

VI -- TRANSIT

## TRANSIT

The daily travel needs of workers, shoppers, school children and many other persons are important in long-range planning for community development. Transit facilities have influenced city patterns and growth during the last sixty years and their influence is still important.

Mass transit is the most economical form of transportation for urban and suburban persons. The service must be fast, convenient, reasonably comfortable and economical in order to compete successfully with the use of private automobiles. Good transit service can go far toward relieving traffic and parking congestion.

The Utica Transit Corporation carries over 50,000 persons per day. The average bus in Utica carries eight times more people than the average car. The bus requires no parking space in the central business district, and it uses only about as much street space as two automobiles.

It is necessary to coordinate transit facilities with other elements of the city plan, for development or abandonment of industries, shopping centers, residential neighborhoods or large recreational facilities will require alteration of existing transit patterns.

Bus patrons, as well as the transit company and the planning agency, should analyze the basic factors which contribute to satisfactory and economical service. Duplication of service, and extension of service into areas of sparse population contributes to excessive costs of operation. Those costs are soon felt in increased riding costs.

The City Plan is concerned primarily with the proper location and area of service of transit routes. It is not within the scope of this report to discuss such details of transit operation as fares or schedules except as such matters are related to adequate service for all areas of the community.

(A) GROWTH, CHARACTER AND EXTENT OF  
EXISTING TRANSIT FACILITIES

Importance of Public Transportation

Transit facilities have played an important part in the development of Utica and in the pattern of land utilization. Transit lines aid dispersion of residential areas, and at the same time aid concentration of business at the center of the city. Transit can be an effective tool, therefore, in developing and moulding the pattern of the city and vicinity.

Mass production techniques reduced the cost of automobiles and at the same time aided development of the motor bus services. These two new forms of transportation dealt a death blow to trolley transportation, for many families were free to move away from city congestion, and greater flexibility in transit services was possible with buses.

The transit system still exerts an important influence on community development, for buses serve areas of high or medium population density thereby reducing the number of private cars which need to use city streets and parking spaces.

Efficient Use of Street Space

During three days in June, 1949, buses of the Utica Transit Corporation carried a daily average of 53,273 passengers in the Utica urban area. The significant role of the transit system in providing an essential community service and in reducing traffic congestion may be seen by considering the number of private cars which would be necessary to carry the average daily volume of 53,273 passengers who rode the buses during the survey.

A total of 4,446 bus trips was made to carry the 53,273 passengers who rode the buses. The average number of riders per trip, therefore, was twelve persons. Thirty five thousand private passenger car trips, with an average of  $1\frac{1}{2}$  persons per car, would be required to transport the same number of persons. Buses require no parking space in the central business district, whereas each automobile requires 160 to 250 square feet of parking space on the street or in parking lots.

# CITY OF UTICA NEW YORK

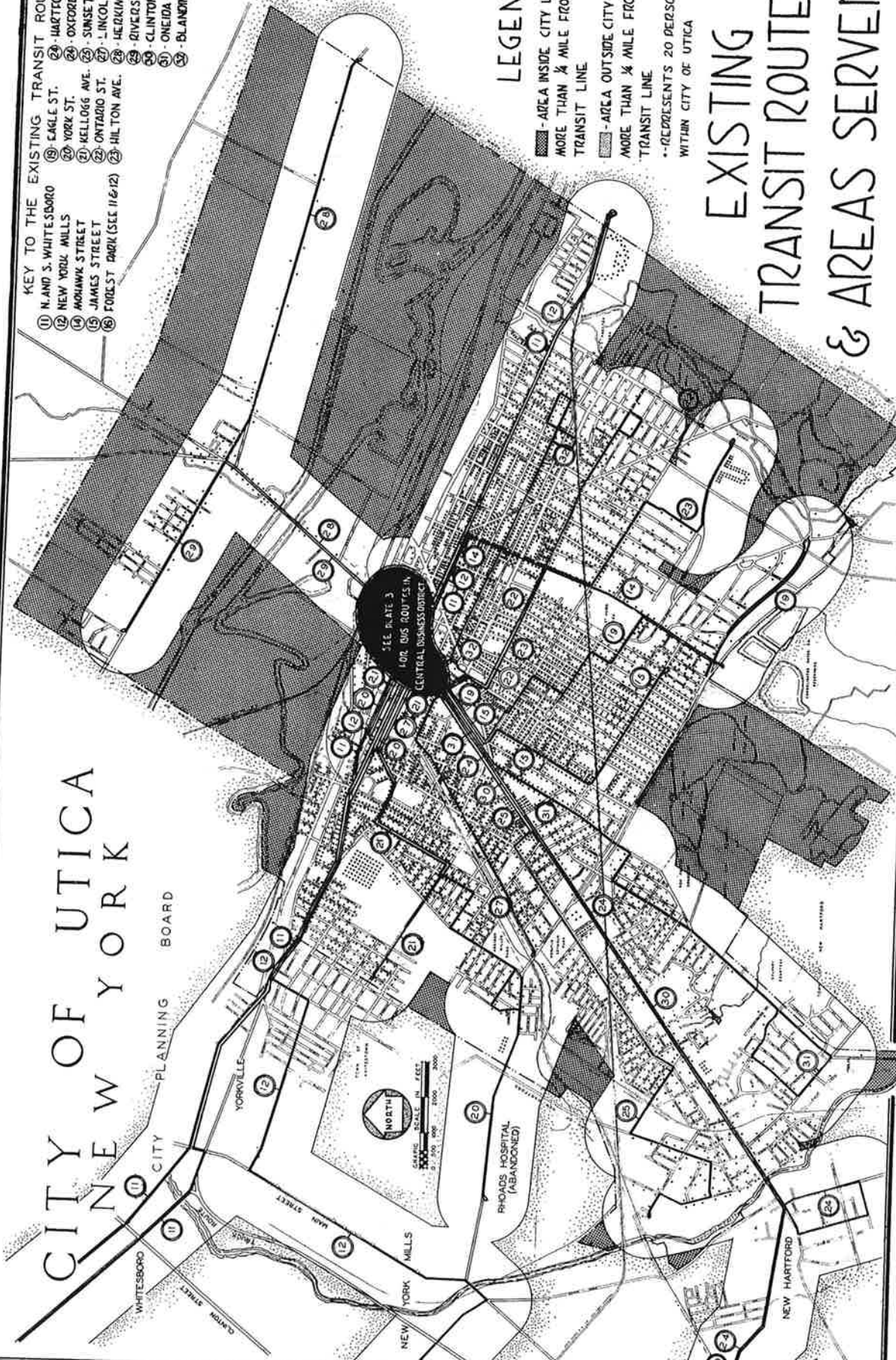
PLANNING BOARD

- KEY TO THE EXISTING TRANSIT ROUTES
- 11 - N. AND S. WHITESBORO
  - 12 - NEW YORK MILLS
  - 14 - MOHAWK STREET
  - 15 - JAMES STREET
  - 16 - FORD ST. PARK (SEE 11 & 12)
  - 19 - EAGLE ST.
  - 20 - YORK ST.
  - 21 - KELLOGG AVE.
  - 22 - ONTARIO ST.
  - 23 - LINCOLN AVE.
  - 24 - HILTON AVE.
  - 25 - RIVERSIDE DR.
  - 26 - CLINTON
  - 27 - ONEIDA STREET
  - 28 - BLANDINA STREET

## LEGEND

- AREA INSIDE CITY LIMITS MORE THAN 1/4 MILE FROM ANY TRANSIT LINE
- AREA OUTSIDE CITY LIMITS MORE THAN 1/4 MILE FROM ANY TRANSIT LINE
- REPRESENTS 20 PERSONS (1948) WITHIN CITY OF UTICA

# EXISTING TRANSIT ROUTES & AREAS SERVED



## General Principles of Transit Routing

General principles which should be followed in the development of a long-range plan for the transit system for Utica are the following:

1. Type of Service. Utica's local transit services are now provided entirely by motor buses.

2. Area of Service must be determined to a great extent by the pattern of population density. The best bus service is possible in those areas having a density of at least 10 to 15 persons per acre, which will include all of the City except North Utica by 1970.

The accepted standard of service is that all areas having sufficient population density, and lying within one-quarter mile of a transit route, are adequately served.

3. Alignment of Routes should be as straight and direct as possible in order to reduce unnecessary travel, both for buses and passengers. Wherever possible, transit routes should proceed directly from residential areas to and through the central business district in order to reduce turning movements in the congested district.

4. Route Location should follow major streets insofar as possible.

5. Speed. A reasonably fast schedule encourages bus riding by saving time for the passengers. Maintenance of fast schedules is aided by avoiding unnecessary turning movements, by direct routing over wide streets and by reducing the number of stops to a reasonable minimum.

6. Headways. Fifteen minute spacing between buses is generally the maximum interval which should be established. Twenty minute intervals may be feasible during off-peak parts of the day. Headways of only a few minutes are necessary on heavily traveled routes.

# CITY OF UTICA NEW YORK

CITY PLANNING BOARD

VILLAGE OF WHITEBORO



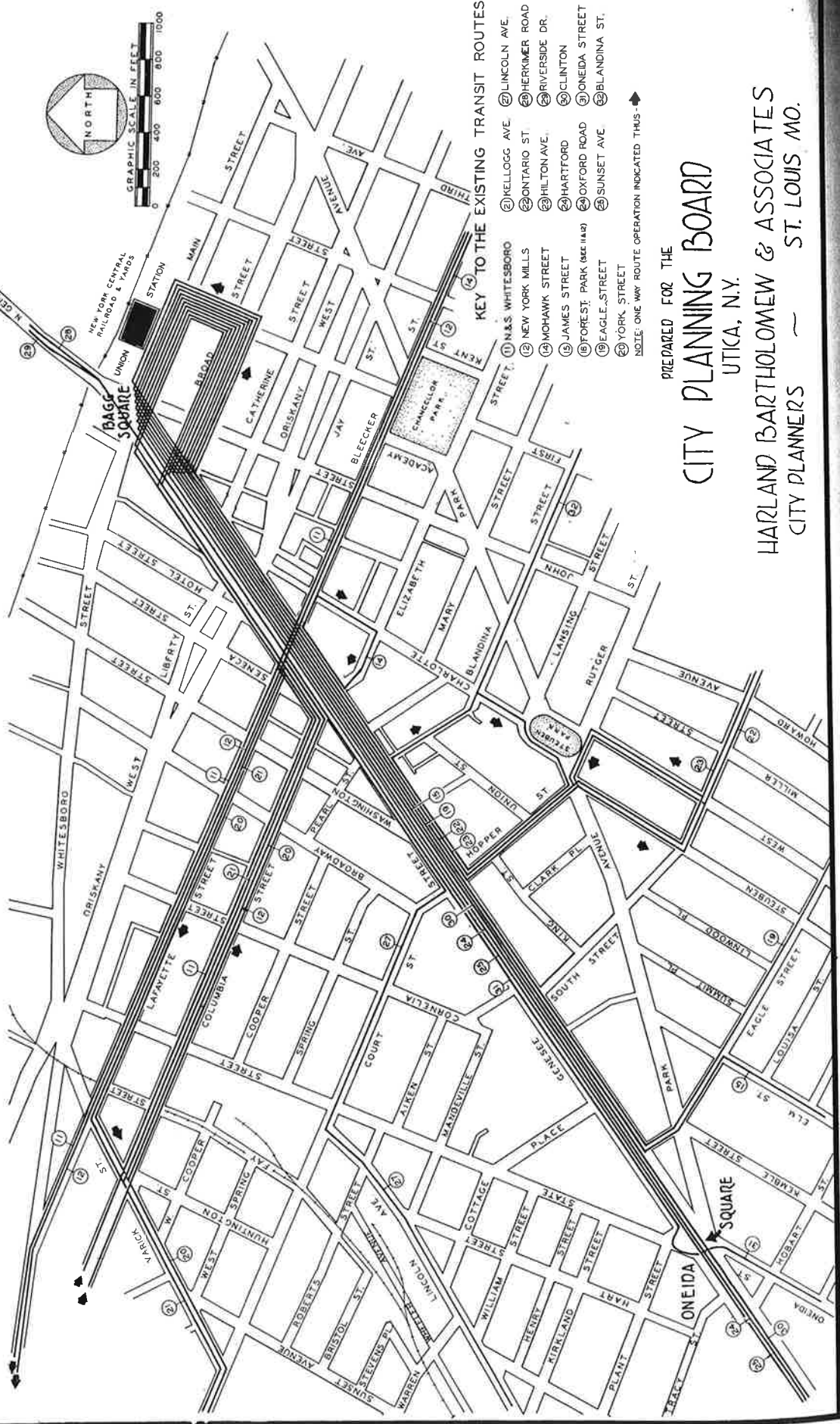
## LEGEND

- AREA WITHIN  
1/4 MILE OF BUS ROUTE :
- SERVED BY ONE ROUTE
  - SERVED BY TWO ROUTES
  - SERVED BY THREE ROUTES
  - SERVED BY FOUR ROUTES
  - SERVED BY FIVE ROUTES
  - SERVED BY SIX ROUTES
  - SERVED BY SEVEN OR MORE
  - MORE THAN 1/4 MILE FROM ANY ROUTE

# DUPLICATION OF TRANSIT SERVICES

HARLAND BARTHOLOMEW & ASSOCIATES  
CITY PLANNERS  
ST. LOUIS MO.

# EXISTING TRANSIT ROUTES IN THE CENTRAL BUSINESS DISTRICT



PREPARED FOR THE  
**CITY PLANNING BOARD**  
UTICA, N.Y.

HARLAND BARTHOLOMEW & ASSOCIATES  
CITY PLANNERS — ST. LOUIS MO.

### Existing Transit Routes and Areas Served

Plate 42 shows the transit routes now operating in Utica and vicinity and the area served by each. The pattern of routes has been superimposed on the map showing 1948 distribution of population in Utica.

The existing system furnishes good coverage of the city as shown by the fact that only a hundred or so residents of Utica live more than a quarter mile from a bus line. The suburban villages, such as New Hartford, Yorkville and Whitesboro, also are adequately served.

The general lack of through-routing in the central business district contributes to traffic congestion on Genesee Street between Bagg Square and Hopper-Court Streets insofar as the South, Lenox and Blandina buses use the street primarily to arrive at a turning place.

Plate 43 shows the present pattern of traffic routes in the central business district and illustrates how bus service builds up on Genesee Street from three routes south of Oneida Square, to four with the addition of the Oneida route. At Eagle Street, two more lines are added and at Hopper and Court Streets four more routes converge making a total of ten lines on Genesee Street north of Hopper. At Columbia Street four other routes turn into Genesee Street, two of which turn into Bleecker Street one block away. Between the Bleecker-Lafayette Street "Busy Corner", and Broad Street there are 11 bus routes, ten of which use Broad, First and Main Streets as a terminal loop.

The Blandina bus (32) loops on Charlotte, Hopper and Genesee Streets and part of the Mohawk buses use Charlotte, Elizabeth and Genesee Streets for turning.

### Duplication of Transit Service

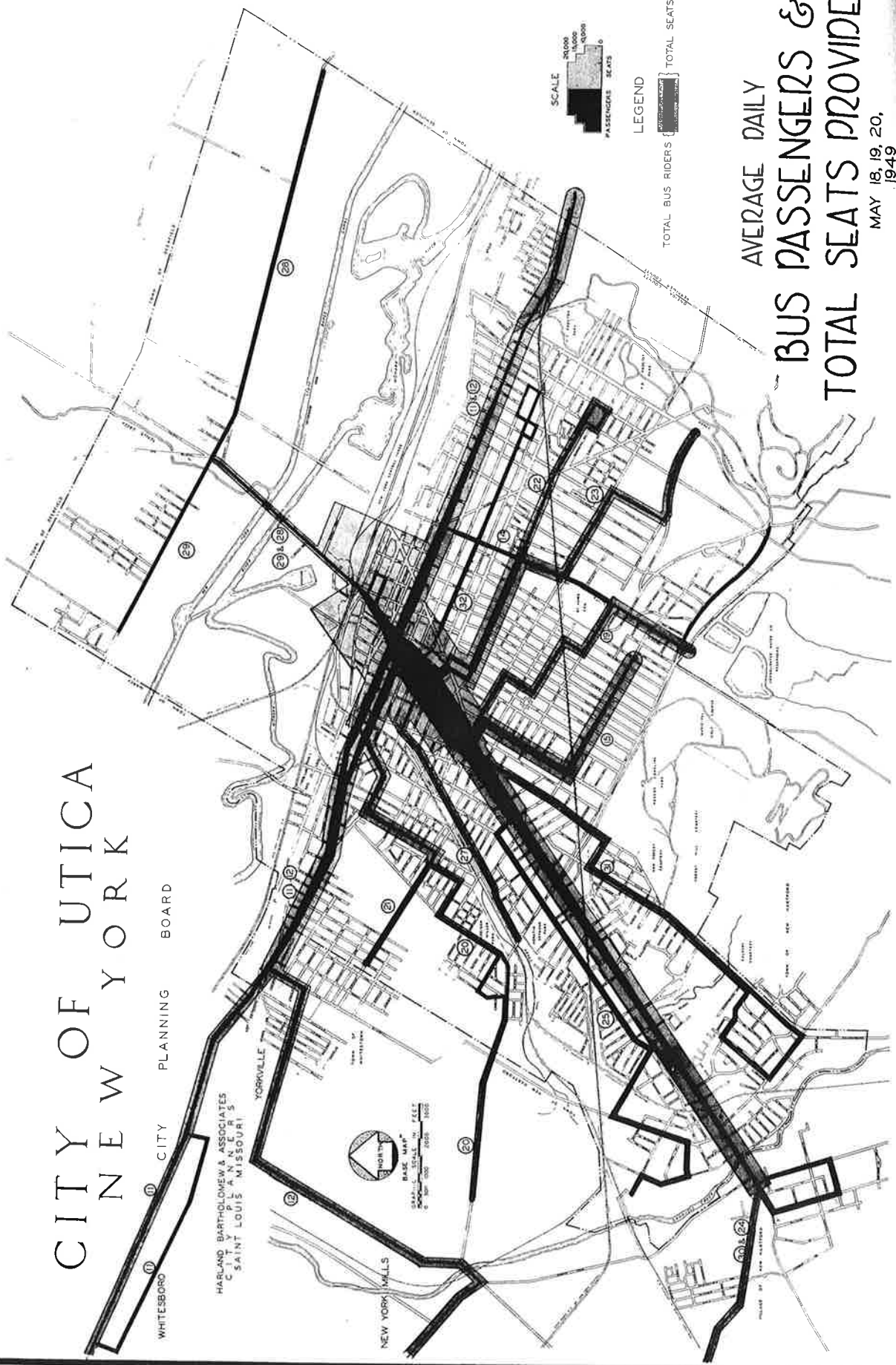
Plate 44 shows duplication of bus service in Utica and vicinity. In general, the outer, less-densely populated portions of the community are served by one bus route, without duplication; and duplication increases progressively toward



# CITY OF UTICA NEW YORK

WHITESBORO CITY PLANNING BOARD

HARLAND BARTHOLOMEWA ASSOCIATES  
PLANNERS  
SAINT LOUIS, MISSOURI



AVERAGE DAILY  
BUS PASSENGERS &  
TOTAL SEATS PROVIDED

MAY 18, 19, 20,  
1949

the central business district. Areas of duplication in densely populated parts of the city and in business and industrial areas are extensive in Utica, and include all of Genesee Street, most of West Utica, and large areas in East Utica and Cornhill. In heavily populated areas some duplication is desirable to provide more convenient service and to encourage short rides.

#### Volume of Bus Passengers and Seats Provided

Plate 45 shows graphically the number of bus riders and the number of bus seats provided in the transit system during an average weekday in 1949.

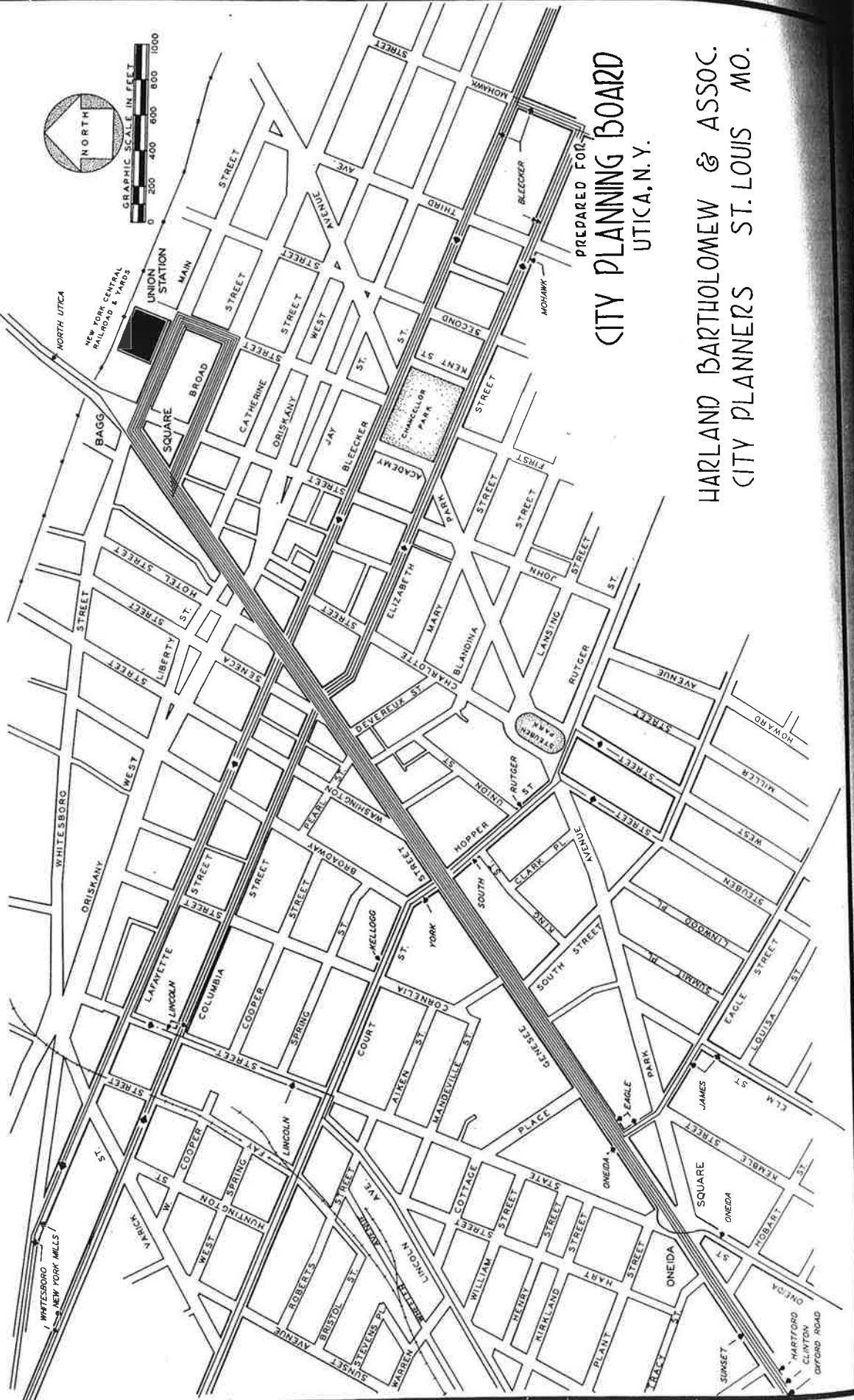
The plate indicates the large number of buses which make the round trip between the Busy Corner and the Union Station primarily as a turning loop. Ten bus routes, making 830 trips daily, loop and terminal at the Union Station. The loop involves almost a mile of travel from the Busy Corner and return which is mostly without revenue and causes unnecessary traffic and hazards.

The greatest number of passengers at any one point was 21,600 persons on Genesee Street at Court and Hopper. The second greatest volume of riders is on Genesee Street at Eagle with 18,000 bus passengers. The total number of riders at the Busy Corner was 11,500, - only a little more than half as many riders as at the Genesee-Court-Hopper corner. This does not mean that The Busy Corner is losing its importance, but that it is an important terminal and transfer point.

# PROPOSED TRANSIT ROUTES IN THE CENTRAL BUSINESS DISTRICT

EAST-WEST CROSS-TOWN LINES  
 WHITESBORO - NEW YORK MILLS - BLEECKER  
 LINCOLN - MOHAWK  
 YORK - SOUTH  
 KELLOGG - RUTGER

GENESEE STREET LINES  
 HARTFORD-UNION STATION  
 CLINTON-UNION STATION  
 SUNSET-UNION STATION  
 ONEIDA-UNION STATION  
 JAMES ST-UNION STATION  
 EAGLE ST-UNION STATION  
 ONEIDA-NORTH UTICA



PREPARED FOR  
**CITY PLANNING BOARD**  
 UTICA, N. Y.

**HARLAND BARTHOLOMEW & ASSOC.**  
 CITY PLANNERS ST. LOUIS MO.

# CITY OF UTICA NEW YORK

CITY PLANNING BOARD

**EAST-WEST CROSS-TOWN LINES**  
 WHITESBORO, NEW YORK MILLS-BLEECKER  
 LINCOLN-MORHAWK  
 YORK-SOUTH  
 KELLOGG-TRITZER

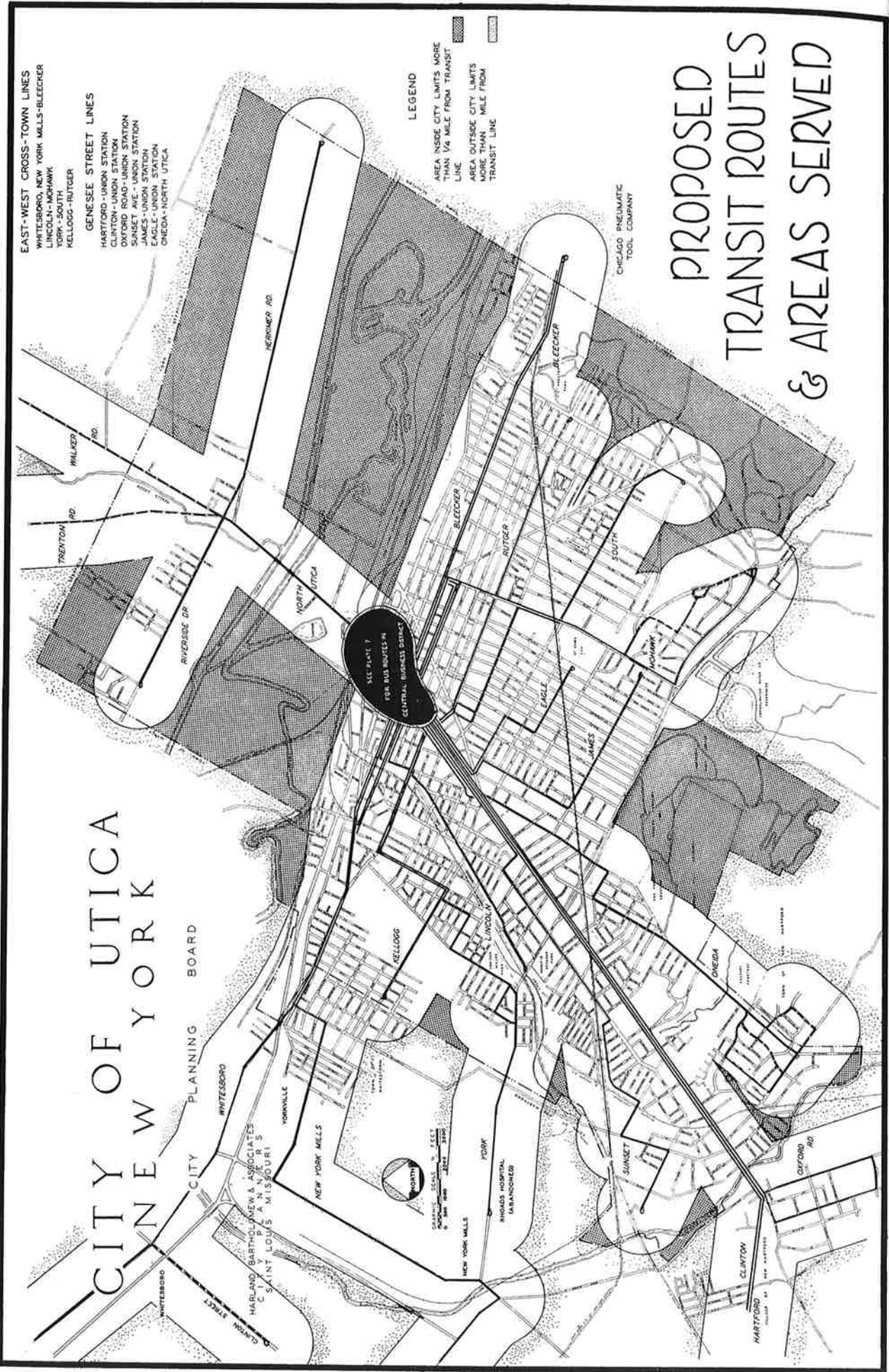
**GENESEE STREET LINES**  
 HARTFORD-UNION STATION  
 CLINTON-UNION STATION  
 OXFORD ROAD-UNION STATION  
 SUNSET AVE.-UNION STATION  
 JAMES-UNION STATION  
 EAGLE-UNION STATION  
 ONEIDA-NORTH UTICA

**LEGEND**

AREA INSIDE CITY LIMITS MORE  
 THAN 1/4 MILE FROM TRANSIT  
 LINE  
 AREA OUTSIDE CITY LIMITS  
 MORE THAN 1/4 MILE FROM  
 TRANSIT LINE

CHICAGO PNEUMATIC  
 TOOL COMPANY

## PROPOSED TRANSIT ROUTES & AREAS SERVED



## (B) PROPOSED TRANSIT ROUTES

Plates 46 and 47 show the proposed rearrangement of transit routes. The main feature of the proposed rearrangement is the elimination of bus turning movements on Genesee Street in the Central Business District. This should allow faster bus and passenger car movements and greater safety for riders and pedestrians.

Another feature of the proposed rearrangement is reduction of "looping" in the Central Business District by connecting several routes east of Genesee with several west of Genesee for cross-town service. The proposed plan provides for only seven bus routes to loop at Union Station instead of eleven as at present. The reduction of looping also reduces the daily mileage of practically unoccupied buses.

A third feature of the proposed rearrangement is relocation of bus routes to avoid duplication of service. In the densely built up area between Genesee and Mohawk Streets, five east-west bus lines are shown, as at present. But in the less densely developed area east of Mohawk Street only four bus lines are shown, yet all parts of the area lie within a quarter mile of a bus route.

The proposed changes not only would reduce traffic congestion in the central business district but by eliminating a substantial amount of dead mileage would enable the operating company to improve service on the rest of the system.

### Interurban Bus Routes

#### Location of Interurban Routes

Plate 48 shows the names and location of interurban bus routes serving Utica in May, 1949.

The only change recommended for interurban bus routes is unification of terminal facilities and related rerouting for easy access to the proposed terminal.

#### Proposed Union Bus Terminal

Inserts on Plate 48 show existing and proposed interurban bus terminals for Utica.



There are two interurban bus terminals in Utica at present. The Greyhound Terminal is on Genesee Street at Liberty and Oriskany (West). This location also provides terminal facilities for the Chenango Valley, Utica-Clayville, Utica-Rome, and Utica-Old Forge Lines. No off-street loading and unloading or standing space is provided, with the result that all these terminal services are performed on the public streets. Five bus companies providing thirty-five bus trips a day in and out use the Greyhound Terminal and adjacent street space.

The Central New York Coach Lines established new terminal facilities at the Hamilton Hotel on Oriskany Street, (East) in April, 1948. This terminal provides off-street loading and unloading accommodations and is, therefore, a progressive step toward the relief of traffic congestion and proper use of street space.

It is advantageous to have all interurban bus lines operate from a union terminal located adjacent to the central business district. The present use of street space on Genesee and Liberty Streets for terminal operations of five bus lines should be discontinued and interurban bus terminal facilities should be consolidated.

The new terminal at the Hamilton Hotel is well located in relation to existing and proposed major streets, to the central business district, and to the Union Railroad Station. It is recommended that all interurban bus terminal services be removed from the city streets and that a new union terminal adjacent to the Hamilton Hotel on Oriskany Street, East, be developed by a Terminal Authority.

The proposed Union Terminal Authority could acquire necessary land, build bus terminal facilities, and coordinate the needs and operations of the different interurban bus companies. Public parking facilities have been previously recommended on the site east of the Hotel. Analysis of parking and bus terminal needs indicate that a combined parking garage and bus terminal at this location is desirable and feasible.