

# OUTLOOK

An Overview of Planning Issues in Herkimer and Oneida Counties

Summer ♦ 2002 [www.oneidacounty.org/oneidacty/gov/dept/planning/planningindex.htm](http://www.oneidacounty.org/oneidacty/gov/dept/planning/planningindex.htm) Vol. 20, No. 2

## Announcing a New Bicycle Plan and Map

The Federal Intermodal Surface Transportation Efficiency Act of 1991 required that each Metropolitan Planning Organization provide a comprehensive Bicycle and Pedestrian Plan for its region.

Herkimer-Oneida Counties Transportation Study (HOCTS) developed the last bicycle and pedestrian plan for Herkimer and Oneida Counties in 1994. The need for an updated plan exists not only to respond to changes in transportation legislation and state transportation policy, but also to changes in the demand for improved bicycle and pedestrian facilities and a better “quality of life” for the area.

Preparing a new plan also provides an opportunity to address quality of life concerns. HOCTS is in the process of updating the Bicycle and Pedestrian Plan for Oneida and Herkimer Counties.

In January 2001, HOCTS, NYS Department of Transportation (Region 2), and the newly formed Bicycle and Pedestrian Advisory Committee (BAPAC) began the process of updating the 1994 Bicycle and Pedestrian Plan. The members of the

committee include representatives from government entities, municipal officials, bicycle club members, bicycle shop owners, and advocates. HOCTS met with BAPAC members to identify key bicycle and pedestrian issues in the Herkimer-Oneida Counties area. Once the issues were identified, the members worked together to develop actions to address those issues. Results from a survey, created and distributed by HOCTS, were helpful in identifying issues specific to bicyclists. The draft plan will be reviewed and commented on by BAPAC members. The final plan will be presented to the HOCTS Transportation Planning Committee and GP&L Committee for approval.

HOCTS also updated the 1994 Herkimer-Oneida Counties Bicycle Touring Map. The bike map continues to be a popular resource for local and out-of-state bicyclists. The 2001 full color 24" x 36" map was created using Geographic Information System (GIS) technology. Topographical hill shading was added to help give bicycle riders a feel for the varied elevation along routes. The map provides information on existing and proposed bicycle routes, paths, and road links in the two-county area. In addition, it displays the location of municipal parks; state campgrounds, unique areas, and historical sites; national monuments; bike shops; medical facilities; picnic areas; transportation centers; canal locks; and tourist information centers. There is also a calendar of bicycling events; local, state,

and national bicycle-related websites and contact information; and a brief description of highlighted bicycle trails and opportunities in Herkimer and Oneida Counties. The new map will be available this summer at locations such as local bike shops and tourist information centers.

If you would like to request a copy of the 2001 Herkimer-Oneida Counties Bicycle Touring Map, please contact HOCTS at (315) 798-5710 or e-mail: [planning@co.oneida.ny.us](mailto:planning@co.oneida.ny.us). ♦



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## Governmental Policy & Liaison Committee New Chairman and Vice-Chairman

The Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) welcomes its new leadership. Oneida County Executive Ralph Eannace and Herkimer County Legislature, Chairman, Anthony Maneen have been elected to a two-year term as GP&L Chairman and Vice-Chairman, respectively. We look forward to their active participation in guiding regional planning activities and transportation decisions through the Metropolitan Planning Organization (MPO) process.

The two-county MPO operates through a community-wide consensus building process. The GP&L is composed of local elected officials and community organizations, and plays an important role in regional transportation plans and projects. The GP&L is advised by technical and policy committees composed of full time professional staff from local, state and federal transportation organizations, by committees made up of a variety of public interests and community groups, and by the Herkimer-Oneida Counties Transportation Study staff who coordinates and supplements the work of these advisory groups and implements the GP&L decisions. The GP&L is also the policy-making body which oversees the regional planning activities of the Herkimer-Oneida Counties Comprehensive Planning Program. ♦

## Coordinated Regional Transit Moves Forward

The Departments of Social Services in Oneida and Herkimer Counties, the Herkimer-Oneida Counties Comprehensive Planning Program (HOCCPP), and the transit operators from the two-county region continue efforts toward successful implementation of various components of a coordinated transportation system. The initial goal of this system is to provide Welfare to Work transportation services between home and work.

While the programs brokerage partner, the Utica Transit Authority, searches for a qualified individual or consultant for the position of Mobility Manager, HOCCPP staff have been assisting in the development and implementation process for certain components of the Regional Transit Program.

The first component, which began operations in November of 2001, is assisting recipients of Temporary Assistance to Needy Families (TANF) to get to their jobs and then back home for up to 12 months after their start of employment. This program uses a transit token system which has been adopted by the four transit operators located in Herkimer and Oneida Counties.

In March of 2002, under the Community Solutions for Transportation (CST) Grant, the population served by the token program was expanded to include employed TANF eligible individuals whose income is at or under 200% of the federal poverty level and whose Temporary Assistance case has closed in the past 12 months. Again, the objective of this component is to provide transportation to and from the job.

Also, a shuttle service began operations in March 2002 to move qualified Oneida County Family Assistance and Safety Net clients to and from work for the first and second shifts at a firm in Little Falls. An average of 12 of these clients are taking advantage of this new transportation service for each shift between Utica and Little Falls.

Program development efforts were also

undertaken to get several other grant approved transportation projects up and operational. These component projects include, but are not limited to, the following:

- Mobility Center - This center, starting with one supervisory employee, is responsible for assisting individuals with transportation needs and their transition to work, through the implementation and operation of the programs various transportation components. This Center is planned to eventually evolve into a more advanced component of the project, a fully operational transit brokerage.
- Guaranteed Ride - This program is providing employed TANF/FA/200% of the poverty level individuals with a limited number of vouchers that can be used as fare on any authorized transportation carrier in the event the individual is unable to obtain his or her ride between work and home because of an unforeseen emergency situation.
- Driver Readiness - This component is providing the TANF/FA/200% of the poverty level individuals with access to training programs that assist them with obtaining a drivers license, including commercial drivers licenses, and improving their driving skills.

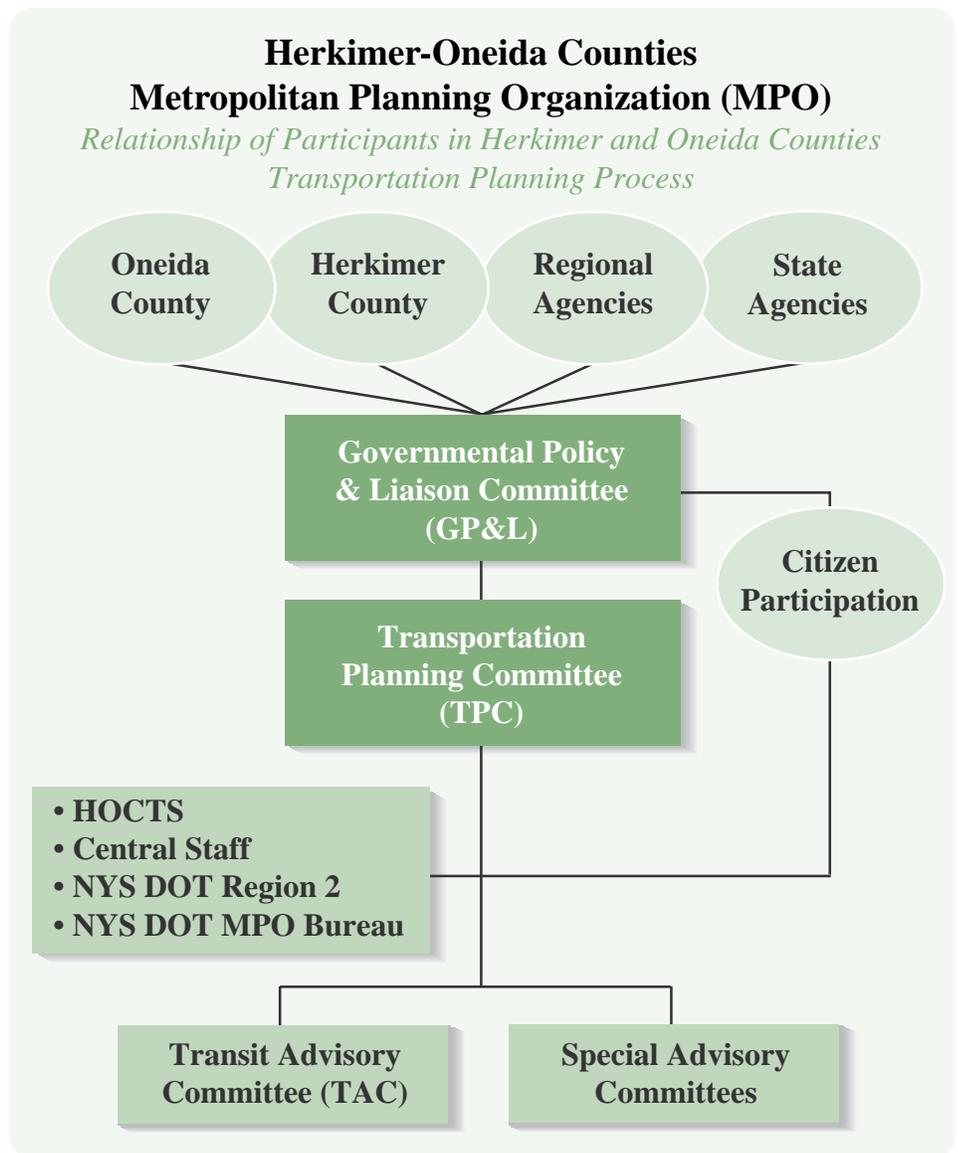
Oneida and Herkimer Counties continue to collaborate efforts to strengthen and expand the region's transportation network. This network will work together to further develop transportation solutions to meet the needs of persons who are eligible for services as they transition to work and retain employment. This represents the initial goal of the overall project, with the ultimate goal of offering improved transportation services to all residents of Herkimer and Oneida Counties through more efficient use of our existing transportation system. ♦

## GP&L Endorses the 2002 - 2007 Prospectus

The Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) endorsed the Strategic Transportation Planning Prospectus at its February meeting.

The 2002-2007 Strategic Transportation Planning Prospectus is a five-year work program used to guide development of future Herkimer-Oneida Counties Transportation Study (HOCTS) Unified Planning Work Program. The Prospectus includes a history of HOCTS, a description of the GP&L Committee structure, committee actions, participants, a five-year work program and a financial plan. In addition, the Prospectus describes various documents, resolutions and Memorandums of Understanding (MOU) involved with the creation and operation of HOCTS and the various committees. The responsibilities and roles of each participant are presented along with a description of the relationships among the various participants. A flow chart outlining these relationships and the participants is shown below.

The Prospectus recommends that three of the HOCTS administrative documents be updated to reflect changes in agency names, transit operators, and federal and state regulations. These documents include; MOU between Oneida County and New York State Department of Transportation, MOU describing HOCTS responsibilities and procedures, and the HOCTS Public Participation Policy. ♦



## GP&L Endorses Unified Planning Work Program

The Herkimer-Oneida Counties Governmental Policy and Liaison Committee (GP&L) endorsed the Unified Planning Work Program (UPWP) earlier this year. The UPWP of the Herkimer-Oneida Counties Transportation Study (HOCTS) outlines transportation planning activities for the State Fiscal Year April 1, 2002 through March 31, 2003.

Highlights of the Work Program include the following:

- The Long Range Transportation Plan (LRTP) update will continue to be implemented.
- The new Transportation Improvement

Program will include studies, available funding, and transportation projects scheduled for implementation over the next five years based on the LRTP.

- Efforts will continue in the area of coordinating the provision of transportation service with human service agencies, and private non-profit agencies. The HOCTS staff will continue to implement the recommendations of the two-county transit study.
- HOCTS staff will continue modeling traffic simulation and forecasting in support of transportation studies and alternative highway designs.

- Work will continue on efforts to provide for the maintenance and use of a current data base describing the characteristics of the area highway and transit systems and the ability to prepare accurate traffic forecasts.
- Geographic Information System (GIS) activities will continue by adding data to the non-state Federal Aid Highway System, and providing GIS support for Welfare-to-Work activities.

The New York State Department of Transportation submits the UPWP application to the Federal Transit Administration and the Federal Highway Administration on behalf of the GP&L. ♦

# Drought Monitoring – Do You Have an Unused Well ?

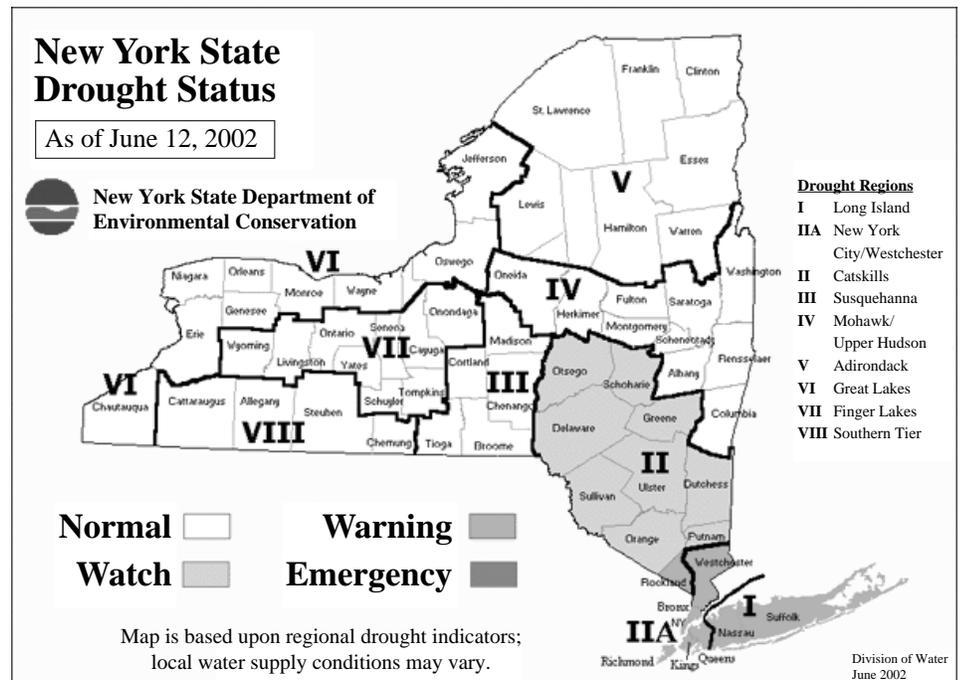
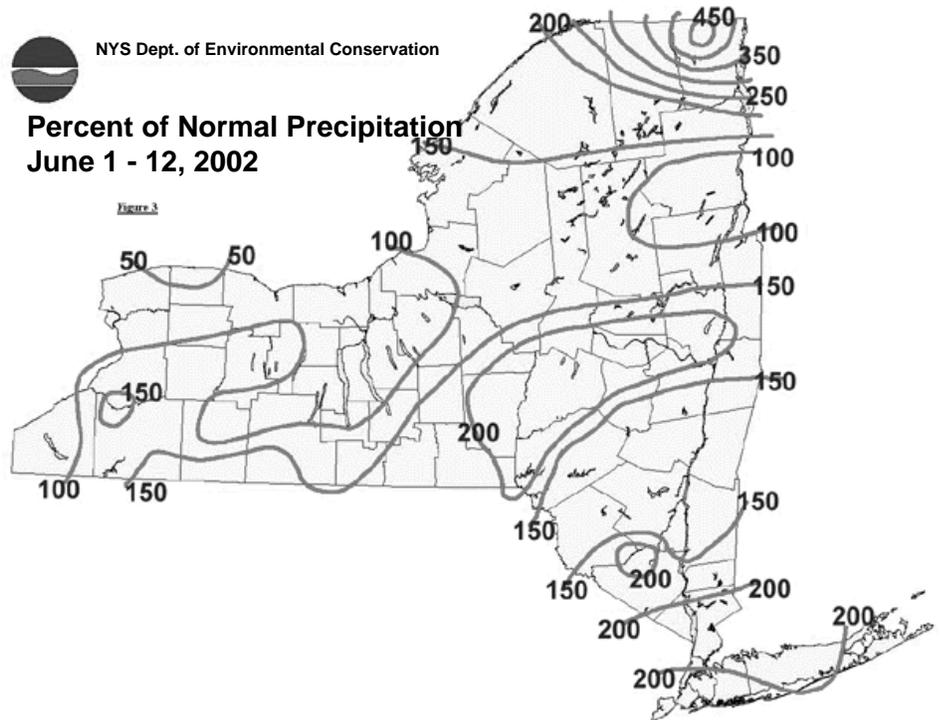
In April, the State had declared various levels of drought conditions for many counties in upstate New York. During April 2002, portions of Herkimer and Oneida Counties were at a “Drought Warning” stage with expectations of possibly moving into a “Drought Emergency” stage during the Summer months. However, above normal levels of precipitation during the end of April and early May moved portions of Herkimer and Oneida Counties out of a "Drought Warning."

It is surprising that the existing groundwater monitoring network that serves Oneida and Herkimer Counties (and which the drought emergency declarations are based) relies on one (1) monitoring well located within the Town of Forestport in Oneida County. Both the Oneida County Environmental Management and Water Quality Council (OC EM&WQC) and Herkimer County Water Quality Coordinating Committee (HC WQCC) feel this one well is insufficient to fully evaluate and monitor current water-resource conditions. Especially since the hydrogeologic characteristics in these counties include an intricate system of hydrologically isolated unconsolidated and bedrock aquifers.

In a joint, two-county effort, the OC EM&WQC and HC WQCC have pooled resources to undertake a regional groundwater monitoring program to identify, obtain access to, and monitor groundwater levels in additional wells throughout the region. The OCEM&WQC and the HC WQCC are coordinating efforts with the Upper Mohawk Valley Regional Water Board, who will actually be conducting the monitoring, and will develop a water level data-base. Because of the need to provide a more accurate understanding of how the aquifers in different areas within each county react to different conditions, it is the goal of the program to locate at least two wells within each sub-watershed. Preferably, one well would be located in bedrock and the other in unconsolidated materials. The accompanying maps show the distribution of unconsolidated aquifers, bedrock aquifers, and sub-watersheds within the Herkimer-Oneida County region.

Do you have an abandoned or unused well that would be available for monitoring? The well must be unpumped and should not be located near any other well that is currently in use. This will give a more accurate representation of groundwater levels and recharge that is NOT being influenced by

water withdrawal from other nearby locations. If you have a potential well site or have questions about the groundwater monitoring program, please contact Lis DeGironimo at the Regional Water Board (315) 792-0353. ♦



# The Sauquoit Creek Basin

Following the release of an extensive watershed management study in the mid to late 1990's and the establishment of the Sauquoit Creek Basin Steering Committee in 2001, the Herkimer-Oneida Counties Comprehensive Planning Program (HOCCPP) has received a grant from the NYS Department of Environmental

Conservation to continue to provide assistance to the communities within the Sauquoit Creek Basin.

The grant will provide HOCCPP with approximately \$50,000 per year over a two-year period to assist the Basin Steering Committee in developing enhanced communication and coordination among all basin municipalities. The

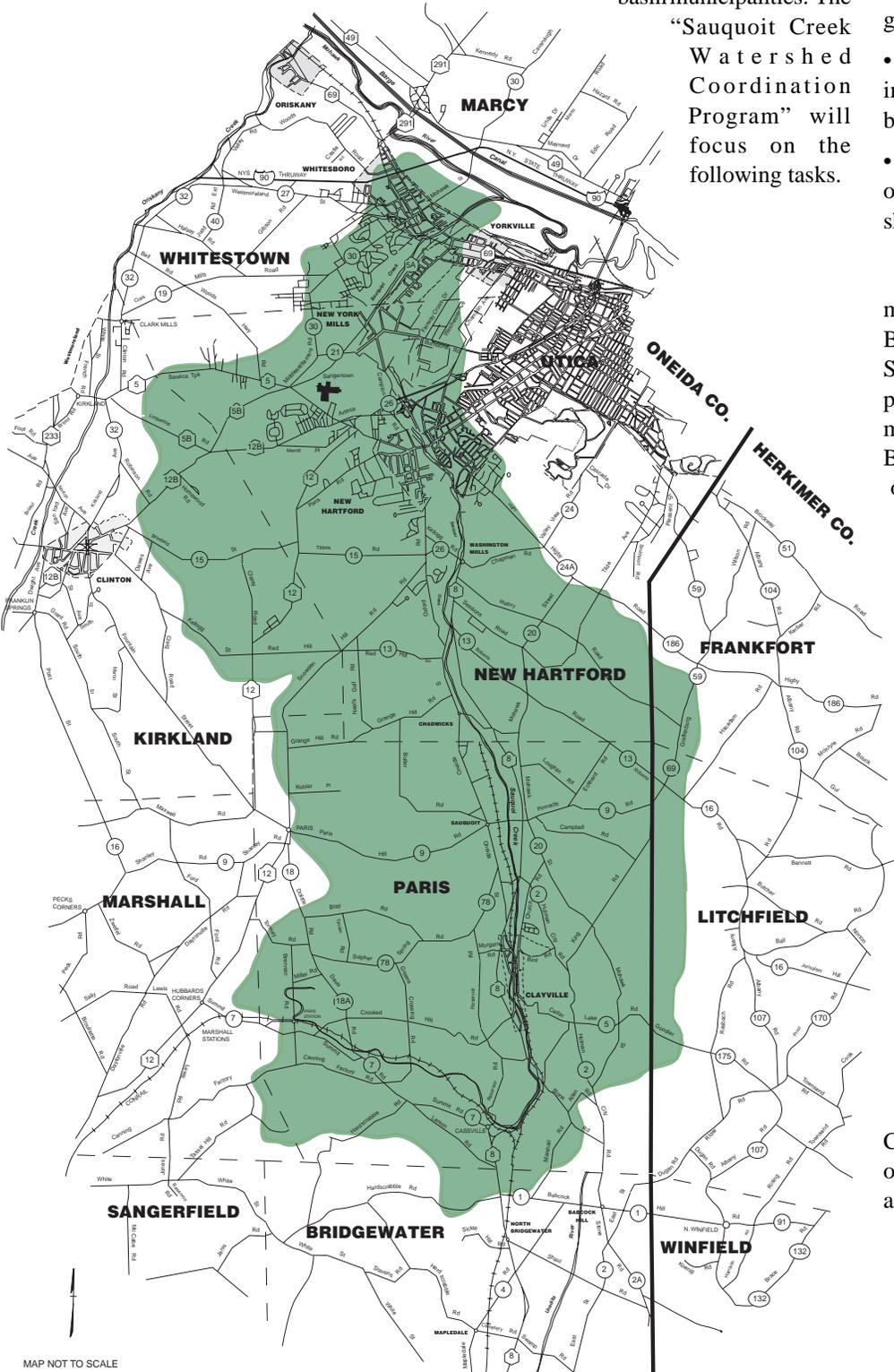
“Sauquoit Creek Watershed Coordination Program” will focus on the following tasks.

- Technical assistance and staff support provided by HOCCPP staff;
- Regular meetings of the Basin Steering Committee to encourage and enhance communication/coordination.
- An investigation of long-term institutional management structures relating to the continuation of an intermunicipal watershed group;
- The identification and prioritization of implementation projects on a watershed basis; and
- Implementation of activities, projects, and/or consultant services using local cost-sharing

To date, approximately 67% of the municipalities within the Sauquoit Creek Basin have joined the Sauquoit Creek Basin Steering Committee through the simple passage of a municipal resolution. Those municipalities who are participating on the Basin Steering Committee include: the City of Utica, Town of Paris, Town of New Hartford, Town of Kirkland, Town of Whitesboro, Town of Bridgewater, Village of New York Mills, Village of Whitesboro, Village of Yorkville, and Village of Clayville. These communities comprise 95% of the total land area within the watershed.

The remaining 5% of the watershed includes portions of the following municipalities who have not yet formally joined the Basin Steering Committee – the Village of New Hartford, Village of Clinton, Town of Litchfield, Town of Frankfort, and the Town of Marshall. Although these remaining communities have not formally joined the Basin Steering Committee, many of these municipalities have participated in past meetings of the Committee and may join at any time.

For further information on the Sauquoit Creek Basin Steering Committee meetings or activities, please contact HOCCPP staff at (315) 798-5710. ♦



MAP NOT TO SCALE

## Regional Census Figures Change Due to Challenges

**A**s a result of the Census Question Resolution (CQR) Program, the Census Bureau has notified several communities of some recent changes in their Census 2000 counts. The CQR Program is a planned administrative review program that handles external challenges to particular official Census 2000 counts of housing units and group quarters population. It is NOT a means for challenging Census 2000 counts, but MAY result in changes in overall population figures.

In the Village of Poland, Herkimer County, a CQR review found that a group quarter was left out of the village and, consequently, was inaccurately attributed to several other municipalities. As a result of further review by the Census Bureau, the counts in 8 different municipal entities were changed. Below is the newly adjusted Census figures for Herkimer and Oneida Counties, as well as their municipalities.

While these figures now will serve as the official Census counts for each of the municipalities listed above, they are not expected to be reflected in products released from the Census Bureau in the future. Such products, such as Statistical File 3, which includes various population and housing sample data, will still reflect the April 1, 2000 counts. However, the adjusted CQR counts are the official population numbers for each municipality in the region. ♦

Oneida County Municipalities	Population Totals		Oneida County Municipalities	Population Totals	
	April 1, 2000	Adjusted 2000		April 1, 2000	Adjusted 2000
<b>ONEIDA CO.</b>	<b>235,469</b>	<b>235,459</b>	<b>TOWNS</b>		
<b>CITIES</b>			Annsville	2,956	2,956
Rome	34,950	34,950	Augusta	1,966	1,966
Sherrill	3,147	3,147	Ava	725	725
<b>UTICA</b>	<b>60,651</b>	<b>60,636</b>	Boonville	4,572	4,572
<b>VILLAGES</b>			Bridgewater	1,671	1,671
Barneveld	332	332	<b>CAMDEN</b>	<b>5,028</b>	<b>5,018</b>
Boonville	2,138	2,138	<b>DEERFIELD</b>	<b>3,906</b>	<b>3,909</b>
Bridgewater	579	579	Florence	1,086	1,086
Camden	2,330	2,330	Floyd	3,869	3,869
Clayville	445	445	Forestport	1,692	1,692
Clinton	1,952	1,952	Kirkland	10,138	10,138
Holland Patent	461	461	Lee	6,875	6,875
New Hartford	1,886	1,886	<b>MARCY</b>	<b>9,469</b>	<b>9,481</b>
New York Mills	3,191	3,191	Marshall	2,127	2,127
Oneida Castle	627	627	New Hartford	21,172	21,172
Oriskany	1,459	1,459	Paris	4,609	4,609
Oriskany Falls	698	698	Remsen	1,958	1,958
Prospect	330	330	Sangerfield	2,610	2,610
Remsen	531	531	Steuben	1,172	1,172
Sylvan Beach	1,071	1,071	Trenton	4,670	4,670
Vernon	1,155	1,155	Vernon	5,335	5,335
Waterville	1,721	1,721	Verona	6,425	6,425
Whitesboro	3,943	3,943	Vienna	5,819	5,819
Yorkville	2,675	2,675	Western	2,029	2,029
			Westmoreland	6,207	6,207
			Whitestown	18,635	18,635

Herkimer County Municipalities	Population Totals		Herkimer County Municipalities	Population Totals	
	April 1, 2000	Adjusted 2000		April 1, 2000	Adjusted 2000
<b>HERKIMER CO.</b>	<b>64,427</b>	<b>64,437</b>	<b>TOWNS</b>		
<b>CITIES</b>			Frankfort	7,478	7,478
Little Falls	5,188	5,188	German Flatts	13,629	13,629
<b>VILLAGES</b>			Herkimer	9,962	9,962
Cold Brook	336	336	Litchfield	1,453	1,453
Dolgeville *	2,066	2,066	Little Falls	1,544	1,544
Frankfort	2,537	2,537	Manheim	3,171	3,171
Herkimer	7,498	7,498	<b>NEWPORT</b>	<b>2,192</b>	<b>2,202</b>
Ilion	8,610	8,610	Norway	711	711
Mohawk	2,660	2,660	Ohio	922	922
Middleville	550	550	Russia	2,487	2,487
Newport	640	640	Salisbury	1,953	1,953
<b>POLAND</b>	<b>451</b>	<b>461</b>	Schuyler	3,385	3,385
West Winfield	862	862	Stark	767	767
<b>TOWNS</b>			Warren	1,136	1,136
Columbia	1,630	1,630	Webb	1,912	1,912
Danube	1,098	1,098	Winfield	2,202	2,202
Fairfield	1,607	1,607	* Herkimer County portion only		



## How Stewart's Came to Manchester

**T**his article was printed in the fall 2001 issue of "Planning News" and was written by Lee A. Krohn, AICP, Planning Director, Town of Manchester, VT. We have reprinted this article because it demonstrates that even major corporations and franchises will adjust their standard building designs and layout to meet the community's design standards. Communities within the region should keep this example in mind when a major corporation expresses interest in locating in their municipality.

For a number of years, Stewart's Ice Cream had expressed an interest in opening a store in Manchester, Vermont. Rejecting smaller sites, they waited patiently until a corner lot, with high visibility from three directions, became available.

While, at the time, there was no great enthusiasm for yet another convenience store/gas station in Manchester, we recognized that we couldn't deny the project because we didn't need it. Instead, we converted that energy toward positive ends, doing what we

could to ensure the best possible design and function that would make the building and site work for current, and possible future, uses.

Since Manchester has a strong and effective design review process, new buildings and sites are reviewed for their architectural design and building placement, as well as more traditional site plan issues concerning access, parking, lighting and circulation. Design and aesthetics are important in our community as very real quality of life issues for residents and visitors alike.

The Manchester Town Plan is clear and explicit in its call for unique, appropriate design that enhances the community and avoids a homogenized approach that could be "Anywhere USA." We have had much successful experience dealing with franchise and corporate operations, helping them to think more creatively.

The first design application submitted by Stewart's was for their standard, cookie-

cutter building that you see everywhere -- low to the ground, wood shingle mansard roof, etc. This design was rejected and Stewart's was asked to return with a design that would be more appropriate to Manchester's historic character. The second design, while better than the first, was still too generic. After much discussion, Stewart's was again asked to return with a third design try.

This design worked well for both the company and the Town. In fact, it worked so well that the Manchester Stewart's was sited in the guide-book, "Growing Smarter: Best Site Planning for Residential, Commercial and Industrial Development" (The Vermont Forum on Sprawl, 2001) The book noted that: "This new franchise convenience store was constructed close to the street, and a sidewalk was built in front of it. Unlike many gas stations, it has no canopy over the pumps. Parking and gas pumping take place on the side of the lot, not the front, and the signs are

"Stewarts" continued on page 8

# Utica-Binghamton Route 12 Study

**R**oute 12, between I-90 in Utica and Route 12A in Binghamton, traverses four counties; Oneida, Madison, Chenango and Broome. The counties have formed a coalition and, in consultation with NYSDOT, hired a transportation engineering and planning firm Barton and Loguidice as the principal consultant.

The purpose of the study is to determine what opportunities exist to foster economic development through rehabilitation or improved alignment of the highway. Additionally, opportunities for the retention and expansion of employment will be explored by making improvements for the movement of through traffic and land access.

The scope of the study is limited in focus to the existing right-of-way of Route 12 and will provide a general overview of a number of factors. Truck and vehicular movements and needs will be analyzed, as

well as operational, safety and infrastructure needs to promote economic investment. Preliminary environmental analysis, rough cost estimates and probable impacts will be determined. Attention will be given to preserving existing economic corridors. There is ongoing discussion of expanding the scope to permit a more in-depth analysis and, eventually, to look at possible highway improvements in a broader content to include the Route 8 and Route 12 corridors between Utica and Binghamton.

In support of the study, the Herkimer-Oneida Counties Governmental Policy and Liaison Committee adopted a resolution supporting improvements along Route 12 between the two major cities while remaining committed, as well as, to seeing continued improvements to the Route 8 South corridor. ♦

"Stewarts" *continued from page 7*

small. The building's windows help maintain a pedestrian scale along the street."

There is a lesson in Manchester's experience: we don't have to accept standard corporate designs. With clear and effective planning we can work to ensure that building renovation, new construction, site work and signs are designed in ways that reflect the unique qualities of our communities. Buildings should be viewed as community assets and infrastructure, not as boxes housing a particular use.

Since the Stewart's was built, we have created illustrated design guidelines for our commercial and historic districts, providing clearer guidance for citizens, landowners and reviewing boards as to the type of details and designs for buildings, signs and sites that are more likely to fit within, and enhance, Manchester's historic character. It is the town's belief that development need not be the cause of problems, but that it can create an energy that helps enhance and improve our communities for the future. ♦

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