-**
- Invest in preserving the system to make the most sustainable use of existing assets, services, and resources.
  - Environmental Impacts—Avoid and/or mitigate negative environmental impacts while protecting the region’s transportation infrastructure from environmental threats.
- E. Environmental Impacts**
- Avoid and/or mitigate negative environmental impacts while protecting the region’s transportation infrastructure from environmental threats.

**Question: Is there any research going into rail lines? New Jersey is doing a lot of this.**

*Answer: We have many rail beds throughout New York State that could be used for transportation. The barrier much like busses and all public transit is cost.*

**Question: What other cities are you looking at regarding the modeling of new approaches to transportation?**

*Answer: We always consider what other cities are doing and how they are developing. Some cities we’ve looked at are Binghamton and Watertown, which share similar characteristics, but we are looking at best management practices.*

*Dana Crisino, HOCTC Director, was chosen to travel to the Netherlands to study their transportation system, a significant achievement given the number of people who applied for the program.*

**Question: What else is being done for public outreach?**

*Response: Staff will attend various pop-up tabling events and farmers' markets across both counties.*

**Question: Have you considered doing focus groups but offering money to incentivize people to come in?**

*Response: We have conducted various focus groups but cannot offer financial reimbursement as that would be a legal issue. We do offer refreshments and, often, food.*

**Question: Is crash data normalized or based on the time of day?**

*Response: You can see data clusters happening based on time.*

**Question: Have you accounted for the type of vehicle?**

*Response: Yes and no. We don’t look at the make and model of each vehicle, whether it's a car/ truck or something like a scooter or bike.*

**Question: Do you think bike sharing failed in Rome due to the state of the trail system in and around the city?**



## **PRESS RELEASE**

FOR IMMEDIATE RELEASE

September 4, 2024

Contact: James Wallace

Phone: 315-867-1112

Email: [jwwallace@herkimercounty.org](mailto:jwwallace@herkimercounty.org)

## **Herkimer County Announces New Regional Transportation Vision Public Open House: Long Range Transportation and Roadway Safety Strategies to be Shared**

**Herkimer, NY** – The Herkimer Oneida County Transportation Council (HOCTC) will be hosting a public open house on Tuesday September 10, 2024 from 4:00pm to 7:00pm at the Herkimer College Campus Center Room 282-283. HOCTC will be sharing findings from its public engagement and data analysis related to the community’s collective vision and safety concerns for the future of Herkimer and Oneida County’s transportation networks. Safety Concerns for the local roadway network and the Long-Range Vision for the future of the entire transportation network in Herkimer and Oneida County will be shared in an open house format. Participants can come any time between 4 and 7pm to review presentation boards and ask questions of meeting representatives. Participant feedback will inform HOCTC’s transportation goals and strategies for the future, including strategies to enhance pedestrian and cyclist safety, improve street design, and create more accessible and inclusive transportation options.

“It’s important to engage the public as we plan for the region’s future transportation network, while aiming to enhance pedestrian and cyclist safety, improve street design and create more accessible and inclusive transportation options.” Legislative Chairman Robert Hollum said.

### Event Details:

September 10, 2024

4:00 – 7:00 pm

Herkimer College

Robert McLaughlin College Center, Rm 282-283

100 Reservoir Road

Herkimer, NY 13350

Interpretive and translation services are available with 24-hour advance notice to [transplan@ocgov.net](mailto:transplan@ocgov.net) or 315.798.5710.

To learn more about the transportation studies:

[www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral)



# PUBLIC OPEN HOUSE

- \*Free Parking
- \*Refreshments

## Join Us!

We are excited to share our thoughts on potential strategies and recommendations for our future.

During this meeting we will be sharing findings from our public engagement and data analysis efforts related to the community's collective vision and safety concerns for the future of our transportation network.

Where: Herkimer College  
Robert McLaughlin College Center,  
Rm 282-283  
100 Reservoir Road  
Herkimer, NY 13350

When: Tuesday September 10, 2024  
4:00 - 7:00 pm

*Can't make  
the meeting?*



Visit us on the web at:  
[www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral)

Brought to you by:



*Response: It's a very difficult question to answer. What seemed to be happening was that people were leaving the bikes in random places throughout the city. The Trailways were more appealing, and people would likely have used them.*

## Activity - "Be the banker"

Attendees were given One million dollars in fake money and asked to create a hypothetical transportation budget, placing the money in cups to distribute funds into the 9 major categories (State Highways, Local Roads, Bridges, Buses, Passenger rails, Freight rails, Sidewalks, Bike Paths, and Walking Paths) and within each category decide whether to build new facilities to put funding in to maintain what already exists. During the duration of the event, 9 people played, as shown below.

Maintenance	Category	Build new
4	State Highways	1
8	Local roads	0
7	Bridges	5
2	Buses	6
2	Passenger rail	12
6	Freight rail	1
7	Sidewalks	8
3	Bike paths	10
3	Walking paths	5

A handout version of the activity was also distributed to the attendees of the land use conference being hosted in a different part of the building; 21 people participated. The results are below:

Maintenance	Category	Build new
18	State Highways	6
30	Local roads	7
26	Bridges	11
3	Buses	13
6	Passenger rail	11
5	Freight rail	3
8	Sidewalks	15
6	Bike paths	14
6	Walking paths	15

# About the LRTP

## What is the LRTP?

The Long Range Transportation Plan (LRTP) is the 20-year planning vision documenting the county's transportation funding priorities. We update the LRTP every 5 years to ensure Herkimer and Oneida Counties continue to benefit from federal transportation funds!

## How Does the LRTP Work?

A successful LRTP update involves the participation of everyone

## Steps to Prepare the LRTP

Identifying the need: What is our transportation vision for the next twenty years?

Collecting the data: Where are we now and what should we anticipate as future needs?

Drafting the plan: What actions do we need to take to achieve our vision?

**Let's build this plan together! We need your input at all stages.**

Share a vision that demonstrates what you value and need

Ensure the data published reflects your true experience

Strategize on the best use of the funds that will help us achieve a strong and equitable long-term regional transportation vision



# What are the LRTP Goals?



*Provide mobility and accessibility opportunities*

*Improve safety in transportation options*



*Coordinate transportation planning with regional housing, economic development, and sustainability planning*

*Preserve existing transportation system and assets*

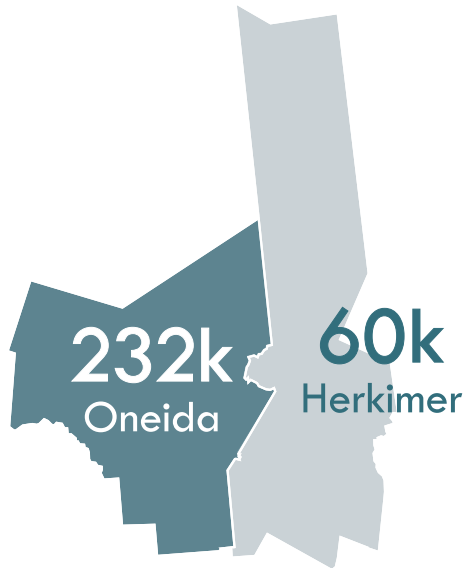


*Avoid/mitigate negative environmental impact*

# County Demographics

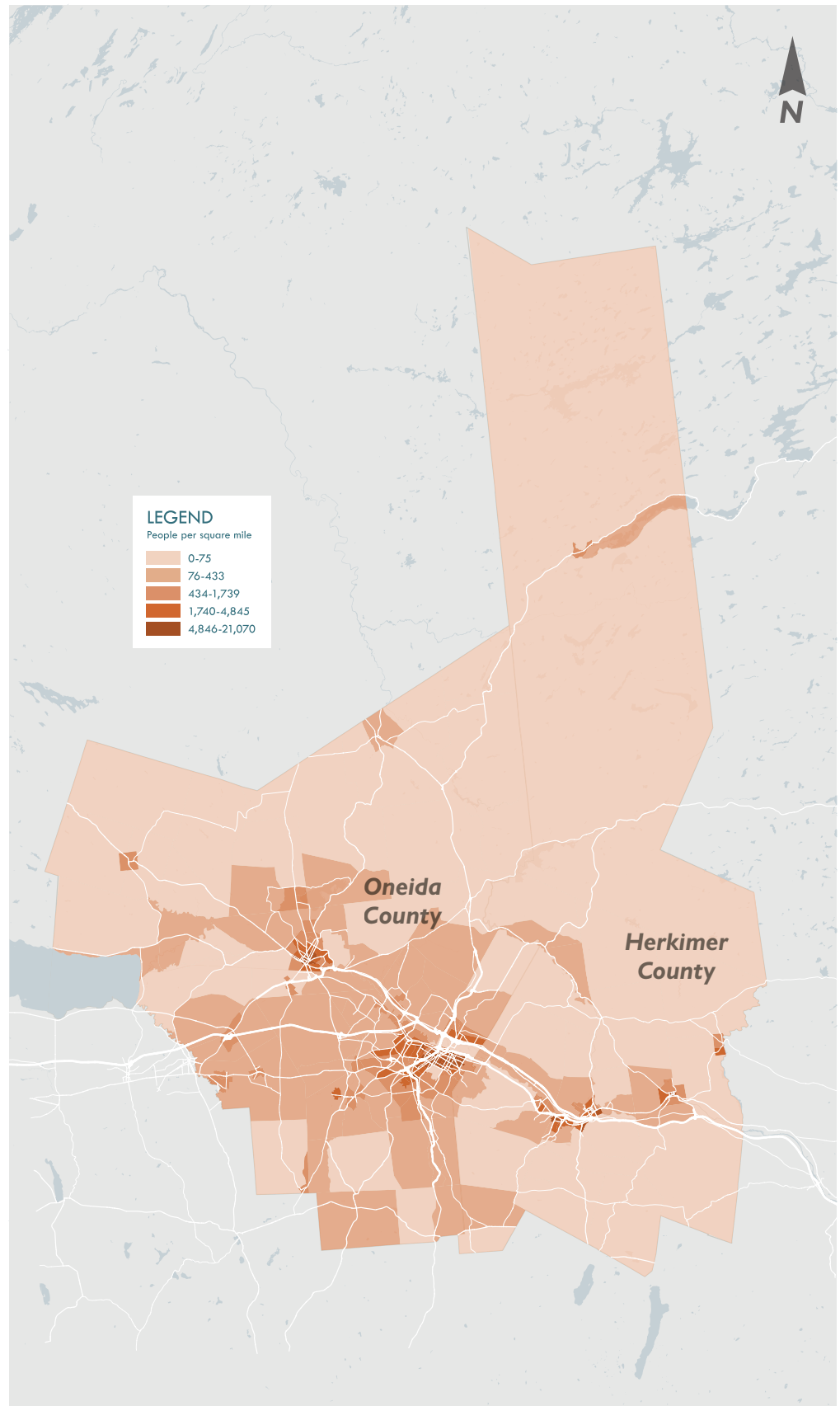


## Total Population





Slightly decreasing population in Herkimer and increasing in Oneida since 2017.


## Population Density




## Who Are They?

58%  Working Adults

7%  Foreign Born

21%  Under 18 years old

20%  Over 65 years old

14%  Living in Poverty

# Economic Trends



## Rome



Griffiss International Airport



Griffiss Business and Technology Park

3500 acre center for private and public businesses

## Utica



22% Foreign-born Population



MVHS Health System  
Wynn Hospital



SUNY Polytechnic Institute  
Utica College  
Mohawk Valley Community College  
Hamilton College  
Herkimer College  
Pratt MWP

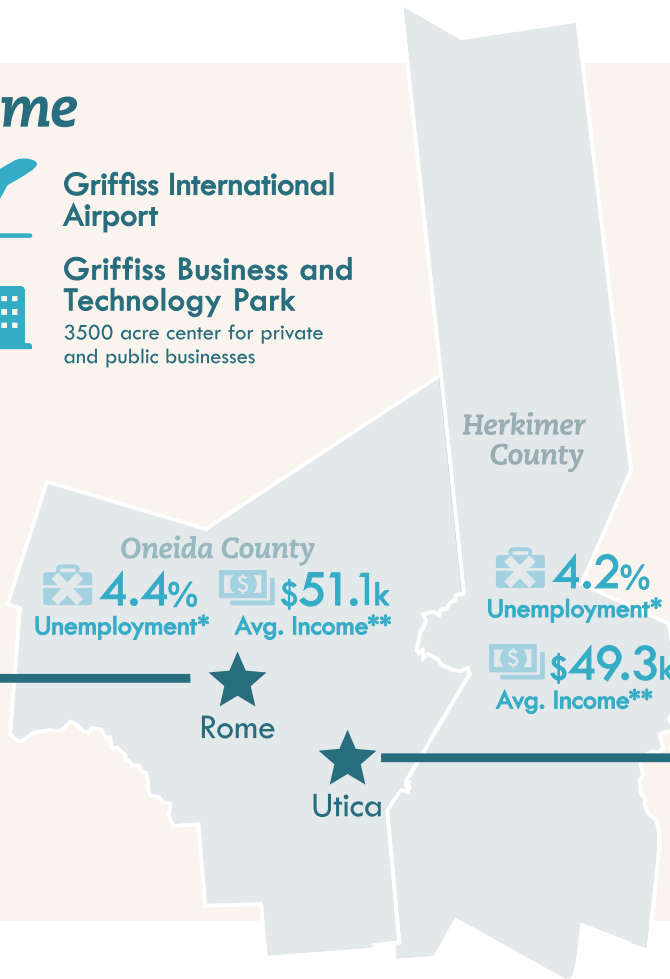


thINCubator  
provides programming to tech-oriented local startup companies

Marcy Nanocenter  
a campus for the research and development of semiconductors



Nexus Center  
State-of-the-art multi-sport complex for tournament play opened 2022



## Area Attractions

Annual Boilermaker Road Race

Erie Canal Heritage Corridor

Fort Stanwix National Monument

Munson Williams Proctor Arts Institute

Turning Stone Resort Casino

F.X. Matt/Saranac Brewery

Oriskany Battlefield

Water Safari

Utica Zoo

Erie Canal Lock 17

General Herkimer Homestead

Herkimer Diamond Mines

Adirondack Park

Gems Along the Mohawk



## Major Employment



## Farms\*\*\*

Year	Herkimer County		Oneida County	
	Farms	Acres	Farms	Acres
2022	514	106,572	834	187,672
2017	596	117,572	976	192,767

\*Statewide Unemployment Rate is 6.2%. (Source: U.S. Census Bureau, 2022)

\*\*Statewide Average Income is \$75,400 (Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates)

\*\*\*USDA Ag Census 2012



# Regional Transportation



## Infrastructure Overview

	MILES OF ROADWAY	
	State	County/Local
Herkimer	302	1,246
Oneida	546	2,369

**805** Bridges 20+ feet in length

**7** Roundabouts

## Work and Travel

- 78%** Commute Alone
- 8.2%** Work from Home
- 3.5%** Walk/Bike to Work
- 56%** <20min Commute Time
- 10.5%** Households with No Vehicle

## Recreational Transportation

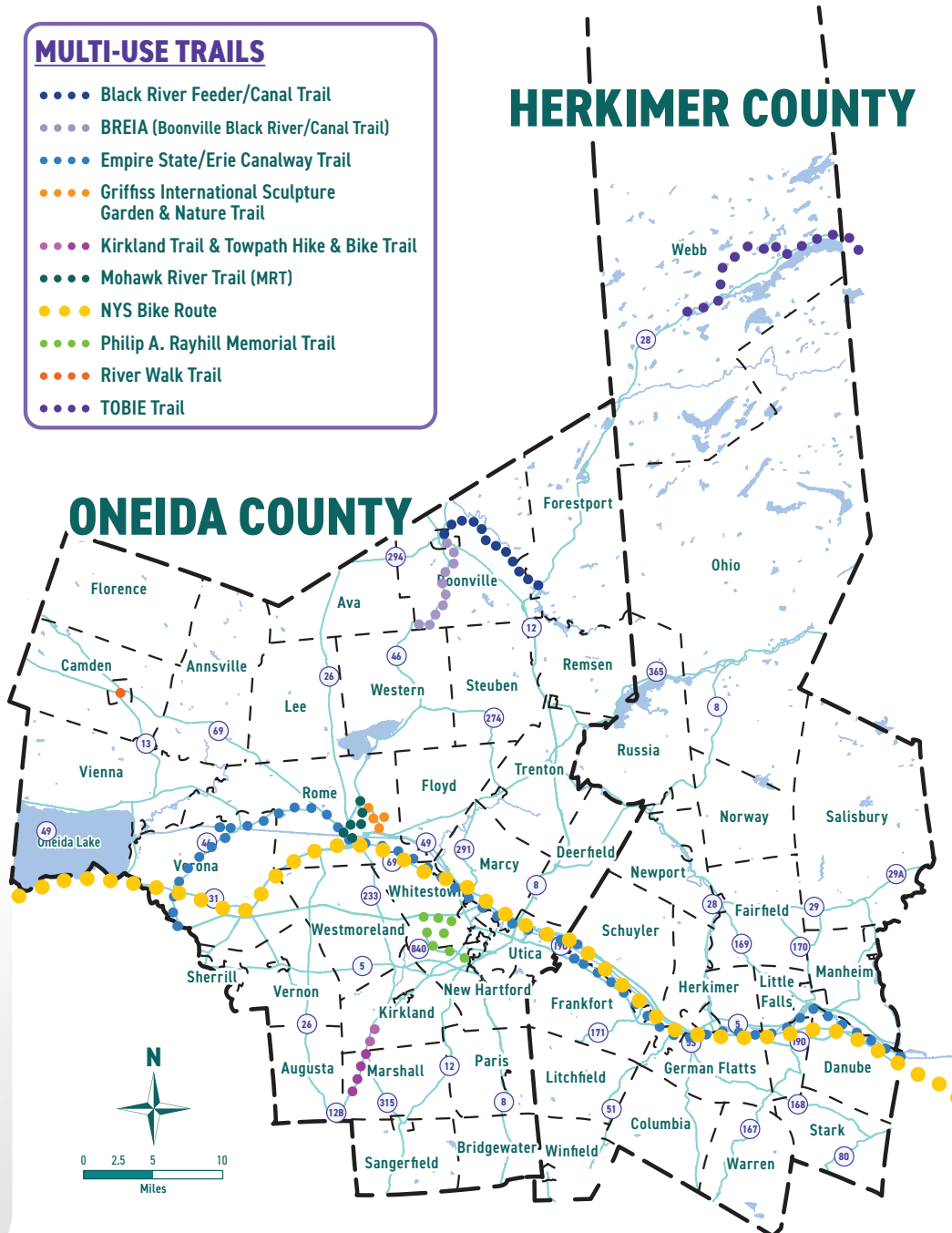


## Electric & Plugin Hybrid Vehicles

Year	Herkimer County	Oneida County
2024	252	1,626
2019	180	1,095

### MULTI-USE TRAILS

- Black River Feeder/Canal Trail
- BREIA (Boonville Black River/Canal Trail)
- Empire State/Erie Canalway Trail
- Griffiss International Sculpture Garden & Nature Trail
- Kirkland Trail & Towpath Hike & Bike Trail
- Mohawk River Trail (MRT)
- NYS Bike Route
- Philip A. Rayhill Memorial Trail
- River Walk Trail
- TOBIE Trail



Herkimer and Oneida County Outreach for Public open house

Tuesday, September 10, 2024, 4:00-7:00 PM

Mylittlefalls.com

Rome Sentinel

Herkimercountyny.gov

WKTV

HOCTC Website

Facebook

NYS DOT

Observer-Dispatch

Central New York Business Journal

X (Formally Twitter) A-Picente Jr. post

Herkimer College

Herkimer County Senior Transportation

NY Department of State Website

Central New York Business Journal

LinkedIn

[LOCAL NEWS](#) | [Latest Stories](#) | [Recent Videos](#) | [Upload News Photo/Video](#) |

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[https://www.wktv.com/news/hotc-open-house-reveals-findings-for-long-range-transportation-plans-and-safety-concerns/article\\_35ba4d7e-6fc5-11ef-9f56-b3ed6dded32e.html](https://www.wktv.com/news/hotc-open-house-reveals-findings-for-long-range-transportation-plans-and-safety-concerns/article_35ba4d7e-6fc5-11ef-9f56-b3ed6dded32e.html)

## HOTC Open House Reveals Findings for Long Range Transportation Plans and Safety Concerns

Tom Geise  
Sep 10, 2024



HERKIMER, N.Y. -- The Herkimer Oneida County Transportation Council hosted a public open house at Herkimer College in the Robert McLaughlin College Center Tuesday.

The HOTC revealed its findings from previous public engagements and surveys regarding its 20-year transportation plans for Herkimer and Oneida counties.

In addition to that, they also revealed findings from their *Safe Streets for All* study.

The public was once again encouraged to offer its input on both of these plans.

The feedback will help the transportation council come up with ways to enhance pedestrian and cyclist safety, improve street design, and create more accessible and inclusive transportation options.

When it comes to safety, HOTC Transportation Manager Julie Richmond says public input is key.

"What we would like to know from the public is, are we on the right track? We have to narrow this down to 10 locations between the 2 counties, where we'll do what's called a highway safety investigation. We'll do a deeper dive into those locations to come up with countermeasures, and a design template to say here's some things you can do to make this intersection safer."

Check out the HOTC traffic study for more information regarding these plans or to offer any input.

---

**Tom Geise**

[https://www.romesentinel.com/townnews/highway/open-house-eyes-safety-concerns-vision-for-transportation-networks/article\\_4a40e166-6afe-11ef-a108-33aacc52d6b4.html](https://www.romesentinel.com/townnews/highway/open-house-eyes-safety-concerns-vision-for-transportation-networks/article_4a40e166-6afe-11ef-a108-33aacc52d6b4.html)

TRAFFIC

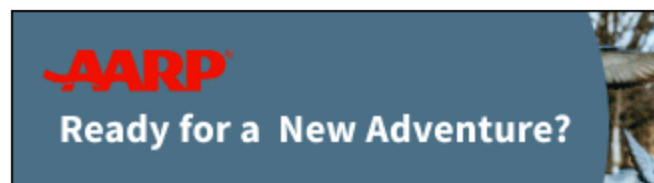
## Open house eyes safety concerns, vision for transportation networks

Sep 8, 2024



HERKIMER — The Herkimer-Oneida County Transportation Council will host an open house from 4 to 7 p.m. on Tuesday, Sept. 10, in the Herkimer College Campus Center Room 282-283 to share findings from its public engagement and data analysis related to the community’s collective vision and safety concerns for the future of Herkimer and Oneida County’s transportation networks.

Participants can come any time during the open house to review presentation boards and ask questions of meeting representatives. Participant feedback will inform HOCTC’s transportation goals and strategies for the future, including strategies to enhance pedestrian and cyclist safety, improve street design, and create more accessible and inclusive transportation options, according to event organizers.



“It’s important to engage the public as we plan for the region’s future transportation network, while aiming to enhance pedestrian and cyclist safety, improve street design, and create more accessible and inclusive transportation options.” Legislative Chairman Robert Hollum said.

Interpretive and translation services are available with 24-hour advance notice to [transplan@ocgov.net](mailto:transplan@ocgov.net) or 315-798-5710. To learn more about the transportation studies, go to [tinyurl.com/hoctcentral](http://tinyurl.com/hoctcentral).



# HERKIMER COUNTY ANNOUNCES NEW REGIONAL TRANSPORTATION VISION

Sep 6, 2024

*Public Open House: Long-Range Transportation and Roadway Safety Strategies to be Shared*

Herkimer, NY – The Herkimer Oneida County Transportation Council (HOCTC) will be hosting a public open house on Tuesday, September 10, 2024, from 4:00 pm to 7:00 pm at the Herkimer College Campus Center Room 282-283. HOCTC will be sharing findings from its public engagement and data analysis related to the community's collective vision and safety concerns for the future of Herkimer and Oneida County's transportation networks. Safety Concerns for the local roadway network and the Long-Range Vision for the future of the entire transportation network in Herkimer and Oneida County will be shared in an open house format. Participants can come any time between 4 and 7 pm to review presentation boards and ask questions of meeting representatives. Participant feedback will inform HOCTC's transportation goals and strategies for the future, including strategies to enhance pedestrian and cyclist safety, improve street design, and create more accessible and inclusive transportation options.

"It's important to engage the public as we plan for the region's future transportation network while aiming to enhance pedestrian and cyclist safety, improve street design, and create more accessible and inclusive transportation options." Legislative Chairman Robert Hollum said.

Event Details:

September 10, 2024

4:00 – 7:00 pm

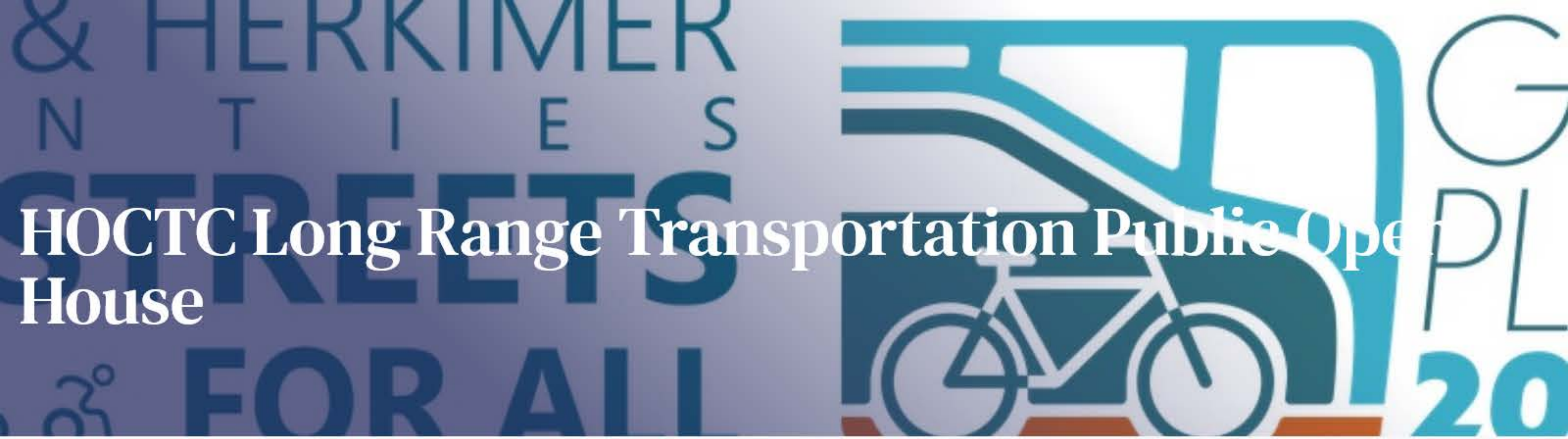
Herkimer College

Robert McLaughlin College Center, Rm 282-283

100 Reservoir Road

Herkimer, NY 13350





# HOCTC Long Range Transportation Public Open House

Home > News > HOCTC Long Range Transportation Public Open House

Sep. 10 2024

ONEIDA & HERKIMER  
COUNTIES

**SAFE STREETS  
FOR ALL**

GOING  
PLACES  
**2045**

## HOCTC Long Range Transportation Public Open House

**PUBLIC**  
*Open House*

\*Free Parking  
\*Refreshments

*Join Us!*

We are excited to share our thoughts on potential strategies and recommendations for our future.

During this meeting we will be sharing findings from our public engagement and data analysis efforts related to the community's collective vision and safety concerns for the future of our transportation network.

Where: Herkimer College  
Robert McLaughlin College Center,  
Rm 282-283  
100 Reservoir Road  
Herkimer, NY 13350

When: Tuesday September 10, 2024  
4:00 - 7:00 pm

*Can't make the meeting?*

Visit us on the web at:  
[www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral)



**Herkimer County**  
Monday - Friday  
8:00AM - 4:30PM  
*Memorial Day to Labor Day*  
Monday - Friday  
8:00AM - 4:00PM

**Bob Hollum**  
Chairman  
Herkimer County  
Legislature

- Government
- Business
- County Maps
- Departments
- Visitors
- Directory
- Employment
- Education
- Other Agencies
- Event Calendar





**METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station

321 Main Street, Utica, NY 13501

Phone: 315.798.5710 E-mail: [transplan@ocgov.net](mailto:transplan@ocgov.net)

Director: Julie Richmond

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**Meeting Summary for TAC Meeting #3 -Transportation Open House & Public Meeting  
Tuesday, September 10<sup>th</sup>, 2024, 4:00 pm- 7:00 pm  
Herkimer-Oneida Counties Transportation Planning Committee  
Herkimer College. Robert McLaughlin College Center, Rm 282-283  
100 Reservoir Road, Herkimer, NY 13350**

The second public information meeting (LRTP) was held at the Herkimer College Campus Center.

-Invitations were sent to all municipal clerks throughout Eastern Oneida County and all of Herkimer County, Survey respondents, Transportation Coordination, Planning, and Governmental Policy and Liaison Committees Members.

A public meeting “press release” was issued in local news outlets and 15 press organizations.

Mylittlefalls.com

Rome Sentinel

Herkimercountyny.gov

WKTV

HOCTC Website

Facebook

NYSDOT

Observer-Dispatch

Central New York Business Journal

X (Formally Twitter) A-Picente Jr. post

Herkimer College

Herkimer County Senior Transportation

NY Department of State Website

Central New York Business Journal

LinkedIn

HOCTC provided snacks and refreshments for all participants

In addition, HOCTC staff dropped off flyers throughout Eastern Oneida and Herkimer County.

1. The meeting was held as an **open house with a Gallery of posters and visuals**
2. **This allowed for** in-person dialogue regarding the progress of the LRTP
3. Translation services were available to those in need.
4. **The gallery** visually depicted the **various stages of the project and highlighted** one of the LRTP's goals: **safety**
5. The gallery also provided results **from 20 public engagement events and 503 survey responses.**
  - A. We had a moderate turnout, but those who attended were **thoughtfully engaged.**



**METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station  
 321 Main Street, Utica, NY 13501  
 Phone: 315.798.5710 E-mail: transplan@ocgov.net  
 Director: Julie Richmond

**Meeting Summary -Transportation Open House & Public Meeting  
 Tuesday, September 10<sup>th</sup>, 2024, 4:00 pm- 7:00 pm  
 Herkimer-Oneida Counties Transportation Planning Committee  
 Herkimer College. Robert McLaughlin College Center, Rm 282-283  
 100 Reservoir Road, Herkimer, NY 13350**

**Present**

<u>Name</u>	<u>Representing</u>
Garet Livermore	Cornell Cooperative Extension - Herkimer County
Bill Weakley	Herkimer County Legislator
Allison Cox	MVCAA
Dave Peters	The Arc Center
Julie Richmond	HOCTC
Maya DeFazio	HOCTC
Michael Cohen	Parsons
Erica Taliento	Citizen
Sabrina Valentine-Taliento	Citizen
Amy Heiderich	HOCTC
Mark Donovan	Boilermaker
Joe Arbey	Strong Towns Rome
Christine Ceely	Mohawk Valley Bike Club, Kirkland Trails
Don Hall	Town of Manheim
Madalyn DeCarr	HOCTC
Grace Whiffen	HOCTC
Ray Beer	Citizen
Jimmy Wu	Citizen
Joshua Dahlin	HOCTC
Sam Gordon	EDR
Cory Hopwood	Cambridge Systematics
Dan Biggs	Weston & Sampson



The second public information meeting allowed the Herkimer Oneida Counties Transportation Council (HOCTC) staff to present the progress of the Long-Range Transportation Plan (LRTP) at the Herkimer College Campus Center. An invitation was sent to all municipal Clerks throughout Eastern Oneida County and all of Herkimer County. Invitations were also sent to all survey respondents who indicated they would like to receive updates about the plan and left their emails and to the members of the Transportation Coordination Committee, Transportation Planning Committee, and the Governmental Policy and Liaison Committee. A public meeting announcement was made in local news outlets as well as advertised on the HOCTC LRTP website. The invitation encouraged the public to attend an informational open house with refreshments provided by HOCTC. In addition, flyers were dropped off by HOCTC staff at the following locations:

- Crazy Ottos Empire Diner
- Dunkin' Donuts Herkimer Location
- Flowers by Suzanne
- Gaffey's Fast Lube
- Herkimer Laundry
- Paesano's Pizzeria
- Robinson Brothers
- Stewarts Herkimer location
- Tractor Supply Co. Herkimer location
- Walgreens Herkimer location

**1. Introduction**—The meeting provided visual depictions of the LRTP's progress in an open house gallery, where participants could engage with HOCTC staff and consultants regarding the plan's progress, the data collected through regional analysis, a look at population trends, and transportation survey results. Additionally, the posters outlined the twenty-year vision, explaining the next steps for transportation goals in Oneida and Herkimer County and how future investments in the transportation infrastructure should be prioritized. Translation services were available to those in need.



2. **The gallery** visually depicted the various stages of the project and highlighted one of the LRTP's goals, safety in transportation options. HOCTC is working with the consultant Transpo Group on the LRTP and they provided the materials for the open house content. The open house was coordinated with the consultant team of Parsons Transportation Group of New York, Inc., Cambridge Systematics, Inc. Weston & Sampson, and Environmental Design and Research (EDR), who are developing a Safety Action Plan for the Safe Streets for All (SS4A) initiative. The public engagement efforts provided demographic and survey data from the results of more than 20 public engagement events and 503 survey responses.



3. **LRTP Goals -What are the Goals of the LRTP**

**A. Mobility and Accessibility**

- Use a strategic approach to provide mobility and accessibility opportunities.

**B. Improve Safety-**

- Work to improve safety in transportation for all modes of travel.

**C. Coordination of Transportation with Regional Planning-**

- Develop a transportation system that supports regional land use, housing, economic development, and sustainability policies and plans.

**D. System Preservation-**

- Invest in preserving the system to make the most sustainable use of existing assets, services, and resources.

**E. Environmental Impacts**

- Avoid and mitigate adverse environmental impacts while protecting the region's transportation infrastructure from environmental threats.

4. Twelve people attended the event from various groups, such as non-governmental organizations, local government employees, public interest groups, and informed citizens.

- A. WKTV News Channel 2 interviewed HOCTC Transportation Program Manager, Julie Richmond, and provided an evening news segment and article on their website highlighting the meeting's success.

5. The following were questions observed, heard, and responded to during the meeting.



**Question:** Will the upcoming plan include interventions related to electric bikes? E-bikes are everywhere, especially on roadways where people are getting hurt.

**Response:** *Staff members discussed potential safety improvements to the roadways and bike lanes, along with the ever-growing NYS trail system, where connectivity has been a long-term goal.*

**Question:** How will the LRTP fix the problem of pedestrians walking from Union Station to Genesee St? The Traffic Circle is nearly impossible to walk through, and there is no direct connection for pedestrians.

**Response:** *Thanks for providing this information about that barrier to walking and navigating Utica. It was noted that better wayfinding signage upon leaving Union Station may be beneficial. There was discussion about various routes, but all require crossing of Oriskany Blvd. and most require crossing of Broad St. HOCTC staff will look into this further.*

**Question:** A high-speed train builder in Elmira is producing high-speed train locomotives. Are you familiar with this company?

**Response:** *The staff was not familiar with this, but after research, they learned the following:*

*In a press release from NBC New York dated September 9, 2024, New York Democratic Senator Chuck Schumer said, “Siemens Mobility will construct the American Pioneer 220 trains at a 300,000-square-foot (28,000-square-meter) facility in Horseheads near the Pennsylvania line..., About 300 jobs will be created.”*

**Question:** Providing mobility and accessibility opportunities is indicated as one of the goals but how are you tracking other modes of transportation for improvements such as biking and riding the bus?

**Response:** *Staff indicated that throughout their several public engagement events an interactive board was displayed that asked participants “Which form of transportation do you primarily use to travel?” Participants were asked to place a dot on either riding a bus, riding a bike, driving a car, or walking. This data was then tallied at the end of each event and based on the modes of transportation that people used the most, HOCTC’s will consider this public feedback when prioritizing funding for making improvements.*



*Comment: In Rome, they have bike counters on some of their trails that report how many people use them daily. It may be a good investment throughout other areas of Oneida and Herkimer.*

**Question:** There is a lack of viable transportation options for agencies that provide assistance to vulnerable populations. Is there anything being done to help these agencies?

*Response: Discussion about one of the biggest issues in this area and nationwide is a lack of CDL-certified drivers and the varying needs of vulnerable populations in this area. This is being addressed through HOCTC's Human Services Transportation Plan.*



**METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station  
321 Main Street, Utica, NY 13501  
Phone: 315.798.5710 E-mail: transplan@ocgov.net  
Director: Dana R. Crisino, AICP

**HOCTC LRTP & SS4A Public Engagement**

Friday, June 28, 2024, 10:30am-11:30am

Open House

Old Forge (Webb Town Offices)  
3140 NY-28, Old Forge, NY 13420

**Present**

<b>Name</b>	<b>Representing</b>
Dana Crisino	HOCTC
Jeff Rehler	HOCTC
Rich Artigiani	HOCTC
<b>Open House</b>	
Marcia MacDonald	Old Forge Resident

D. Crisino gave an overview of the LRTP and SS4A programs. An overview of current public outreach efforts included discussion of goals, interactive activities, and online engagement tools such as the HOCTC Transportation Needs Survey and the Safe Streets Reporter.

**Be the Banker Activity**

The LRTP game board is an interactive tool that allows attendees to choose where to spend their transportation funds. Instructions were as follows:

“In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain existing infrastructure. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”.

The attendee's results are pooled with the **HOCTC LRTP & SS4A Public Engagement Focus Group**.

The attendee was interested in how the engagement tools' results would be used. In response, D. Crisino explained the planning process for LRTP and SS4A. The attendee also discussed the difficulty of bike travel due to on-street parking on NYS 28 in the business district. A brief conversation about public education needed for successful transportation system implementation occurred.



ONEIDA & HERKIMER  
C O U N T I E S

**SAFE STREETS**



**FOR ALL**



**TOUCH A TRUCK:  
TALK TRANSPORTATION  
AT THIS FUN FAMILY EVENT**

**July 25, 2024 5 - 8 p.m.**

**Tell us your experience with safety,  
trucks, and all things travel related**

**Weller Park**

**15 S. Richfield St. Mohawk, NY**

**What to expect:  
interactive activities and the ability to share your  
vision for the future of the local transportation**

Check out our website and  
share your opinion at:

[www.tinyurl.com/hoctcentral](http://www.tinyurl.com/hoctcentral)



Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)  
Public Meeting Summary  
Utica Karen Baptist Church  
140 Clinton Rd. New Hartford  
April 20<sup>th</sup>, 2024  
10:00 AM – 12:00 PM

## Meeting Overview

The Herkimer Oneida Counties Transportation Council (HOCTC) facilitated the meeting in close collaboration with the Resource Center for Refugees in the Mohawk Valley.

The meeting allowed the public to learn about the SS4A initiative and engage with HOCTC staff. Attendees were also able to highlight unsafe roadway and traffic conditions in their community and identify which modes of transportation they most often relied on.

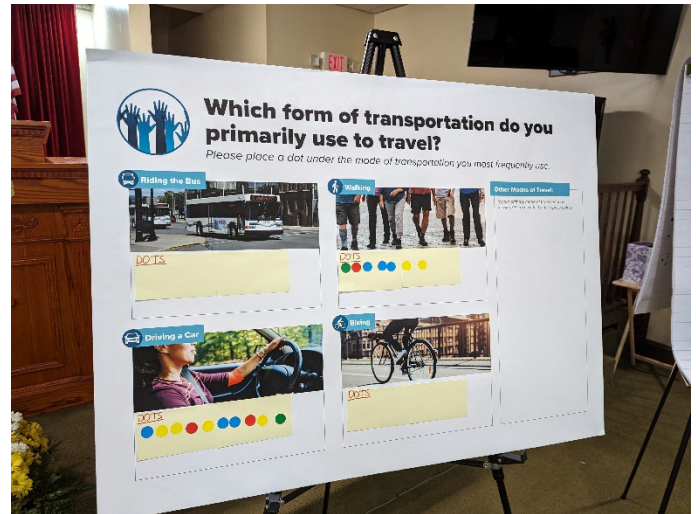
The meeting began with an introductory presentation by Julie Richmond (HOCTC). The presentation highlighted the scope of the SS4A initiative and the intended outcomes of the Safety Action Plan. The presentation also detailed the steps that HOCTC was taking to ensure that the plan was being guided by a robust public engagement process. Finally, Julie introduced and provided instructions for two activities that HOCTC facilitated at the meeting to collect feedback for the plan. The presentation and all subsequent discussions were translated into Karen via an in-person translator provided by the Resource Center for Refugees in the Mohawk Valley.



## Activity #1 – Dot Activity

For the first activity, attendees were invited to come up to the front of the room and place a sticker on a board to indicate what form of transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of 17 attendees participated in the activity, among which 59% (10) indicated that driving a car was their primary mode of transportation and the remaining 41% (7) indicated that walking was their primary mode. None of the attendees selected riding the bus or riding a bike as their primary mode of transportation, nor did any attendees list any alternative modes other than those explicitly mentioned.



## Activity #2 – Location Brainstorm

For the second activity, attendees were asked to provide verbal feedback to identify locations where they felt unsafe while traveling, regardless of the mode of travel. HOCTC staff documented all comments on a large notepad in the front of the room and made it visible to all attendees. The following comments were received and documented:

- The primary locations where attendees traveled were school, work, and the store.
- There are concerns for personal safety when walking to corner stores on Bleeker Street and Nichols Street in the City of Utica at night. Improved lighting would make these streets feel safer.
- Several streets in the City of Utica have no sidewalks.
- Several streets in the City of Utica have no roadway signage.
- Temporary stop signage, such as on Broad Street, sometimes falls over.
- Attendees who self-identified as having limited English proficiency stated they had trouble reading the signs.
- Several streets in the City of Utica have potholes and poor walking conditions.
- The intersection of Steuben Street and James Street has a broken traffic signal.
- The intersection of Lansing Street and John Street has a traffic pattern that is confusing to drivers.
- Signage and traffic indicators are missing at the South Street and Steuben Street intersection.
- There is a general lack of crosswalks and safety amenities, such as what is typically used on Genesee Street
- Motorcycles and/or dirt bikes drive down the street and make excessive noise.
- There were several concerns regarding the John Street roundabout:
  - Attendees wanted additional education to understand who has the right-of-way when traveling on the roundabout.
  - Attendees expressed concern regarding who is at fault for an accident in the roundabout in different situations.
  - Attendees expressed being uncertain about how to navigate a roundabout legally.
  - other vehicles go through the roundabout without yielding, increasing wait times for others; there is interest in additional enforcement to address this.
  - There is interest in driver education opportunities to learn more about navigating roundabouts and other uncommon traffic patterns.

- The roundabout has become more congested and has longer wait times since the opening of the Wynn Hospital
- Children play basketball on the roadway in the summertime on James Street, obstructing driving routes and making drivers concerned for the safety of the children and themselves.
  - The children leave the basketball hoop in the middle of the street when not in use.
  - Attendees reported that kids had hit their vehicles with the basketballs and caused damage and were unsure if calling the police was an option.
  - The children or the basketball hoops specifically block one-way streets and residential driveways, resulting in drivers having to take a different route.



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP) Public Engagement Summary Greater Utica Chamber of Commerce April 30<sup>th</sup>, 2024 4:00 PM – 7:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) facilitated the tabling event in close collaboration with the Greater Utica Chamber of Commerce.

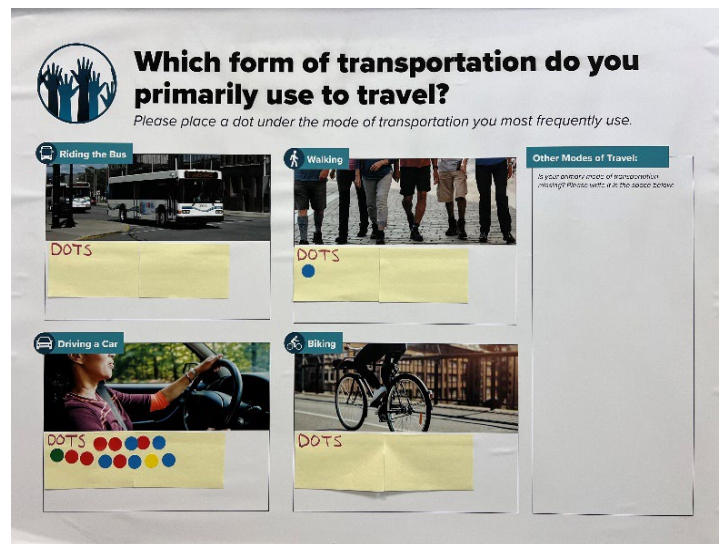
HOCTC staff held a tabling event at the Greater Utica Chamber of Commerce Annual Meeting. Staff highlighted the scope of the SS4A and LRTP initiatives and the intended outcomes of the Safety Action Plan and the Long-Range Transportation Plan Update. The event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were provided with an opportunity to highlight unsafe roadways and traffic conditions in their community and identify which modes of transportation they most often relied on. HOCTC staff provided attendees with two interactive tools to record their transportation experiences and collect feedback for the plan.

## Tool #1 – Dot Activity

For the first interactive tool, attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding the bus, all of which were depicted using a combination of pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of 14 attendees participated in the activity, 13 of whom indicated that driving a car was their primary mode of transportation and 1 of whom indicated that walking was their primary mode. None of the attendees selected riding the bus or riding a bike as their primary mode of transportation, nor did any attendees list any alternative modes other than those explicitly mentioned.



## Tool #2 – Location Brainstorm

For the second interactive tool, attendees were asked to provide verbal feedback on their transportation and safety concerns, which included identifying locations where they felt unsafe while traveling, regardless of the mode of travel. HOCTC staff documented all comments on a large notepad that was visible to all attendees. If a specific location was identified in Oneida or Herkimer County, it was added to the Safe Streets Reporter. The following comments were received and documented:

- Throughout Herkimer County and within the City of Utica, there are unmarked roadways and several potholes.
- Several attendees suggested that there needs to be more bus infrastructure in Oneida County
  - Busses do not run late at night and not enough during the day.
- Road conditions are unsafe for bicycles/bicyclists in the City of Utica.
  - Busy traffic needs to be separated from bicycle infrastructure.
- Continue to add/fix sidewalks in the City of Utica
- The road conditions in Whitesboro, Marcy, and Yorkville are great.
- There are random changes in elevation on roads throughout the City of Utica
- On Genesee St. in the City of Utica, there is insufficient space between parked and traveling vehicles.
- There is a lack of transportation throughout Herkimer County
  - Within Little Falls, people are forced to walk (are seen carrying their groceries up and down hills)
- Uneven sidewalks cause people to trip and fall while they are walking/riding a bike.
- There should be more crosswalks for pedestrians on Oriskany Blvd. in Yorkville
  - It is dangerous, and businesses are forced to hire police to control traffic.
- The right turn headed south from Genesee St. onto French Rd. is too sharp.
- Sunset Ave/Burrstone Rd is dangerous for people trying to cross the intersection/road.
  - Missing designated crossing spaces
- Need sidewalks on Seneca Turnpike in New Hartford
- There is no traffic light at the Broadway/Lafayette St intersection in the City of Utica.
  - Needs to be a four-way stop sign if they won't put in a light.





**METROPOLITAN PLANNING ORGANIZATION**

Boehlert Center at Union Station  
 321 Main Street, Utica, NY 13501  
 Phone: 315.798.5710 E-mail: transplan@ocgov.net  
 Director: Dana R. Crisino, AICP

**Meeting Notes - SS4A Herkimer County HWY Superintendents Meeting  
 Thursday, May 23, 2024, 11:30-2:00 pm**

**Herkimer-Oneida Counties Transportation Representatives**

**Location: “The Barn” Herkimer Diamond Mines**

**4626 State Rt 28 North Herkimer, NY 13350**

**Present**

Name	Representing
Dana Crisino	HOCTS
Joshua Dahlin	HOCTS
Kim Horender	Bare Arms Guns
Loren Herender	T/O Danube
Jason Coffin	T/O Newport
Brian Jacopelle	Five Star Equipment
Darryl Aney	T/O Warrens
Tony Gnescheck	T/O Stark
Scott Fears	Hybrid Building
Dean Brown	Cheyenne Supply
Don Hall	Town of Manheim
Mine Irons	Village of Frankfort
Nim Minosh	Village of Frankfort
Skip Wratten BE	Whitesboro Spring
Art Hughes	Utica Mack
Nicholas DiNar.... Jr?	MSG.?
Pat Race	Sut-Kote
John Rodey	Tracey Road Equipment
Carment Newforen ?	German Flatts
Sue Philips ?	T/O Fairfield
Mark Buddle	T/O Columbia
Alan Daley?	T/O Salisbury
Stephanie Tyoe	HC Highway
Mark Nagle	HC Highway
Jerry Wheelack	T/O Litchfield
Cliff Caffin	T/O Litchfield
Ken Ward	T/O Herkimer
Donald Cotts	T/O Little Falls
Frank Aurts?	Town of Ohio
David Hasczewsh	Town of Stark
David Jaquay	V/O Dolgeville
Ryan Comstock	V/O Dolgeville
John Scoones	Gorman
Dave McBurne	Viking





1. **Overview**—The Herkimer County Superintendents Association President called the meeting to order after a lunch buffet sponsored by the Herkimer County Transportation Association, which was provided by “The Garden Restaurant” and served at “The Barn” at the Herkimer Diamond Mines.
  - This meeting brings together Highway Superintendents from Municipalities throughout Herkimer County for quarterly association meetings to discuss various important items.
  - Dana Crisino was introduced early in the program as the representative of HOCTC and provided a brief description of our Safe Streets for All (SS4A) and Long-Range Transportation (LRTP) programs, details, mapping software, goals, and objectives.
    - Dana expressed great interest in supporting Highway Superintendents' needs and explained that the mapping software has been designed to provide an opportunity for direct feedback for problem areas on the roadways.
    - Mark Nagel, HC Highway Superintendent, spoke up in response to Dana and provided additional information regarding what a great resource this was for them.
  
2. **Follow-up:** Following the meeting, seven to eight attendees gathered materials and asked brief questions regarding the mapping software program and how to access the website. They also shared information about some challenges they face with the proposed electrification of large-scale trucks.
  - **Don Hall, Superintendent from The Town of Manheim, recommended we attend the Violet Festival in Dolgeville on June 8th at 8 AM to provide information.**



# Safe Streets for All Update (SS4A) and Long-Range Transportation Plan (LRTP) Public Engagement Summary Oriskany Farmer's Market

## Location/ Date/ Time

Trinkaus Park, 420 Utica St., Oriskany, NY 13424

June 5<sup>th</sup>: 2:00 PM – 7:00 PM

## Event Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) participated in an event for attendees of the Village of Oriskany, where the community holds a weekly farmer's market on Wednesdays from June through September outside the Oriskany Museum. The Village of Oriskany Planning Committee's mission for this market is to bring fresh foods and locally crafted goods to the community and provide a regular meeting venue with other community members. HOCTC attended to receive feedback from the community regarding the Long-Range Transportation Plan (LRTP) and the Safe Streets for All (SS4A) Safety Action Plan. In addition to educating attendees on these plans, HOCTC staff listened to the community about areas of concern for drivers and pedestrians on local roadways. Due to the heat, the attendance for this event was rather low. The people who came to the tent took informational handouts for the LRTP and SS4A and were made aware of the survey link, website link, and crowdsourcing app.

## Comments and Concerns:

- At the intersection of Mohawk St. and Main St., the manholes are too low in relation to the top of the road, creating a large dip in front of the library.
- The German St. and Rt. 5 intersection in Herkimer is too dangerous between cars making right on reds, vehicles going high speeds, pedestrians, and vehicles going through the light.
- The Oriskany library is not ADA accessible due to the lack of ramped curbing on the side where people park. One attendee stated that people have trouble stepping up the curb on the road in front of the Oriskany Library entrance and that they must walk around the building to the other entrance if they have trouble with the height of the curb. It also makes it difficult for anyone in a wheelchair to move an extra distance to enter the library.
- One attendee recently purchased an e-bike and discovered that riding an e-bike on Rt. 69 is illegal due to the high-speed limit for vehicles and shoulders falling into disrepair. Due to that, bikers are forced to take local roads, which makes the trip from Oriskany to Whitesboro twice as long. It was also noted that the shoulder on the local roads is dangerous to ride on due to drop-off and general pavement.



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### World Refugee Day

June 8<sup>th</sup>, 2024

12:00PM – 4:00PM

### Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) facilitated the tabling event in close collaboration with the Resource Center for Refugees in the Mohawk Valley.

HOCTC staff, Maya DeFazio, Zach Zupan, and Julie Richmond, who also assisted Highland Planning, held a tabling event at World Refugee Day organized by The Center. This was located at MVCC Jorgensen Athletic and Events Center. World Refugee Day is celebrated to honor refugees around the globe. Utica is home to over 50 nationalities, and World Refugee Day celebrates those many nationalities with food, music, games, and more. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were allowed to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and a dots activity to record their transportation experiences and collect feedback for the plan. As there was a small language barrier, HOCTC staff also provided translated handouts in Spanish, Karen, and Bosnian.

### Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had over fifty people inquire about the program, but a total of three attendees submitted comment cards that recommended the following:

- A young girl from Herkimer County expressed her concern that there are not a lot of maintained sidewalks, and people walk on the road.
- Transportation, specifically bus stops, is also not available in Herkimer. People who do not have a vehicle are forced to carpool or walk.
- We need more bike lanes in Utica, specifically on Genesee St.
- Additional bike lane so riders can get to the canal.

Those who did not fill out a comment card took informational handouts for the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.

### Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-





designated modes. Kids particularly liked this activity as they were awarded a piece of candy for their participation.

A total of 79 attendees participated in the activity, 40 of whom indicated that driving a car was their primary mode of transportation, 16 primarily walked, 12 rode their bikes, and 11 rode the bus. None of the attendees listed any alternative modes other than those explicitly mentioned.

### L RTP Game Board

The L RTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. “In this game, you are the banker! There are 9 categories, each with the choice to build new or maintain what exists. Each sticker represents \$100,000, and you have \$1M to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of 4 attendees played our game, and the chart below identifies how many stickers were placed in each category.



	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	2	3	2		1		4	2	3
New				1	13		1	5	3

### Additional Photos





**Safe Streets for All Update (SS4A) and the Long-Range Transportation Plan (LRTP)  
2024 Office of the Aging’s Senior Picnic Public Engagement Summary  
Herkimer County Fairgrounds  
June 12<sup>th</sup>, 2024,  
9:00 AM to 11:00 AM**

**Event Overview**

The Herkimer-Oneida Counties Transportation Council (HOCTC), in conjunction with the Herkimer County Office for the Aging, hosted its annual Senior Picnic. This group event was geared towards the aging population of both Herkimer and Oneida counties. Participants from around the counties were invited to participate in multiple bingo rounds with excellent prizes. They also had access to clothing sponsored by Tractor Supply Company. Additionally, everyone was provided with a refreshment and a snack.

The setup for this event was in a large building, and given its scope and scale—with almost 400 attendees—we could interface with the public. It's important to note that most of the population at this event were transported to the event by a contracted bus service or family member, and many of them had barriers to independently accessing transportation. Therefore, it was tough for them to access.

HOCTC was very interested in interfacing with the aging population to provide information for the Long-Range Transportation Plan and address concerns about the required transportation needs. This was an excellent opportunity to gain feedback regarding improvements that could be made within the transportation system.

It was a clear and resounding affirmation that transportation for this aging population would benefit from additional access to public transit in Herkimer County. More than twenty people inquired about the potential of changes to the public transportation system and, when viewing the word “transportation,” immediately assumed that we were there to provide busses and improved options for transportation to medical visits, grocery stores, social gatherings, and general access.

James Corl III, Legislative Director for Senator Mark C. Walczyk of Herkimer County, inquired about this topic. We have retained information to follow up with the Senator's office regarding our Human Services Transportation Plan

**Activity #1 – Dot Exercise**

Attendees were asked to place a sticker on a board to indicate what transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. The results are below:

Mode of transportation	Number of dots
Riding the bus	2
Driving a car	6
Biking	0
Walking	0

More than 200 individuals utilized the bus to access this event. In this case, the barrier was their inability to mobilize to our table. In retrospect, we could have gone table to table to interface and gain better data.





## Activity # 2 – Be the Banker

The LRTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to allocate funds where you think is best. This is achieved by placing stickers in as many categories as necessary to identify where you would spend the funds”. The results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rails	Freight Rails	Sidewalks	Bike Paths	Walking Paths
Maintenance	8	13	5		2	1	4		2
New	3	1	1	2			2	2	1

## Comments and Concerns:

- State Street in Herkimer is unsafe because vehicles traveling at unsafe speeds and right on reds make it hard for pedestrians to cross safely.

## Additional Photos:



# Safe Streets for All Update (SS4A) and the Long-Range Transportation Plan (LRTP) Public Engagement Summary 2024 Westmoreland Days

## Location/ Date/ Time

Westmoreland Town Park

June 15<sup>th</sup> from 10:00 AM-3:00 PM

## Event Overview

This event was hosted by the Town of Westmoreland and the table was staffed with Herkimer Oneida Counties Transportation Council (HOCTC) staff. The event highlighted the Westmoreland community as their yearly town pride event welcomed other communities to attend. The event features craft vendors, local small businesses, and churches as well as activities for children and food trucks. HOCTC staff had a table space with informational boards providing information about the SS4A Safety Action Plan and the LRTP update.

## Activity #1 – Dot Exercise

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all of which were depicted using a combination of pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. Unfortunately, the activity was put away prematurely due to the excessive wind. The results are below:

Mode of transportation	Number of dots
Riding the bus	
Driving a car	3
Biking	
Walking	5

## Activity #2 – Be the Banker

The LRTP game board is used as an interactive tool where attendees get to choose where they would spend their transportation funds. “In this game, you are the banker! There are 9 categories, each with the choice to build new or maintain what exists. Each sticker represents \$100,000 you have \$1M to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. The results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	11	12	15	1	3	2	5	1	
New	2	3	7	5	3	1	4	3	3





## Comments and Concerns:

- Centro Bus dropped 3 buses and 3 routes reducing senior and disabled citizens' ability to utilize necessary amenities such as grocery stores as well as making it difficult to go to medical appointments.
- Senior citizens and disabled citizens are concerned that vital services being moved to the Griffiss Park will make them inaccessible due to the limited routes to the base.
- Routes between Rome and Utica are extremely limited making it difficult for people dependent of public transportation to get back and forth.

## Additional Photos:



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Rome Juneteenth Celebration

June 15<sup>th</sup>, 2024

11:00 AM – 5:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) facilitated the tabling event in close collaboration with the National Association for the Advancement of Colored People in Rome, NY.

HOCTC staff Maya DeFazio and Zach Zupan held a tabling event at the Rome Juneteenth Celebration organized by the National Association for the Advancement of Colored People (NAACP). This was located at Bellamy Harbor Park. Juneteenth commemorates the emancipation of enslaved people in the USA. The holiday was first celebrated in Texas on June 19, 1865, after the Civil War. As part of our country's oldest Civil Rights Organization, the Rome Branch NAACP sponsored this year's Rome Juneteenth Celebration. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were allowed to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and a dots activity to record their transportation experiences and collect feedback for the plan. Unfortunately, attendance at the event was less than expected, limiting us from receiving more feedback.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had several people inquire about the program, but a total of six attendees submitted comment cards that recommended the following:

- The John Street and Oneida Square roundabouts cause accidents in Utica.
- More transportation is needed for the senior community.
- There needs to be more sidewalks in Rome/ "Bring back the Rome to Utica/Utica to Rome bus.
- In the Town of Annsville, there is insufficient transportation for the senior community, and they cannot afford what is available.
- "The intersection by Erie Blvd. and Gifford St. is horrible! Whether crossing on foot or driving, it's dangerous. Please help."
- Some individuals drive without the proper credentials and paperwork, which is concerning to the community.

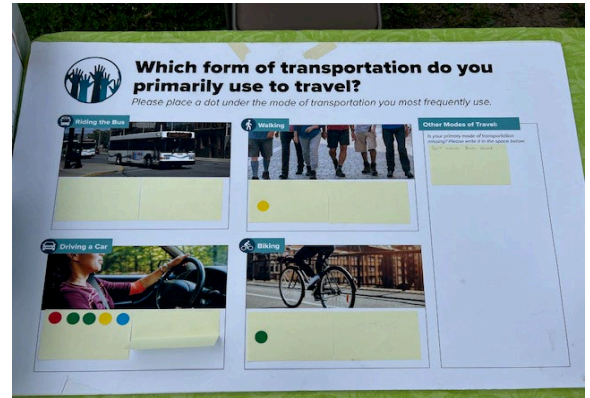
Those who did not fill out a comment card took informational handouts for the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.



## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of 8 attendees participated in the activity, among which 5 indicated that driving a car was their primary mode of transportation, 1 primarily walked, and 1 rode a bike. One individual also indicated that she primarily gets a ride from a friend as another mode of transportation.



## L RTP Game Board

The LRTP game board is an interactive tool where attendees can choose where to spend their transportation funds. “In this game, you are the banker! There are 9 categories, each with the choice to build new or maintain what exists. Each sticker represents \$100,000, and you have \$1M to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. 1 attendee played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	1	1	1		1	1		1	1
New				1			1		1

## Additional Photos



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Whitesboro Farmers Market

June 17<sup>th</sup>, 2024

2:00 PM – 7:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the Village of Whitesboro, facilitated the tabling event.

HOCTC staff Maya DeFazio, Zach Zupan, and intern Raniya Haider held a tabling event at the Whitesboro Farmers Market. This was located at the Whitesboro Village Green on the corner of Clinton and Main Street. The Whitesboro Farmers Market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were given an opportunity to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and a dots activity to record their transportation experiences and collect feedback for the plan. Due to the heat, attendance for this event was relatively low.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had a few people inquire about the program, but a total of two attendees submitted comment cards that recommended the following:

- There needs to be more transportation for the elderly.
- A young girl was interested in promoting bike safety and suggested that there should be more bike signage.
- There should be an expansion of bus routes into the suburbs.
- We should encourage the use of public transportation.
- Encourage more people to walk for physical fitness!

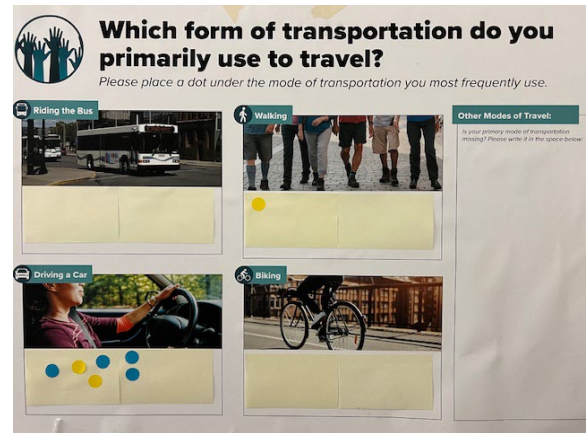
Those who did not fill out a comment card did take informational handouts for both the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.



## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding on the bus, all of which were depicted using a combination of pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of 7-seven attendees participated in the activity, among which 6-six indicated that driving a car was their primary mode of transportation, and 1 one attendee primarily walked. None of the attendees listed any alternative modes other than those that were explicitly mentioned.



## L RTP Game Board

The L RTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. “In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents \$100,000, and you have \$1M to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of 1 attendee played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance		2		1			2		
New				2			2		1

## Additional Photos



# Safe Streets for All Update (SS4A) and Long-Range Transportation Plan (LRTP) Public Engagement Summary Boonville Farmers Market

## Location/ Date/ Time

13054 NY-12, Boonville, NY 13309

June 21<sup>st</sup> from 2:00 PM-7:00 PM

## Event Overview

This event was geared towards the town of Boonville community, which holds a weekly farmer’s market on Fridays. Herkimer Oneida Counties Transportation Council (HOCTC) staff attended to hear from the community regarding the update to the Long-Range Transportation Plan (LRTP) and the Safe Streets for All (SS4A) Safety Action Plan. In addition to educating attendees on these plans, HOCTC staff listened to the community about areas of concern for drivers and pedestrians on local roadways. Willing attendees were asked to participate in 2 activities: a dot exercise to measure what form of transportation they utilize frequently and the “be the banker” activity to see what aspects of a transportation budget they would like to see funds spent.



## Activity #1 – Dot Exercise

Attendees were asked to place a sticker on a board to indicate what transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. Unfortunately, the activity was put away prematurely due to the excessive wind. The results are below:

Mode of transportation	Number of dots
Riding the bus	0
Driving a car	3
Biking	0
Walking	0

## Activity #2 – Be the Banker

The LRTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to allocate funds where you think is best. This is achieved by placing stickers in as many categories as necessary to identify where you would spend the funds”. The results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rails	Freight Rails	Sidewalks	Bike Paths	Walking Paths
Maintenance		2	2	1	2		3		
New				2	3		2	1	1

## Comments and Concerns:

- The attendees who interacted with us had little knowledge of bus routes throughout the county.



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Rome Art and Community Center (RACC)

June 24<sup>th</sup>, 2024  
4:00 PM – 8:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) facilitated the tabling event in close collaboration with the Rome Art and Community Center.

HOCTC staff Maya DeFazio and Zach Zupan held a tabling event at the Rome Art and Community Center. The Rome Art and Community Center offers both cultural and community programming accessible to all. RACC is essential in fostering creativity, cultural awareness, and a strong community connection through a broad range of programming and services. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan. The tabling event provided an opportunity for the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were provided with an opportunity to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and a dots activity to record their transportation experiences and collect feedback for the plan. The event was a combination of music and a market. Most attendees were interested in the music that was hosted inside because of the weather. The different locations resulted in low attendance at our table.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had a few people inquire about the program and a total of three attendees submitted comment cards that recommended the following:

- There are not enough bus stops or buses.
- There needs to be more accessibility of transportation for seniors, i.e. buses.
- On South James St and near Bellamy Harbor Park, there are very old railroad bridges, and the cement is beginning to break. It is falling, which can damage a vehicle or cause an accident or injury.

Those who did not fill out a comment card took informational handouts for the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.

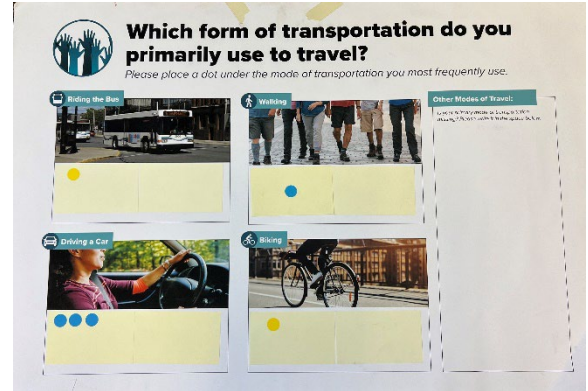
\*Most attendees were part of the senior community, and they expressed many concerns about not having enough buses. We have found that this has been a consistent concern at our last four events.



## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding the bus, all of which were depicted using a combination of pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of six attendees participated in the activity, among which three indicated that driving a car was their primary mode of transportation, one attendee primarily walked, one rode the bus, and one primarily rode a bike. None of the attendees listed alternative modes other than those explicitly mentioned.



## L RTP Game Board

The LRTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. "In this game, you are the banker! There are nine (9 categories), each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds". A total of two (2) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	1	1	1	1	1	1	6		5
New								1	1

## Additional Photos









# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Clinton Farmers Market

June 27th, 2024  
10:00 AM – 4:00 PM

### Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the Clinton Chamber of Commerce, facilitated the tabling event.

HOCTC staff Maya DeFazio, Joshua Dahlin, Hamilton College Fellows, Carter Lefkowitz, and Maia Chakin held a tabling event at the Clinton Farmers Market. This was located at the Clinton Village Green on the corner of East Park Row and South Park Row. The Clinton Farmers Market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and an “interactive dots activity” to record their transportation experiences and collect feedback for the plan. Attendance at this event was high.

### Comment Cards

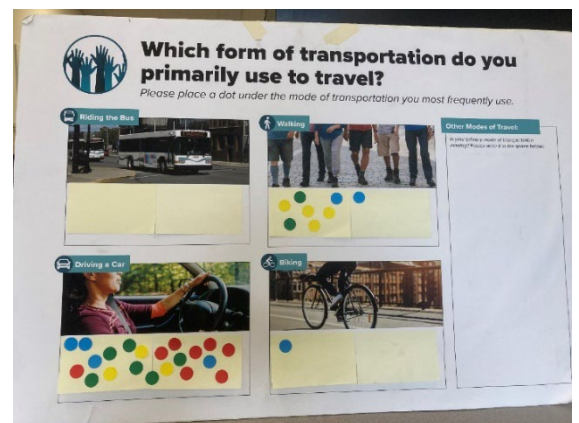
To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had no attendees who filled out comment cards at the Clinton farmer’s market.

Those who did not fill out a comment card retained informational handouts for the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.

### Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of thirty (30) attendees participated in the activity, among whom twenty-one (21) indicated that driving a car was their primary mode of transportation, eighteen primarily walked, and one (1) attendee put down biking as their preferred mode of transportation. None of the attendees listed alternative modes other than those explicitly mentioned.



## L RTP Game Board

The L RTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. "In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds". A total of ten (10) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	5	7	4	4	3	3	4	2	2
New	1	3	1	5	8	2	9	19	12

## Additional Photos



# Safe Streets for All Update (SS4A) and Long-Range Transportation Plan (LRTP) Public Engagement Summary Old Forge Farmers Market

## Location/ Date/ Time

201 North Street, Old Forge, NY 13420  
June 28<sup>th</sup> from 1:00 PM-5:00 PM

## Event Overview

This event targeted the Town of Webb community, which holds a weekly farmer’s market on Fridays. Herkimer Oneida Counties Transportation Council (HOCTC) staff, Dana Crisino, Jeffrey Rehler, and intern Richard Artigiani attended to hear from the community regarding the update to the Long-Range Transportation Plan (LRTP) and the Safe Streets for All (SS4A) Safety Action Plan. In addition to educating attendees on these plans, HOCTC staff was there to listen to the community about areas of concern for drivers and pedestrians on local roadways. Willing attendees were asked to participate in two (2) activities. This included a dot exercise to measure what form of transportation they utilize frequently as well as the “be the banker” activity to see what aspects of a transportation budget they would like to see funds spent on. Staff present at the event received a wide array of feedback both from the town’s year-round and seasonal residents.

## Activity #1 – Dot Exercise

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily use to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. The results are below:



Mode of transportation	Number of dots
Riding the bus	1
Driving a car	14
Biking	3
Walking	5

## Activity #2 – Be the Banker

The LRTP game board is an interactive tool that allows attendees to choose where to spend their transportation funds. Instructions were as follows:

“In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. The participant places stickers in as many categories as necessary to identify where you would spend the funds”.

The results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rails	Freight Rails	Sidewalks	Bike Paths	Walking Paths
Maintenance					2			2	
New					3			3	



## Comments and Concerns:

- Interest amongst residents in a non-emergency medical trip ride-sharing service (for when someone is too ill to drive themselves but not ill enough to call an ambulance)
- Desire for an adequate bike path on S. Shore Road to avoid sharing the road with motorists, who are faced with poor visibility on S. Shore Road
- Major interest amongst residents in a public transit service that takes passengers from Old Forge to the neighboring chain of hamlets, as well as more walking/biking paths to said hamlets.
- There are concerns about pedestrians walking along the shoulder of the road near Otter Lake Station (Rte. 28 to Lake View Road); many vehicles are said to speed by walkers.
- Volunteer ride-sharing service to prevent DWIs, which are said to be an unsatisfied “need.”
- Workforce transit from Old Forge to cities such as Syracuse and Utica was described as an unsatisfied “need.”
- Residents highlighted difficulties getting to and from regional amenities/affordable shopping outside of Old Forge, as the volunteer ride-sharing service active in Old Forge serves medical needs only, with few options for other needs
- Difficulties returning people from lengthy medical visits/overnights
- Pedestrian and parked car conflicts emphasized by residents near and around the Town of Webb Union Free School, the “5 corners” area, the Nutty Putty, North Street, and the “main street” stretch of Rte. 28 in the Town of Webb; dual-sided street parking results in obstructed views for drivers and pedestrians, which, in turn, results in distracted drivers and unalert pedestrian walkers
- The surrounding area of Enchanted Forest Water Safari becomes heavily congested in the summers with both pedestrians and motorists, resulting in a bevy of traffic issues
- The rising usage of E-bikes has brought concerns to residents, some of which include their speed, their elusiveness, and their tendency to ride on roads that are too dense in traffic for E-bikes to be riding on
- There is a general lack of crosswalks in the Old Forge central business district, with the area between the Town of Webb Union Free School and Helmers’ Fuel & Trucking Inc. emphasized as a strip in dire need of more crosswalks.
- Recommendations from residents to reduce parking availability near crosswalks to aid visibility of drivers
- Oil collects and pools up on the road surfaces of the general Moose River area, as well as at the White Lake truck pull-off
- Tobie Bridge has a persisting issue of vehicle traffic; there are gates at the entrances. However, they are seemingly ineffective. Residents feel that the bridge should only be accessible to walkers and bikers, yet issues of cars and snowmobiles driving over the bridge call for concern
- The Park Ave. and S. Shore Road intersection were emphasized as particularly unsafe and riddled with dangerous features, the worst of which being the blind corner of the intersection (further hindering the visibility of motorists when factoring in the wood-piled fencing currently situated on the same corner). One resident recommends a flashing warning light to help motorists upon reaching this intersection.



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### New Hartford Farmers Market

July 3<sup>rd</sup>, 2024  
2:30 PM – 6:30 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the New Hartford Chamber of Commerce, facilitated the tabling event.

HOCTC staff Maya DeFazio, Linda Benjamin, and Amy Heiderich held a tabling event at the New Hartford farmer's market. This was located at the New Hartford Village Green on Genesee St. The New Hartford farmers market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and an "interactive dots activity" to record their transportation experiences and collect feedback for the plan. Attendance at this event was high.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had seven (7) attendees fill out comment cards at the New Hartford farmer's market. The following were the results.

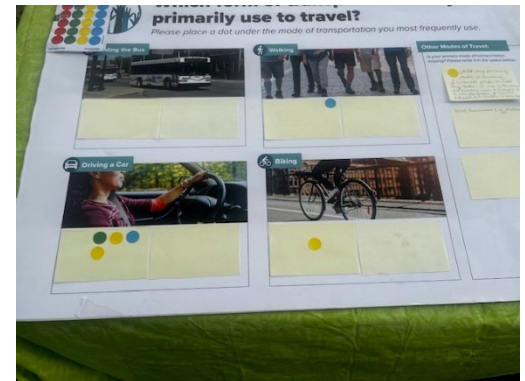
- E-bikes are dangerous because they do not follow street laws. People who are crossing the street underestimate how fast they are moving, and it has created "near misses".
- Someone asked if an e-bike was considered a motor vehicle. Should they be on the road with cars?
- E-scooters are also an issue because they do not follow street laws, and they move very fast. "They should be banned".
- There needs to be more bike lanes on Oneida St, Genesee St, and Sunset Ave. Also, more signage should be added for safety.
- Why isn't Rt 90-Thruway free to travel? Rt 81, Rt 88, and Rt 87 are all free, along with a lot of other roads in other areas, so why not here?
- There are too many people on the road, and people get angry and break the rules. Too many rules while driving.
- More and better road maintenance—fix potholes and make the roads smoother and more accessible to travel. "We deserve better with our tax money."
- Repair and pave Utica St, Clinton, NY.

Those who did not fill out a comment card retained informational handouts for the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app. This included the New Hartford Chamber of Commerce attendees. They were given a few handouts for each program and encouraged to take the survey and utilize the crowdsourcing application.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of seven (7) attendees participated in the activity, among which four (4) indicated that driving a car was their primary mode of transportation, one (1) primarily walked, and one (1) attendee put down biking as their preferred mode of transportation. One attendee indicated that their primary mode of transportation is driving. "I would prefer to ride my bike. I live in North Utica and traveling on North Genesee St. is very dangerous. I use the sidewalk, but traffic is busy from local businesses".



## LRTP Game Board

The LRTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. "In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds". A total of four (4) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	2	6	2	2	3	2	2	2	3
New	2	3		2	1	1	4	2	3

## Additional Photos





Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)  
Public Engagement Summary  
Dolgeville Farmers Market  
July 6<sup>th</sup>, 2024  
9:00 AM – 1:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the Village of Dolgeville, facilitated the tabling event.

HOCTC staff Linda Benjamin and Matthew Pawlusik held a tabling event at the Dolgeville Farmers Market. This was located at Dolgeville's Plow Park on the corner of S. Main Street and Cramer Lane. The Dolgeville Farmers Market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were given an opportunity to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and a dots activity to record their transportation experiences and collect feedback for the plan. Due to projected bad weather and high temperatures, attendance for this event was relatively low. Regardless, the HOCTC staff interacted with more than twenty (20) residents, resulting in some informative conversations.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. Some of those who inquired about the program filled out comment cards while others asked the staff to write down their remarks. Comments recommend the following:

- Public transportation is a leading concern for this community and represented most of the comments we received. Dolgeville is a high-needs rural community with low socio-economic status and limited transportation which leads to poor health and wellness outcomes.
  - Public transportation needs to be available to transport families, the elderly, and the disabled to doctor appointments and/or grocery shopping.
- Schedule targeted conversations with those residing in low-income/elderly housing to fully understand their pain points.
- Preference for more bike lanes and walking paths/sidewalks.
- Create a roundabout near Main Street and E. State Street to help control traffic.
- Concerns around E-bikes, motorized scooters, and ATVs on roads. Standardize classification and registration of these vehicles and enforce laws/rules of the road.
- Address the dangerous intersection of 170 and 170A in Little Falls. Drivers need to maneuver a hairpin turn with no stop sign to help control traffic.
- Blind intersection at Route 29 and 170A at the crest of the hill in the Town of Salisbury.
- Seasonal residents would like to see continued maintenance and expansion of snowmobile trails.

Those who did not fill out a comment card took information handouts for both the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding on the bus, all of which were depicted using a combination of pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of nine (9) attendees participated in the activity. All indicated that driving a car was their primary mode of transportation. None of the attendees listed any alternative modes other than those that were explicitly mentioned. One (1) attendee did mention they would prefer a snowmobile as primary mode of transportation during the winter months.



## LRTP Game Board

The LRTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of four (4) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	2	10	3			1	5		3
New			1	2			4	6	3

## Additional Photos





# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Cycle the Erie Welcoming Block Party - Rome

July 11<sup>th</sup>, 2024  
4:00 PM – 8:00 PM

#### Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) facilitated the tabling event in close collaboration with the City of Rome.

HOCTC staff Linda Benjamin and Zachary Zupan held a tabling event at the Rome Block Party. This was located at 100-200 Block of W. Dominick Street, between N. George Street and N. James Street. As a part of Rome's Cycle, the Erie Welcoming Block Party, vendors, and local businesses were invited to share their food and products with the community and visiting riders. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and an "interactive dots activity" to record their transportation experiences and collect feedback for the plan. Attendance was moderate due to a questionable weather forecast and significant storms that occurred the previous night. The HOCTC staff interacted with more than thirty (30) residents, resulting in some informative conversations.

#### Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. Some of those who inquired about the program filled out comment cards while others asked the staff to write down their remarks. HOCTC staff included resident's names and/or contact information where permitted. A total of fourteen (14) cards were filled out. Comments recommend the following:

- Attention to bus service infrastructure is critical. Alignment of city and town-to-town routes is required, especially for those who would like public transportation to become their primary mode of transportation. Centro and Bernie need to coordinate and align service/routes wherever possible. One respondent resides in Rome, works in Utica, and travels via bus.
  - A comprehensive review of city and rural bus services along with supported routes is required. Due to poor access routes and reliability, the community disregards this mode of transportation as a viable alternative that meets their needs, as it is slow and requires extended travel times. The review should include safe and efficient public transport to doctor appointments and groceries for both disabled and non-disabled residents.
- There will be a new sidewalk on Merrick Road to support new apartments/townhomes. Many people walk or bike to Hannaford

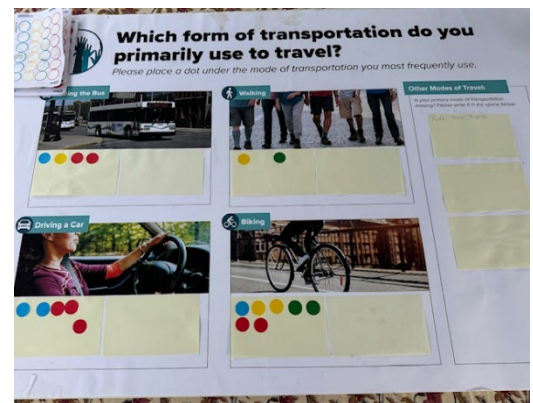
- Transformation of current bike lane logic/strategy. It is no longer practical or sensible for bikes to ‘share the road’ with vehicles. Bikers don’t feel safe, and drivers are too distracted, leaving bikers vulnerable to accidents and injury.
  - Recently completed bike path improvement/extension is excellent!
  - Designated bike lanes on the Empire State Trail on S. James St. & W. Dominick St. in Rome
- Poor pedestrian crossing at the intersection of James St/Black River Blvd./Chestnut – consider building a walking bridge to support foot and bike road crossing
  - Thought something was in process but no status updates or communication on this is available

Those who did not fill out a comment card took informational handouts for both the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of eighteen (18) attendees participated in the activity. Five (5) indicated that driving a car was their primary mode of transportation; two (2) recorded walking; four (4) listed bus and seven (7) biking. None of the attendees listed an alternative mode other than those that were explicitly mentioned.



## LRTP Game Board

The LRTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Participants place the stickers in as many categories as necessary to identify where they would spend the funds”. A total of seven (7) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	2	4	3	7		1	6	1	2
New	1		4	20	2	1	10	2	4

## Additional Photos





# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### MVHS Boilermaker Expo Day 1

July 12<sup>th</sup>, 2024

12:00 PM – 7:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) facilitated a two-day tabling event in close collaboration with the Mohawk Valley Health System (MVHS).

HOCTC staff Maya DeFazio, Joshua Dahlin, intern Richard Artigiani, and the PEL study team held a tabling event at the Boilermaker Expo hosted by MVHS. This was located at MVCC Jorgensen Athletic and Events Center. The Health and Wellness Expo is where all runners will pick up their race packets. While there, this healthy lifestyle-promoting event offers a variety of information both on the Boilermaker and good health in general through fun, interactive booths. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and an “interactive dots activity” to record their transportation experiences and collect feedback for the plan. Attendance at this event was very high.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had over one hundred (100) people inquire about the program, and attendees submitted comment cards that recommended the following:

- There are not enough bike trails throughout both counties.
- Not enough buses. “For a person with special needs, it is even more difficult to get to my destination because there is a lack of transportation, and I have to wait outside for long periods at a time.”
- Only one bike lane in Rome and it is the length of one block. “Make more bike lanes in Rome”.
- Streets are not pedestrian-safe for bikers and walkers throughout Utica.
- E-bikes are a great way to get around, but lanes need to be wider to reduce accidents.
- The ramp from Route 12 southbound to Routes 365 and 49 is super short. This ramp needs to be longer to enter the roadway safely.
- Buses do not run long enough, and there are not enough available. Pedestrians wait long periods to be picked up.
- In South Utica, on the corner of Eastwood Ave and Dunham Rd there is a median that makes it difficult for people to park in front of their homes.
  - There was a fire in the neighborhood, and the firetruck was restricted from getting to the destination due to the poor design of the landscape median.

- The intersection of Commercial Drive and Seneca Tpke in New Hartford is extremely dangerous.
- There are potholes throughout all of Utica that need to be fixed.

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. Kids particularly liked this activity as they were awarded a piece of candy for their participation.

A total of one hundred and twenty-nine (129) attendees participated in the activity, ninety-nine (99) of whom indicated that driving a car was their primary mode of transportation, twelve (12) primarily walked, and nine (9) rode their bikes. Additionally, nine (9) rode the bus. A few other attendees listed alternative modes of travel such as running, taking the subway and ferry (out-of-town travelers), and rollerblading.



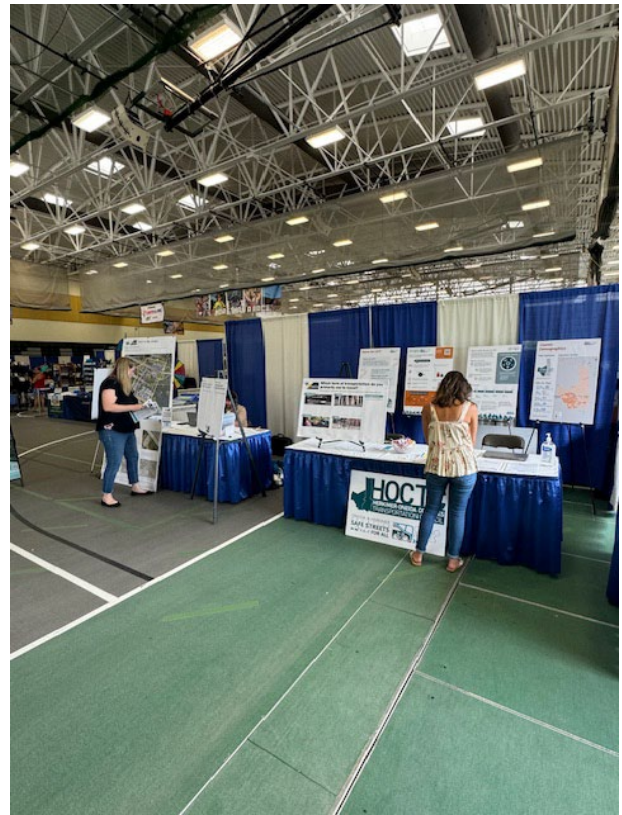
## LRTP Game Board

The LRTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. “In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Participants placed stickers in as many categories as necessary to identify where they would spend the funds”. A total of eight (8) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	5	6	9	3		4	4	2	1
New			1	7	16	2	3	3	4



# Additional Photos



Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)  
Public Engagement Summary  
MVHS Boilermaker Expo Day 2  
July 13<sup>th</sup>, 2024  
8:00 AM – 4:00 PM

## Overview

HOCTC staff Linda Benjamin and Zachary Zupan facilitated day two of the tabling event at the Boilermaker Expo. Staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and an “interactive dots activity” to record their transportation experiences and collect feedback for the plan. Attendance was considerably high due to the number of race participants totaling fifteen thousand (15,000+). The HOCTC staff interacted with more than sixty (60) residents, resulting in some informative conversations.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. Some of those who inquired about the program filled out comment cards while others asked the staff to write down their remarks. HOCTC staff included the resident’s name and/or contact information when permitted. A total of twenty-four (24) comment cards were filled out. Comments recommend the following:

- Through grants or other government funds, incentivize Uber/Lyft or other third-party transporters that will provide medical transport and/or bring those in need to appointments (elderly, disabled, low socioeconomic status) at no charge or minimal fee.
  - Offer monthly, semi-annual, or annual memberships to residents at a reduced fee.
- A considerable number of cyclists have commented on their preferred mode of transportation and support for more recreational cycling options (bike lanes and paths).
  - Separate cyclists from traffic’s main flow with segregated, dedicated bike and pedestrian (walk/run) lanes on the street’s surface.
  - Keep up the excellent work on the Canal path in Herkimer!
    - More PSA about walking and cycling opportunities.
  - Bike to work if safer and if there are more convenient lanes available; rural roads/communities are overlooked.



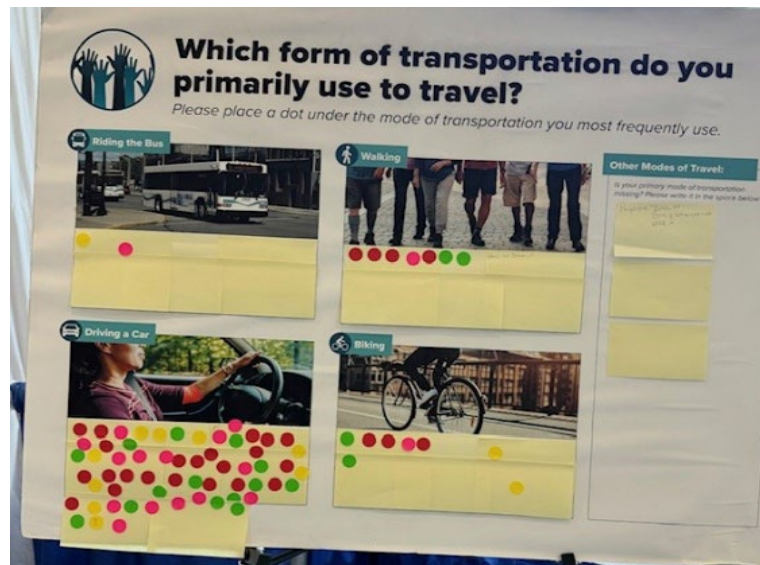
- Safety/Signage/Roads/Sidewalks to support driver/Pedestrian safety
  - Oxford Road after New Hartford Village Square – extend the sidewalk into the residential area; extend the sidewalk on Oxford Road from Village line to Kellogg then up Kellogg to Oneida Street.
  - Signage in North Utica (Coventry Ave) is confusing to drivers. They go straight on Coventry instead of bearing to the right and end up going the wrong way on a one-way crossing/entering Herkimer Road. This is a heavily traveled roadway.
  - Build sidewalk in North Utica after Riverside Dr. bridge, across Herkimer Rd and north on Trenton Road, and repair existing sidewalks on Coventry Ave.
  - East & West Utica: Extend sidewalks to allow walking off the road – many streets have sidewalks for a block, and then it ends.
  - Improve maintenance of Utica roads. They are horrible – near the Train Station – “how do you move the OC Welcome Center there and expose visitors to those street conditions?”
- Bus Transportation:
  - Need bus service on Sunday/improve weekday schedule; need reliable bus service

Those who did not fill out a comment card took informational handouts for both the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

Over seventy (70) attendees participated in the activity, confirming that driving a car was the most common mode of transportation. A participant also noted that they would bike and walk more if the streets were safer. They also stated they would take the bus if there were more available. None of the participants listed an alternative mode other than those that were explicitly mentioned.





## L RTP Game Board

The L RTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. "In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Participants placed stickers in as many categories as necessary to identify where they would spend the funds". A total of eleven (11) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	4	18	3	7	1	2	6	3	3
New	3	1	3	13	6	1	10	11	15

## Additional Photos



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Oneida County Farmers Market

July 13<sup>th</sup>, 2024

9:00 AM – 1:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the Oneida County Public Market, facilitated the tabling event.

HOCTC staff Matthew Pawlusik, Erin Tylutki, and Jenna Webb held a tabling event at the Oneida County Public Market. This was at Union Station at 321 Main Street in Utica, New York. The Oneida County Public Market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and an “interactive dots activity” to record their transportation experiences and collect feedback for the plan.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had several people inquire about the program, but a total of 4-four attendees submitted comment cards that recommended the following:

- Biking in the Utica area feels unsafe.
- Utica needs to improve wheelchair accessibility throughout the city.
- Utica needs more green spaces.
- Utica needs bus and/or passenger rail with affordable intercity lines for commuting and day trips.
- Need bus/rail routes between Syracuse-Utica-Albany corridor
- Bike lanes in Utica on Genessee, Oneida, Eagle, James, and South Streets.
- Bike and/or walking paths down the center of the green space on the Parkway in Utica.

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.

## Dot Activity

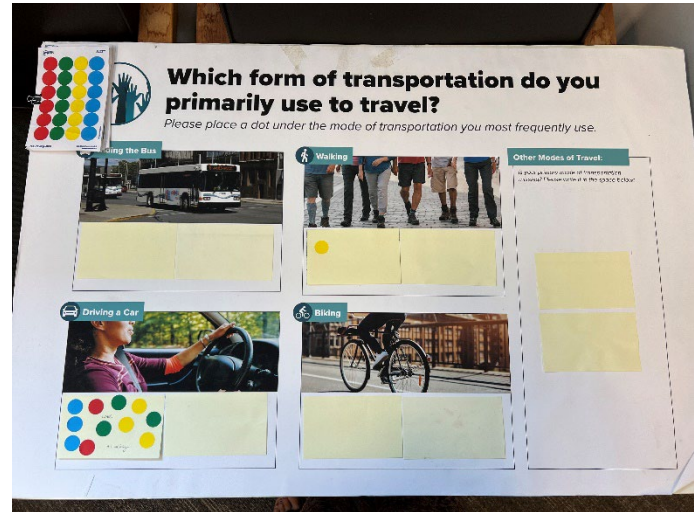
Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.



Twelve (12) attendees participated in the activity, eleven (11) of whom indicated that driving a car was their primary mode of transportation, and one (1) attendee primarily walked. None of the attendees listed any alternative modes other than those explicitly mentioned.

## L RTP Game Board

The L RTP game board is used as an interactive tool to allow attendees to choose where they would spend their transportation funds. "In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Participants placed stickers in as many categories as necessary to identify where they would spend the funds". A total of fifteen (15) attendees played our game, and the chart below identifies how many stickers were placed in each category.



	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	11	23	20	3	6	3	9	7	6
New	0	5	6	4	8	0	11	14	13

## Additional Photos





# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Munson Art Festival

July 18<sup>th</sup>, 2024

2:00 PM – 5:00 PM

### Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) facilitated a tabling event in close collaboration with the Munson- Williams- Proctor- Art Institute.

HOCTC staff Maya DeFazio and Joshua Dahlin held a tabling event at the Munson Art Festival. This was located at the Munson Art Institute. The Munson Arts Festival is the area's longest-running summertime celebration of arts and community. Annual Arts Festival events include the Munson Car Show, Sidewalk Art Show, Steamrolling Prints with a full-size steam roller, outdoor concerts by local and regional musicians every evening, and the special summer exhibition at the Museum of Art. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and an “interactive dots activity” to record their transportation experiences and collect feedback for the plan.

### Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had about thirteen (13) people inquire about the program, five (5) of which submitted comment cards that recommended the following:

- There are several uneven sidewalks in Utica, making it difficult for those who like to walk and bike.
- We need more bus transportation and possibly have the option of bus passes.
- Paint bridges so they don't fall apart due to rusting and are more appealing.
- Concerns over potholes in the road when biking. Bike lanes are not wide enough, and bikers feel unsafe.
- A stop sign is needed on the corner of Lincoln Ave and Sunset Ave in Utica.

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.

### Dot Activity

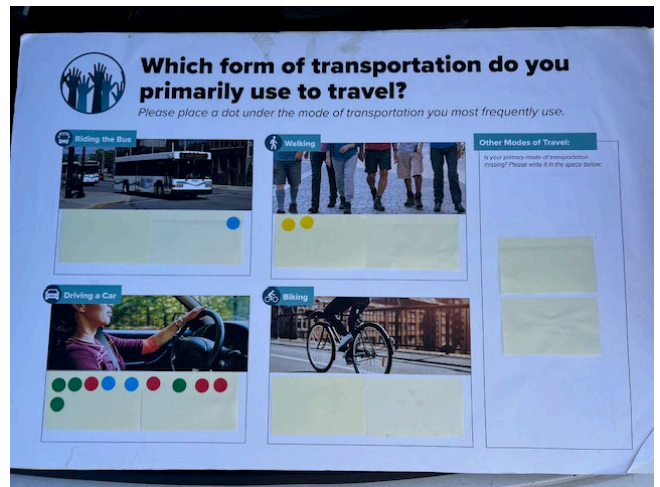
Attendees were asked to place a sticker on a board to indicate their primarily used transportation. They could choose between walking, biking, driving a car, or riding the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of thirteen (13) attendees participated in the activity, ten (10) of whom indicated that driving a car was their primary mode of transportation, two (2) primarily walked, and one (1) rode the bus. None of the attendees listed alternative modes other than those explicitly mentioned.

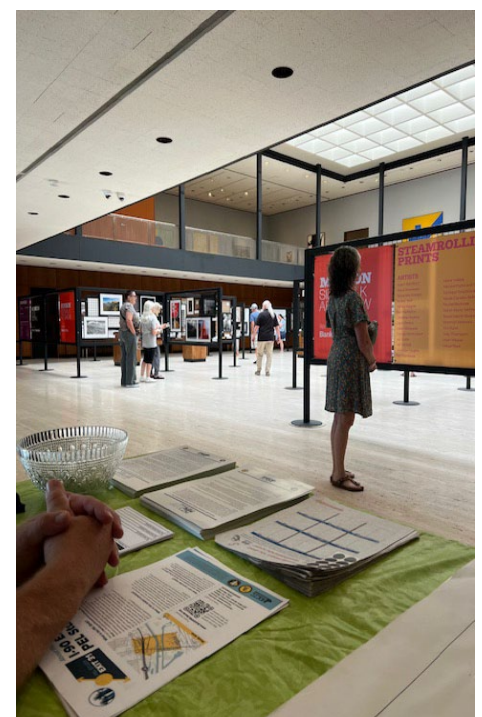
## L RTP Game Board

The L RTP game board is an interactive tool that allows attendees to choose where to spend their transportation funds. "In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Participants placed stickers in as many categories as necessary to identify where they would spend the funds". Seven (7) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	4	9	7	3	6	2	4	4	3
New		3	1	1	5	2	2	5	7



## Additional Photos





# Safe Streets for All (SS4A) and Long-Range Transportation Plan (LRTP) Public Engagement Summary

## Ilion Days July 20<sup>th</sup>, 2024 10:00 AM- 3:00 PM

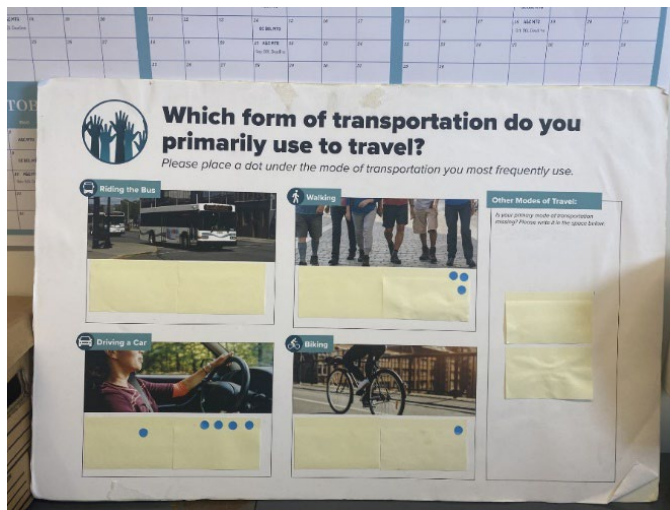
### Event Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) participated in a tabling event in close collaboration with the Village of Ilion. HOCTC staff Madalyn De Carr and Zach Zupan held a tabling event at Ilion Days, located at Central Plaza. The Village of Ilion hosted its yearly town pride event, which other communities are welcome to attend. The event features craft vendors, local small businesses, churches, and activities for children and pets. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

### Activity #1 – Dot Exercise

Attendees were asked to place a sticker on a board to indicate what transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. Unfortunately, the activity was put away prematurely due to the excessive wind. A total of nine (9) attendees participated, and the results are below:

Mode of transportation	Number of dots
Riding the bus	
Driving a car	5
Biking	1
Walking	3



## Activity #2 – Be the Banker

The LRTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000) and you have a total of one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of ten (10) attendees completed a game board and the results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	8	10	10	5	3	2	8	5	6
New	2	7	6	9	5		4	4	5

## Comments and Concerns:

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. A total of three (3) attendees filled out a comment card and recommended the following:

- The Erie Canal trail currently leads to Main Street going through Frankfort, and it has become more dangerous due to the increase in the number of pedestrians walking or biking on the main road, where cars are also moving at high speeds.
- Public transport should include bus car seats for children who cannot sit independently in standard seats.
- The community needs more bike-friendly paths that are easily accessible.
- Public transport is in dire need of upgrades in the Ilion area.

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app. Attendees were also informed about our attendance at the upcoming Touch the Truck event.

## Additional Photos



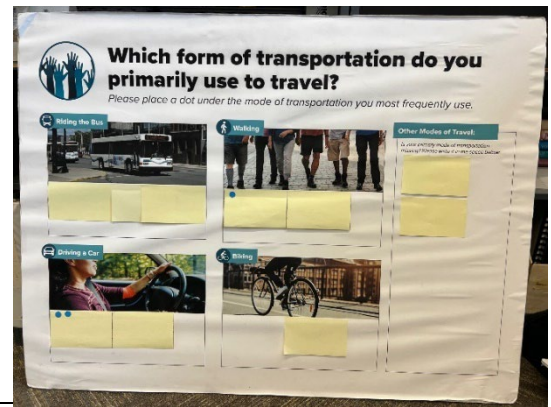
# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP) Public Engagement Summary Vernon Center Farmers Market July 23<sup>rd</sup>, 2024 3:00 PM- 7:00 PM

## Event Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) participated in a tabling event in close collaboration with the VVS Chamber of Commerce. HOCTC staff Zach Zupan and Erin Tylutki held a tabling event at the Vernon Center Farmers Market in Maple Park of Vernon Center. This event is a weekly gathering for the people of Vernon and the surrounding communities. They also offer mobile food services and musical entertainment. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

## Activity #1 – Dot Exercise

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used. They could choose between walking, biking, driving a car, or riding the bus, all of which were depicted using a combination of pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. Unfortunately, due to the weather, we had three (3) attendees participate.



Mode of transportation	Number of dots
Riding the bus	
Driving a car	2
Biking	
Walking	1

## Activity #2 – Be the Banker

The LRTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of five (5) attendees participated, and the results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	3	4	3	1	1	2	5	1	1
New	2	2	2	2	3	1	11	4	1



## Comments and Concerns

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had one (1) attendee leave a comment.

- “I believe that smaller local communities would benefit most from the upkeep and/or creation of ‘local’ roadways. Our commerce, work transport, and daily living depend on most of these transport avenues.”

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.

## Additional Photos



**Long-Range Transportation Plan (LRTP)**  
**Hamilton College Fellowship Sendoff Party Gameboard Summary**  
**Oneida County Department of Planning and HOCTC staff**  
**July 24<sup>th</sup>, 2024**  
**3:00 PM – 4:00 PM**

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in collaboration with the Hamilton College Fellowship Program, put together a sendoff party to recognize all the hard work the Hamilton College students did within the Oneida County Department of Planning. While celebrating everyone was given the opportunity to participate in the LRTP Game Board.

## LRTP Game Board

The LRTP game board is an interactive tool that allows attendees to choose where to spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Participants placed stickers in as many categories as necessary to identify where they would spend the funds”.

Eleven (11) attendees played our game, and the chart below shows the number of stickers placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	6	17	8	4	6	3	15	3	2
New	3	5	1	9	7	0	6	7	7



# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Utica Farmers Market

July 24, 2024

8:00 AM – 1:30 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the City of Utica, facilitated the tabling event.

HOCTC staff Maya DeFazio, Linda Benjamin, Joshua Dahlin, Hamilton College Fellows Carter Lefkowitz, and Maia Chakin held a tabling event at the Utica Farmers Market. This was located at Chancellor Park. The Utica Farmers Market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and a dots activity to record their transportation experiences and collect feedback for the plan. Due to language barriers, many of the attendees confused the HOCTC table, a Oneida County entity, with the location to retrieve SNAP benefits. The staff made efforts to redirect attendees to the appropriate location. Unfortunately, between this confusion and the rainfall, interactions with the public were minimal.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. We had a few people inquire about the program, but a total of twelve (12) attendees submitted comment cards that recommended the following:

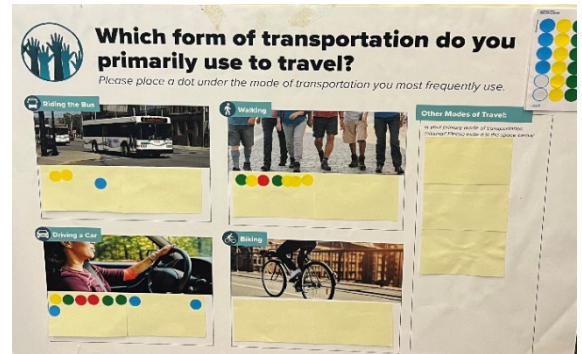
- Improved bus and transportation infrastructure
- Motorists who “text and drive” do not see people using the crosswalk.
  - Implement more visible crosswalk signage on Genesee Street and Shaw Street to address this safety issue.
- On the corner of Bleeker Street and First Street, a sharp metal circle in the middle of the street is “stripping tires,” leading to automobile damage.
- Sidewalks are unsuitable for pedestrians in wheelchairs and those who utilize “walkers” to assist in mobility.
- Multiple attendees reported that buses need to run more frequently, that additional stops are needed, and that improving service overall should be a priority.
- Streets are not wide enough for buses
- Multiple participants reported that Utica had uneven and, in some cases, dangerous sidewalks that required repair.

- Sidewalks on Albany St need to be repaired and improved. Many locations lack sections of sidewalk, requiring people to walk in the street until completed sections are available again.
- Buses are not available on Sunday, and it is difficult for people who do not have cars to travel
- Make buses more accessible for those who have disabilities
- “I sell at the farmers market in Chancellor Park. It would be helpful if there were an easier way to drive into the park and a “level plain” for the market- some customers have difficulty walking off the sidewalk and up a hill.”
  - Vendors work out of their vehicles, which is why they need a paved entrance point
- The pavement on Bleecker and Broad Street is in deplorable condition. Residents feel that they are ignored because their area is more impoverished.

Those who did not fill out a comment card took informational handouts for the LRTP and SS4A initiatives and were made aware of the survey link, website link, and crowdsourcing app.

### Dot Activity

Attendees were asked to place a sticker on a board to indicate their primarily used transportation. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.



Nineteen (19) attendees participated in the activity, nine (9) of whom indicated that driving a car was their primary mode of transportation, seven (7) primarily walked, and three (3) rode the bus. None of the attendees listed alternative modes other than those explicitly mentioned.

### LRTP Game Board

The LRTP game board is an interactive tool that allows attendees to choose where to spend their transportation funds. “In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. Seven (7) attendees played our game, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	4	6	2	3	1	1	7	0	0
New	1	5	2	7	3	1	14	4	7

## Additional Photos



**Safe Streets for All Update (SS4A) and  
Long-Range Transportation Plan (LRTP)  
Public Engagement Summary  
Herkimer Farmers' Market  
July 25<sup>th</sup>, 2024  
3:00 PM- 6:00 PM**



## Event Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) participated in a tabling event in close collaboration with the Village of Herkimer. HOCTC staff Madalyn De Carr and Erin Tylutki held a tabling event at the Herkimer Farmers Market at the Herkimer Town Park. This weekly farmer's market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

## Activity #1 – Be the Banker

The LRTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of six (6) attendees completed the game boards, and the results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	10	12	7	3	2	1	9	3	4
New	1	1	4	4	3		3	3	4

## Activity #2 – Dot Exercise

Due to high winds, we could not display the poster boards, and the dot activity was unavailable to attendees.

## Comments and Concerns:

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. One (1) attendee submitted a comment card and recommended the following:

- It would be helpful to have a resource available for families with aging parents to find what is available regarding transportation for rides to appointments, shopping, etc.

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.



**Safe Streets for All Update (SS4A) and Long-Range Transportation Plan (LRTP)  
Public Engagement Summary  
2024 Touch a Truck  
July 25<sup>th</sup>, 2024  
5:00 PM- 8:00 PM**

**Event Overview**

The Herkimer-Oneida Counties Transportation Council (HOCTC) staff Amy Heiderich, Zach Zupan, and Dana Crisino held a tabling event, assisted by the EDR consultant team, at Touch a Truck, Weller Park. The Mohawk PBA organized the event in partnership with the Village of Mohawk to allow the community to interact with the individuals who provide available services. In addition, it provided opportunities for children to explore the trucks and machinery used by those service individuals. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff. The event drew in three times more people than the previous year, giving us yet another excellent opportunity to interact with and survey the people of Oneida and Herkimer Counties. Since this event was aimed at providing education and entertainment to children, HOCTC was able to take advantage of hearing from a much younger demographic.

**Activity #1 – Dot Exercise**

Attendees were asked to place a sticker on a board to indicate what transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. A total of forty-three (43) attendees participated, and the results are below:



Mode of Transportation	Number of Dots
Riding the Bus	
Driving a Car	23
Biking	4
Walking	16

**Activity #2 – Be the Banker**

The LRTP game board is an interactive tool where attendees can choose where they would spend their transportation funds. “In this game, you are the banker! There are nine (9) categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of nineteen (19) attendees completed the game board, and the results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	15	33	14	10	4	6	19	8	11
New	4	25	1	14	1		12	7	5





## Comments and Concerns

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. A total of eight (8) attendees submitted a comment card and recommended the following:

- The sidewalks are uneven in front of houses all over Mohawk
- Many children playing in the streets
- We are in desperate need of public transportation throughout the County
- Public busing is needed to get people without vehicles to their jobs. We must add bus routes to get folks to the Frankfort business park. We should maintain and upgrade hiking/walking trails for all (handicapped and low-mobility folks)
- Maintain freight rail to keep communities safe along the tracks and prevent derailment
- More public transport would change the lives of many people in the community
- Fix the Black River Feeder Canal path for walkers & bikers. Keep motorized vehicles off these kinds of paths
- The primary concern of most attendees was to fix local roadways and sidewalks

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.

## Additional Photos



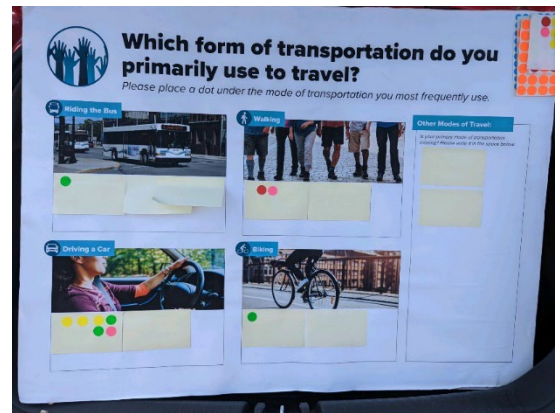
# Safe Streets for All Update (SS4A) and Long-Range Transportation Plan (LRTP) Public Engagement Summary Little Falls Farmers' Market July 27<sup>th</sup>, 2024 8:00 AM- 12:00 PM

## Event Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC) participated in a tabling event in close collaboration with the Village of Ilion. HOCTC staff Madalyn De Carr and Matt Pawlusik held a tabling event at the Little Falls Farmers Market, located at the M&T Bank parking lot. This weekly farmers' market invites vendors and local businesses to share their fresh foods and products with the community. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update. The tabling event allowed the public to learn about the SS4A and LRTP initiatives and engage with HOCTC staff.

## Activity #1 – Dot Exercise

Attendees were asked to place a sticker on a board to indicate what form of transportation they primarily used to travel. Attendees could choose between walking, biking, driving a car, or riding on the bus, all of which were depicted using a combination of pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes. A total of ten (10) attendees participated and the results are below:



Mode of transportation	Number of dots
Riding the bus	1
Driving a car	6
Biking	1
Walking	2

## Activity #2 – Be the Banker

The LRTP game board is used as an interactive tool where attendees get to choose where they would spend their transportation funds. “In this game, you are the banker! There are 9 categories, each with the choice to build new or maintain what exists. Each sticker represents \$100,000 you have \$1M to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of six (6) attendees completed the game boards, and the results are below:

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	4	5	7	3	1		7	3	4
New	2	4		11	1	2	2	2	3

## Comments and Concerns

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. A total of five (5) attendees submitted a comment card and recommended the following:

- The bus schedules should correlate with business hours and shift schedules so that people who work and need the public transportation system can utilize it.
- Overgrown vegetation is blocking various traffic signs around the city and in one instance a stop sign is partially blocked, which makes the intersections dangerous, especially for those not from the area (roads not specified).
- One attendee stated that they only feel safe biking on designated bike trails away from roads as drivers are often not paying attention to their surroundings on the roads.
- One attendee expressed concern regarding streets being littered with unsafe materials such as nails she had claimed to have just picked up from a nearby road.
- The flashing light at the intersection of Loomis St. and Ward St. in Little Falls is blocked by an overgrown tree so it's difficult to see when approaching.
- People are driving too fast on Rt. 168 in Mohawk, especially motorcycles, and given how windy the roads are, vehicles/ motorcycles going at such high speeds pose a large safety risk.
- The Herkimer County Office for the Aging will only drive users to doctors' offices in Herkimer County, but the Catholic Charities bus will drive outside of the County. People who are dependent on public transportation within Herkimer County need more multi-county transportation.
- One attendee stated that she feels unsafe using public transportation because she can't move very fast and utilizes a walker, so she uses the Office of the Aging bus.
- Multiple attendees stated they feel uneasy using the public system because they fear they will get stranded if the bus doesn't return to where they were dropped off.

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.

## Additional Photos





# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP)

## Public Engagement Summary

### Oneida County Public Market

July 27<sup>th</sup>, 2024

9:00 AM – 1:00 PM

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in close collaboration with the market manager for the Oneida County Public Market, facilitated a tabling event.

HOCTC staff Linda Benjamin and Zachary Zupan held a tabling event at the Oneida County Public Market on Saturday, July 27<sup>th</sup>, at 321 Main Street. The market invites vendors and local businesses to share information and products with attendees. HOCTC staff highlighted the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update.

Attendees were encouraged to highlight unsafe roadways and traffic conditions in their community. HOCTC staff provided attendees with comment cards, an LRTP game board, and a dots activity to record their transportation experiences and collect feedback for the plan. The HOCTC staff interacted with more than thirty (30) residents, resulting in conversations that highlighted new concerns and viewpoints.

## Comment Cards

To document information, attendees were asked to fill out a comment card with their transportation and safety needs/concerns. Some who inquired about the program filled out comment cards, while others asked the staff to write down their remarks. A total of four (4) comment cards were completed and recommended:

- Dangerous Roads/Intersections:
  - Wilcox Road in Whitesboro is dangerous to pedestrians, drivers, and cyclists. Provide better signage, painted crosswalks with timers, or ANYTHING to make it safer. Pedestrians and cyclists are pushed off the road due to cars speeding through. "It's Horrible"! The resident took approximately twenty (20) SS4A and LRTP handouts for neighbors, requesting them to access the website and provide input.
  - New Street & Kellogg in Clinton needs to have an extended sidewalk. It is dangerous for pedestrians, pedestrians with strollers/small kids, and cyclists because people must walk into the road.
- New and expanded bus routes for city and rural residents without vehicles are needed.
- Extend existing bike trails – connecting scenic and functional bike trails to facilitate those biking to work, shopping, and/or recreation.
- What happened to Harbor Point buildout plans? – publicize an update.
- Eliminate the requirement that homeowners are responsible for the repair of sidewalks in front of their homes. Provide some funding for repairing broken/dangerous sidewalks to ensure quality and safety standards for sidewalks used by the community.

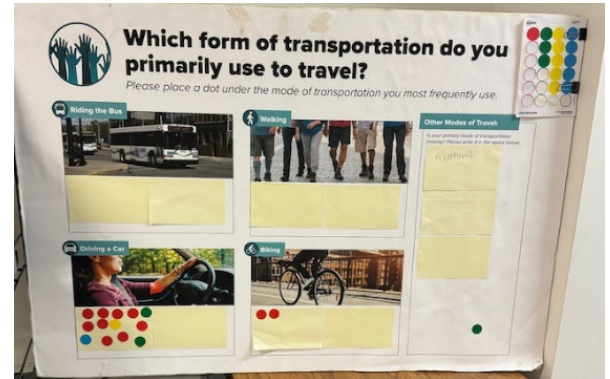
- Idea: Widen roads by removing sidewalks and use the additional space to create segregated bike/pedestrian lanes – it will provide segregated lanes PLUS remove the burden of sidewalk maintenance.

Those who did not fill out a comment card took informational handouts on the LRTP and SS4A initiatives and were informed of the survey link, website link, and crowdsourcing app.

## Dot Activity

Attendees were asked to place a sticker on a board to indicate their primarily used transportation. They could choose between walking, biking, driving a car, or riding on the bus, all depicted using pictures and text. Attendees could also identify other modes of travel that they used outside of the pre-designated modes.

A total of sixteen (16) attendees participated in the activity. Thirteen (13) attendees indicated that driving a car was their primary mode of transportation, and two (2) showed that riding a bike was their primary mode. One (1) participant listed running as an alternative mode of transportation.

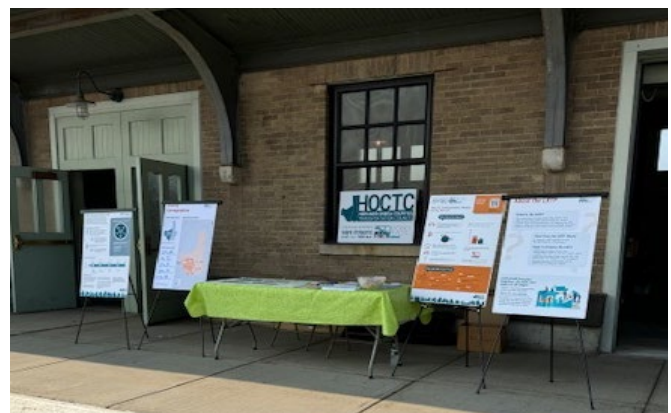
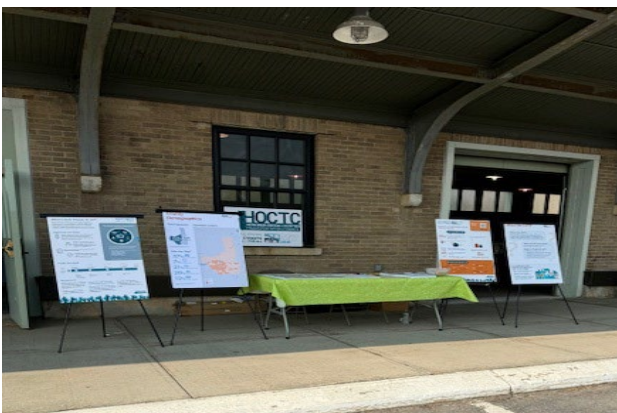


## LRTP Game Board

The LRTP game board is an interactive tool that allows attendees to choose where to spend their transportation funds. “In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”. A total of six (6) attendees completed a game board, and the chart below identifies how many stickers were placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	3	5	1	1	1	1	3	4	3
New	1	2	1	4	2	0	10	11	7

## Additional Photos





# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP) Public Engagement Summary Hamilton College Summer Outreach July 29<sup>th</sup> through July 31<sup>st</sup>, 2024

## Overview

The Herkimer-Oneida Counties Transportation Council (HOCTC), in collaboration with the Hamilton College Fellowship Program, provided Hamilton College students with an opportunity to participate in the LRTP Game Board.

Hamilton College Fellow Maia Chalken led an outreach visit with fellow students at the Hamilton College Campus on College Hill in Clinton, NY. Maia also participated in the HOCTC tabling events throughout Oneida County, which provided her with the background to highlight the scope of the SS4A initiatives, the Safety Action Plan's intended outcomes, and the Long-Range Transportation Plan update.

## LRTP Game Board

The LRTP game board is an interactive tool for attendees to choose where to spend their transportation funds. “In this game, you are the banker! There are nine categories, each with the choice to build new or maintain what exists. Each sticker represents one hundred thousand dollars (\$100,000), and you have one million dollars (\$1,000,000) to spend where you think is best. Place stickers in as many categories as necessary to identify where you would spend the funds”.

Twelve (12) students played the game, and the chart below shows the number of stickers placed in each category.

	State Highways	Local Roads	Bridges	Buses	Passenger Rail	Freight Rail	Sidewalks	Bike Paths	Walking Paths
Maintenance	5	17	7	2.5	5.5	2	11	1	1
New	1	0	0	7.5	22.5	3	7	16	11

# Safe Streets for All (SS4A) and the Long-Range Transportation Plan (LRTP) Public Engagement Summary Karen Citizenship Class: Tabernacle Baptist Church August 12<sup>th</sup>, 2024 12:30 PM – 2:00 PM

## Overview

In close collaboration with The Resource Center for Refugees in the Mohawk Valley, aka “The Center,” HOCTC staff Maya DeFazio, Joshua Dahlin, and Grace Whiffen attended an immigration and citizenship class at Tabernacle Baptist Church for Karen immigrants attending a U.S. citizenship class. HOCTC staff were allowed time to proctor the HOCTC Transportation Needs Survey. Over the past several months, this tool has been utilized throughout Herkimer and Oneida Counties' Long-Range Transportation Plan and the Safe Streets for All Safety Action Plan. Attendees received a translated copy of the survey and an in-person translator.

Maya DeFazio began the meeting by explaining the purpose of the survey, the role of HOCTC, and why participating is essential. Joshua Dahlin “proctored” the survey questions by reading through each question. This was then translated into the native language with the help of the interpreter. Attempts were made to simplify language and terminology whenever possible. Grace Whiffen observed the presentation and assisted those with additional questions about the survey. All the participants worked diligently to complete each question. Unfortunately, the translation from English was complicated and required on-the-spot wording changes to communicate the questions more clearly. Due to these “translation barriers,” the translator worked extra hard to ensure the questions were straightforward. Overall, the HOCTC staff received ten completed surveys, and each respondent appeared “tired” following the exercise. Given this result, simplifying the content and shortening the number of questions on future surveys might be beneficial to ensure consistency of responses across all respondents.

## Additional Photos



## Summary of Survey Responses

Q4 (new question in 2024)

4. Do you own or have access to a vehicle?

	2019	2024
Yes	N/A	94.3%
No	N/A	3.7%
Sometimes	N/A	2.0%

Q5 (new question in 2024)

5. What is your primary means of transportation?

	2019	2024
Private automobile	N/A	92.2%
Public transit	N/A	2.2%
E-bike or e-scooter	N/A	.9%
Bicycle	N/A	1.5%
Walk	N/A	2.4%
Taxi/for-hire vehicles	N/A	.4%
Other (please specify)	N/A	.4%

Q6 (new question in 2024)

6. How safe do you feel when driving or riding in a vehicle? (On a scale of 1-10)

	2019	2024
Average	N/A	4

Q7 (new question in 2024)

7. What would make you feel more safe? (Select all that apply)

	2019	2024
Lower vehicle speeds	N/A	22.2%
Wider lanes or shoulders	N/A	46.6%
Better roadway lighting	N/A	46.4%
Other (please specify)	N/A	41.3%

Q8

8. If cost was not a factor, would you consider purchasing or riding in an autonomous car?

	2019	2024
Definitely/Probably	22%	9.2%

Q9 (new question in 2024)

9. If cost was not a factor, would you consider purchasing or owning an electric vehicle?

	2019	2024
Definitely/Probably	N/A	32.0%

Q10 (new question in 2024)

10. For what reasons would you not choose to purchase or own an electric vehicle?

	2019	2024
I won't have easy access to/don't know where to find charging stations	N/A	51.3%
Inadequate vehicle travel range	N/A	64.8%
I don't know enough information about electric vehicles	N/A	16.1%
I don't feel safe in an electric vehicle	N/A	30.9%

Other (please specify)	N/A	46.5%
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Q11 (correlation 2019-2024= 1.0)

11. If feasible, would you take a mode of transportation to work other than a personal automobile?

	2019	2024
Yes	72%	54.8%
No	28%	45.2%

Q12 (correlation 2019-2024=.95)

12. What reasons make the automobile your transportation choice?

	2019	2024
Convenience	22%	88.9%
Ability to get to destination	16%	79.3%
Lower cost	3%	19.2%
Unfamiliarity with other modes	4%	5.3%
Age	3%	12.5%
Disability	0%	3.9%
Urban location	1%	3.9%
Suburban location	2%	14.4%
Rural location	13%	35.6%
Travel time	11%	57.2%
Other	6%	21.2%

Q13 (correlation 2019-2024=.91)

13. What other mode of transportation would you likely utilize?



	2019	2024
Transit	45%	65.1%
Rail	20%	48.2%
Bicycle	28%	43.4%
Walking	29%	46.6%
Carpool	22%	27.3%
Car share (ie. Zip Car)	15%	17.3%
Bike share (ie. Zagster)	5%	8.4%

Q14 (new question in 2024)

14. How often do you walk either recreationally or for travel?

	2019	2024
Daily	N/A	37.0%
A couple times per week	N/A	34.1%
Once a week	N/A	8.9%
About once a month	N/A	9.5%
Never	N/A	10.6%

Q15 (new question in 2024)

15. How safe do you feel when walking (on a scale of 1-10)?

	2019	2024
Average	N/A	3

Q16 (new question in 2024)

16. Do you own or have access to a bicycle?

	2019	2024
Yes	N/A	58.4%
No	N/A	38.5%
Sometimes	N/A	3.1%

Q17 (new question in 2024)

17. How safe do you feel when riding a bicycle?

	2019	2024
Average	N/A	3

Q18 (new question in 2024)

18. What would make you feel more safe?

	2019	2024
Lower vehicle speeds	N/A	23.3%
Wider lanes or shoulders to ride on	N/A	49.0%
On-road bicycle lanes	N/A	36.8%
Completely separated bike lanes (shared use, sidepath, or trail)	N/A	65.4%
Other	N/A	20.8%

Q19 (new question in 2024)

19. How often do you travel for leisure or recreation within Herkimer or Oneida County?

	2019	2024
A couple of times per week	N/A	57.4%
About once a month	N/A	24.6%

A few time per year	N/A	11.0%
One or two times per year	N/A	2.9%
Never	N/A	4.1%

Q20 (new question in 2024)

20. What time of the year do you typically travel for leisure or recreation within Herkimer or Oneida County?

	2019	2024
Year round	N/A	78.4%
Winter/Fall	N/A	1.2%
Spring/Summer	N/A	20.4%
Never	N/A	0%

Q21 (new question in 2024)

21. How often do you ride public transit?

	2019	2024
Daily	N/A	2.5%
A couple times per week	N/A	2.3%
Once a week	N/A	.9%
About once a month	N/A	4.8%
Never	N/A	89.5%

Q22 (new question in 2024)

22. How safe do you feel using public transit?

	2019	2024

Average	N/A	3
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Q23 (new question in 2024)

23. What would make you feel more safe?

	2019	2024
Bus shelters	N/A	44.2%
Pedestrian scale lighting	N/A	46.1%
Sidewalk or paved surfaces to reach the bus stop	N/A	40.8%
ADA curb ramps	N/A	14.4%
Paved waiting surface	N/A	26.0%
Other	N/A	36.7%

Q24 (new question in 2024)

24. When considering all modes of transportation, are there any areas (neighborhoods, streets, intersections, etc.) that you consider unsafe?

	2019	2024
No	N/A	28.5%
Yes (please specify location)	N/A	71.5%

Q25 (correlation 2019-2024=.88)

25. Overall, how would you rate the transportation systems in Herkimer and Oneida Counties? (% Good or Very Good)

	2019	2024
Highways	63%	60.2%
Bridges	43%	51.2%

Transit	25%	22.6%
Rail	38%	33.1%
Air	25%	28.8%
Canal	60%	44.7%
Bicycles	41%	29.7%
Sidewalk	19%	21.3%

Q26 (correlation 2019-2024=.91)

26. How important is it to make improvements to these facilities? (% Somewhat Important or Very Important)

	2019	2024
Highways	94%	93.4%
Bridges	96%	96.6%
Transit	95%	90.4%
Rail	88%	88.7%
Air	77%	69.9%
Canal	71%	71.0%
Bicycles	80%	88.4%
Sidewalk	97%	96.8%

Q27 (correlation 2019-2024=.84)

27. How important is it to address these characteristics of the regional transportation system? (% Somewhat Important or Very Important)

	2019	2024
Travel congestion	75%	78.7%



High accident locations	95%	99.2%
Access to businesses	96%	94.4%
Pavement condition	99%	99.0%
Appearance of the roads/scenery	92%	85.4%
Bicycle lanes	85%	86.2%
Pedestrian safety	98%	97.6%
Impact on surrounding properties	92%	91.8%
Integration of new large scale development	91%	81.1%
Travel time between destinations	83%	82.0%

Q28 (correlation 2019-2024=.96)

28. How important are the following public transit factors? (% Somewhat Important or Very Important)

	2019	2024
Fare cost	96%	90.0%
Direct route/no transfers	95%	91.0%
Length of trip (time)	95%	91.0%
Length of trip (distance)	93%	87.6%
On time busses	97%	92.7%
Accessibility for the disabled	97%	93.3%
Accessibility for the elderly	97%	93.3%
Evening and weekend service	97%	92.7%
Bicycle racks on busses	74%	73.0%
Inter-city bus service	N/A	88.2%
Rural service	94%	88.7%

Safety on busses	97%	94.9%
Connections to other modes of transportation	97%	94.1%
Safety at bus stops	97%	95.5%

Q29 (correlation 2019-2024=.92)

29. How important are the following factors related to pedestrians? (% Somewhat Important or Very Important)

	2019	2024
Having connected sidewalk systems	77%	97.3%
Reducing conflict with motor vehicles	82%	98.9%
Connecting neighborhoods to shopping areas	65%	95.4%
Keeping sidewalks clear	80%	98.7%
Motorist education	61%	95.4%
Pedestrian education	63%	93.3%

Q30 (correlation 2019-2024=.98)

30. How important are the following factors relating to bicyclists? (% Somewhat Important or Very Important)

	2019	2024
Providing on-road bicycle lanes	88%	85.6%
Providing bike parking/bike racks	88%	86.9%
Access to transit (bike racks on busses)	77%	75.7%
Reducing crashes with automobiles	96%	95.8%
Road maintenance	98%	96.7%
Multi-use trails/bike paths	90%	92.9%

Motorist/cyclist education	96%	92.1%
Providing bike sharing options	70%	67.4%

Q31 (correlation 2019-2024=.88)

31. How important are the following factors related to passenger rail service? (% Somewhat Important or Very Important)

	2019	2024
Service reliability	98%	94.8%
Frequency of service	97%	93.7%
Renovating and improving train service	91%	83.2%
Improving parking at train stations	85%	82.1%
High speed rail service	82%	84.4%
Connections to other transportation services	95%	93.7%
Security and safety at stations	97%	95.9%

Q32 (correlation 2019-2024=1.0)

32. How important are the following factors related to rail freight service? (% Somewhat Important or Very Important)

	2019	2024
Upgraded tracks to expand freight capacity	83%	81.5%
Improving access to local industrial facilities	84%	81.9%
Expanding local freight yard capacity	75%	79.3%

Q33 (correlation 2019-2024=.97)

33. How important are these uses of the NYS Canal System? (% Somewhat Important or Very Important)

	2019	2024
Recreational boating	85%	86.1%
Freight/shipping	77%	78.8%
Canalway trail	89%	92.4%
Tourism	93%	91.4%
Flood control	97%	96.5%

Q34 (correlation 2019-2024=-.37)

34. How important are the following factors related to passenger aviation service?

	2019	2024
Availability of low fares	95%	91.9%
Travel distance to airport	92%	90.4%
Access to major airlines	92%	92.2%
Choice of flight times	90%	93.2%

Q35 (correlation 2019-2024=.96)

35. How important is it to spend transportation funds on (% Somewhat important or Very Important):

	2019	2024
Major highways	96%	95.2%
Local roads	98%	98.7%
Roads with the most traffic	97%	96.2%
Roads with the most crashes	98%	98.7%
Promoting regional economic development	94%	90.3%
Bridges	98%	97.3%

Transit	94%	91.1%
Airports	77%	78.3%
Passenger rail facilities	86%	87.2%
Freight rail facilities	75%	78.8%
Canal facilities	70%	78.2%
Bicycle facilities/bike lanes	78%	85.1%
Pedestrian facilities/sidewalks	94%	95.4%

### Summary of Karen Proctored Survey

1. Which county do you live in?

	2024
Oneida County	100%
Herkimer County	0%
Other	0%

2. Where do you live in Herkimer County?

	2024
Winfield	0%
Columbia	0%
Warren	0%
Stark	0%
Danube	0%
Litchfield	0%
Little Falls	0%



German Flatts	0%
Frankfort	0%
Schuyler	0%
Herkimer	0%
Manheim	0%
Fairfield	0%
Newport	0%
Norway	0%
Salisbury	0%
Russia	0%
Ohio	0%
Webb	0%

3. Where do you live in Oneida County?

	2024
Florence	0%
Camden	0%
Vienna	0%
Verona	0%
Vernon	0%
Augusta	0%
Kirkland	0%
Marshall	0%
Sangerfield	0%
Bridgewater	0%

Paris	0%
New Hartford	0%
Utica	100%
Whitestown	0%
Westmoreland	0%
Rome	0%
Lee	0%
Western	0%
Annsville	0%
Ava	0%
Marcy	0%
Floyd	0%
Deerfield	0%
Trenton	0%
Steuben	0%
Remsen	0%
Boonville	0%
Forestport	0%

4. Do you own or have access to a vehicle?

	2024
Yes	90%
No	10%
Sometimes	0%

5. What is your primary means of transportation?

	2024
Private automobile	90%
Public transit	0%
E-bike or e-scooter	0%
Bicycle	0%
Walk	10%
Taxi/for-hire vehicles	0%
Other (please specify)	0%

6. How safe do you feel when driving or riding in a vehicle? (On a scale of 1-10)

	2024
Average	5

7. What would make you feel more safe? (Select all that apply)

	2024
Lower vehicle speeds	50%
Wider lanes or shoulders	0%
Better roadway lighting	40%
Other (please specify)	10%

8. If cost was not a factor, would you consider purchasing or riding in an autonomous car?

	2024
Definitely/Probably	30%

9. If cost was not a factor, would you consider purchasing or owning an electric vehicle?

	2024
Definitely/Probably	30%

10. For what reasons would you not choose to purchase or own an electric vehicle?

	2024
I won't have easy access to/don't know where to find charging stations	0%
Inadequate vehicle travel range	0%
I don't know enough information about electric vehicles	11.1%
I don't feel safe in an electric vehicle	0%
Other (please specify)	88.9%

11. If feasible, would you take a mode of transportation to work other than a personal automobile?

	2024
Yes	30%
No	70%

12. What reasons make the automobile your transportation choice?

	2024
Convenience	100%
Ability to get to destination	0%
Lower cost	0%
Unfamiliarity with other modes	0%
Age	0%
Disability	0%

Urban location	0%
Suburban location	0%
Rural location	0%
Travel time	0%
Other	0%

13. What other mode of transportation would you likely utilize?

	2024
Transit	100%
Rail	100%
Bicycle	0%
Walking	0%
Carpool	0%
Car share (ie. Zip Car)	0%
Bike share (ie. Zagster)	0%

14. How often do you walk either recreationally or for travel?

	2024
Daily	20%
A couple times per week	10%
Once a week	10%
About once a month	10%
Never	50%

15. How safe do you feel when walking (on a scale of 1-10)?



	2024
Average	2

16. Do you own or have access to a bicycle?

	2024
Yes	10%
No	80%
Sometimes	10%

17. How safe do you feel when riding a bicycle?

	2024
Average	3

18. What would make you feel more safe?

	2024
Lower vehicle speeds	40%
Wider lanes or shoulders to ride on	40%
On-road bicycle lanes	20%
Completely separated bike lanes (shared use, sidepath, or trail)	10%
Other	0%

19. How often do you travel for leisure or recreation within Herkimer or Oneida County?

	2024
A couple of times per week	10%
About once a month	20%
A few time per year	70%

One or two times per year	0%
Never	0%

20. What time of the year do you typically travel for leisure or recreation within Herkimer or Oneida County?

	2024
Year round	0%
Winter/Fall	22.2%
Spring/Summer	77.8%
Never	0%

21. How often do you ride public transit?

	2024
Daily	0%
A couple times per week	0%
Once a week	0%
About once a month	0%
Never	100%

22. How safe do you feel using public transit?

	2024
Average	4

23. What would make you feel more safe?

	2024
Bus shelters	20%

Pedestrian scale lighting	80%
Sidewalk or paved surfaces to reach the bus stop	10%
ADA curb ramps	0%
Paved waiting surface	0%
Other	0%

24. When considering all modes of transportation, are there any areas (neighborhoods, streets, intersections, etc.) that you consider unsafe?

	2024
No	44.4%
Yes (please specify location)	55.6%

25. Overall, how would you rate the transportation systems in Herkimer and Oneida Counties? (% Good or Very Good)

	2024
Highways	40%
Bridges	25%
Transit	22.2%
Rail	66.7%
Air	62.5%
Canal	25%
Bicycles	22.2%
Sidewalk	14.3%

26. How important is it to make improvements to these facilities? (% Somewhat Important or Very Important)

	2024
--	------

Highways	90%
Bridges	100%
Transit	85.7%
Rail	87.5%
Air	87.5%
Canal	66.4%
Bicycles	75%
Sidewalk	87.5%

27. How important is it to address these characteristics of the regional transportation system? (% Somewhat Important or Very Important)

	2024
Travel congestion	90%
High accident locations	87.5%
Access to businesses	87.5%
Pavement condition	87.5%
Appearance of the roads/scenery	75%
Bicycle lanes	87.5%
Pedestrian safety	88.9%
Impact on surrounding properties	85.7%
Integration of new large scale development	85.7%
Travel time between destinations	85.7%

28. How important are the following public transit factors? (% Somewhat Important or Very Important)

	2024
--	------

Fare cost	100%
Direct route/no transfers	100%
Length of trip (time)	100%
Length of trip (distance)	100%
On time busses	100%
Accessibility for the disabled	100%
Accessibility for the elderly	100%
Evening and weekend service	100%
Bicycle racks on busses	100%
Inter-city bus service	100%
Rural service	100%
Safety on busses	100%
Connections to other modes of transportation	100%
Safety at bus stops	100%

29. How important are the following factors related to pedestrians? (% Somewhat Important or Very Important)

	2024
Having connected sidewalk systems	100%
Reducing conflict with motor vehicles	100%
Connecting neighborhoods to shopping areas	100%
Keeping sidewalks clear	100%
Motorist education	100%
Pedestrian education	100%

30. How important are the following factors relating to bicyclists? (% Somewhat Important or Very Important)



	2024
Providing on-road bicycle lanes	100%
Providing bike parking/bike racks	100%
Access to transit (bike racks on busses)	100%
Reducing crashes with automobiles	100%
Road maintenance	100%
Multi-use trails/bike paths	100%
Motorist/cyclist education	100%
Providing bike sharing options	100%

31. How important are the following factors related to passenger rail service? (% Somewhat Important or Very Important)

	2024
Service reliability	100%
Frequency of service	100%
Renovating and improving train service	100%
Improving parking at train stations	100%
High speed rail service	100%
Connections to other transportation services	100%
Security and safety at stations	100%

32. How important are the following factors related to rail freight service? (% Somewhat Important or Very Important)

	2024
Upgraded tracks to expand freight capacity	100%
Improving access to local industrial facilities	100%

Expanding local freight yard capacity	100%
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33. How important are these uses of the NYS Canal System? (% Somewhat Important or Very Important)

	2024
Recreational boating	100%
Freight/shipping	100%
Canalway trail	100%
Tourism	100%
Flood control	100%

34. How important are the following factors related to passenger aviation service?

	2024
Availability of low fares	100%
Travel distance to airport	100%
Access to major airlines	100%
Choice of flight times	100%

35. How important is it to spend transportation funds on (% Somewhat important or Very Important):

	2024
Major highways	100%
Local roads	100%
Roads with the most traffic	100%
Roads with the most crashes	100%
Promoting regional economic development	100%

Bridges	100%
Transit	100%
Airports	100%
Passenger rail facilities	100%
Freight rail facilities	100%
Canal facilities	100%
Bicycle facilities/bike lanes	100%
Pedestrian facilities/sidewalks	100%

36. What is your age?

	2024
17 or under	0%
18-29	0%
30-39	20%
40-49	20%
50-59	20%
60-69	40%
70-79	0%
80 or older	0%

37. With which race do you most identify with?

	2024
Asian	100%
Black or African American	0%
Native American or Alaska Native	0%

Native Hawaiian or Other Pacific Islander	0%
White	0%
Another race or ethnicity	0%
Prefer not to say	0%

38. Do you identify as Hispanic or Latino?

	2024
Yes	0%
No	100%
Prefer not to say	0%

39. What is your annual income?

	2024
Less than \$10,000	0%
Between \$10,001 and \$20,000	20%
Between \$20,001 and \$30,000	10%
Between \$30,001 and \$40,000	20%
Between \$40,001 and \$50,000	10%
Between \$50,001 and \$60,000	10%
Above \$60,001	10%
Prefer not to say	20%

40. Do you have a disability?

	2024
Yes	20%

No	70%
Prefer not to say	10%

## Comments from Survey

### *Open-Ended Responses to Specific Questions*

#### **5. What is your primary means of transportation?**

- PRIVATE AND PUBLIC
- Work/Fire Department

#### **7. What would make you feel more safe (as a passenger or driver in an automobile)?**

- people not stopping at flashing red light Rt 46 and Lake St
- Sidewalks on Wilcox Road
- Anything that discourages bad drivers from driving poorly and prevents no longer able drivers from driving.
- Better driving by fellow drivers
- Designated Bike Lanes
- Improved sidewalks to support walkers, joggers and bicyclists
- worrying about drunk drivers
- more alert drivers
- Clearer lane markings, especially when roads are wet
- Guards on curved roads
- Well painted lines
- Fewer jaywalkers and bicyclists
- Bicycles and electric Razor types scooter on sidewalks and in the roads doing 50 MPH , and going the wrong way on the roads. No safety equipment such as helmet and lights, reflectors on the poorly lit streets. These things are also on the walking trails and szig zag quite close to walkers.
- More bike paths
- Traffic Enforcement
- Narrower roads in interior roadways, especially near areas with high pedestrian traffic. Roadways shrunk to encourage fellow drivers to obey the posted speed limit (such as on the East end of Chestnut Stt).
- Turning lanes in commercial districts. Think Washington Mills area
- less other drivers

- I rarely go places by car
- Police arresting speeders and other scofflaws
- Better pedestrian usage of crosswalks
- Continuity of Sidewalks for pedestrians from one area to another, for example Oriskany Blvd and Commercial Drive
- Bicycle infrastructure
- Road repairs
- More attentive drivers
- Traffic Law Enforcement
- Flashing lights at T intersections
- We need sidewalks especially on Higby road, Kellog rd and Tilden ave. We also need street lights.
- Additional traffic lights/arrows in some locations
- Clear lane markings on all streets
- Certain areas are in need
- license tests every 5 years
- smaller cars
- Fix the roads, particularly in Utica. There is a lane wide sunken section of Eagle St (between Steuben and Elm) that has been there for MONTHS. A feeble attempt to address was done recently (first saw on Friday) which made the situation worse as the asphalt applied has sunk and created a situation which will cause structural damage if someone travels at the speed limit. It was still there on Tuesday and may be the same today (5/23/24). This is inexcusable and not atypical of Utica Streets!
- potholes repaired, better markings
- Replacing stop signs on streets that intersect with a main roadway.
- Pedestrian paths
- GET PHONES OUT OF THE CARS
- Enforcing current laws
- more visible lane markings at night
- Repair the roads and do something about aggressive and distracted driving
- speeding/erratic driving ticket issuance
- More traffic patrol
- less cell phone drivers
- Nothing
- More competent drivers



- Traffic calming. Traffic enforcement (where is it??). Automated ticketing for excessive speeding and noise.
- Better maintained roads
- Fix potholes
- Fix the street conditions. Potholes and lines on the street.
- fix potholes
- railroad crossing arms on Rt 12
- Narrower lanes, not wider
- fresh painted lines/reflective paint
- people not running the red light on RT 5 outside Applewood
- Increase the speed limit for I-90, NYS-49, and NYS-365
- Aggressive driver enforcement
- better roads
- Better pavement
- Less potholes on Utica City streets
- Less deer, Amish using the grass
- people not running red lights or driving like a maniac
- Make lane markers more visible
- Fewer distractions
- already said completely safe
- More stop signs or traffic lights--certain main roads have become speedways. Signage reminding people to not block the intersections (Genesee and Tracy St near Kemble St--those turning right onto Genesee from Kemble and wanting to make the left from Genesee St onto Tracy St are unable to turn, because people on Genesee St block that intersection constantly. You need to widen Genesee St back to two lanes for the full length of it. You may need to eliminate "right on red after stop" at some busier, wider intersections (State and Court Streets; Sunset Ave and Burrstone Rd) or add right or left traffic light turn arrows that delay traffic going straight to allow for better traffic flow of those turning.
- people stop driving while under influence of heroin
- Drivers who follow the rules
- Better timing of lights or identified protective lights. There are lights near my home that have a protected left turn, but there's not an arrow, so people don't know how long they have or that they even have the protected light. Leads to issues at the intersections.
- The merging of traffic to Rte. 12 can be very dangerous
- Educated drivers

- less road rage on the road and less impaired driving
- SMOOTHER ROADS AND WIDER LANES
- fewer distracted drivers
- People following the VTL laws
- fix potholes
- Enforcement of cell-phone bans while driving, cut down on distracted driving.
- Better management of horse-drawn vehicles
- NEW LINES AS THEY ARE FADED
- Other drivers knowing how to drive properly, better road quality (streets in better repair)
- rte 49 between Utica and Rome needs wider lanes and shoulders
- drivers who follow the rules
- better roads, less holes and cracks on the roads
- more efficient snow & ice removal, better drainage for rain
- Greater enforcement of vehicle and traffic laws
- Trees and growth cut further back.
- more roundabouts
- improved roads/infrastructure
- Additional warning signs at 5S roundabout
- Why in the world would one of the suggestions listed here be WIDER lanes?? Wider lanes literally makes traffic faster and makes people drive more reckless. Study after study has proven this. Obviously traffic calming measures are the answer and not overbuilt roads.
- Enforcement of current speeds
- Sidewalks so pedestrians are not in the street.
- Better paving fewer potholes
- Increased pedestrian crossing/signage as well as increased attention to hedges that impact driver view-- very specific, I know!
- Education
- Updates to guide railing and other roadside elements
- Narrower Streets, Physically Protected Bike Lanes
- Less potential contact points at intersections. The removal of slips lanes where vehicles can proceed to make a right turn without stopping.
- If not passing remain in the right lane. The left is for passing only
- Better lines on the road
- Horses

- More crosswalks, speed bumps, speed radar signs
- Fewer Amish Wagons
- Certain areas of City you must be careful either crossing a street or driving in a highway like Commercial Drive
- Reconfigured merge ramps
- Improve condition of roads
- Uber /lyft and iphones do have tracking but still, streets are dark when I get dropped off.
- Improve road painted lines
- bail reform updated
- If the laws were enforced for speeding and cell phone use
- Husband's driving improving
- Better OTHER drivers including tractor trailers - less HIGH speeding vehicles especially crotch rockets
- Heavier law enforcement for areas that get ignored (like backroads, side streets with stop signs, etc.)
- Fewer cell phones/texting
- Narrower lanes, better surface maintenance
- More enforcement of existing vehicle and traffic laws. Enforcement is the third E in the Highway
- Safety formula.
- Better drivers
- enforcement of the traffic laws, illegal passing on the right, running red lights etc.
- Lower speed limits and better speed enforcement
- Enforce texting while driving laws
- Less reflective paint on roadside signage.
- More police at busy areas example utica university
- None of the above
- Do away with the right on red. Motorists driving in the correct lanes. Take an online training course when renewing their driver's license.
- People not being distracted while they are driving.
- New Black Topped Roads !
- Eliminate those super bright blinding headlights
- Chaos on the roads. Most drivers these days do a very poor job of following the rules of the road. Speeding, tailgating, rolling stops. Cell phone usage etc...

- Make people who don't speak English take extra driving lessons. They can't read signs.
- safer drivers who pay attention to the road and not their phone. Police officers willing to pull speeders over and give tickets.
- Mini bikes, scooters, electric bikes fined for being in roadways. Crackdown on speeding motorcycles and vehicles
- Better/more safety bars in doors, more distance between front/rear bumpers and cabin, not so much sloppiness in front so as to NOT go underneath rear bumpers of semis
- Better sidewalks so people can walk on them instead of the road
- Other drivers who speed and don't follow driving rules
- Jail all the aggressive drivers who think it's OK to tailgate, speed up and cut in
- More citations for cell phones and smoking weed
- bike lanes so they have a place to go all their own and not in my lane, good sidewalks everywhere so people don't walk in the street.
- Law enforcement enforcing speeding, erratic driving, cell phone and distracted driving laws.
- More police on highway
- People obeying traffic laws
- Would like to see the two counties work together to extend 790 to provide an off ramp that connects with 5S to eliminate the bottleneck that occurs on Herkimer Rd. multiple times each day. Herkimer Road between Genesee Street and Newport Road in Schuyler is so dangerous to pedestrians, cyclists and drivers, but an extension would help to reroute many commuters like myself who could easily access 5s to get to Dyke Rd and avoid all the traffic congestion.
- More DWI patrols
- Repaired roads. Many grooves, potholes, and uneven pavement.
- Stop building Roundabouts
- Better driver training
- Lower speed limits, better signage, & more lighting on rural roads, esp 5S
- educating drivers not to tailgate or to drive 10 to 20 miles per hour over speed limit, I have seen people go 80 miles per hour and tailgating on 5s
- People obeying trafficking signs
- better enforcement of distracted driving rules/speed limits, regulations reducing vehicle size and preventing blinding headlights
- Enforcement of traffic laws
- Enforcing cell phone laws

- More competent drivers on the road
- More policing.
- Better drivers
- Less people/traffic, also separate bike lanes
- Observance of traffic signals and laws by other drivers
- Sidewalks
- Smoother roads; less potholes for less swerving
- Better road conditions in some cases
- People not texting, reading, applying makeup while driving. People following driving rules. It's not the roads, vehicles or lighting that makes me feel unsafe. It's irresponsible drivers.
- Too many pot holes to dodge
- pot whole filled in
- Road conditions are horrible!!!
- better marking of lanes = some areas have worn markings - can't tell where to drive
- traffic lines need to be repainted. Many are faded. Also, pot holes are terrible and often cars myself included swerve to avoid them and become a danger.
- better bicycle infrastructure And bike lanes
- Assistance for the blind and visually impaired
- Better streets
- roads fixed in Ilion too many potholes and trying to avoid them is very hard when they are all over
- Better plowing in the winter. Better roads. Most roads are full of potholes.
- Bike lanes, speed enforcement
- Pothole repair, better road paint, more lighting
- More visible lines, clearer separation between vehicles and bikes/pedestrians
- Complete street design
- kids shouldn't play on street! they need to be on side walk.
- better cared for streets
- Less potholes in Utica
- I don't feel safe driving on my street, Seymour Avenue. There are several potholes on that street. I recently purchased a home at 1617 Seymour Ave. After a few months, I heard a weird sound in my car, and my new car's engine was damaged. the road is growing worse every day, I would like to kindly request to mend our street for not only me but everyone in our community, as you know everything nowadays is very expensive and we can't afford to fix it. If you look at the region from Google Maps, it

does not truly depict the damage and potholes, but in reality the state is very miserable.

- A separate lane for the Amish. Bicycle lanes. Repaired sidewalks so people are not in the road walking
- Ann Street intersection needs a light, as well as the stop signs are reversed on the south side, coming out of canal place, they need to make the hills stop, not the straight away.
- I would feel more safe driving on Genesee Street if parked cars did not partially park in the driving lanes. I have experienced several instances where I was nearly hit because someone had to swerve into my lane to avoid a parked car or another car that was swerving into them.
- Traffic Calming measures, red light cameras to deter red light running.
- Lines and no ditches
- Potholes fixed
- Better road surfaces
- If herkimer county would fix their roads

**10. For what reasons would you choose to purchase or own an electric vehicle?**

- Don't want to spend the time on a trip to charge it
- Electric Vehicles are not helping with pollution as they will sit in a landfill for 100+ years after they are no longer working. Also, it is very unsafe for the mechanics who have to work on them.
- Fear of Driving
- Getting to the point where I will not be able to drive myself any longer
- not good for the environment and inadequate vehicle travel range....it would die too quickly
- too costly to install charging stations at home, uses too much electricity.
- unreliable in cold climate
- I would need to add a charging circuit to my house. I currently don't have room in my breaker panel for another circuit, not to mention the cost involved.
- I don't know how to drive
- Cold saps battery capacity
- Although there is a big push for electric vehicles, they are still bad for the environment
- EV buildout is unsustainable as an exclusive transportation mode
- Not interested.
- Battery life in cold temperatures



- Risk of fire
- They are not sustainable long-range and are actually worse for the environment than traditional automobiles
- Too early, vehicle readiness and not enough infrastructure to support
- No interest in electric vehicles for myself. They may be a viable option for some but EVs are being pushed way too hard/fast by politicians who literally know nothing about electricity, included how it is generated, or emissions, or how vehicles and things function in general for the matter
- I travel cross country and this means of transportation limits distance/time for travel. in the scope of the Green New Deal, EVs are being mandated to keep the population in their specific geolocation.
- NYS planning history is deplorable (cannabis legislation for example which has resulted in years of untaxed sales and has been detrimental to those businesses who have tried to follow the law, unlike MA which had stores which generated tax revenue of 20% of sales from day 1 of sales is a good example). New gas appliances will be illegal shortly with the intent to replace heating and cooking with electric appliances with no plan to add generation or address the cost increases associated with this ridiculous move. Those who pay for their heating and cooking costs will not only experience substantial increases in their operating costs but will see their taxes increase as those who are getting their services paid by govt programs will see no need to reduce usage. This will likely lead to electric shortages which will make electric vehicle use at a minimum MUCH more expensive and likely limited if supply is not addressed.
- Mining for minerals for lithium worse for environment!
- cost to upgrade home electric
- Too heavy for current roads and bridges.
- Cost
- Electric vehicle battery performance in harsh winter climate. Hybrid vehicle preferred.
- Time to charge vehicles, Winters can prove difficult for batteries
- Electric costs
- no way to charge the car at home, and batteries cause pollution when they die
- Cost to equip my garage is too high
- Initial cost, unknown future costs
- too expensive; hard parts to find; battery replacement

- Most components of EV's are produced in China, slave labor is used in China and other parts of Asia and Africa to mine the materials needed to produce EV batteries and EV batteries create a hazardous material site at end of life.
- Enforced compliance...
- Cold and snowy weather
- there is enough fossil fuel to last beyond mankind's existence and switching over to electric is not going to do a thing for changing purported global warming
- Lack of places to go for repairs; not practical in the colder weather
- not as green as people claim
- unproven battery reliability/longevity, replacement cost of battery,
- batteries not good in the weather we get
- I don't want to own one
- these things are huge polluters, batteries, minerals to make batteries
- Cost of electric bill
- WITH OUR WINTERS I DONT KNOW WHO WOULD WANT TO OWN ONE SEE TOO MANY BATTERY FIRES NOW
- I am concerned that electric vehicles are not actually better for the environment than gas-powered vehicles.
- cost is too much and I don't believe they are practical in our winter climate. Fossil fuel is still needed to produce the power to charge them. Solar is killing valuable farm lands. Farmers need to be paid more for crops so that they have to choose solar just to be able to support their families.
- not practical in cold weather
- maintenance and repair costs
- I JUST WOULDN'T DO IT
- takes too long to charge
- Bad for the environment
- Farms can not rely on electric vehicles
- Batteries are not environmentally friendly.
- Battery cost and disposal
- Build quality
- Increased costs, limitations on where maintenance can be done
- I don't want to own a car
- Not sure how they handle in snow and cold
- Don't drive
- It's a lot of nonsense w heavy pollution for the resources necessary

- I don't trust our government
- working on a nationwide emergency road service, I found that many electric vehicles lose their power estimate using A/C, wipers, during wind, snowy conditions, cold conditions, and can't always find a charging station, nor have time to wait.
- They are not as clean to produce as you are lead to believe. They are a significant fire risk and disposal of used batteries are problematic.
- Cost
- Fire, very heavy, very expensive
- Northeast winters are not for battery operated vehicles and environmental issues with obtaining battery components and the length of battery life and disposal of such
- Leave our gas vehicles alone
- 100% Junk !
- Environmental concerns regarding lithium mining, manufacture and disposal of, pollution from runaway fires, added strain to power grid
- Unproven technology, works poorly in cold climate.
- Don't drive
- government is forcing them onto citizens, not right
- electric cost too much
- Takes a long time to charge. Battery fires. Cost of battery. Electric bill will go way up
- Batteries are bad for the environment.
- cost VS return, what happens to water when used to put out these fires?, take too long to take a trip/charge while on the road
- They're garbage. Too expensive to buy and expensive to replace battery and repair
- Issues with subzero temps in winter, finding dealers and mechanics. Electric vehicles are a good fit for running around urban areas but have issues to address before use cases increase.
- Significantly more expensive
- They're more dangerous to the environment and takes up tons more resources and minerals to mine and manufacture just 1 EV
- Takes too long to charge. I can fill up a gas car in 5 minutes
- too expensive to maintain
- Not even an option .
- Too expensive, costly insurance, battery life of 5 years unacceptable, cost of battery repair or replacement way too high, grid won't support, etc, etc.
- Can't afford
- Chance of fire

- Northeast winters + EV's = Garbage
- Fire safety
- Our infrastructure can not support everyone charging an electric vehicle. Towing with electric vehicle shortens the already short driving range, you then need to wait to charge, to drive and Wait again.
- I own a hybrid and feel thats a better choice currently
- BATTERY LIFE
- They are inefficient
- They are too costly to buy and maintain
- can't tow a trailer/camper any farther than 60 miles with this electric crap
- living in upstate new your it get extremely cold and the batteries die and wont charge, Plus they are a fire hazard and you cant get rid of the batteries.
- no access to charging station & inadequate travel range
- I think they are ridiculous, especially for upstate
- if electricity goes down, no vehicle
- Cost of battery replacement is the price of a new vehicle.
- the cold winters are not favorable for electric vehicles
- If your car catches fire you can't extinguish it. Repairs are costly
- Power outages
- cost and electric bills going up
- Not a fan of the cars
- Electrical grid can't handle normal use at times, how would it handle everyone charging cars!?!
- I like freedom
- I would never buy electric
- Don't want to spend the time on a trip to charge it
- Electric Vehicles are not helping with pollution as they will sit in a landfill for 100+ years after they are no longer working. Also, it is very unsafe for the mechanics who have to work on them.

## **12. What reasons make the automobile your transportation choice?**

- come and go on my schedule
- Your question specified WORK. I'm retired
- I don't have to go by someone else's schedule
- Safety
- I can regulate it for temperature, radio, etc.
- Job requires being able to get to emergency appointments

- Busy life, need speed and convenience
- Autonomy
- Have occasion to need my vehicle to drive to specific locations for meetings, etc.
- Use vehicle for other things during the workday like meetings .
- schedules and family obligations that are not according to bus schedules
- Freedom to go where and WHEN I want in a timely manner.
- Safety
- I don't trust the safety of the people and neighborhood I would be riding through.
- Flexibility; needed for daytime work travel
- dont like crowded spaces, cleanliness of public transportation
- Freedom
- Safety
- I don't want to ride with other people; I can come and go as I need to without having to wait for a bus to come on a schedule
- Children with disabilities
- Freedom to choose routes, times, and so forth
- IF EVERYONE HAS TO GO ELECTRIC HOW WILL EVERYONE CHARGE THEIR VEHICLES WHEN THERE ISN'T ENOUGH CHARGING STATIONS ON WORK PROPERTY
- I can come and go as I need to without waiting for a bus, taxi, etc
- Family size
- dependence upon others for timely transportation.
- No bus stops or other public transit pickup/drop off points
- Solitude and privacy/space
- I didn't know how to answer #10 since I'm retired/no longer work.
- Safety
- I have control over my travel times
- Control over who's in vehicle, what route it'll be and to just go to the destination I want.
- Independence
- I used to get the bus to work but I work strange hours and sometimes I need to go in on Sundays etc for 30 mins to check equipment and I can't do that with public transport.
- I have children to pick up and drop off. Public transportation is not an option!
- Putting my life in someone else's hands.
- Not enough routes

- Safety
- Nature of my job.
- Drop Children off at Daycare
- being able to come and go as I need to
- autonomy to go where I want
- many times I have errands to run after work
- germs
- feel safe, don't have to face with criminal

**18. What would make you feel more safe (when riding a bicycle)?**

- Sidewalks on Wilcox Road
- I don't ride a bicycle
- Getting in a car would be more safe
- too many kids riding too fast in pedestrian areas even when bike lanes are provided without proper safety equipment.
- More considered/comprehensive bicycle and multi use path access in terms of equitable distribution across the city.
- My wife and I are avid bike riders, local roads need better/wider shoulders and bike lanes at intersections.
- Police arresting speeders
- More attentive drivers
- Driver education
- Driver Awareness
- None of the above - I don't ride a bicycle
- Fewer distracted drivers.
- Better lighting
- MAKE SIDE WALKS SAFE TO WALK OR RIDE WITH NO BIG HOLE IN THEM . HERT MY ANKEL JUST WALKING HOME FROM WORK THE OTHER DAY !!!!!
- Enforcing current laws
- Sidewalks in good condition, more crosswalks with lighted signage, traffic signal delay for vehicles so pedestrians can cross safely
- I don't own a bike.
- lower violence rates
- No more bike lanes on high speed arterial roads with no barrier between moving automobiles. We need a bicycle master plan that lays out a vision for a complete network.
- i dont have a bike so this is irrelevant



- Share the road signage
- Drivers paying more attention to bike
- Better pavement condition
- Less distracted drivers
- Golf cart for seniors or scooter lane
- safer drivers and less potholes
- Stiffer penalties for bike-related violations
- if I was 30 years younger
- Bike trails (off the main road)
- Education regarding sharing the road. Many people don't know how to share the road.
- depends on the area, alot of homeless in and around the paths
- General consideration of drivers
- fewer distracted drivers
- People not texting and driving
- Fixed/Improved road surfaces
- More driver education
- I ALREADY FEAR FOR BIKE RIDERS DUE TO OTHER DRIVERS DISTRACTIONS AND NOT SEEING THEM RIDING
- Confidence in my bike riding skills, since I haven't biked in many years.
- I don't own a bike
- The drivers in this area appear to be not used to sharing the road with bicyclists
- NOT shared bike lanes. Not wider lanes. Bring back the bike lanes on Genesee Street.
- Law enforcement patrols on walk/bike paths
- Better paving. No potholes
- Better pavement on shoulders that already exist. More reminders to motorists that we share roads.
- Narrower Lanes, physically fully protected intersections
- I would ride on road if the bike lane was protected from vehicles such as with bollards or at least a bike lane adjacent to the curb with parking relocated between the bike lane and drive lanes.
- money 💰
- Law enforcement of speeding and cell phone use while driving
- Fewer cellphones/texting

- "Idaho Stop" Legislation that would permit me to treat Stop signs as a Yield while biking
- More enforcement specifically cell phones and speeding. Just walk or ride a bike you will see it.
- Better drivers
- closed border
- Enforce texting while driving
- Too old to ride a bike
- New Black Topped Roads and Sidewalks !
- I only walk and ride for recreation on private property or on 1 trail in the Adirondack park.
- Wild Wild West on the roads and never see police at work
- Cars and bikes should not share the road. Too dangerous.
- This survey fails to mention motorcycle as a non-car option.
- i would not ride a bike, but we need bike lanes to make it safe for everyone.
- Never feel safe on bike
- laws regulating minimum distance drivers must be from cyclists when passing
- Less regulations for E-Bikes
- More police
- I take medication that makes falling potentially life threatening
- Cars following traffic signals and laws more
- Sidewalk
- tougher crime laws-too many criminals running the streets
- unable to ride a bike due to injury
- again, people following rules, paying attention, get off their phones etc while driving
- public safety. too many shootings in utica lately.
- doesnt apply to me
- People in this area don't use bicycles for transportation unless they have had their license taken away. Drivers don't even look for bicycles on the road.
- paint by itself is not bicycle infrastructure.
- Other drivers expecting to see bikes - the more they get used to sharing the road with bikes, the more they'll watch for them.
- That bicyclists follow the correct traffic rules
- nothing, we get snow, it doesnt work

**23. What would make you feel more safe (when using public transit)?**

- Bus service geared to the elderly
- Avoiding it at all costs
- better jail time for law breakers. robbers le out 20 minutes after being arrested, harassment by drug addicts
- Safety
- Physical Safety from Violence
- seating at bus stops
- bus attendants in addition to the drivers
- Nothing. I wouldn't ride bus
- Not avail by me
- Security
- Cameras monitored on buses
- Enforcing current laws
- Riders sometimes make it an uncomfortable experience
- reduced use for general shelter, regular cleaning
- Cleaner, more timely buses
- Security people
- an actual bus to ride
- I don't ride
- unsure
- Lower violence rate
- Increased ridership.
- its more a of a personal safety concern
- I don't use public transit so this is irrelevant
- Not Applicable
- Security
- Public transportation in Webb
- Friendly locations
- less mentally ill people at bus stops, less trash at bus shelters
- Having a means to get to work would make it possible
- I already said completely safe when I used to
- Lower crime
- Security or Law Enforcement
- decrease in mentally ill people
- More frequent service
- More busses so the wait and travel times are shorter

- nothing would make me feel more safe
- DONT USE FOR MY SAFETY
- Better security on modes of public transit
- I do not use public transportation
- frequent hours of availability
- None, we need more public transit to cut emissions down. Time to evolve.
- I can't answer this as I am not familiar with public transit
- I feel like we have most of these features -- but my problem is the bus stops don't go to enough places. I have to walk 3 or 4 blocks from Bargain Grocery. Places like grocery stores should be easily accessible by bus so I don't have to walk so far with my hands full of food.
- More frequent bus service
- surveillance cameras
- wider sidewalks, lower car speeds so they aren't flying passed
- More frequency so less time waiting between scheduled stops
- More access near my home
- More mental health services for everyone
- No public transit in Webb
- Ticket Transfers and a bus monitor, also money 💰
- Increase or begin higher fines for cutting off a Bus. Seat belts in all public transportation is a must and there are none!! Why..
- Better routes & more frequent service
- Better maintained roads
- more frequent buses that ran more often and fares that were reasonable. Shelters at every stop, with call centers for emergencies, a place to sit if necessary/shelter from rain/snow/wind
- Law enforcement for people who act unruly
- Buses actually running again
- Better drivers. Also, many on buses are not mentally stable and you never know when one might suddenly attack
- Better public safety drivers
- Security
- closed border
- Being only person on bus
- I do not have public service where I live.
- I have no reason to use public transportation. It doesn't fit my needs.

- Security cameras
- People are hostile
- police officers on the bus
- More destinations
- Police manned bus stops
- Easier way to get to and from it.
- I don't use public transportation
- I don't ride on buses
- Police
- no issues with safety on public transport
- Nothing, public transit would be very inconvenient for me.
- No busses
- Have no desire to take public transportation
- Not sure
- Please for the love of all things holy give us public transit in Herkimer County
- nothing
- Don't apply
- On board security
- Police presence
- Proximity to where I live
- Security
- More police, more criminal prosecutions.
- Armed bus monitors.
- Less homeless/crazies/junkies on public transit
- tougher laws on crime- too many criminals running our streets
- Haven't taken it in years not sure
- I don't use public transportation
- don't know, have never done it
- its a public safety issue. you never know who you will encounter.
- i don't think it is possible in this day and age
- Safer people to be around
- Better scheduling
- Probably nothing
- Better transit maps and other info
- There isn't a Centro route that goes to many things of interest
- Instructions on how to ride and bus routes - Education

- Safety at bus stops. Location of pick up drop off patrolled

**24. When considering all modes of transportation, are there any areas (neighborhoods, streets, intersections, etc. that you consider unsafe?)**

- Intersections and some streets
- Utica at night
- City Travel
- State Street in Herkimer, most of the city of Rome, the parkway in Utica
- Seneca Turnpike, Utica Street from New Hartford to Clinton, Middle Settlement Rd./Commercial
- Drive intersections
- Genesse st
- North Genesee St
- Inner city of Utica
- Much of the village of Herkimer.
- Downtown areas where individuals who commit crimes and engage in drug use frequent
- Some areas in Utica
- Varick/ Huntington/ Colombia
- 4 corners in North Utica
- Traveling north on Genesee Street with merging traffic from Exit 31 and short distance to turn right to Price Chopper, Left to Walmart or straight (with a split to Coventry Ave or Trenton Road). 2. Walking from River Road/Riverside Dr. bridge across traffic and north to Trenton - no sidewalks. 3. South from Coventry Ave. signage needs improvement - many end up going wrong way down one-way street into busy traffic from Herkimer Road and Genesee Street
- Herkimer mostly at night but even in the day the crime rate seems to be increasing and homelessness is growing along with drugs
- too many to mention Herkimer especially
- utica
- S James St, Erie Boulevard in Rome NY
- James st & Erie blvd. Jervis road.
- Babcock hill rd.
- I would not walk in certain parts of Rome.
- Corner or 1st st and east Dominic the lights to tell you to walk have been out for years. The intersection by the fort, ace, and little ceasers.
- High crime neighborhoods are unsafe regardless of mode of transportation



- Black river blvd & erie blvd rome ny
- any can be unsafe, they are only as safe as the people on them. Get rid of all the orange lights, it makes it difficult to see pedestrians at night unless they are standing still directly under them at night
- Many
- Rome
- My neighborhood on West Thomas St., the vehicles tend to drive recklessly and there isn't a lot of room to share the road in a way that makes me feel safe. Bicycling at night is also a very dangerous proposition for me given the already negligent tendencies of the driver on this road, lack of room, and at night, practically non-existent lighting.
- erie blv and blk rv blvd
- Parts of Utica
- Commercial Dr near Consumer Square, but I Sam sure you know that already. There needs to be an entrance to WalMart from 840 and an exit out to Middlesettlement Road.
- Genesee St
- There are many places that feel quite unsafe to bike. For example, much of the road between Clinton and New Hartford has no shoulder so I just avoid biking there. Having bike lanes anywhere around here would be great!
- downtown and the arterial
- Where people ask for handouts
- West Utica
- Congested areas like Oriskany Blvd or Commercial Dr
- Oneida Circle
- Walmart - all locations - too many pedestrians
- inner City of Utica
- Rutger St / Park Ave in Utica - and Route 20 and 12B North in Madison County not enough signage indicating a merge with another highway
- Oxford Road in New Hartford
- Black River Blvd
- Many areas of Utica
- Village of clinton college st turning left onto East park row
- Merritt Pl - lower half
- Most of the city of utica
- Genesee St. New Hartford. People don't follow speed limit.

- Corner Kellogg Rd & Oxford Rd New Hartford. Cannot see oncoming traffic due to trees
- 365 and Fairchild. Also 365 and 8 intersections
- The corner of Route 8 and Oneida St.
- Inner city; off/on shared lanes such as arterial whitesboro/New Hartford ramps
- Kellogg Road and Oxford Road in New Hartford. Wish there was more lighting in the village and town if New Hartford.
- The Corner of Tilden Ave and Higby Road. Chapman Road and Valley View rd. Parts of Sherman Drive and Sherman Circle
- Areas w no sidewalks like Cosby Manor Rd
- Cornhill and parts west side
- Kellogg Road and Walmart shopping center on commercial drive
- Cornhill
- Many parts of Utica
- Inghams Mills and Snells Bush Roads. Route 167 and Brockett Roads. Eysman and Burrell Roads. Lamana and 167 Roads. Dockey and 167 Roads. Moore and Peckville Roads.
- certain parts of the city
- Any roadway where traffic speeds 10% or more above the posted limit
- oriskany street police station area
- Cities of Utica, Rome, and sections of Whitesboro, Camden, Oneida and like sized Urban areas.
- Whitesboro st
- some east and west utica ny
- Many streets in the city of Utica don't have stop signs at intersections, ie. streets intersecting with York St. is just one of many.
- Wilcox Rd in Whitestown was widened a couple of years ago but needs a separate bike/walking lane. Currently the widening has resulted in cars driving faster making walking and biking more risky on both sides of the street, especially around the 90 degree corner.
- Higher crime areas
- Large intersections on Genesee street
- Sidewalks in poor shape in South Utica specifically along Genesee Street. Downtown Utica has barriers for pedestrians in the form of outdoor eating space.
- ALL OF UTICA
- Oneida St at the Parkway, all of Genesee St intersections. Speeding and running red lights and stop signs are rampant in this city

- Middle Settlement road/ commercial drive interchange @ route 5/12b
- Intersection of route 8 and Kellogg Rd, Intersection for Hannaford Plaza on Kellogg Rd,
- Intersection of Kellogg Rd and Oxford Rd
- generally inner-cities - utica, rome
- Area north of the Parkway in Utica- Oneida St., Genesee
- On a bus or at a bus stop
- parts of Ilion and most of Herkimer
- Cornhill, West Utica (Brewery district), even though I like to use them, the roundabouts because most people don't use their common sense or the rules of the circle when using them.
- Madison street & Black River Blvd N.
- Utica
- Any intersection, cars don't stop for signs or lights and there is no enforcement
- Utica
- Utica
- All
- Streets that do not have sidewalks. Many streets in Utica also have severe potholes that have gone unrepaired for years.
- East and West Utica
- Inner city
- South of Route 5 in Herkimer, Intersection of N. Main St. & Court/Church Street in Herkimer,
- Intersection of E. German Street by Herkimer HS
- french road and genesee/genesee and higby
- west utica, oneida square, lower blocks of cornhill, dewitt st.,
- some areas in downtown Utica
- Oriskany Blvd in Utica (bike lanes are adjacent to moving traffic, pedestrian crosswalks with flashing lights aren't adequate to stop vehicles). Park Ave, especially between South St and
- Steuben Park (sidewalk is too narrow and lacks buffer between sidewalk and road). Court St near the Stewart's Shop (pedestrians constantly jaywalk from Kennedy Plaza apartments, need a signaled pedestrian intersection).
- Downtown Utica Genesee Street's 4 lanes. It's unsafe for everyone - pedestrians, vehicles, bikers, etc.
- West Utica and Cornhill Also Commercial Drive due to traffic
- parts of Utica

- These days - everywhere unfortunately
- Oneida square
- Inner-city of Utica, portions of Yorkville and Whitesboro.
- inner utica, not safe to walk during the day, utica thruway exit needs work as it gets to congested , john st/oriskany st. traffic circle is a nightmare during peak hours, streets are too narrow in spots making it hard to get your car through
- Streets and sidewalks not safe
- Dolgeville main st. Space creek Bridge on rt 29 in Salisbury
- utica
- Utica City Streets
- Pleasant ave lower end near king .the police are often there.also the side was are dangerous on pleasant ave
- Any unlit rural road
- Oneida Square, Cottage Place, All of West Utica, All of Cornhill, some of downtown
- Dense populated areas (metro)
- Utica and Rome
- East and West Utica
- corn hill, parts of east and west Utica
- intersections. people have been running lights more in the past couple of years it seems and causing more crashes at intersections
- Village of New Hartford - constant construction
- West Utica and parts of Cornhill. Also, the Herkimer Rd/Rt 5 area sometimes
- Corn Hill, West Utica, unlit areas at night near Varick St, Bagg's Sq, parks, etc. The Parkway, Oneida St, and Genesee St do not feel safe for cyclists,
- NYS Rte. 12 can be very dangerous at times
- most of Utica areas of Rome and most canalway or bike paths
- North Ilion
- For bike Genesee St in new Hartford village. Driving in most of Utica because rules don't apply. Walking in most areas need more crosswalks. Route 5 in Kirkland/New Hartford is a big one.
- Only crossings are at Aldi and Byrne Dairy, miles apart.
- high crime areas
- areas of Utica
- UTICA ARTERIAL
- Utica

- there are certain areas of Utica and Rome that do not present as safe or well-lit at night. I think that the streets are set up well in general but sometimes the public doesn't adhere to any regulations regarding cross walks and often I see folks just walk out into traffic without any regard to oncoming traffic. I think being aware of the surroundings is very important (as with any urban location) I work in Utica and park in a parking garage that doesn't have good lighting and that is concerning too. I am cognizant of my surroundings when walking to my car and always on alert- the homeless crisis is affecting this area significantly (as with the whole nation) and often (most) times homeless individuals have untreated mental health needs and substance abuse needs and their behavior can be unpredictable and in some cases dangerous so this affects the community as a whole for safety in neighborhoods.
- east/central utica
- Oneida Square
- west winfield
- MOST OF UTICA ROADS HAVE MANY POTHOLES, EVEN BUSINESS'
- I live in Rome. Basically all busy intersections in Rome are unsafe.
- West Utica and Cornhill, blandina street, bleecker street
- West Utica, Cornhill
- walmart in utica and new hartford- consumer square, roundabouts,
- parts of Utica are not very safe due to people and areas
- S. James St. Rome, S. George St. Rome W. Dominick St. Rome
- most of utica
- West Utica
- I wish Town of Paris had sidewalks on Mohawk St and Oneida St. You feel unsafe walking/running on those roads, which makes me not exercise. If there was a sidewalk, I would take daily walks/runs.
- Certain areas in East and West Utica, Newport/Schuyler Road, particularly the hill descending to Middleville
- Downtown Utica
- HIGH CRIME AREAS MULTIPLE ACCIDENT AREAS MOSTLY BLIND SPOTS ROUNDABOUTS
- Most roads, generally, are pothole-ridden. Also, drivers throughout Oneida County are unsafe (texting while driving, not knowing the rules of the road, etc.)
- most area's not on main streets in Utica. Also the problem with dirt bikes and ATV's on public roadways is so dangerous to motorists as well as those on the ATV's and dirt bikes. These electric bicycles and motorized scooters are also a problem, the users almost dare automobiles to hit them. Laws need to be enforced.

- Walking on Clark Mills Road near the curling club to the Rayhill Trail. Also, when driving the Halsey Road and Clark Mills Intersection is dangerous, when I am driving from 840 towards curling club cars on Halsey never look down that way, I have almost been hit a few times, it needs curb cuts to get traffic to actually stop
- West Utica and some parts of cornhillAlso, walking on Herkimer Rd/ Rt 5 because there are no sidewalks and not enough lighting on the Herkimer County side
- Utica
- busy highways
- low income, high crime, sparsely populated areas
- All roads and intersections in Utica and Deerfield, the intersection of East Main Street/West Main Street/Route 233, the intersection of East Main Street and Stop Seven Road, the intersection of Stone Road/Westmoreland Road/Halsey Road, the blind turn on Halsey Road, the intersection of Skinner Road and Route 26
- Downtown Utica, West Utica, Oneida Square
- South street, Rutger street
- ONEIDA SQUARE
- ROUNDABOUTS TOTALLY UNSAFE
- Route 8 / Oneida Street Paris North End @ Caution Light. Intersection needs to be widened
- French Road on Genesee St. near Border of New Hartford. It is a cluster, and needs a round about. embarrassing.
- West Utica, Some parts of the Cornhill area
- intersections
- The number of Rotaries in Oneida County.
- 5S roundabout is unsafe. Drivers entering to not yield. I have almost been hit numerous times & I no longer use that area to travel.
- South Street and French Road in Clark Mills has a high number of pedestrians, more than most "rural" areas, and there are absolutely no sidewalks, insufficient shoulders, and no police presence enforcing speed limits to keep pedestrians and motorists safe.
- Places where there are no shoulders or paths for walking or biking.
- GENESEE STREET!!!
- Most of Utica. Parts of Rome
- Most areas in the city of Utica.
- Most of utica
- For walking, streets without sidewalks in the town of Kirkland



- Kellogg Rd in Washington Mills (running/biking), Oneida St in Washington Mills/Chadwicks (running/biking), Higby Rd in New Hartford (running/biking), French Rd in New Hartford (running/biking), Genesee St in Utica/New Hartford (biking), Paris Rd in New Hartford (running/biking), Welsh Bush Rd & Ferguson Rd in Frankfort (running/biking); Seneca Turnpike in New Hartford/Kirkland (running/biking), Route 12B in New Hartford/Kirkland (running/biking)
- Most Utica streets that need repaving and are poorly plowed in winter. Rest of Oneida County seems better.
- Moose River Road...horrible shoulders if at all, curvy, narrow, cars going too fast.
- Main Street in Mohawk-- Crosswalks are visibly distressed, there is no pedestrian crossing signage
- 5-way intersection in Herkimer (Mohawk, Steele, & Caroline), Consumer Square intersection, 5-8-12-840 interchange
- North Genesee St. corridor and Oriskany Blvd. (Route 5/8/12 to Route 291)
- Streets are all too wide, sidewalks are too narrow in terrible condition. Lack of cross walks and traffic calming to slow down cars.
- Many parts of utica. Also busy intersections near shopping areas in New Hartford
- Certain parts of Utica.
- Burrstone/Champlain Ave, Lenox Ave/Butternut/Brewery District, Genesee/Elizabeth Streets
- 5 corners Webb
- tunnels
- Onieda square/several streets in utica
- Main Street
- Most places are unsafe for walking especially with no sidewalks, and for bicycling
- Commercial Drive, Genesee St North and South of Utica, Bleecker St, any ramp into Sangertown Mall off off Commercial Drive many ignore the STOP sign for turns into Malls roads.
- Bicycle travel on Genesee St
- Cornhill, James St.,
- Poor lighted areas
- Utica
- Near Wynn Hospital, Aud, Prospect St. Utica/Genesee (no stop sign) and people speed down it like maniacs.
- Certain areas in the city of Utica
- Main Street, Herkimer

- Biking in New Hartford - Commercial Dr. & Route 5; in Kirkland - Kirkland Ave & Utica St
- In general Utica is unsafe.
- Congested areas, ghettos, low income housing, and after dark most any city area
- Driving on the backroads are dangerous, people will blindly speed around corners driving down the middle. Any high traffic intersection is unsafe for walking.
- RT.5 Oriskany Blvd & 6th st. Yorkville Needs an emergency traffic light for Fire Department use
- Corn hill, Whitesboro St
- The streets in the downtown area (lower liberty, Dominick Street, George St., James St. Area) traffic on Dominick is okay, biking could be better. On the streets adjacent to city hall I feel there are numerous opportunities to improve walking and biking.
- Rural roads have some of the most dangerous driving behaviors due to low law enforcement presence
- Clark Mills Road
- Inner city areas of Utica and Rome
- Utica
- Applewood community
- Cosby Manor Rd. Excessive speeders
- Cornhill
- The downtown Utica side roads (Bleecker, Jay, Mary, etc.)are too narrow for all of the street parking. There's also a severe lack of lane or shoulder paint that worsens this feeling.
- Utica university area and the expressway
- Route 274 poor to no shoulders in parts
- Any place in town
- Most intersections due to vehicles not stopping.
- Parts of Utica and Rome
- Every intersection. Traffic lights and stop signs seem to be considered "suggestions" rather than law by many drivers.
- ALL OF UTICA N.Y.
- Intersection of cider st and stop 7 road in the town of westmoreland. Anywhere in the area of the county building in utica. Anywhere there is one of those idiotic roundy-rounds. I will drive miles out of my way to avoid one.
- Utica
- Utica...will never drive to Utica ever again
- West Utica

- Utica
- inner city
- roundabouts
- Downtown Utica, West Utica, Cornhill
- I work in East Utica and feel most streets definitely feel unsafe.
- The Parkway, Genesee St, Mohawk St, Bleecker St
- South Rome, west Utica
- Most of Utica and Rome.
- Main st Herkimer and the intersection by car wash by the Mcdonalds in Herkimer
- I used to get the bus to work (new york mills to east utica) and the stop I got off at the end of bleecker st is busy, crossing the road where everyone speeds to get the bus home was terrifying. More than once I was almost hit.
- downtown Utica
- Corn hill area, near oblestein apartments, plaza near those apts, Oneida square
- The Seneca Turnpike in particular, witnessed multiple crashes there and would never dream of being there outside of a car.
- 75% of utica
- Roundabouts
- driving in places with extreme potholes- e.g. many sides streets between York and Lennox streets; any places with no or bad sidewalks- e.g. French Rd and Burrstone Rd areas in New Hartford have no sidewalks, very difficult to walk to stores on French Rd or to walk to NY Mills
- Rural roads where drivers like to speed, all roads where people are too busy looking at their cell phones
- Ramps on rt 12 N out of utica
- Oriskany Blvd & broad street, route 5 between broad st and dyke road
- Broad street and 5S in mohawk
- Herkimer Rd between Genesee St and Van Rensselaer Rd just past the North Utica Burger King. First the exit from Big Lots plaza in North Utica should be eliminated all together...all traffic in the plaza should have to exit on Leland Ave and go to the traffic light on Leland/Herkimer Rd. There are drivers who head east on Herkimer Rd who cross through the plaza to avoid waiting at the light...again alleviating some of the traffic by adding a connection to 5S would be the biggest help
- The 4 corners in Schuyler on Herkimer Rd. (McGill's on corner)
- West Utica side streets need speed zones. People speed through there all the time. It's narrow and easy for someone to lose control and hit a house or person. Many

kids, pets, and elderly in this area Stop signs at corner of Mather and Grandview need to go as people constantly blow through the stop sign on York.

- Cornhill. West Utica. Most trailer parks
- West Utica, corn hill, south Rome,
- Utica
- Every intersection that's been replaced by a Roundabout.. (no specified location but that can be anywhere.) within the Utica/Rome area there's a few that makes me feel nervous and unsafe.
- Some parts of downtown Utica
- The roundabouts are too tight in diameter, causing confusion.
- All the sidewalks in Little Falls are a hot mess-- broken, incomplete (they just end in the middle of a block), inaccessible (no corner ramps)
- Central Utica, Oneida square area and west utica
- Columbia Street near hospital
- would love to be able to cycle from Sauquoit to work in Utica but traffic makes it seem unsafe
- Anything on N Genesee and Genesee
- Cornhill area
- Utica
- Cr52
- Herkimer Rd and Vanrensselaer RD
- Too many to list
- Everywhere, literally nobody obeys the laws. People run red lights, run stop signs, turn at no turns, speed constantly.
- High crime areas obviously.
- Literally any bus, anywhere.
- I live on Henderson Street in Whitesboro/Whitestown and a sidewalk is badly needed along this road. Many individuals, myself included, walk, jog, or bike along this road and it does not feel safe. The shoulder is narrow and cars often travel above the speed limit. With a sidewalk, residents could easily and safely walk to Commerical Drive as well as Hart's Hill Elementary School and the surrounding neighborhoods.
- Anywhere when crossing 4 lane intersections
- Intersection of Dutchtown Rd & Millers Grove / Intersection of Hawthorne Rd & Windfall Rd
- There are several crosswalks on College St in Clinton that cars do not properly observe. Most notably at Franklin Ave, Chenango Ave, and Elm Street.

- Schuyler corners area
- Cosby Manor Road is generally unsafe for walking and biking due to high speeds and narrow shoulders
- Almost all of Utica
- No shoulders, bike lanes, wide shoulders available for walking or biking
- certain areas of regions
- The intersection in North Utica(N Genesee) To have to make a left hand turn into Fairfield Inn/Starbucks is very dangerous
- Dyke rd
- 170 & Burrell Rd - corner of State st and Caroline st., pot holes and a lot of traffic
- my rural roadway, no place to walk or ride bike, fast speeds, inattentive drivers. When walking in town, unlit and unkept areas
- Commerical drive has vechicles travellung too fast and drivers not paying attention to anyone not in a car.
- at night and raining crossing Genesee street in front of stanley or Oriskany Blvd , any street around auditorium
- walking from parking garage to wynn hospital feels very unsafe and sketchy.
- Parts of Utica, walking out to my vehicle at night after my shift is over at the Wynn
- utica
- everywhere
- most of Utica, excluding North Utica
- Utica NY
- West Utica, Cornhill, Oneida Square
- Genesee Street is like a highway. There are too many lanes to travel in, which encourages drivers to move way too fast.
- Oneida st and Genesee st
- All locations
- Barringer Road, South Fifth area, upper otsego
- All areas in Utica NY
- Some parts of utica
- The roads in many parts of Utica are poorly maintained, and traffic speeds are too high.
- Intersections
- Utica
- roundabouts
- New Hartford does not have sufficient sidewalks in areas outside of the village

- Seymour Ave Utica, Eagle St Utica, Taylor, Neilson, Brinckerhoff streets all in Utica because of potholes
- Rt 46 and Elmir Hill rd, Ridge Mills Road death intersection
- James st and Seymour Ave due to so many pothole in the road which damage our cars
- Intersection of John St and Broad St going toward the DMV 321 Main St. The pedestrian walk way ends and there is no cross walks approaching the 321 main st from broad street. There is no handi cap accessible way to go from the street to the sidewalk. Also, this morning I saw a person in a motorized wheelchair heading north on Mohawk St. at the Mohawk and Bleecker St intersection and he turned West onto Mohawk St. He was going against traffic all of the time and next to parked cars. Is there no other way to travel in a wheel chair?
- Both smaller municipalities in Herkimer County and rural county/state routes are not designed with safety for anything other than vehicles in mind.
- Commercial Drive for vehicles, bikes, and pedestrians; NY 12 Paris Hill area during snow storms due to snow drifts and for bikes/peends all the time; The NS Arterial in between New Hartford and Utica when rain pools; The NS Arterial at Noyes & Oswego for pedestrians and bicyclists at all times and for vehicles during rush hour; Gesee Street from the Village of New Hartford to Court Street for vehicles driving; The New Hartford Shopping Center Parking lot. The intersection of Kellogg St and Fountain Street in Clinton; The intersection of NY 12B and Dwight Ave in Clinton; NY 233 and Norton Ave in Clinton; NY 46/Erie Blvd interchange near Fort Stanwix in Rome; Entrance and exit setup into/out of the BJs plaza off of NY 12
- Intersection of Higby and Genesee St. Pedestrians are vulnerable crossing Higby? Genesee St. on the east side because of vehicles turning left from Genesee St.
- Sections in Utica near MVCC
- Oriskany st roundabout
- Main St. and First Ave. in Utica
- Baggs Square

#### *Open-Ended Responses to General Question*

#### **41. Do you have any additional comments or concerns that you would like to share?**

- Badly needed sidewalks or walking lanes on Wilcox Road in Whitesboro. Hazardous walking to connected walkways
- Replace Barnes Ave Bridge over Railroad Tracks for access bike path and Boat ramps. New bike path connection to Erie Trail to West Utica. Complete green belt around Utica.



- Reliable and safe transportation for the elderly should be a focus
- This survey should also include a section on slow-moving vehicles
- make biking safer and more secure!!!
- I would prefer the bus system in Rome be returned to scheduled routes.
- Please stop wasting money on bike lanes and bike racks. Bicyclists never use either one of them anyway.
- Interstate electric trolley?
- DO AWAY WITH ROUND ABOUT!!! IT'S SAD TO SAY THAT JOHN Q PUBLIC IS TOO STUPID TO USE THEM. I SAY THIS BECAUSE I HAVE PERSONALLY SEEN PEOPLE BACK UP BECAUSE THEY MISSED THEIR TURN!!!
- I want to see more money spent on highway infrastructure, because private vehicle use is still important, but I want more of it set aside to improve and thus incentivize other modes of transportation. I would also like to see a rail or bus based service that allows me to travel to places in both counties reliably and at a decent price. I would like more attention paid to non-motorists when planning how to spend our budget in both counties. Also I would like you to better track data related to non-motorized modes of transportation. You do a great job collating data for motorized uses, but your data set are not as robust for walking/bicycling/transit. If you go based purely off the responses to this survey without equally robust data tracking between ALL modes of transportation it might bias the perception that every just wants to drive more often and faster.
- Please spend my tax dollars wisely. We have worked hard for them. Thank you
- I would love to see more pedestrian- and biker-friendly development around here. Additionally, it is frustrating that the Centro bus does not run on Sundays.
- When I say "somewhat" it really means I don't know enough about it
- I felt ill-equipped to answer questions about canal and freight services, although opting out of those questions was not an option.
- Local surface roads need the most immediate repairs and striping; no center lines at all on many roads; no shoulder lines on many two lane roads.
- High Speed Rail would be fantastic for intracity connectedness and travel. (If you don't have a vehicle, getting to and from Utica from cities more than 30 minutes away is a hassle and the options are limited to a few Amtrak trains and some Greyhound buses. Often at times that require people to travel well in advance of when they need to be there. However despite investment of any size, two counties alone can not bring forth a high speed rail network that integrates the US. This is a national problem. However our two counties can affect transportation change by integrating a local airport with competition between two or more airlines to hub

cities. (NYC, Chicago, DC, Atlanta, Charlotte) This can be done independently by our two counties for an investment in the tens of millions. To build a passenger terminal that can handle 500-1000 passengers per day. It would work with the county's plans for regional sporting events to be conducted here, help promote tourism as a gateway to the ADKs and make business travel easier especially for newly developing industries such as Chip Fabs. It would serve as the third leg of the stool, providing regional, national and international access to our counties. Please focus on getting us a passenger airport! (Its also fine if it doesn't have all the bells and whistles, building something that could serve as a baseline for future expansion if proven as a needed transportation option)

- More bike lanes and continuing construction of rail trails to keep bicycles of the road and riders safe
- Pavement condition especially on busy roads. Example Utica Main Street
- Many roads, both highways and streets, need repaving. Brush and tree overgrowth need to be addressed for driving safety. Additional or brighter lighting should be addressed.
- The traffic pattern on Kellogg road, kohls shopping plaza, Walmart shopping plaza, Walgreens/dunkin on Kellogg road
- Though my primary mode of transportation currently is personal automobile, my preferred mode would be bicycle, especially for trips within my city. The main impediment to this is conflict with motor vehicles. Proper addition of separated bike lanes along main roads and traffic calming measures to reduce vehicle speed, not just having lower posted speed limit, would be a massive improvement. If paired with bike parking, such measures could greatly reduce car traffic without harming local businesses, leading to healthier economy and healthier people.
- In Herkimer County, There is NO Herkimer County Road patrols to enforce compliance with speed, parking along roadways, etc.. State Police are few and far between and respond in about 30 to 45 minutes in most cases. its not their fault. there are only a few available units to cover the vast length of Herkimer County. Herkimer County does not have the funding for Road patrols. DOT has been unhelpful with changing speed limits. they say basically people have to die at 167 and Brockett Road before they would even entertain the request for lower speeds coming out of the Village of Dolgeville. speeds are at 70mph by the time they reach that intersection from the Village line. DOT will not even put up Snow Plow Turn Around signs in critical intersections. Bidelman and Route 5. Lamana and 167. Safety of everyone is vital. Money is always an issue as well as these power companies and their projects causing delays for local government road projects. Things have to be delayed because they drag their feet. A HUGE problem is the DEI

issues. There are a lot of areas that do not qualify for DOT money because of Federal DOT Equity BS.

- I consider this a venting opportunity as it is unlikely that even if my concerns are considered valid on a County / City level, NYS Governor and Legislative Bodies will override their implementation.
- I take the City Bus and there should be Sunday Service and Holiday service on a limited Basis because life does not stop on Sunday or Holidays this is for Centro and there should be a Centro Bus from Utica to Rome and Rome to Syracuse just a suggestion.
- We travel to Niagara Falls NY frequently and are impressed with the bike lanes on Ferry Ave and Walnut Ave - great example as biking, e-bikes and e scooters are becoming more commonplace and are great for energy savings. Wish we had more of that in Oneida & Herkimer County!
- Would love to see light rail transit in Herkimer & Oneida Counties. High speed rail would be amazing for the state - need more tracks to separate passenger & freight.
- I feel extremely unsafe while walking the streets in Utica. Every week I see scores of traffic violations that go unnoticed or ignored. I was almost hit twice by vehicles yesterday, and when I called Utica police, they hung up on me twice. One of the occasions was in a park with a 15 MPH speed limit. Speed bumps need to be permanently installed. Utica police needs to be proactive when it comes to traffic violators. Not reactive. By that time, it's too late.
- I believe there needs to be consideration for the formation of a Regional Transportation Advisory Council that can use data analytics to tabulate what communities are most in need of transportation for work, school, daycare, medical, and shopping needs. There appears to be a strong need for public transit in more rural communities to help assist seniors, veterans, and low income individuals to receive essential services.
- Stop wasting money on BS
- we need some type of public transportation in Herkimer County
- I feel that expansion of the the bike/rec trails and if possible interconnecting them with each other and neighborhoods they travel through is a great way to improve the quality of life for area residence. Since cell phone have become popular the only time I feel safe on my bike is early Sunday mornings before there is car traffic on the roads. I don't feel that the stop texting laws are effective at curbing the problem, I feel the best solution is to separate pedestrians/bicyclists from motorists. Side walks networks vary widely across the communities in our area. I feel it is import for communities to have a sidewalk plan that should be included in the master plans,

and then enforce that plan. Rome has a fairly good sidewalk system expect for where residents were allowed to remove sections of side walk creating breaks in the network. The largest problem with mass transit is that we don't have enough scale to make it viable. I would love to see high-speed rail, light rail and a robust busing system, but we don't have the population density to support it. The canal should be viewed as a recreational opportunity, its day of use for freight are past us. Effert should be made to increase access for paddle craft especially at the lock location. These are both good locations for starting. If you had launch points on both sides of the lock through paddlers could carry around locks instead of needing to go through them.

- Even though I love to bike and love to walk living in a rural setting, 6 miles from Riverside Center using bike or public transportation isn't feasible. I truly enjoy my hybrid car but would not want to go totally electric due to the cold weather drain on the battery and the time it takes to charge a battery even on a fast charging station.
- Why are we just letting car speed \*excessively\* down utica roads? No enforcement. No traffic calming. Not to mention cars blowing red lights, or cars with excessively loud exhaust or music. The roads here have a lawless feel and it's largely the result of choices the city has made.
- This survey is too long.
- The Utica could be a great city to visit but the city has to get it's act together. I live off of Genesee St and at night it's sounds like a race track of motorcycles racing down the road, where is Law Enforcement? Let's get these building fixed, the roads paved and some painted lines would be fantastic! I want to be proud to say I live in Utica NY and currently I feel embarrassed. Don't get me wrong, there have been wonderful improvements but the bad parts have to be fixed as well! Please don't fail us, we need our government to help with these improvements!
- It's important to have non-preventative maintenance program outside of the metro areas of our region. There is more to this two-county area than Oneida County (esp. Marcy, New Hartford) and more to Herkimer County than the thruway corridor and Old Forge.
- better lighting is needed in certain areas as well and more police patrol
- Private automobiles have been prioritized for so long many people find it unimaginable that other modes warrant investment as well. HOCTC can and does play an important role in changing conversations around transit, bike, and pedestrian infrastructure, and normalizing their inclusion in future plans.
- Thank you for making this survey available for the whole of Herkimer county residents.

- Old people cross 4 lane highway using walkers to go from their homes to Hannahfords very scary to watch them .many people walk up Protection rd many everyday and they have to walk in the road .I would love to see a tram that would stop and pick up these older people from the lower housing places and get them safely to the grocery store and home possi an Electric tram of some sort that made round around the town picking up and dropping people off
- All of Oneida county roads but especially route 69/Mexico St in Camden as well as the boulevard in Rome need some services work with pot holes. They are damaging vehicles!!
- 97 age, live rurally, no car, do not drive, depend on transportation from daughter & son-in-law, walk short distances in small hamlet
- Need more affordable and accessible transportation for rural areas to reduce congestion in metro areas. People live close to things for a reason. Give them a reason to live rural.
- Downtown Utica is the most unsafe place to travel, regardless of mode of transportation. We need to focus on pedestrian safety and accessibility.
- Add more trees to the treeless city of Utica NY.
- Herkimer County needs to set up Rural buses for their towns and villages. People do not always have friends or family to take them places or be able to afford gas prices.
- Oneida county would be served well by having bus service in more areas and with extended hours. There are limited job opportunities for non drivers unless they live in Utica or New Hartford. Or in Rome I guess.
- The city of Rome needs to be made more pedestrian friendly. Erie Blvd. is particularly hazardous. The Mapledale district on Route 12 in the town of Trenton is in desperate need of more roadway lighting.
- Thank you for this survey. Keeping up with the needs of people and communities regarding transportation is so important.
- THE ELDERLY IN OUR COMMUNITY NEED BETTER ACCESS TO LOW COST AND EASILY ACCESSIBLE TRANSPORTATION- THERE IS LITTLE TO NO TRANSPORTATION FOR MANY TO GET TO DR APPTS OR GROCERY SHOPPING
- I DO NOT FEEL IT IS NECESSARY FOR THE SCHOOLS TO GO TO ELECTRIC BUSES RURAL SNOWY AREAS AND RUNNING THE BUSES HEAT LIGHTS ECT COULD LEAD TO STUDENTS BEING STRANDED IN COLD HARSH DAYS. AND WHEN A FIRE TRUCK GOES TO A FIRE AND IS THERE FOR HOURS TO PUT FIRE OUT WITH ALL THAT IS RUNNING WHAT HAPPENS WHEN THEY RUN OUT OF ELECTRIC SOMEONE LOOSES THERE HOME COMPLETELY. BATTERY CORROSION IS ALREADY A CONCERN IN SOME AREA WHY DO WE NEED TO ADD MORE STRESS TO PEOPLE

LEAVE IT OUR CHOICE OF WHAT VEHICLE WE WANT TO OWN UNLESS THE GOVERNMENT IS BUYING IT FOR ME THEN I WOULD USE IT BUT I WILL NEVER BUY ONE AS MY VEHICLE SERVES MY PURPOSE VERY WELL. BETTER MARKING ON THE ROADS LIKE REPAINTING THEM YEA IT COSTS MONEY AND WHEN YOU CANT SEE THE LINES THIS IS WHEN ACCIDENTS HAPPEN ITS NOT ALWAYS A BAD DRIVER THERE ARE MANY DISCTRACTIONS WHEN DRIVING OR RIDING A BIKE HOW COME NO QUESTIONS ABOUT MOTORCYCLES? THEY COUNT TOO AS THERE IS ALOT OF THOSE ACCIDENTS WITH MANY FATALITIES.

- Traffic lights need to be synchronized to improve traffic flow in Utica near the Nexis Center and Aud on all streets and highways in that area as well as downtown during morning and afternoon rush hours. This does not mean changing lane patterns as already tried that created a disaster.
- Sidewalks are terrible on all side streets, especially in poorer communities and they have the bigger walking population. also major potholes everywhere and temporary fixes don't last long. On a positive, more is being done the last couple of years than previously on main roads at least and all roads being done every 10 years is a good thing. although most roads need it more often than that.....
- A pedestrian and bike corridor throughout Clark Mills, connecting to Westmoreland and Clinton, eventually to new Hartford and Utica, would be a welcomed amenity that would immediately be used by many people.
- Please prioritize safety. Don't give businesses who don't care about pedestrians/cyclists/other modes of transportation veto power over what's right for our actual communities. Especially when all data points to safer streets = improvements for everyone. We have great walking and bike paths in our area, but they are not safe for women to walk or bike on. Also improved rail service, especially to New York City from the Utica Rome area and return on the same day would be great to be able to shop and see Broadway productions.
- Sidewalks and local roadways are a mess - badly in need of repair. Oneida county is nice in that there is no real traffic.
- Expand the county bus run to easily connect with Centro in rom/utica. Brand both services and include an app to prepay for bus services, track busses, check schedules, plan routes, etc...
- The safety of people is most important
- Need to work with Amtrak to elevate platforms at the train station. Current situation is humiliating for the handicapped, slow/unsafe to on and off board, and not conducive to making Utica a stop on high speed rail. Also, as a bicycle rider, bike lanes are not needed. Better paved streets are critical. Too many poorly maintained



streets in Utica and the county. Same for sidewalks. There needs to be a plan to update these across the region.

- You really needed some "not applicable" and "don't have enough information to answer this" choices in this survey.
- The buses need to run all day, every day of the week. At least every 15 minutes.
- Busses operating only Mon-Friday and once every hours is completely inadequate. There are way to many people relying on public transit tjay do not work 9to5 weekday jobs. We need quick, reliable and frequent transit throughout the county including evenings and weekends.
- "I've got a mule and her name is Sal Fifteen miles on the Erie Canal She's a good old worker and a good old pal Fifteen miles on the Erie Canal We haul'd some barges in our day Filled with lumber, coal, and hay We know every inch of the way From Albany to Buffalo Low bridge, everybody down Low bridge, yeah we're coming to a town And you'll always know your neighbor And you'll always know your pal If ya ever navigated on the Erie Canal We'd better look around for a job, old gal Fifteen miles on the Erie Canal You can bet your life I'll never part with Sal Fifteen miles on the Erie Canal Get up mule, here comes a lock We'll make Rome 'bout six o'clock One more trip and back we'll go Right back home to Buffalo Low bridge, everybody down Low bridge, we're coming to a town You'll always know your neighbor And you'll always know your pal If ya ever navigated on the Erie Canal Where would I be if I lost my pal Fifteen miles on the Erie Canal I'd like to see a mule good as my Sal Fifteen miles on the Erie Canal A friend of mine once got her sore Now he's got a broken jaw 'Cause she let fly with an iron toe And kicked him back to Buffalo Low bridge, everybody down Low bridge 'cause we're coming to a town You'll always know your neighbor And you'll always know your pal If ya ever navigated on the Erie Canal Low bridge, everybody down Low bridge, we're coming to a town You'll always know your neighbor And you'll always know your pal If ya ever made a livin' on the Erie Canal"
- Much improvement in time for crossing busy street with safety signals for pedestrians . Somehow more time is needed especially for elderly and those with canes or walkers or wheelchairs. Right not enough time is given and cars have to try and dodge us when we want to cross streets of busy intersections like downtown Utica, NY.
- Utica buses run very infrequently and are now expensive. Uber /Lyft, if you don't drive, can add up if you use them monthly to get to work and back, go grocery shopping, to the doctor's, and run errands. Without a car, Utica is not an accessible City to live in. And Amtrack has no week-end service to Syracuse any longer, (so forget using the airport their (Uber charges about \$100 one way to syracuse) and

there is no bus service to from Greyhound at all to Syracuse. Albany has one time per day if you are lucky. What happened to the several times a day from Utica to Syracuse and Albany by rail and bus by the different bus lines and Amatrack? I understand COVID shutdowns but has anyone looked into why the they haven't brought back the more trips? I can't afford UBER rides to Syracuse and Albany airports and we have no van service here at all to the airports that is reasonable and not charging \$100+.

- The roads all around Oneida and Herkimer county are awful. The trash along the roadways is disgusting.
- I was very disappointed to see the traditional bus system terminated in Rome. My preference would be for an expanded bus/train system for local travel.
- MANY roads have little to no shoulder and certainly not enough room to get a vehicle off the road. With more Amish people and their different bishops not allowing lights or safety items on their buggies, with no shoulder/not enough room, even during the day it's an accident waiting to happen (including English drivers with vehicles). Shoulders also need to be kept in good condition. Safety, safety, safety. Way too many EXTREME speeders and mentally unstable people out there.
- Some locations in Herkimer County are so beautiful to walk around, but it's still unsafe for pedestrians and bikers to enjoy it. I think making the changes needed will upset a lot of drivers, but they are necessary for the benefit and, most important, the safety for Herkimer County residents.
- Not having passenger service and and executive airport service is the major reason any large business will overlook your area. You a wasting money by not utilizing Griffiis to the maximum. I know for a fact that is why Syracuse area is getting new business. The business people will not drive for an hour after flying in.
- "No option" should have been an option.
- I think focusing on active transportation in our inter-cities, intra-city transit/rail, and continuing to invest in the canal should be a priority for the future health of our counties. As well making our implementations of such plans safe and accessible to our residents.
- We need to address hi-visibility clothing for pedestrians and bicyclists, their deaths far exceed that of hunters and we require hunters to wear fluorescent red. Also address continual issues with vehicles passing on the right utilizing the shoulder. Drivers do this frequently that when they encounter a stopped school bus out of autopilot habit the often pass the school bus on the right.
- The Rayhill Memorial Trail should be extended into Clark Mills because it is not safe to travel on the Clark Mills Road by bike or on foot due to narrow shoulders. In fact, it

is not safe to travel by car in winter because of the speed, narrowness and deep ditches along the sides of the road.

- Please lower the speed limit on Route 26 through West Branch north of Rome!
- Fix these potholes and make the north south arterial better along with Seneca Turnpike
- Texting and distracted driving is a real issue
- The establishment of regular inter-city/town/village public transit, including evenings and weekends, should be a priority.
- Waste of time answering follow-up questions about subjects that I indicated I don't use.
- Since moving from Liverpool ny to Utica ny I am shocked at the amount of pedestrians getting killed crossing sidewalk at intersections with well lit area etc two such accidents in one week caused fatalities Living by the Utica university I am constantly hearing sirens all day??? The accidents per capita is astounding with motorcycle speed and cutting in and out of traffic by them and autos on the Utica expressway make for a dangerous journey from one end of the area to the other More police presence would help in the areas of the colleges that speed and reckless drivers need to put a cap on. There have been two signs in my neighborhood old burrstone rd and grand view that have been crashed into and knocked down a stop sign and a bus stop sign within six months! There needs to be a stop sign on the corner of grand view and old burrstone rd and another at old burrstone rd and grand view Thank you for letting us voice our opinions on this on going escalating issues of dangerous drivers in the city I have only been here a little over a year and can't believe the crashes that I have witnessed and almost been in myself
- Get rid of the noisy drones at Griffis they fly all the time it ridiculous can't have loud exhaust on cars for wheelers or snowmobile's. But they can fly all day with one
- Enforcing existing traffic laws would be wonderful. Traffic laws pertaining to: speeding, obeying traffic control signals and signs, as well as illegal use high speed E-bikes, dirt bikes and ATVs. I live in Utica, I see violations of traffic laws every day, ignoring traffic control signals and signs as well as speeding, it is ridiculous.
- NEW YORK STATE NEEDS TO GET OFF THEIR ASSES AND FIX THESE CRAPPY ROADS !!!!!
- Better public transport on nights and weekends as well as connecting from town to town
- Highway speeds need to be faster
- Put in more bike lane and benches at the bus stop.

- There is no cab service in Herkimer. The number provided for Affordable Cab doesn't work and there is no other one
- When I moved here, I was kind of determined not to fall into the American mindset of car life. It's always been really strange to me. Yet I get it now. I do. The roads are dangerous, have you tried crossing Commercial Drive or Oriskany as a pedestrian? Gave me literal damn nightmares. The highways cut residents off from shopping districts so it's near impossible to walk there even if they wanted to. Even if you can walk somewhere, good luck having a safe place to walk because the sidewalks if they are there are covered in snow, and in half of the city there aren't any. While the year I used the buses to commute to and from work, they were slow and often not on time meaning I missed connections and got stranded. I ended up taking an Uber home rather than sitting for an hour in the cold. No wonder people keep dying on Genesee Street! It's been a real culture shock but honestly better pedestrian protection and pedestrian safety would go a long way to making everyone safer.
- Too many potholes in Utica! Thought money was set aside to pave 15 miles of city streets every year. I haven't seen any progress. Sunset Ave is a busy street and it is dangerous because of potholes!
- The people doing this are doing a good job, but are capable of doing better. This survey is a good idea. We need more of this type of input to make the best choices for the area. The canal system needs to be more connected and promoted. The bike paths along the canal if connected would increase tourism, it is a unique resource to our area. Basically just better bus service, plenty of places that hire low wage workers but with little to no bus service. Seems like a win-win to me for both the employer (access to more labor) and employees (able to save money on transportation costs while working a more entry level job).
- There's no money for any ideas gleaned from this survey.
- I would really like to see sidewalks in the French Road / Burrstone Road area-- college students walk around there all the time and it is dangerous. I would walk to the shopping center and stores on French Rd more often if there were sidewalks, and even would walk to Commercial Dr, but too difficult and dangerous without sidewalks. I bet there are other areas that are like this. This lack is due to the lack of coordination between municipalities. We do not do enough county wide and regional planning. And bike lanes, good sidewalks are essential. High speed rail to Syracuse with a fast connection to the airport would be very welcome and I would use that instead of driving. And high speed rail to NYC would be much preferable to flying.

- I think a lot of accidents involving pedestrians is because they wear dark clothing at night; are inattentive and place all responsibility on the driver for their safety (on cell phones, not looking before crossing streets/roads) and walk on the road and do not get over for cars.
- Hope that officials will take serious consideration for the these comments.
- The next roundabout you develop, remember that tractor-trailers need to use them too.
- The questions about how I primarily "get to work" are very weird and assume that everyone is abled and/or employed and commutes. Also: FREE PUBLIC TRANSIT FOR ALL!!
- Not at this time
- Educate bikers on the Canal bike path, to many bikes on the roads. Route 5 and 5 S Going to Utica or to Canajoharie always see bikes.
- I commute from Sauquoit to Utica and see dangerous driving on a daily basis - speeding, aggressive driving, drivers using phones. It's truly scary. I cycle for pleasure and feel mostly safe on rural roads but do not feel safe riding to or in the city (from a traffic perspective). Introducing laws to require drivers to give cyclists a minimum amount of space when passing would have a huge impact in raising awareness among drivers of the danger of passing too closely.
- It'd be great if trains were actually cheaper than simply driving the same distance in private cars...
- Sidewalks
- i feel fixing the roadways is important. pot holes can cause accidents also, even if someone is just trying to avoid them, swerving while doing so.
- Rural roads are horrible, very hard on vehicle and travel to and from work and recreation. Seems as though all money is spent on highways.
- The conditions of the roads in Utica/oneida county is extremely bad! the roads need major work.
- need seperate safe area away from cars for bike riding
- Please repair all the street lights in Utica
- please put up speed limit signs around the new hospital please get the cross walks working - so many people speed = DO NOT stop for pedestrians!!! please possibly paint the curb yellow on the corners - too many cars park to close to the intersection...can't see traffic coming.
- I like having transpiration options, but living in a more rural setting forces me to rely on my car for things like grocery shopping. Otherwise, I prefer to drive to a single location, and then use other modes of transport (walking, train) to get from place to

place. However if it is too cost prohibitive or dangerous, I'll continue to use my car, because I pay for it anyway.

- This is a great survey. While I would love to see bicycle and pedestrian traffic increase, because of our seasons it is really about 5-6 months for walking and riding. I am an ESL teacher for adults and most of my students need to take the bus or walk to school. In the wintertime it is difficult because sidewalks are not shovelled and buses are not frequent or on time as well as the bus stops are not easy for some of the students. I wish the city of Utica was more developed to be a walking city and we had better stores downtown to attract people to spend time downtown. Oneida Square is horrendous and just a blight of buildings. It is terrible. Along with West Utica and the blight of housing there. The roads have gotten worse and no one has dealt with the ancient pipes and infrastructure. It seems silly to improve things above before making sure the foundation is strong.
- It's misleading to include things like "education" for motorists, cyclists, and pedestrians. People know the rules. They just don't think bikes and people belong in the way of their cars.
- Bike infrastructure! Separate bike lanes are critical, not just paint
- Speeding throughout the city has severely increased. Frightened those leaving Tailor and Cook restaurant around 8:30pm- 5 or 6 obviously speed enhanced cars drag racing ! On Genesee and Oneida St- constant high speed racing!! Someone is going to be killed!!!!
- Control of pets and wild animals running rampant in the city. It's not safe to walk even where sidewalks exist. People walking in the streets. Debris left in the streets when the garbage trucks pick up the trash.
- I feel village road ways should be the start and fixing all the pot holes that are damaging the cars
- We need better public transit and non private car options that are also up to date such as high speed rail, complete streets, and walkable cities.
- (Utica) There should be no traffic light at John street and Rutger street. It almost never benefits someone in John St. There is a huge hole/pavement wave/dip on Armory by Adrean Terrace that is downright dangerous. Also, Seymour Ave has been highly neglected for years and it's like driving on a gravel road at certain spots...yet more affluent areas East Utica got taken care of (even a dead end street that only serves 2 houses got taken care of because of who lived there) ...I guess road repair in Utica is based on who you know and where you live.
- i would like to request the group the fix our driving road which has full of pothole and whenever i drive my car jump i dont feel safe



- Public transit in the Oneida county area should include working with employers to see when shifts run and have buses that are available prior to shifts. People are being denied work because they do not have licenses and transportation. Places where people work ....FIS, Wolfspeed, Dan Foss, Walmart Distribution, Walmart north Utica....
- Please don't focus exclusively on the greater Utica area. Regional/two-county focus gets swallowed, frequently, by the greater Utica area at the expense of rural and non-Oneida County areas.
- We need a regional approach to bicycle and pedestrian safety rather than having each community doing or NOT doing measures to improve safety for these vulnerable mode groups.
- Bus service expanded greatly needed for seniors!

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## Appendix B: Summary of Requirements for LRTPs and How Addressed Herein

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<b>Required Element of an MPO Long Range Transportation Plan</b>	<b>How This Plan Addresses the Requirement</b>
<p>1. The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;</p>	<p>Section 5 and Section 6 provide an overview of the community characteristics throughout the region and the travel trends of the region’s residents, employers, and visitors, including population and employment projections. This establishes the foundation for establishing transportation needs throughout the region. These sections also evaluate how the region’s existing transportation infrastructure is used, how well it is functioning, and where HOCTC is experiencing and anticipating changes to how it’s residents, employers, and visitors interact with the network. Finally, these sections also discuss how these trends have changed since the previous LRTP was completing, indicating trends for shifting patterns.</p>
<p>2. Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.</p>	<p>Section 6 comprehensively summarizes the current conditions, progress, and plans surrounding the region’s roads, bridges, active transportation facilities, public transit, new mobility, rail, aviation, freight systems. This section also provides detail and insight into the regional trends surrounding safety, security, technology, electric vehicles, and environmental mitigation and resiliency.</p>
<p>3. A description of the performance measures and performance targets used in assessing the performance of the transportation system in according with § 450.306(d).</p>	<p>Performance measures and performance targets are described in Section 6 of this document.</p>
<p>4. A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including –</p> <ul style="list-style-type: none"> <li>i. Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and</li> </ul>	<p>The System Performance Report is contained in Appendix C of this document.</p>

<p>ii. For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.</p>	
<p>5. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.</p>	<p>Section 3 outlines the goals of the LRTP and the strategies that must be employed to meet those goals. Section 8 details specific projects that align with these strategies.</p>
<p>6. Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.</p>	<p>Not applicable</p>
<p>7. Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.</p>	<p>Section 8 outlines the project listing, which includes projects that aim to preserve the region's infrastructure, enhance and expand active transportation facilities, proactively address resiliency, and address major bottlenecks with a Complete Streets lens in mind. This section also indicates which LRTP goals of these goals align with, and as available, the projected timeline and financial investment necessary to complete each illustrative project.</p>

# Appendix C: System Performance Report

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***[HOCTC Resolution to be inserted following GP&L Committee action to adopt the System Performance Report]***

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# System Performance Report

## Foundational Background

Pursuant to federal transportation planning requirements, states, Metropolitan Planning Organizations (MPOs), and transit providers must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Title 23 Section 150(b) of the United States Code [23 USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program and Chapter 49 Section 5301 of the United States Code [49 USC §5301] specifies general purposes of Federal-Aid Transit Program. Combined, these include:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Condition:** To maintain the highway infrastructure and transit capital asset systems (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability:** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- Promote **Continuing, Cooperative, and Comprehensive Planning** that improves the performance of the transportation network.

USDOT established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety. The following graphic illustrates this approach.



HOCTC adopted Going Places 2045 on **December XX, 2024** via HOCTC Resolution **2024-XX**. Long-Range Transportation Plans are required to include performance targets for the following FHWA and FTA measures and rulemakings:

- Highway Safety Improvement Program (HSIP) and Highway Safety (PM1)
- Transit Safety
- Transit Asset Management
- Pavement and Bridge Condition (PM2)
- Systems Performance/Freight/ Congestion Mitigation and Air Quality (CMAQ) Improvement Program (PM3)

MPOs must also include a system performance report in the LRTP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets compared to baseline data and previous system performance reports. HOCTC’s overall strategy is to support statewide and/or regional targets for the relevant performance measures in each of these five categories is presented herein.

## Highway Safety (PM1)

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are five-year rolling averages:

- Number of Fatalities

- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100M VMT
- Number of Nonmotorized Fatalities and Serious Injuries

*Baseline Safety Conditions and Performance Targets*

Table 1 presents the 2023 and 2024 targets, as well as the last five years for which final data is available. To be consistent with the performance measures, all data shown below is a five-year rolling average. HOCTC agreed to support the New York State Department of Transportation (NYSDOT) statewide 2023 targets on December 14, 2023 via Resolution 2023-43:

**Table 1. Statewide Safety Performance, 2023 and 2024 Targets**

<b>Performance Measure</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2023 Targets</b>	<b>2024 Targets</b>
Number of Fatalities	1,085	1,038	1,016	998	1,021	988.2	1016.1
Rate of Fatalities per 100 Million VMT	0.881	0.844	0.827	0.844	0.890	0.836	0.886
Number of Serious Injuries	11,242	11,119	11,287	11,198	11,146	11,086.2	11,089.9
Rate of Serious Injuries per 100 Million VMT	9.127	9.041	9.176	9.431	9.654	9.337	9.606
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,731	2,638	2,672	2,660	2,642	2,633.4	2,628.4

*Description of Progress*

As shown in Table 1, the five-year rolling average for the number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries in 2021 is lower than in 2017. However, the rate of fatalities and serious injuries in 2021 is higher than in 2017. FHWA annually completes an assessment of progress toward achieving safety targets for each state. A state makes significant progress toward its safety targets when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. If a state has not met or made significant progress toward meeting

performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Safety is a critical component of HOCTC’s mission and the projects on the LRTP are consistent with the safety needs of the transportation network. Safety is a primary consideration in the selection of projects to be included in the LRTP. The measures align with the HOCTC 2045 LRTP vision of “Maintaining and operating an integrated transportation system that considers safety for all users and modes.” HOCTC works with NYSDOT Region 2 to cooperatively develop and deliver the vision of the LRTP. The extent to which a project improves the safety of the existing transportation system is considered, coupled with the overall system need in that particular area when identifying projects for the LRTP when progressing them to the Transportation Improvement Program. Projects that are primarily intended to address a safety deficiency are expected to determine the benefit/cost ratio using the detailed analysis described in the NYSDOT Safety Investigations Procedures Manual or a comparable quantitative methodology to be considered for HSIP or other applicable fund sources. Projects identified may not exclusively address safety deficiencies but do address related and tangible deficiencies as part of the larger project. The LRTP includes projects eligible for HSIP funds or other fund sources, that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT’s safety performance targets.

## Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule established the transit asset performance measures presented in Table 2:

**Table 2. FTA TAM Performance Measures**

<b>Asset Category</b>	<b>Performance Measure and Asset Class</b>
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment	Percentage of non-revenue, support-service and maintenance vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

FTA defines two tiers of public transportation providers based on the number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers,

establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT’s 2022 Group TAM Plan is available [here](#).

The HOCTC is served by two (2) transit service providers: 1) Provider 1 - Central New York Regional Transportation Authority (CNYRTA) as a Tier I operator and develops its own TAM Plan and establishes its TAM targets and, 2) Provider 2 – Birnie Bus Tours, Inc., as a Tier II operator and thus is included in a group TAM plan developed by NYSDOT.

The NYSDOT, as the sponsor of the group plan that includes Tier II operators, which includes Birnie Bus Tours, Inc. as a rural and human service transportation provider in Oneida and Herkimer Counties, set performance targets independent of HOCTC to meet the federal performance management requirements to transit asset management and transit safety.

*Baseline Conditions and Performance Targets*

Table 3 presents the baseline performance/conditions and the 2024 targets for transit assets in the HOCTC planning area. The CNYRTA set the transit asset targets listed in Table 3 on December 15, 2023. The HOCTC agreed to support these transit asset targets on September 12, 2024 via Resolution 2024-32.

A list of asset class types can be found at: <https://www.transit.dot.gov/TAM/ULBcheatsheet>. Those relevant to the HOCTC operators are provided in Table 3.

**Table 3. Baseline Transit Asset Performance/Condition and Targets**

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2024 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	14	0%
	Cutaway Bus	8	0%
	Mini-Bus	n/a	n/a
	Van	n/a	n/a
	Other (Over the Road)	14	0%
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that	Non-Revenue/Service Automobile	n/a	n/a
	Trucks and other Rubber Tire Vehicles	8	0%

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2024 Target
have met or exceeded their Useful Life Benchmark (ULB)	Maintenance Equipment	n/a	n/a
	Other (Auto)	8	0%
<b>Infrastructure</b>			
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	n/a
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	3	0%
	Maintenance	n/a	n/a
	Parking Structures	n/a	n/a
	Passenger Facilities	3	0%
	Shelter	n/a	n/a
	Storage	n/a	n/a
	Other	n/a	n/a

*Description of Progress*

The LRTP reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes. The LRTP was developed and is managed in cooperation with the Central New York Regional Transit Authority (CNYRTA) and Oneida County Rural Transit (OCRT). The LRTP includes specific investment priorities that support the MPO’s goals, including transit asset management, using a project selection process that is anticipated to address the transit state of good repair in the MPO planning area. The MPO’s goal of addressing transit asset conditions is linked to the investment plan of the CNYRTA and the process used to prioritize the projects within the LRTP 2045 is consistent with federal requirements.

The focus of HOCTC programming and projects in the LRTP are those that address transit state of good repair including replacement of aging fleet vehicles and capital improvements for maintenance and operations facilities. To support TAM performance targets, transit investment, and maintenance funding projections in the 2025-2045 LRTP include the New York State and Federal Transit Administration programs and operating assistance. HOCTC anticipates that the LRTP will contribute to progress toward achieving the established transit asset management targets.



## Pavement and Bridge Condition Measure (PM2)

The FHWA Pavement and Bridge Condition rules (PM2) established the following six performance measures for all bridges and pavements on the National Highway System (NHS):

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate NHS pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

### *NYS DOT Pavement and Bridge Condition Baseline Performance and Established Targets*

NYS DOT established statewide PM2 targets for 2023 and 2025 on December 16, 2022. HOCTC agreed to support NYS DOT's PM2 performance targets on December 14, 2023 via Resolution #2023-43. By adopting NYS DOT's targets, HOCTC agrees to plan and program projects that help NYS DOT achieve these targets. Table 5 presents the recent performance for each PM2 measure for New York as well as the 2023 and 2025 statewide targets established by NYS DOT.

**Table 5. Pavement and Bridge Condition (PM2) Statewide Performance and Targets**

<b>Performance Measure</b>	<b>2017 Baseline</b>	<b>2019</b>	<b>2021</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of Interstate pavements in good condition	N/A*	51.1%	45.3%	53.2%	54.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	1.1%	1.4%	1.7%
Percent of non-Interstate NHS pavements in good condition	20.4%	13.4%	18.9%	22.3%	20.7%
Percent of non-Interstate NHS pavements in poor condition	8.3%	7.5%	7.6%	9.3%	10.9%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	25.3%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.3%	12.5%	12.8%

\*FHWA did not require states to collect and report baseline performance for the Interstate pavement measures.

On the NY Interstate system, the percentage of pavement in good condition decreased from 2019 to 2021, while pavement in poor condition held steady. The statewide targets for 2023 and 2025 reflect anticipated improvements in Interstate pavement in good condition and a small increase in the percentage in poor condition. On the non-Interstate NHS system, pavement in good condition decreased slightly from 2017 to 2021, while pavement in poor condition decreased.

NYSDOT has made positive progress in increasing the percent of NHS bridge deck area in good condition from 2017 to 2021, from 22.8 percent to 25.3 percent. The percent in poor condition rose slightly over the same time period.

The HOCTC 2045 LRTP addresses the preservation of the transportation system and identifies infrastructure needs within the Herkimer and Oneida County region and provides funding for targeted pavement and bridge condition improvements.

In October 2024 NYSDOT will report pavement and bridge performance for 2022-2023 to FHWA, as well as progress toward achieving the 2025 targets. Future HOCTC LRTP System Performance Reports will incorporate this information.

## System Performance, Freight, and Congestion, Mitigation & Air Quality Improvement Program (PM3)

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established the following six performance measures:

### For the National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

### For the National Highway Freight Program (NHFP)

1. Truck Travel Time Reliability Index (TTTR);

### For the CMAQ Program

2. Annual hours of peak hour excessive delay per capita (PHED);
3. Percent of non-single occupant vehicle travel (Non-SOV); and
4. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The three CMAQ performance measures listed above are applicable only in areas that do not attain or have only recently attained national air quality standards. The HOCTC is **not** subject to establishing targets for these performance measures.

*NYSDOT PM3 Baseline Performance and Established Targets*

NYSDOT established PM3 targets for 2023 and 2025 on December 16, 2022. HOCTC agreed to support NYSDOT’s PM3 performance targets on December 14, 2023 via Resolution 2023-43. By adopting NYSDOT’s targets, HOCTC agrees to plan and program projects that help NYSDOT achieve the State’s targets.

Table 6 presents recent performance for the applicable PM3 measures as well as the 2023 and 2025 targets established by NYSDOT.

**Table 6. System Performance and Freight (PM3) Statewide Performance and Targets**

<b>Performance Measure</b>	<b>2017 Baseline</b>	<b>2019</b>	<b>2021</b>	<b>2023 Target</b>	<b>2025 Target</b>
Percent of person-miles on the Interstate system that are reliable	83.2%	78.8%	82.2%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	N/A	80.3%	85.7%	70.0%	70.0%
Truck Travel Time Reliability index (TTTR)	1.39	1.47	1.38	2.00	2.00

As shown in Table 5, the percentage of person-miles on the Interstate system that are reliable decreased slightly from the 2017 baseline to 2021. For the non-Interstate NHS, a 2017 baseline was not required, however, performance increased notably from 2019 to 2021. TTTR performance decreased from 2017 to 2019, but then improved in 2021, remaining essentially flat over the 2017-2021 period.

The HOCT 2045 LRTP addresses system performance and freight reliability, identifies infrastructure needs within the Herkimer and Oneida County region and provides funding for targeted improvements. Maintaining (and, where possible, improving) the condition of the NHS pavements and bridges is a critical component of the HOCTC mission, and the projects on the LRTP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the LRTP. HOCTC considers the NHS pavement and bridge conditions in the LRTP/TIP project selection process utilizing data-driven performance-based elements. The LRTP and TIP include projects programmed with NHPP funds and other fund sources.

In October 2024, NYSDOT will report system performance results for 2022-2023 to FHWA, as well as progress toward achieving the 2025 targets. Future HOCTC System Performance Reports will incorporate this information.

## Transit Safety

The FTA Public Transportation Agency Safety Plan (PTSAP) rule applies to certain providers of public transportation systems. Providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

When the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the initial PTASP targets to establish transit safety targets for the MPO planning area. The MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021, and revisit the MPO targets with each LRTP update.

The PTASP rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

### *Transit Safety Targets*

The following transit providers subject to the PTASP rule operate in the HOCTC region: CNYRTA.

Table 7 presents the transit safety targets established by provider(s) in the HOCTC planning area. The CNYRTA established the transit safety targets on December 15, 2023.

**Table 7. Transit Safety Performance Targets for CNYRTA 2023**

Mode	Fatalities (total)	Fatalities (per 100k rev miles)	Injuries (total)	Injuries (per 100k rev miles)	Safety Events (total)	Safety Events (per 100k rev miles)	System Reliability (break downs)
Paratransit	0	0	5	0.25	6	-	10
Fixed Route Bus	0	0	20	0.0003	12	-	200

The HOCTC agreed to support CNYRTA transit safety targets on September 12, 2024 via Resolution 2024-33, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

*Description of Progress*

The LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the CNYRTA PTASP.

HOCTC’s LRTP was developed and managed in cooperation with the CNYRTA. The LRTP includes specific investment priorities that support the MPO’s goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO’s goal of addressing transit safety is linked to the safety plans of the CNYRTA, and the process used to prioritize the projects within the LRTP is consistent with federal requirements.

HOCTC anticipates that the projects in the LRTP, once funded and implemented, will contribute toward achieving the established transit safety targets. HOCTC will continue to coordinate with the region’s transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.