



## Kellogg Road LTPAP Public Meeting #3 St. John the Evangelist Church November 2, 2024, at 3:30 PM and 6:00 PM

### Meeting Overview

The meeting was hosted by the Herkimer-Oneida Counties Transportation Council (HOCTC) staff. County legislators in attendance included Mary Austin Pratt and Caroline Gable Reale.

Two meetings were held at different times throughout the afternoon to provide the public with an opportunity to attend when most convenient for them. Public Meeting #3 was hosted at different times than Public Meetings #1 and #2 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 began by summarizing the actions that had already been taken by HOCTC, which included a discussion on public engagement efforts, an analysis of existing roadway conditions and operations, and a community health profile. HOCTC staff also highlighted the results of past public surveys and discussed the purpose of public survey #3 to demonstrate how public feedback continues to guide the development of the project concepts.





Addressing access management concerns and facilitating safe passage for pedestrians and bicycles had been noted as important goals throughout the planning process. Intersections and pedestrian connections that required moderate or significant improvements to achieve these goals were emphasized in the presentation. Additional opportunities for amenities such as street trees, transit stops, and streetlights were integrated into the visioning diagram.

Throughout the presentation, attendees confirmed the results from past public surveys in expressing an interest in amenity-intense roadways with extensive safety controls for pedestrians and bicycles. This includes the addition of sidewalks and/or sidepaths extending from Oxford Road to Oneida Street. Attendees were also favorable towards the conceptual realignment of the intersections at Oxford Road and Tibbitts Road to increase driver awareness of pedestrians and other vehicles without the need to encroach beyond the public right-of-way. Finally, the public was agreeable that upgraded traffic signals were an important component of the project to address issues related to congestion and vehicle traffic flow.

### Concept Design Review and Activities

After the presentation, attendees reviewed display boards depicting the conceptual design of different sections throughout Kellogg Road. The content included in the conceptual designs was influenced by the public feedback received from past public meetings and surveys. There were seven concept designs for the corridor.

Attendees were encouraged to participate in an activity called “Be the Banker”. The participants were given an imaginary \$1 million consisting of 10 bills that they could “invest” into any number of corridor segment concepts. 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. Once participants placed all their money in a bag associated with a specific concept, thus completing the activity, they were directed to indicate on a piece of paper whether the concepts presented at the meeting captured their thoughts and ideas. The results from each activity are presented in the following table.





Preference Ranking	Corridor Segment/Intersection	Activity Funds Allocated
1	Kellogg Road and Oneida Street	\$3.8 Million
2	Kellogg Road and Hannaford Plaza	\$3.6 Million
3	Kellogg Road and Oxford Road	\$3.5 Million
4	Kellogg Road and Tibbitts Road	\$3.1 Million
5	Kellogg Road and Harrogate Road	\$1.5 Million
6	Kellogg Road and Route 8 South Ramps	\$1.2 Million
7	Kellogg Road and Route 8 North Ramps	\$.7 Million

HOCTC received 17 responses from meeting participants who were asked if the concepts presented at the meeting captured their thoughts and ideas about the corridor. Among these responses, 100% answered affirmatively.

### What We Heard

HOCTC staff documented feedback from the public and encouraged participants to post written feedback on the concept designs or deposit it in a designated comment box before exiting the meeting. The following verbal or written comments were recorded:

#### **Kellogg Road (Entire Corridor)**

- There was a positive response to the installation of sidewalks and crosswalks on both Kellogg Road and Oxford Road
- There were some preferences for all multi-use paths to be located on the south side of Kellogg Road and all sidewalks to be placed on the north side of Kellogg Road
- The project should address the sewer and water main issues on the residential side of Kellogg Road
- A recommendation should be made to consolidate the transit stops on Kellogg Road and at the corner of Harrogate Road, by replacing them with just one stop at Hannaford Plaza
- The perception of safety has decreased on Kellogg Road since the opening of the Dollar Tree
- The roadway shoulder condition from Hannaford Plaza to Oxford Road needs improvements and should be considered as part of a proposed countermeasure
- Pedestrian traffic should be encouraged to travel down Harrogate Road instead of on Kellogg Road
- A recommendation should be made to limit on-street parking spots

### Kellogg Road and Tibbitts Road Intersection

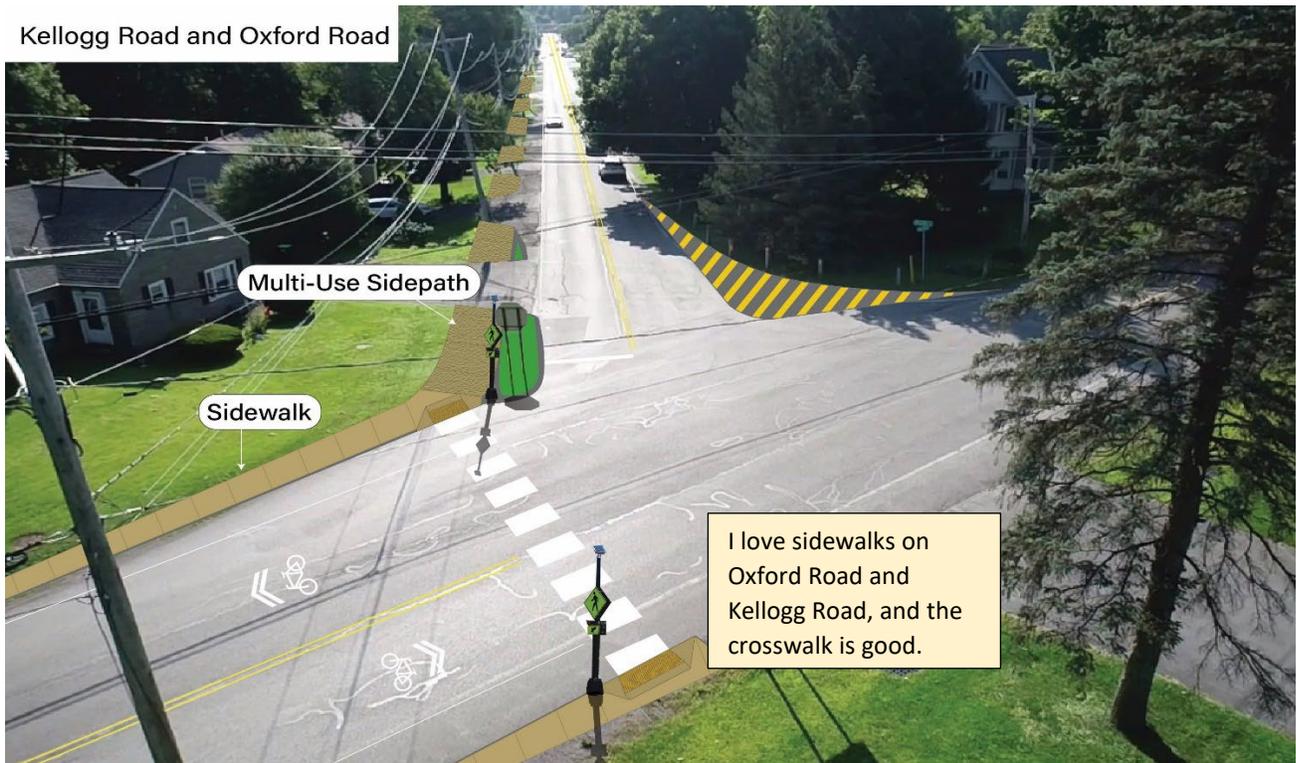
- A recommendation should be made to lower the speed limit on Tibbitts Road as it approaches Kellogg Road
- Attendees mentioned that there were several instances when potential vehicle accidents nearly occurred at the Tibbitts Road intersection when vehicles were making a left turn onto Kellogg Road

### Kellogg Road and Oneida Street Intersection

- There is a need for audio-visual crosswalk signals at all major intersections, with an especially high need at the Kellogg Road and Oneida Street intersections
- There was concern over the inclusion of sharrows on Oneida Street and whether it would increase bicycle and vehicle conflicts

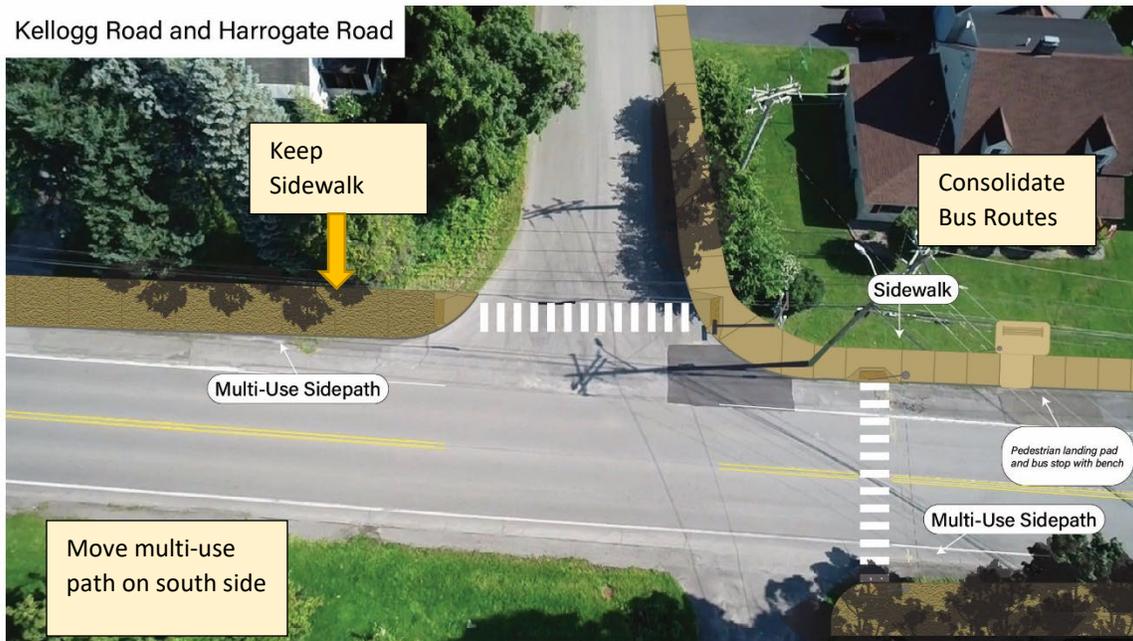
Attendees had the opportunity to review seven conceptual designs depicting sections of Kellogg Road from the Oxford Road Intersection to the Oneida Street Intersection. The designs are located below with attached notes that were written by meeting attendees. Some comments have been altered to provide added clarity or context.

Kellogg Road and Oxford Road



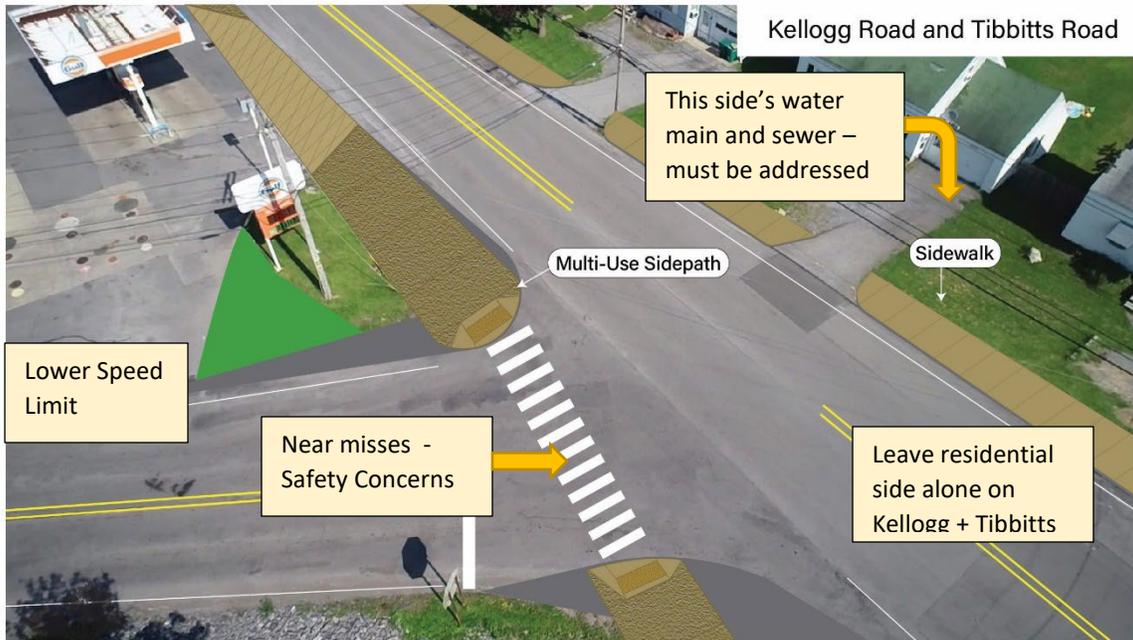
Pros	Cons
- Includes pedestrian safety infrastructure	- Lacks attractive features
- Includes traffic calming measures	- Lacks comfort features
- Provides connectivity to Oxford Road/Village of New Hartford	- Does not provide for off-road bicycle accommodations on Oxford Road

Kellogg Road and Harrogate Road



Pros	Cons
<ul style="list-style-type: none"> <li>- Includes pedestrian safety infrastructure</li> <li>- Comfort improvements and ADA Accessibility for bus stop</li> <li>- Connectivity of Oxford Towne Apartments onto Kellogg Road</li> </ul>	<ul style="list-style-type: none"> <li>- Lacks attractive features</li> <li>- Bicycles are accommodated in-road and on multi-use path; may create confusion.</li> </ul>

Kellogg Road and Tibbitts Road



Pros	Cons
<ul style="list-style-type: none"> <li>- Includes traffic calming measures</li> <li>- Includes pedestrian safety infrastructure</li> <li>- Includes additional greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Lacks attractive features</li> <li>- Lacks comfort features</li> <li>- Limited access management solutions</li> </ul>

Kellogg Road and Hannaford Plaza



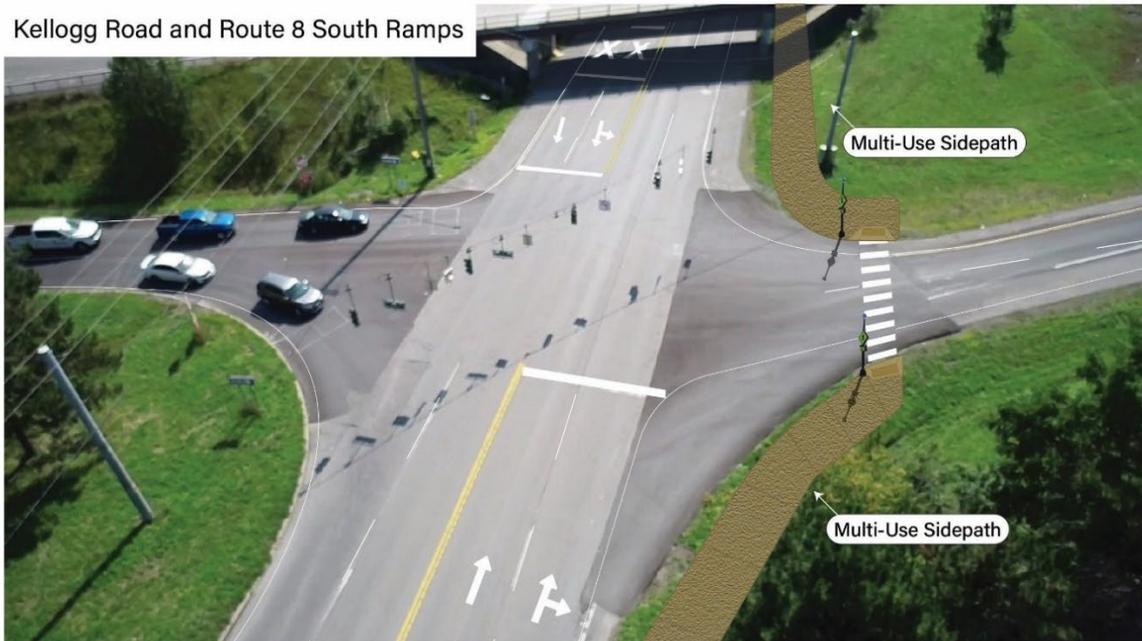
**Pros**

- Designated left and right turn lanes
- Signal timing adjustments for peak hour congestion
- Improves pedestrian and bike access to businesses

**Cons**

- Lacks attractive features
- Lacks comfort features
- Parking lot circulation issues are beyond the public road right-of-way.

Kellogg Road and Route 8 South Ramps



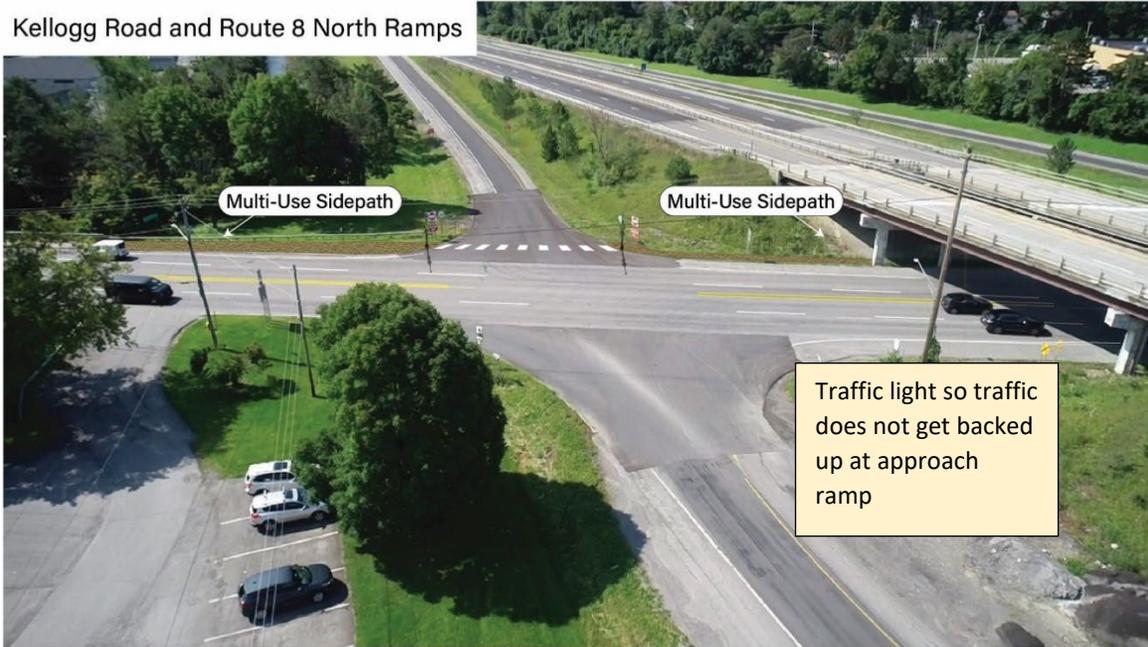
**Pros**

- Includes pedestrian safety infrastructure
- New pavement markings

**Cons**

- Lacks attractive features
- Pedestrian access limited to one side

Kellogg Road and Route 8 North Ramps



Multi-Use Sidepath

Multi-Use Sidepath

Traffic light so traffic does not get backed up at approach ramp

Pros	Cons
<ul style="list-style-type: none"> <li>- Includes pedestrian safety infrastructure</li> <li>- Includes bicycle safety infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>- Lacks attractive features</li> <li>- Pedestrian access limited to one side</li> </ul>

Kellogg Road and Oneida Street



Multi-Use Sidepath

Upgrade & rightsize stormwater facility to create above ground space for additional bike/pedestrian facility

I don't like sharrow symbology on road

Audio visual crosswalk signals needed here

Sidewalk

Pros	Cons
<ul style="list-style-type: none"> <li>- Includes pedestrian safety infrastructure</li> <li>- Improvement of pavement markings</li> <li>- Improves pedestrian access to businesses</li> </ul>	<ul style="list-style-type: none"> <li>- Lacks attractive features</li> <li>- Lacks comfort features</li> <li>- Limited access management solutions</li> </ul>