

III - MAJOR STREETS

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The street system is the framework on which Utica is built. The central business district, residential neighborhoods, industrial areas, parks, institutions and other community units all are dependent upon streets for their existence.

Streets perform three principal functions. They serve as arteries for traffic. They provide access, light, and air for abutting properties, and they serve as locations for overhead and sub-surface utilities such as water, gas and sewer lines, and electric, telephone and telegraph wires, conduits and cables.

Many of Utica's traffic problems have their origin in the basic pattern of the city streets. The convenience, safety and economic health of the community are dependent upon the character and adequacy of the street system.

Congestion on arterial streets causes excessive use of residential streets for heavy traffic, and results in depreciation of neighborhoods. Traffic congestion in the business and industrial centers of the City increases the trend toward decentralization.

It is the purpose, therefore, of this phase of the Comprehensive Plan to analyze the existing street system and traffic problems; and to formulate a plan of major streets which will meet present and future requirements for functional, convenient and safe transportation services.

Traffic experts emphasize three important elements in traffic improvement - Engineering, Education and Enforcement. This study will be concerned primarily with various phases of traffic Engineering - problems dealing with the physical elements of the City affecting traffic such as land uses, street widths, parking and other terminal facilities.

Application of engineering, education and enforcement measures, each in its proper proportion to obtain traffic fluidity with safety, is a responsibility of government. In

the formation of public policy on traffic matters, consideration must be given to many restrictive and many constructive measures.. These involve various administrative municipal agencies such as the Police, Engineering and Public Works Departments; the City Planning Board; and the Legal Department. They also involve such non-official groups as the real estate board, retail merchants association, and the transit company.

In order to establish an orderly arrangement for acquiring necessary traffic engineering data in Utica and for directing the course of traffic improvement, it is recommended that a special traffic engineering agency be established within the city government. Its functions would include the following:

1. Collection and Analysis of Traffic Data, including origin and destination, volume, parking and accident surveys and records.
2. Determination of Traffic Restrictive Measures, such as one-way streets, through streets, traffic lights and signs, speed, parking, and similar regulations.
3. Traffic design studies to calculate needs, interpret traffic performance, and determine desirable goals.
4. Traffic planning, involving coordination with studies regarding major streets, parking and other terminals, population density, land use and zoning.

The traffic engineering agency would profit by the counsel and direction of a board of city officials and business men who, under positive leadership, will serve to coordinate the interests of official and non-official agencies concerned with traffic problems.

CITY OF UTICA NEW YORK

CITY PLANNING BOARD

HARLAND BARTHOLOMEW & ASSOCIATES
CITY PLANNERS
SAINT LOUIS, MISSOURI



LEGEND OF STREET WIDTHS*

- LESS THAN 50 FEET
- 50 TO 59 FEET
- 60 TO 69 FEET
- 70 TO 79 FEET
- 80 TO 89 FEET
- 90 FEET AND OVER

* WIDTHS REFER TO STREET
RIGHT-OF-WAY

SOURCE:
REPORT OF THE DEPARTMENT OF ENGINEERING, 1942

EXISTING STREET WIDTHS

JULY, 1948