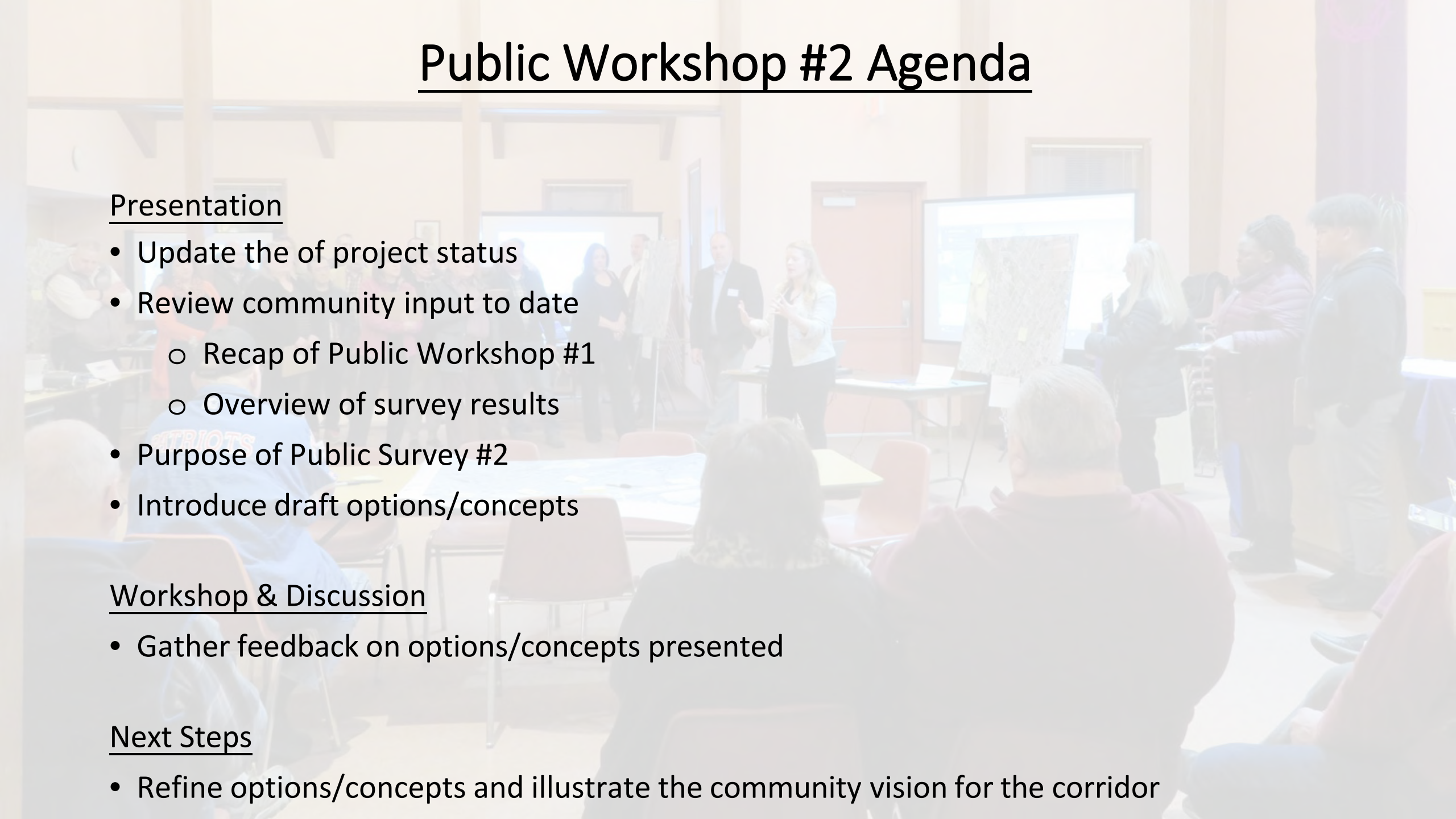
Local Transportation Planning Assistance Program
Kellogg Road

Public Workshop #2 Agenda



Presentation

- Update the of project status
- Review community input to date
    - Recap of Public Workshop #1
    - Overview of survey results
- Purpose of Public Survey #2
- Introduce draft options/concepts

Workshop & Discussion

- Gather feedback on options/concepts presented

Next Steps

- Refine options/concepts and illustrate the community vision for the corridor

Project Status

work completed to-date:

- Field visit & kickoff meeting
- Assessment of existing conditions
- Public Workshop #1
- Public Survey #1
    - 705 responses
- Business Stakeholder Interviews
- Traffic Analysis

Existing Conditions

Roadway

Residential:
Mixed-use:
Commercial:

- 3 Corridor Typologies
- Right-of-way is 66’
- Travel lanes ~10’ wide
- Culvert adjacent to Dollar General needs to be replaced, other stormwater issues exist
- Potential for new development on undeveloped land
- 2 bus routes in the area (all have 1 hr. frequency)
  - Rt.224 runs along Kellogg Road

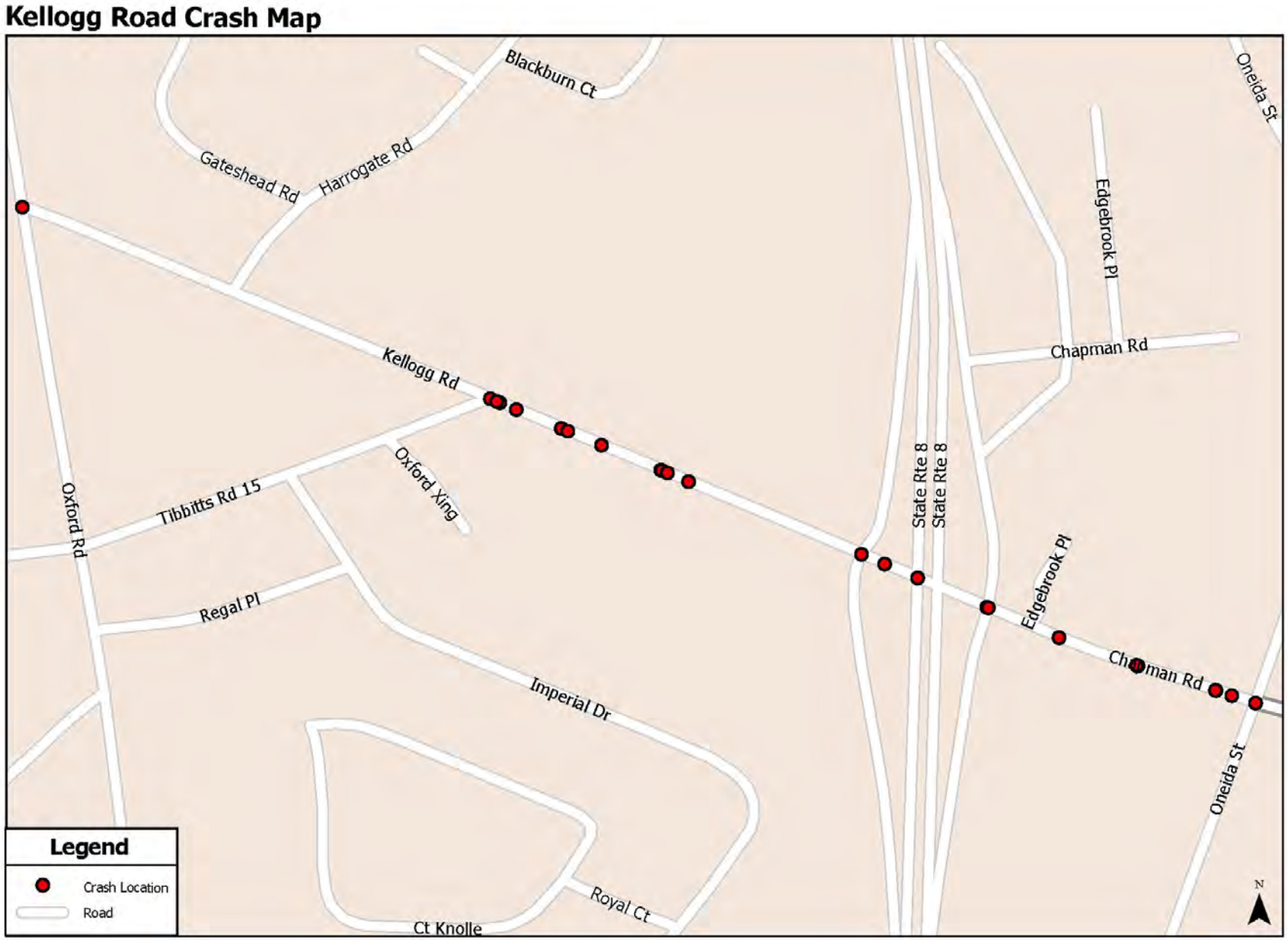
Segment	Average Speed	Traffic Volume (AADT)
Oxford Road to Tibbitts Road	31 mph	4,822 (actual), *170 trucks*
Tibbitts Road to Oneida Street	22 mph	12,930 (est), *181 trucks (est.)*

Existing Conditions

Crash Data

Crash clustering is seen between:

- Tibbitts Road and the railroad tracks
- Sauquoit Creek and Oneida Street



Existing Conditions - demographics

Walkability Score - EPA

Most Walkable
South side of Kellogg Road from Oxford Road to railroad tracks

Below Average Walkable
Remainder of corridor

Population

Corridor Population
7,100

Median Age
40.6

Vulnerable Population

Poverty Rate
1.9%

Mobility Impaired
8.5%

Housing

Median Home Value
$201,900

Monthly Median Rent
$1,094

Median Owner Costs with Mortgage
$1,744

Employment

Office Workers
72%

Industrial Work/Laborer
10%

Service Occupations
18%

Unemployed Individuals
3%

Households

Average Household Size
2.35

Median Household Income
$99,397

Limited English Household
0.5%

No Vehicle
1.3%

Data Sources: Walkability Score – US EPA National Walkability Index (ranks selected indicators from the Smart Location Database that have been demonstrated to affect the propensity of walk trips) All other data – U.S. Census 2021 5-year ACS

Public Survey #1 Results

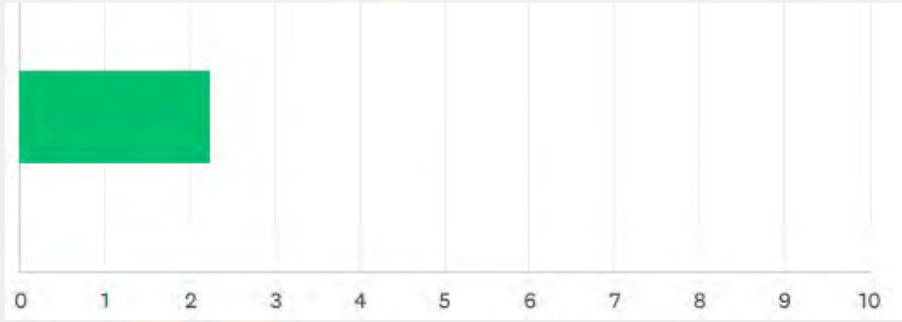
- Top Outcome Response – Promote diverse array of transportation options
- Most respondents:
  - Travel by automobile
  - Do not use public transportation
  - Several stated that they use a bicycle or scooter.
  - Use Kellogg Road to run errands
- Most important method of transportation:
  1) personal vehicle, 2) walking, 3) bicycling, 4) transit
- Truck traffic along Kellogg Road:

  - Sometimes a problem (68%)
  - Definitely a problem (16%)
  - Definitely is not a problem (16%)

Public Survey #1 Results - continued

- No safe place to walk along Kellogg Road (76%)
- No safe place to bike along Kellogg Road (56%)
- Difficult to cross the road (57%)
- Too much traffic (52%)

How safe do you feel when walking or biking along Kellogg Road currently?



Least Safe Most Safe

Public Survey #1 Results - continued

95% of respondents agreed that the Kellogg Road corridor is of commercial importance

Overall consensus of what people want to see:

- decreased traffic congestion
- improved connections to trails/parks
- the addition of non-vehicular transportation options
- a reduction in the number of trucks

Top 5 specific improvements to add or expand:

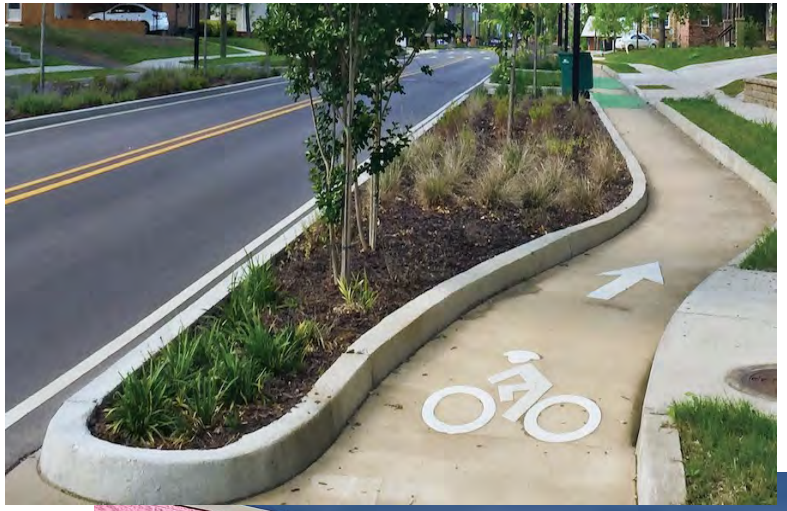
- sidewalks
- intersection improvements
- wider road shoulders
- bike lanes
- street trees

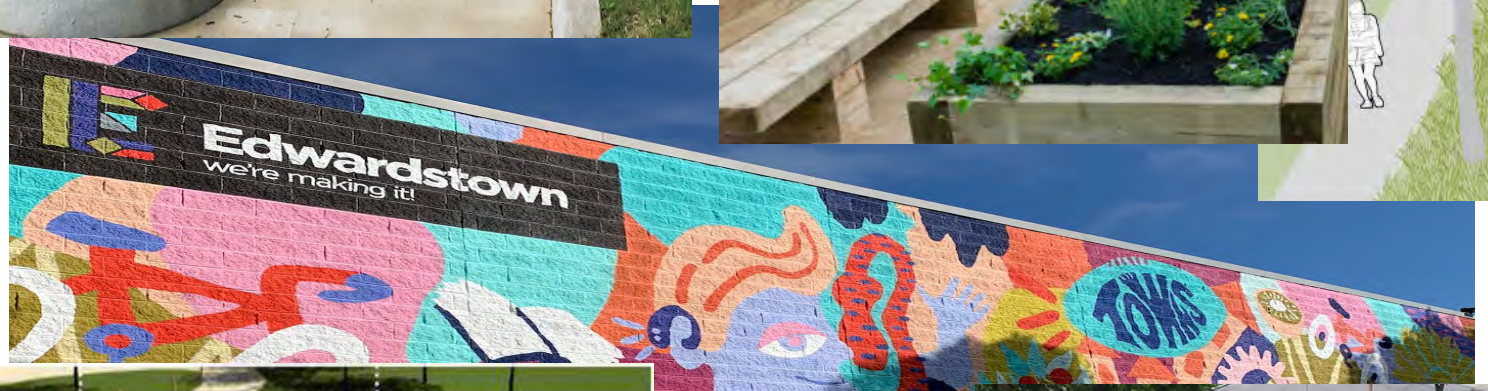
Public Survey #2 - purpose

Visual Preference Survey

- Deeper dive into the preferences of the community
- Inform the type of elements that are represented in the graphics
- Build the shared vision of the future for the corridor

https://www.surveymonkey.com/r/KelloggRoad




Edwardstown
we're making it!


centro

Options/Concepts for Consideration

- Input to-date shows that non-vehicular options are desired
- Kellogg Road corridor traffic volume (AADT) east of Tibbitts Road is not conducive to on-road biking or walking facilities
- All potential options include consideration of the following:
  - Enhancing the visual appeal of the corridor - landscaping, lighting, and gateway treatments
  - Improvements to the intersection of Oxford Road and Tibbitts Road
  - Access management
  - Stormwater upgrades coordinated with street work
  - Potential new bus stop shelter locations
  - Pedestrian crossing improvements

Stormwater


Glimmerglass State Park


Marietta Pl - Albany


Rt. 32 - Watervliet

Making Improvements all at once

-

Green Infrastructure

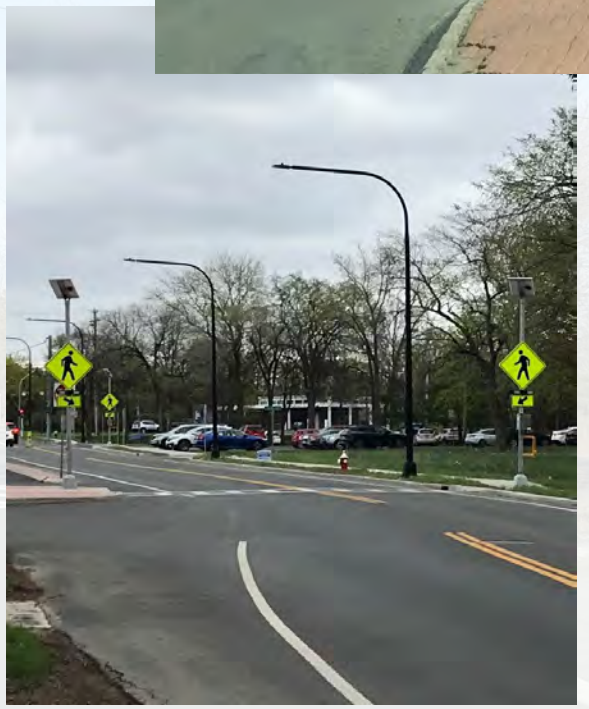
Received input from the Town Engineer regarding stormwater repairs/upgrades needed

Can easily be part of corridor improvements and implementation efforts with additional funding

Green Infrastructure funding sources can be used with transportation funding sources

Pedestrian Options

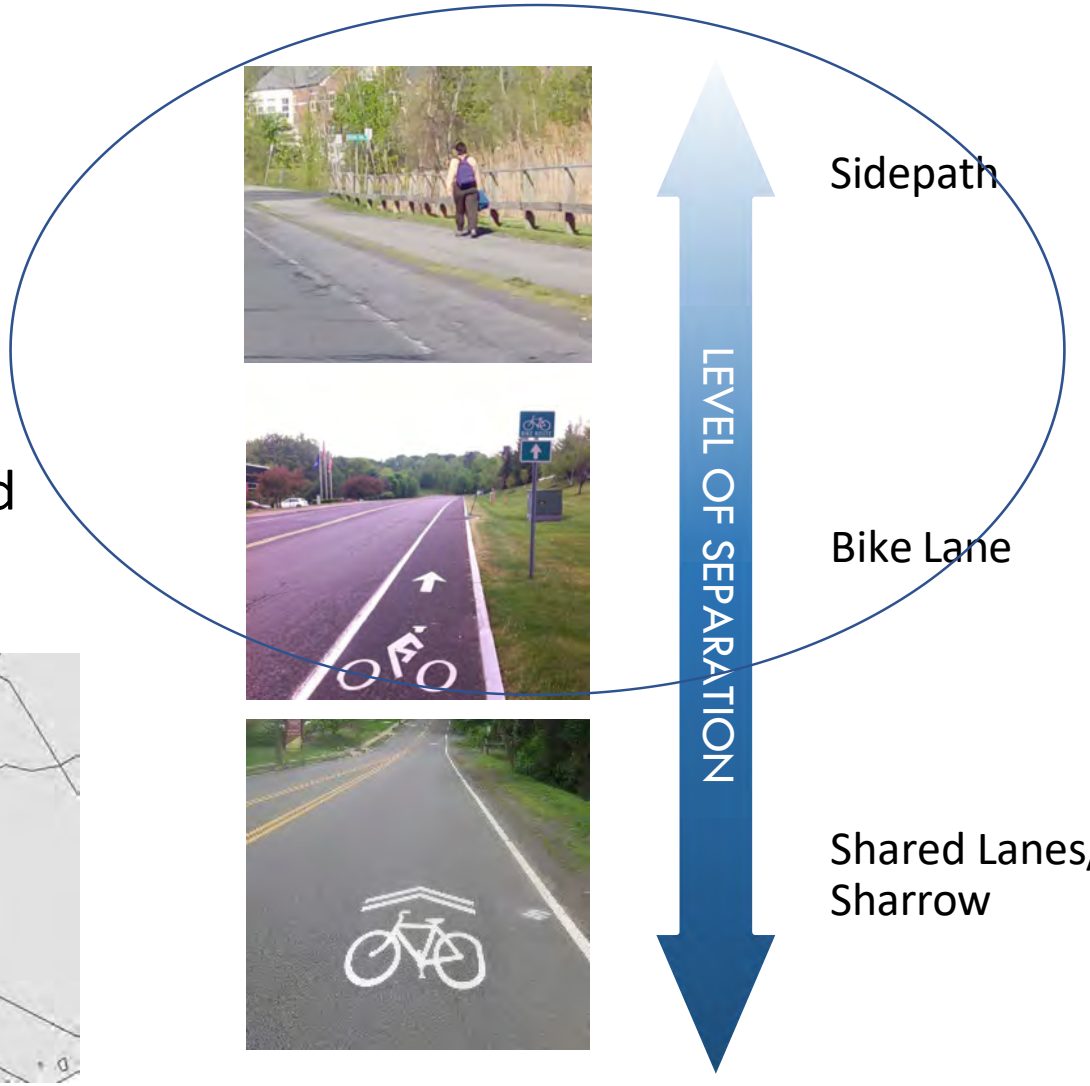
- Sidewalks
- Sidepaths
- Crosswalks
- Bus Shelters
- Pedestrian Signals
- Pedestrian Signage



Bicycle Options

- Bicycle lanes may be an option west of Tibbitts Road due low volumes
  - a sidepath is an option

- A sidepath is a feasible option east of Tibbitts Road (due to traffic volumes and being multi-purpose)



Enhancing Transit

Improves quality of life for residents & supports businesses

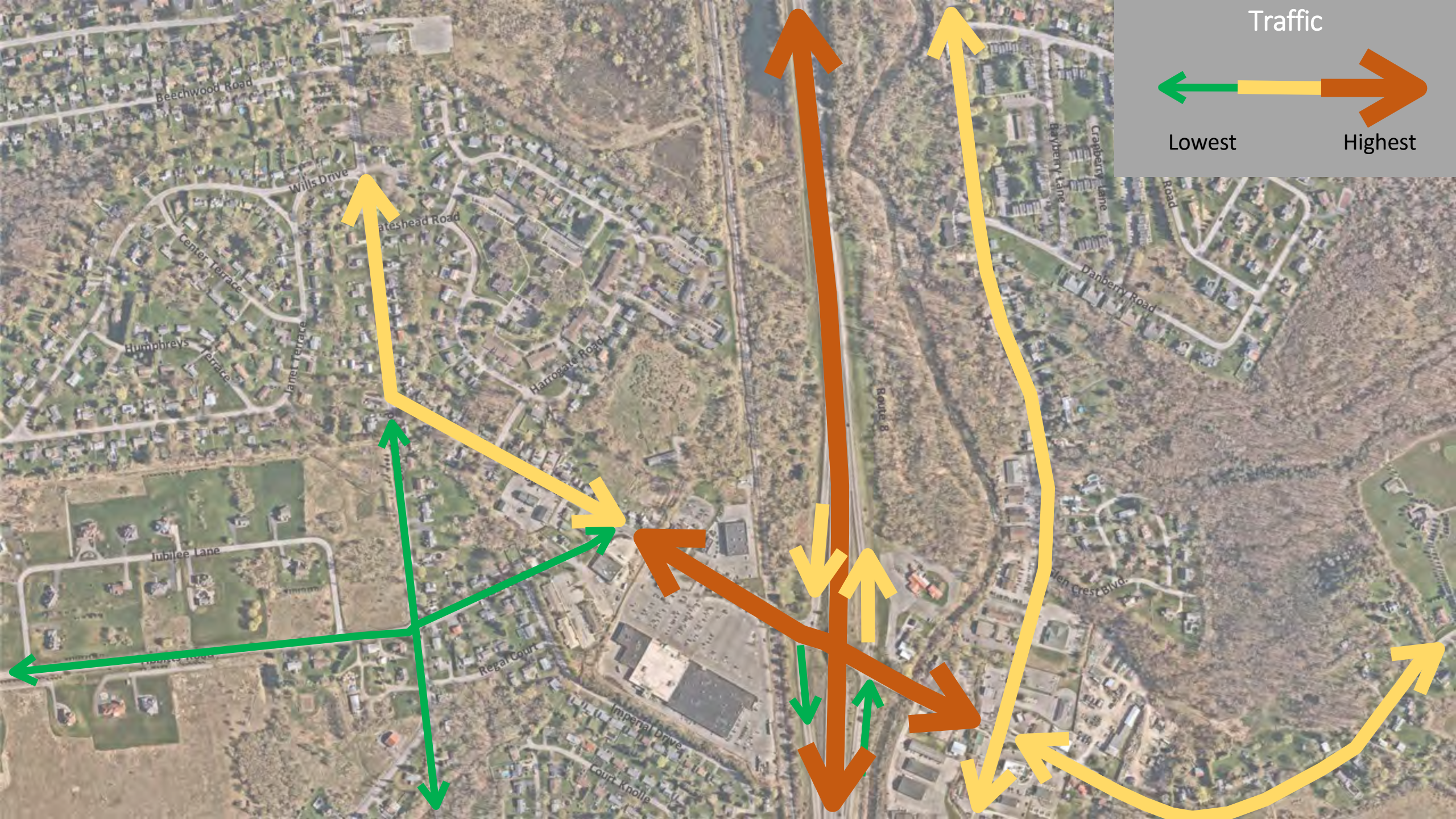
Kellogg Road Existing Conditions
Potential Challenges

- Private Sign (not street sign)
- Utility Pole
- Large Tree
- Tree/Shrub line
- Stormwater Grate
- Ditch/Swale
- Potential Underground Stormwater Issue
- Culvert
- Bus Stop
- Fire Hydrant
- Proximity to structure

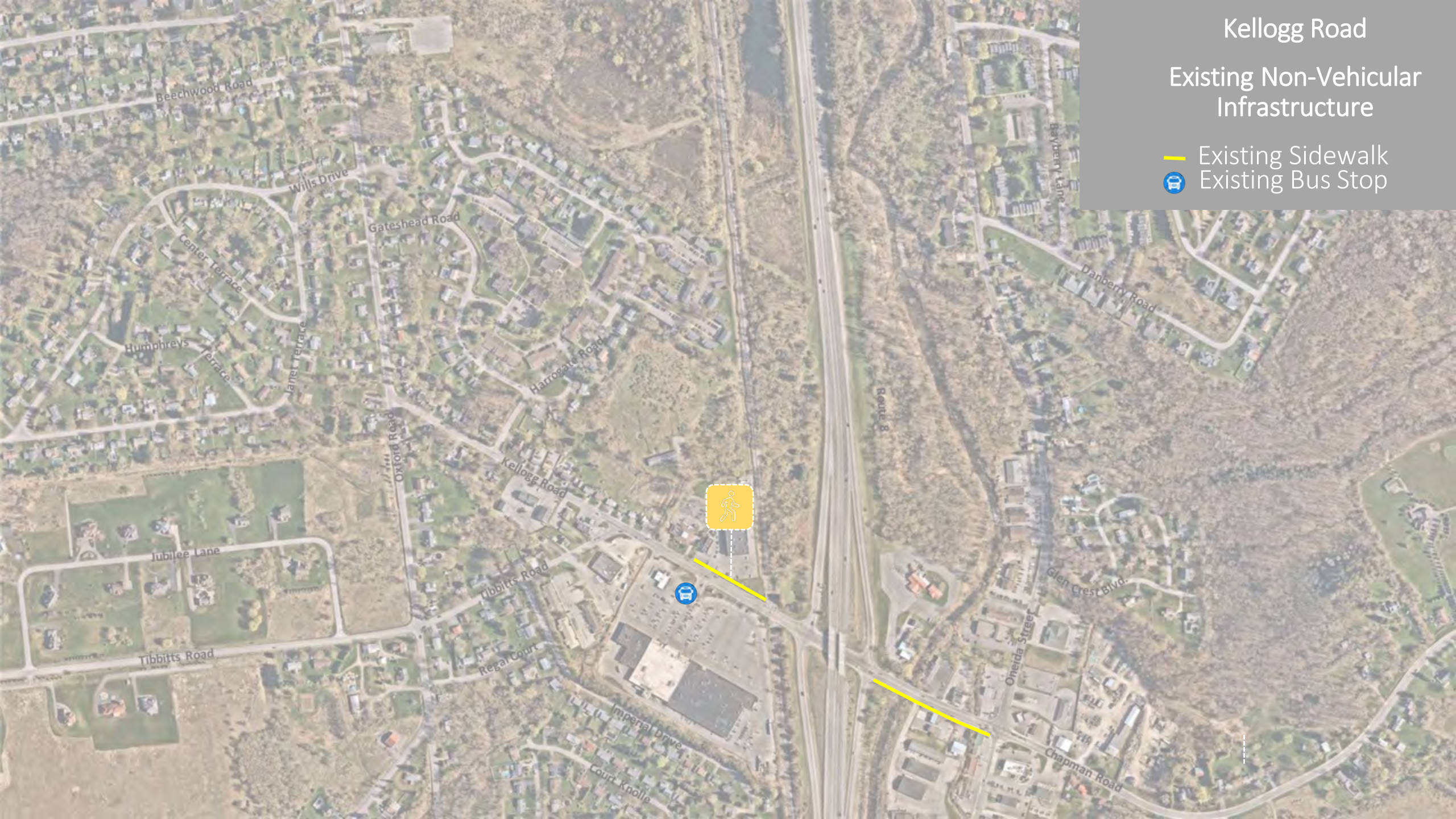
- Truck Traffic (347 AADT)
- Total Traffic (11,187 AADT)

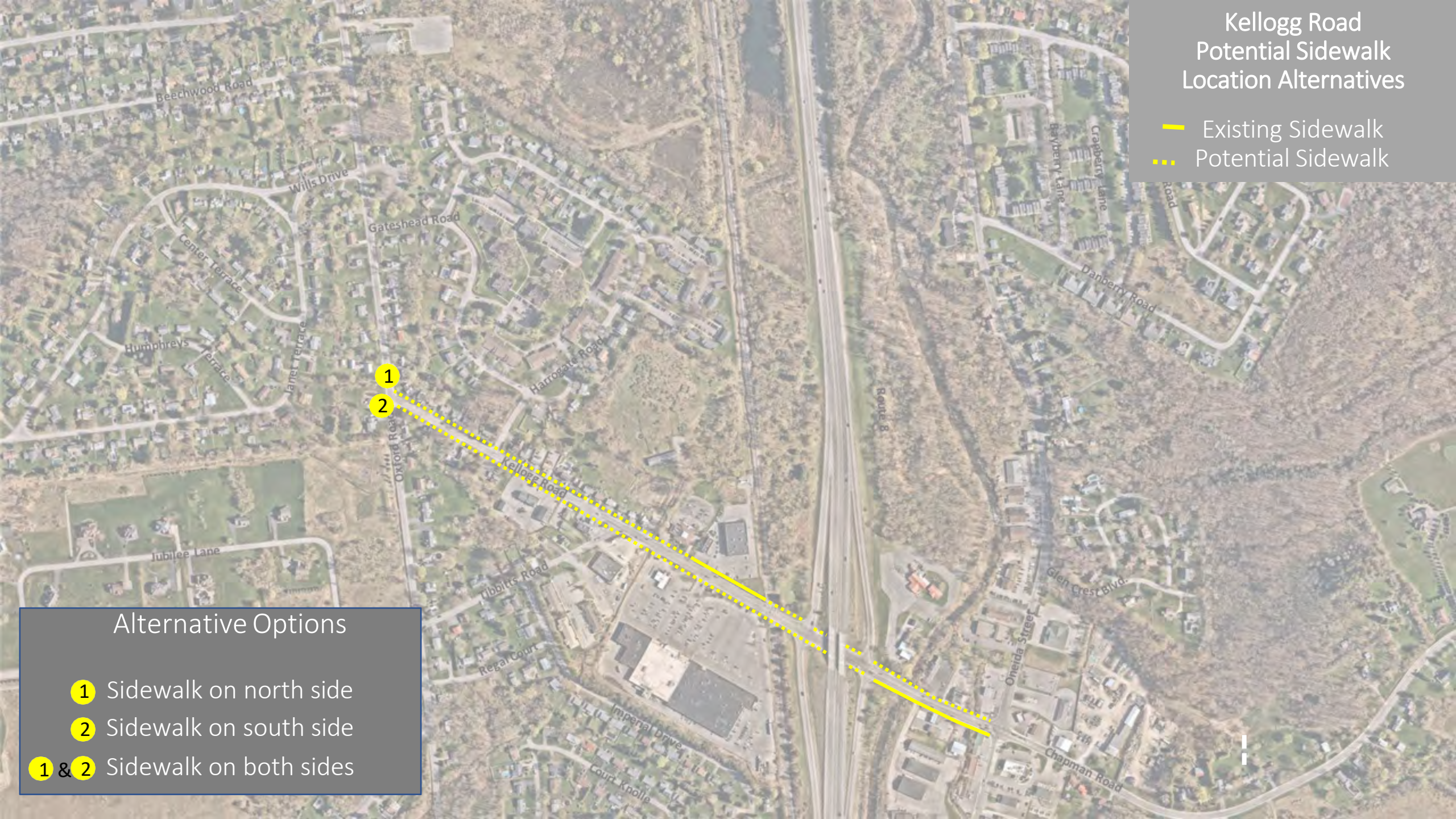
Notes:
Locations shown are approximate

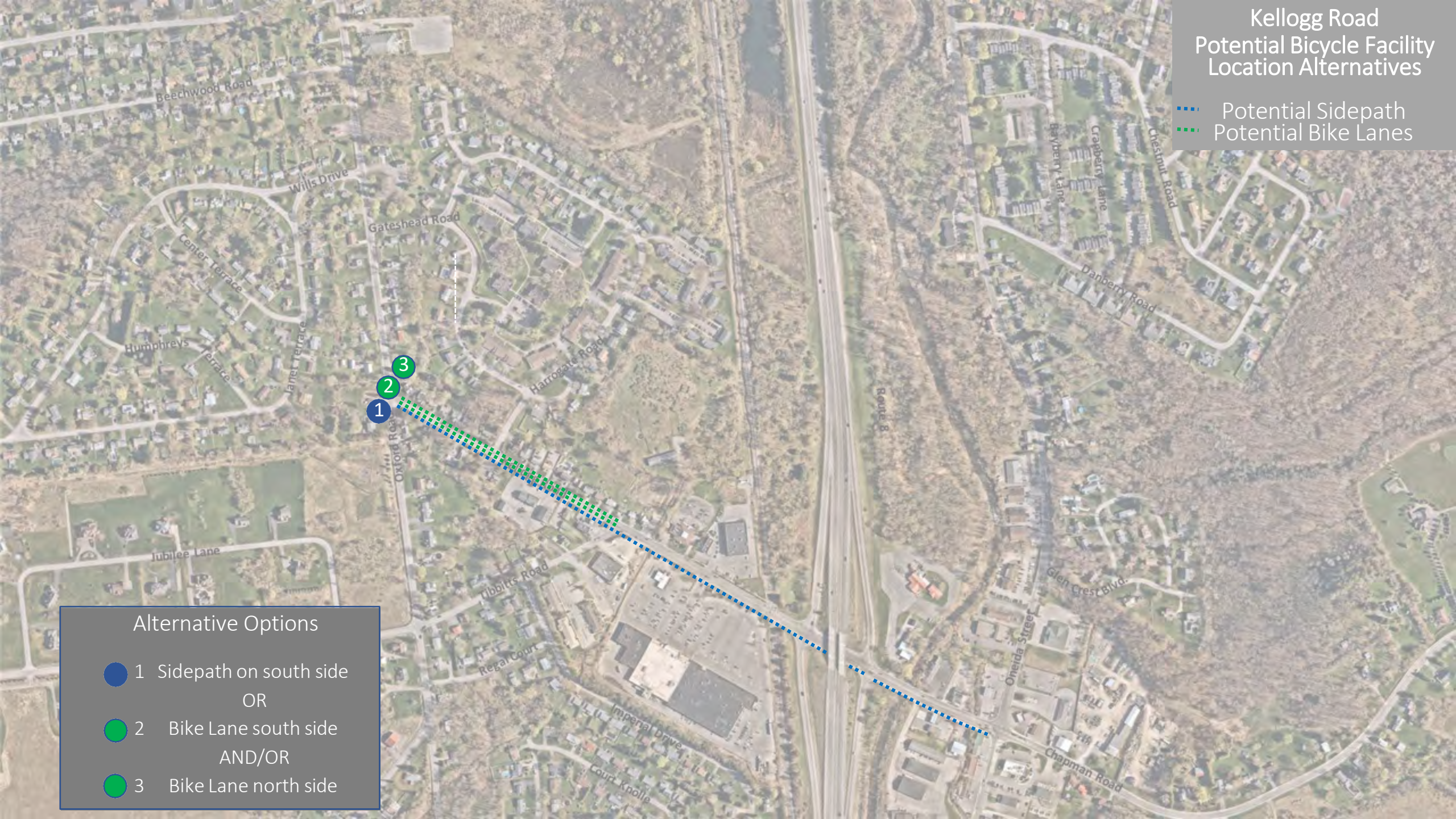
All work will require surveying, engineering & design


Traffic
Lowest
Highest
Beechwood Road
Wills Drive
Center Terrace
Humphreys Terrace
Janet Terrace
ateshead Road
Harrogate Road
Jubilee Lane
Regal Court
Imperial Drive
Court Knolle
Route 8
Bayberry Lane
Cranberry Lane
Road
Danberry Road
len Crest Blvd.

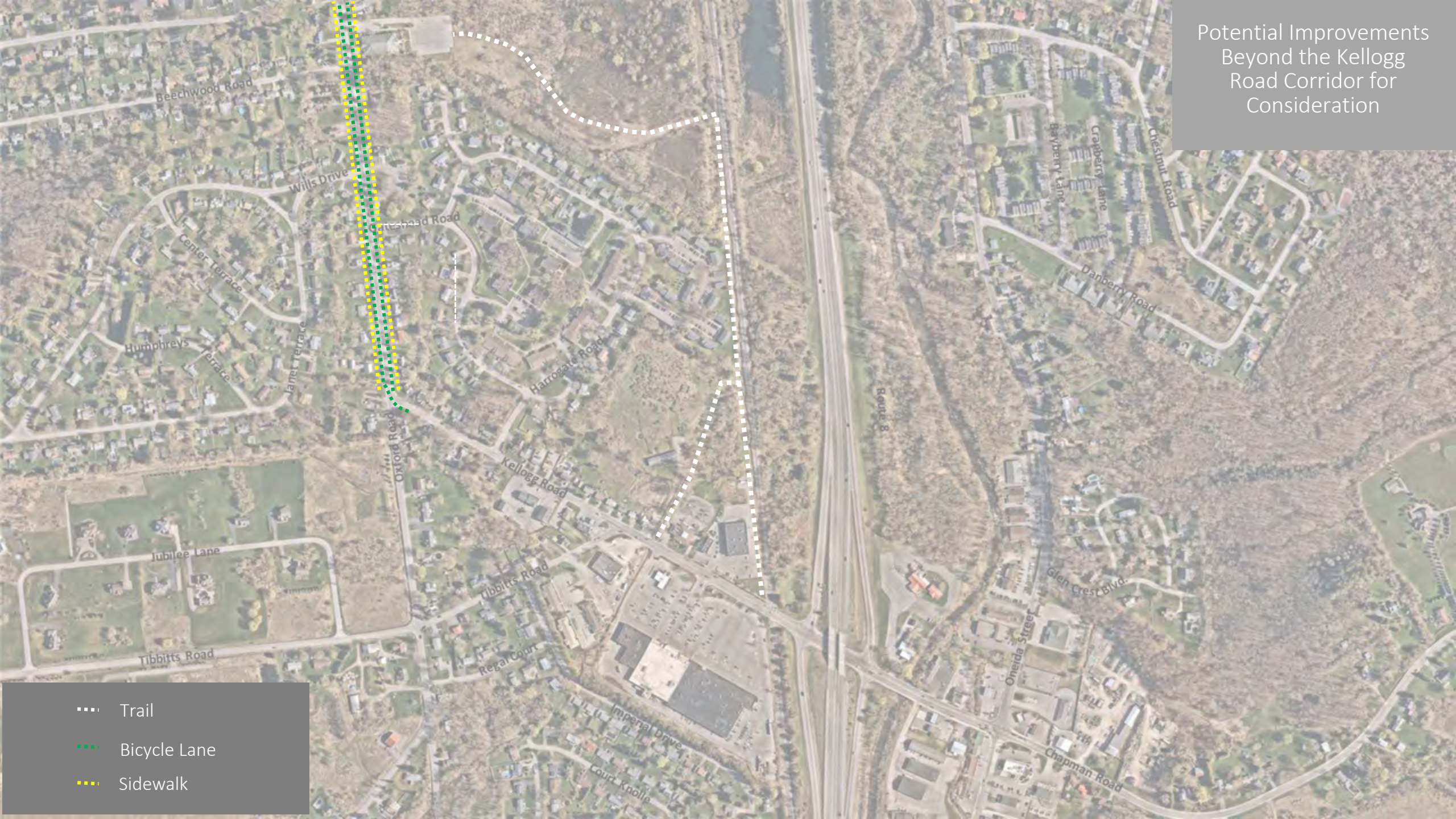
Options/Concepts


Kellogg Road
Existing Non-Vehicular Infrastructure
Existing Sidewalk
Existing Bus Stop
Beechwood Road
Wills Drive
Center Terrace
Gateshead Road
Humphreys Terrace
Janet Terrace
Harrogate Road
Oxford Road
Kellogg Road
Jubilee Lane
Tibbitts Road
Regal Court
Imperial Drive
Court Knolle
Route 8
Bayberry Lane
Danberry Road
Glen Crest Blvd.
Oneida Street
Chapman Road


Kellogg Road
Potential Sidewalk
Location Alternatives
Existing Sidewalk
Potential Sidewalk
Alternative Options
1 Sidewalk on north side
2 Sidewalk on south side
1 & 2 Sidewalk on both sides
1
2
Beechwood Road
Wills Drive
Gateshead Road
Center Terrace
Humphreys Terrace
Janet Terrace
Harrogate Road
Oxford Road
Kellogg Road
Jubilee Lane
Tibbitts Road
Regal Court
Imperial Drive
Court Knolle
Route 8
Bayberry Lane
Cranberry Lane
Danberry Road
Oneida Street
Glen Crest Blvd.
Chapman Road


Kellogg Road
Potential Bicycle Facility
Location Alternatives
Potential Sidepath
Potential Bike Lanes
Alternative Options
1 Sidepath on south side
OR
2 Bike Lane south side
AND/OR
3 Bike Lane north side
Beechwood Road
Wills Drive
Gateshead Road
Center Terrace
Humphreys Terrace
Janet Terrace
Oxford Road
Harrogate Road
Jubilee Lane
Tibbitts Road
Regal Court
Imperial Drive
Court Knolle
Route 8
Oneida Street
Glen Crest Blvd.
Chapman Road
Bayberry Lane
Cranberry Lane
Chestnut Road
Danberry Road

Kellogg Road Potential Bus Stop Shelter Locations


Potential Improvements Beyond the Kellogg Road Corridor for Consideration
Trail
Bicycle Lane
Sidewalk
Beechwood Road
Wills Drive
Center Terrace
Humphreys Terrace
Janet Terrace
Oxford Road
Harrogate Road
Kellogg Road
Jubilee Lane
Tibbitts Road
Regal Court
Imperial Drive
Court Knolle
Route 8
Oneida Street
Glen Crest Blvd.
Chapman Road
Bayberry Lane
Cranberry Lane
Chestnut Road
Danberry Road

Existing Conditions – Oneida Street to Route 8 Bridge

Possible Implementation Options

2 Sidewalks

Sidepath Only

Existing Conditions – Hannaford Plaza/ Walgreens/ Dunkin Donuts

Possible Implementation Options

2 Sidewalks

Sidepath

Existing Conditions – Oxford Road to Harrogate Road

Possible Implementation Options

2 Sidewalks

Bike Lanes (with sidewalks)

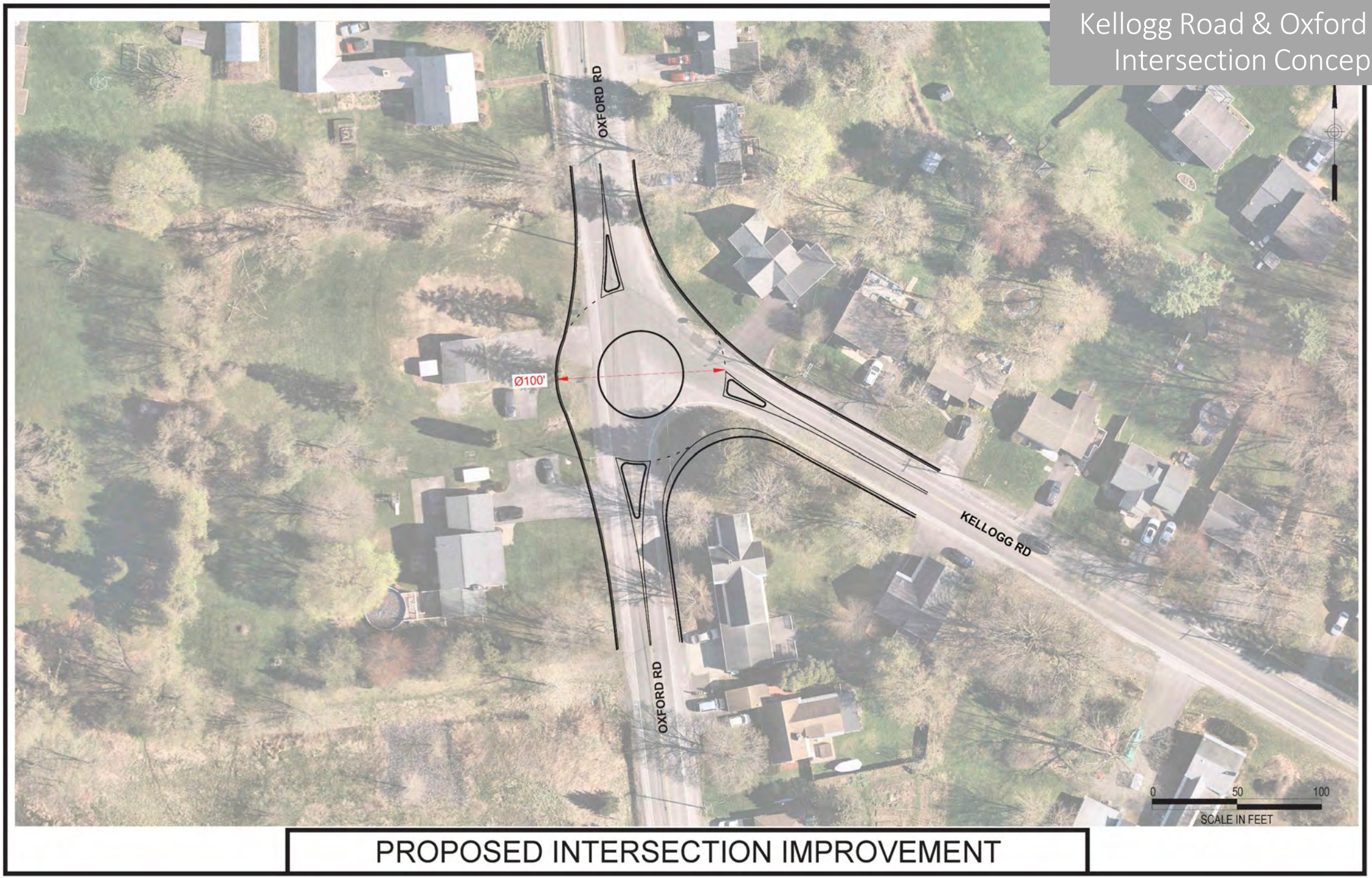
Sidepath

Neighborhood Gateway Rendering - Kellogg Road at Oxford Road

Options/Concepts for Intersection Re-design

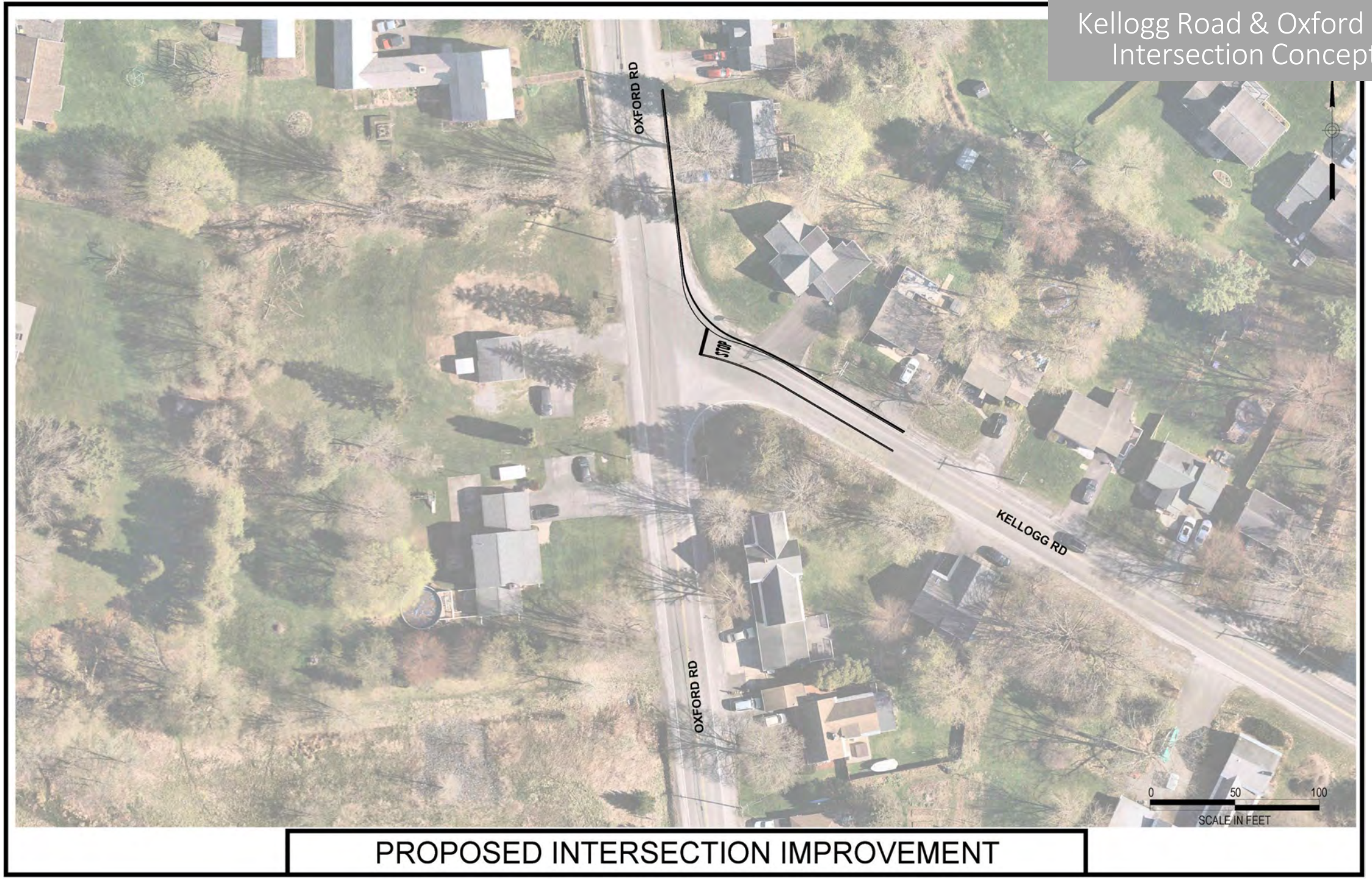
- Existing road geometry has created unsafe movements for vehicles and caused unnecessary conflict and stress for drivers
- Options took into consideration type of crashes occurring, traffic flow, and incorporation of all roadway users
- Concepts presented are for discussion and input after the presentation

Kellogg Road & Oxford Road Intersection Concept 1



PROPOSED INTERSECTION IMPROVEMENT

Kellogg Road & Oxford Road Intersection Concept 2



PROPOSED INTERSECTION IMPROVEMENT

Kellogg Road & Oxford Road Intersection Concept 3

PROPOSED INTERSECTION IMPROVEMENT

Kellogg Road & Tibbitts Road Intersection Concept 1

PROPOSED INTERSECTION IMPROVEMENT

Kellogg Road & Tibbitts Road Intersection Concept 2

PROPOSED INTERSECTION IMPROVEMENT

Access Management

- Kellogg Road traffic supports the many businesses along the corridor but also is the reason for the congestion that exists.
  - Opportunities exist today for better and more inclusive road design to support businesses improving accessibility for all users.
- Access Management (AM) is a set of techniques that State and local governments can use to control access to highways, major arterials, and other roadways. The benefits of access management include improved movement of traffic, reduced crashes, and fewer vehicle conflicts. (FHWA)
- There are several access management driveway consolidation opportunities.
  - Residential driveways at Tibbitts Road
  - Commercial driveways between Tibbitts Road and Oneida Street
  - Mixed use properties west of Tibbitts Road

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Kellogg Road
Access Management
Potential Opportunities

Driveway

Potential Access Management Location

Next Steps

- Use input received to refine options/concepts
- Update mapping/ renderings/ graphics
- Determine if a demonstration project (s) are needed/ desired
- Progress the preferred options/concepts
    - Develop cost estimates
    - Develop implementation timeline (including funding sources)
- Present draft of preferred options/concepts for community review
- Finalize preferred options/concepts
- Complete the LTPAP for Kellogg Road Study

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Open House Workshop – *We want to know your preferences!*

- Please tell us what you think about the options/concepts presented
- Visit each of the stations in the room, which are enlarged slides from the presentation
- Using the sticker dots, place them on the pictures to let us know your likes (or dislikes) for the options/concepts

Green dots = you like it

Red dots = you do not like it

Sticky notes = comments

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