

W. Chestnut LTPAP Public Meeting #3 St. Paul's Roman Catholic Church November 9, 2023, at 3:30 PM and 6:00 PM

Meeting Overview

The meeting was hosted by Herkimer-Oneida Counties Transportation Council (HOCTC) staff. Two identical meetings were held at different times to provide the public with an opportunity to attend when most convenient for them. Public Meeting #3 was hosted at different times than past meetings to encourage attendance from residents who were unable to make past meetings due to a time conflict.

HOCTC Presentation

The meetings started with a PowerPoint presentation by Dana Crisino and Adam Palmer (HOCTC). The presentation provided a status update of the plan, this included an overview of the work that was completed in previous phases of the planning process. The presentation also introduced a community health profile and an analysis of existing roadway conditions and operations. The results of past public surveys were presented and demonstrated the impact of how public feedback has guided the development of conceptual designs. Lastly, the participants were walked through a visual diagram overview.



Our presentation was aligned with what the public's thoughts and ideas were based on past public engagement efforts. Addressing connectivity to activated parks, services, commercial amenities, and events for youth and neighborhood residents was a high priority throughout the planning process. Pedestrian and bicycle safety infrastructure was emphasized in the presentation to address improvements to all intersections within the corridor. This includes signal optimization, as well as, separated and/or defined spaces for walking and biking. Additional opportunities for amenities such as street trees, transit stops, and streetlights were integrated into the visioning diagram.

What We Heard

HOCTC staff collected and documented verbal feedback from the public and encouraged participants to post written feedback before exiting the meeting. The following comments were recorded:

- Traffic frequently exceeds the speed limit throughout W. Chestnut Street and needs to be addressed
- There was interest in traffic signaling from Merrick Road to Black River Boulevard, with the inclusion of traffic optimization technology
- There was concern over how much space would be needed within the ROW to build sidewalks and sidepaths, and whether it would have any effect on existing resident's lawns or other occupied spaces
- There were inquiries regarding whether a sidepath and/or a sidewalk were necessary on both sides of the corridor
- Attendees stated that there was a need for long-term solutions to drivers speeding down the roadway using either traffic engineering or law enforcement solutions
- There were concerns regarding how future development and increases in traffic may not be able to be accommodated with the installation of sidewalks or sidepaths restricting road size'
- Attendees stated that the Potter Road and Route 46 intersection needs to be made safer before they can expect trucks to stop using W. Chestnut Street
- Some attendees expressed a positive view towards added sidewalks and sidepaths but expressed a desire to ensure that sidepaths for bikes flowed continuously and in a linear fashion
- There was interest in adding additional bump-outs near proposed crosswalks to slow traffic at those locations

Conceptual Design Review and Activities

The focus of the second half of the meeting was to present the conceptual designs. The content included in the designs was influenced by the public's feedback from previous meetings and surveys. Five conceptual designs, each depicting different segments of W. Chestnut Street, were revealed once the presentation concluded. Each conceptual design board highlighted the strengths and weaknesses of the corridor segment if the design were to be implemented.



HOCTC encouraged attendees to participate in an activity called "Be the Banker" to collect input regarding the designs. Participants used \$1 million "HOCTC dollars" consisting of 10 bills to deposit their money into the bucket(s) attached to each design they wanted to "invest" in. This investment would be based on which concept they felt was most beneficial, should be prioritized, and/or using another rationale indicating their preference for that concept. Participants also had the opportunity to



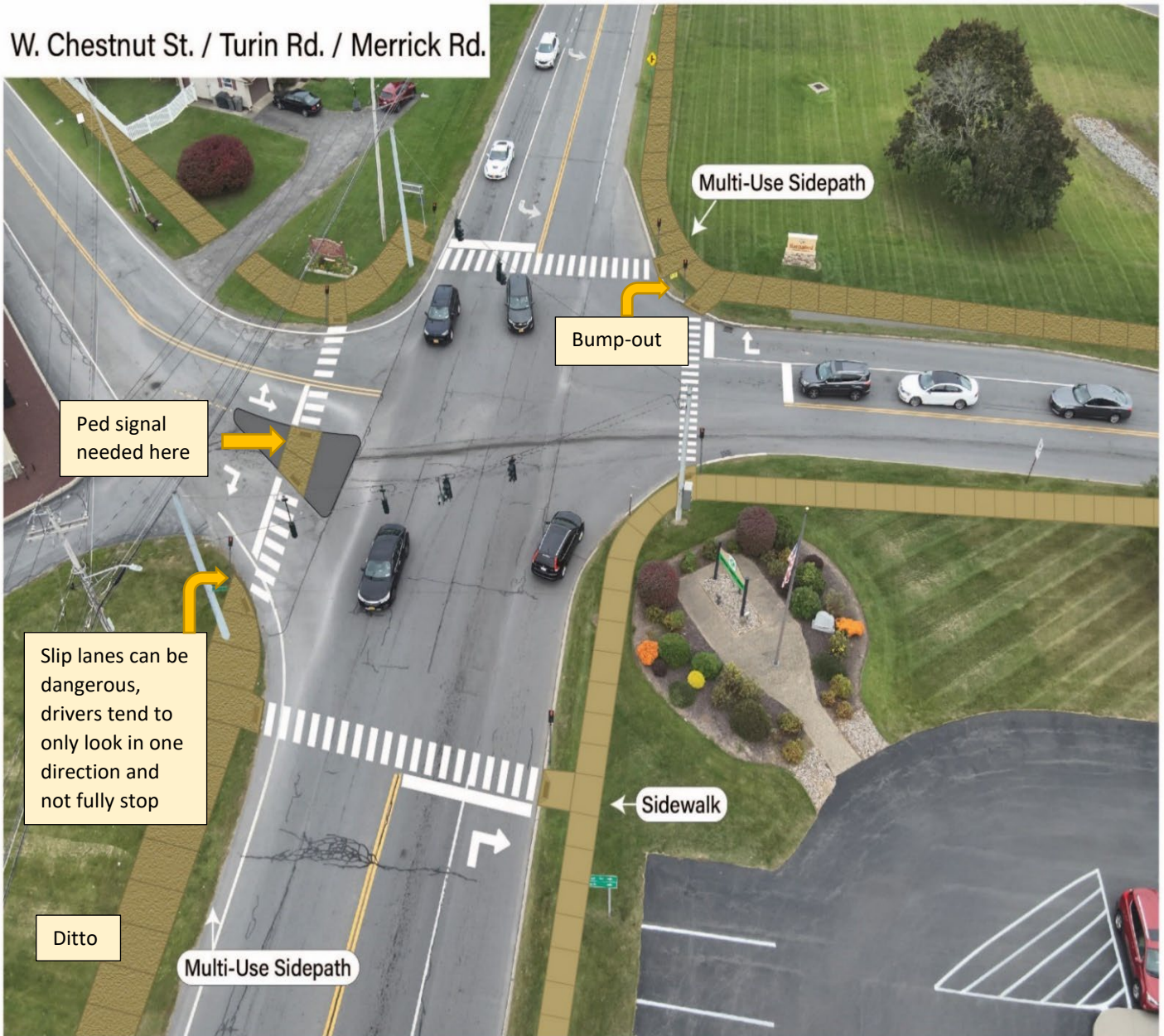
apply additional input to any conceptual design board using Post-it notes.

Once this was completed, the participants were asked a yes or no question about whether the concepts captured their thoughts/ideas about the corridor. HOCTC received 18 responses, of these, 89% of the participants agreed that the concepts captured their thoughts and ideas about the corridor. Attendees had the opportunity to leave additional comments of any last thoughts or concerns regarding the entirety of the project in a drop box.

Below is a table of the 5 concepts that were presented. The table presents the order of their ranking. The following graphics depict what was shown to the public and include comments that were posted on the designs during the public meeting in yellow boxes.

Preference Ranking	Corridor Segment/Intersection	Activity Funds Allocated
1	W. Chestnut St./Turin Rd./Merrick Rd.	\$5.3 Million
2	W. Chestnut St. and N. Madison St.	\$3.6 Million
3	Merrick Rd. at Wood Creek	\$3.5 Million
4	W. Chestnut St. and N. James St.	\$2.7 Million
5	W. Chestnut St. and Roser Terrace	\$2.5 Million

W. Chestnut St. / Turin Rd. / Merrick Rd.



Pros

- Intersection is aligned to be a more traditional 4-way intersection
- Organizes and provides space for pedestrians/bicyclists to safely move through the intersection

Cons

- Traffic volume and speed will remain relatively unchanged
- Crossing times allowing pedestrians and bicyclists may delay vehicle movements

W. Chestnut St. and N. Madison St.



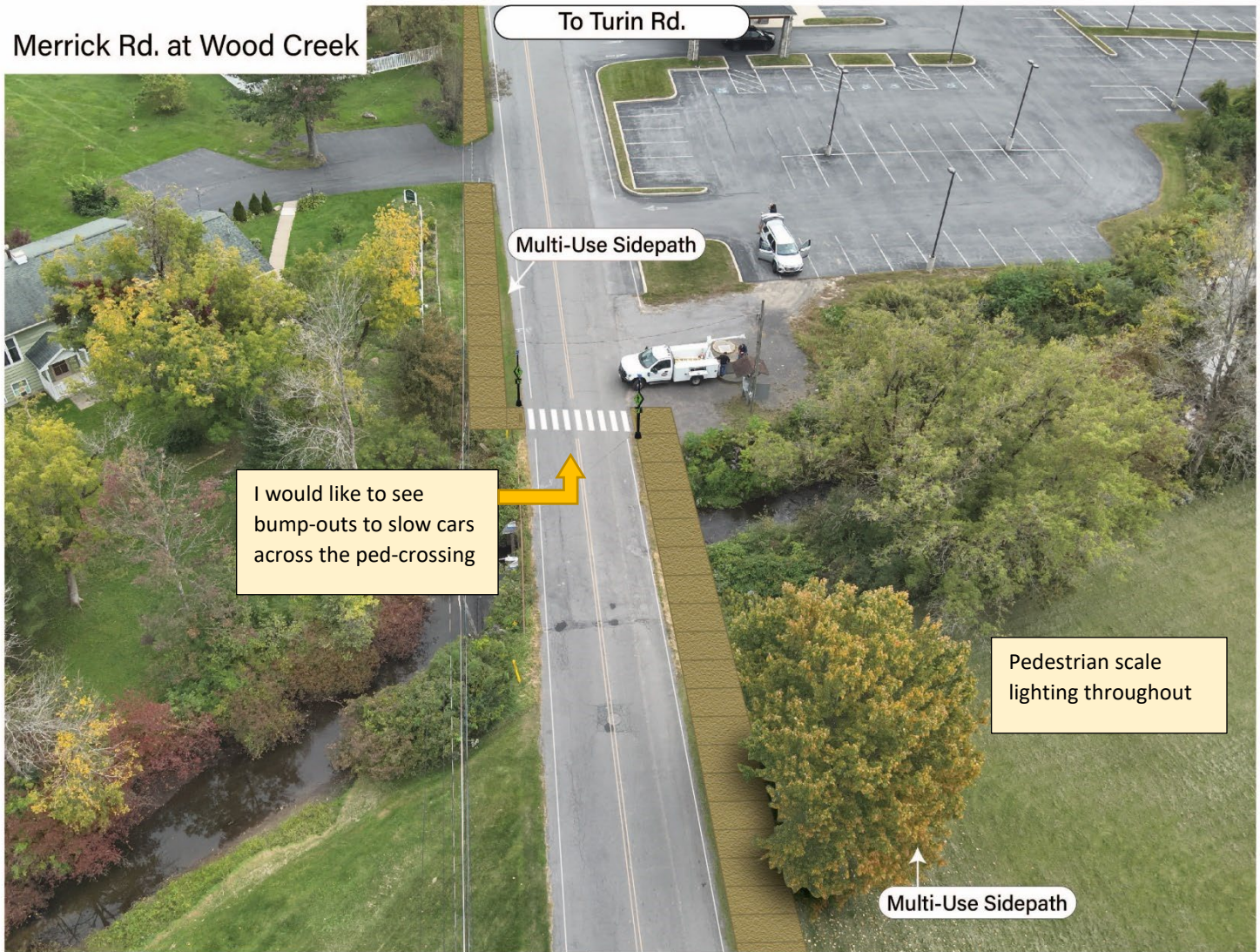
Pros

- Establishes pedestrian/bicycle connections with the residential streets
- Enhances safety at a signalized intersection crossing

Cons

- Multi-use sidepath is only located on north side of the street
- Signal operation may have to be adjusted to accommodate pedestrian crossings

Merrick Rd. at Wood Creek



Pros

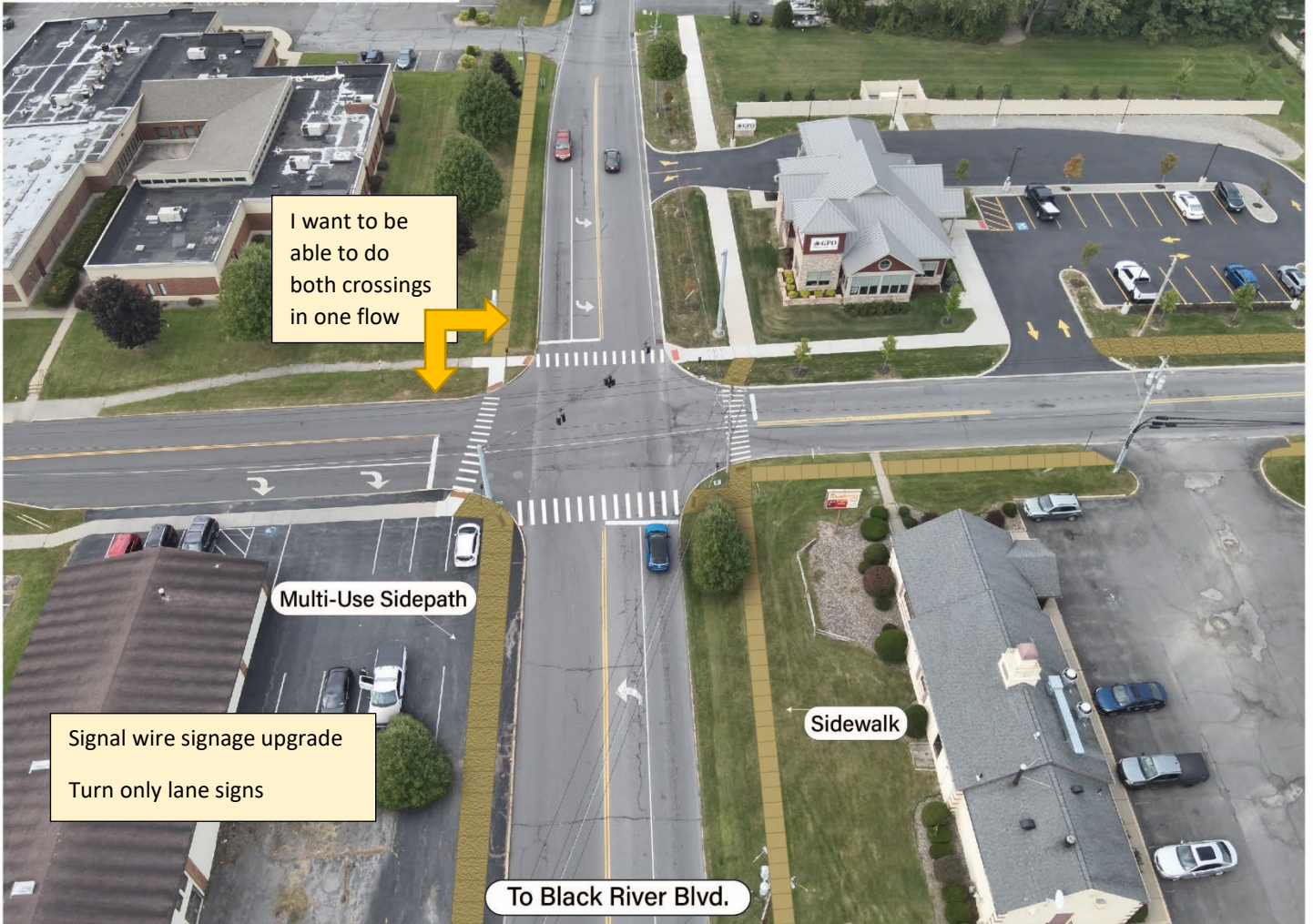
- Connects residential developments to commercial areas
- Enhances and upgrades the culvert/bridge to improve flood resiliency, facilitate emergency access and provide space for pedestrian/bicyclists

Cons

- Multi-use sidepath is only located on the south side of the roadway after Wood Creek
- Connections will be needed into private residential developments

W. Chestnut St. and N. James St.

To Turin Rd.



Pros

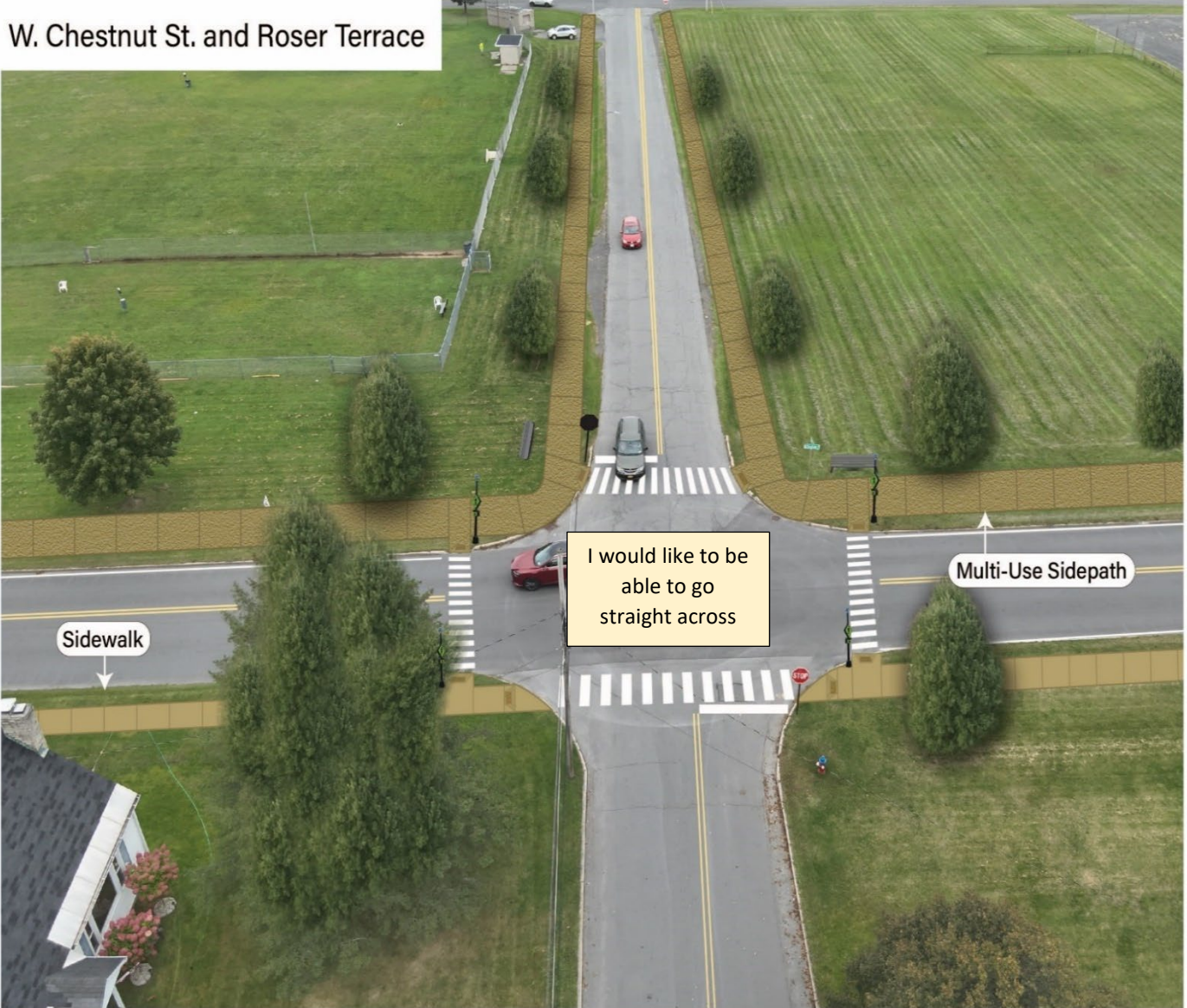
- Connects and extends the existing sidewalks
- Enhances safety at a signalized intersection crossing

Cons

- Limited comfort features offered
- Bicyclists may experience confusion with the location of sidepath changing

W. Chestnut St. and Roser Terrace

To Turin Rd.



To Black River Blvd.

Pros

- Establishes pedestrian/bicycle connections with the residential streets
- Links to nearby parks, youth sport areas, and elderly-designated facilities

Cons

- Does not further enhance existing greenspaces/parks beyond existing usage
- May create delay for traffic with mid-block RRFB pedestrian crossing