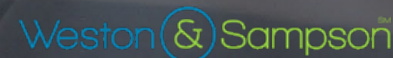


# Local Transportation Planning Assistance Program W. Chestnut Street



# Public Workshop #2 Agenda

## Presentation

- Update on 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
  - 353 responses
- Business Stakeholder Interviews
- Traffic Analysis



# Existing Conditions

## Roadway

- 3 Corridor Typologies
- Right-of-way varies from 100' – 45'
- Travel lanes ~13' wide
- Merrick Road culvert needs to be replaced
- Potential for new residential development along Merrick Road
- 3 bus routes in the area (all have 1.5 hr frequency)
  - Rt.4 runs along W. Chestnut St.



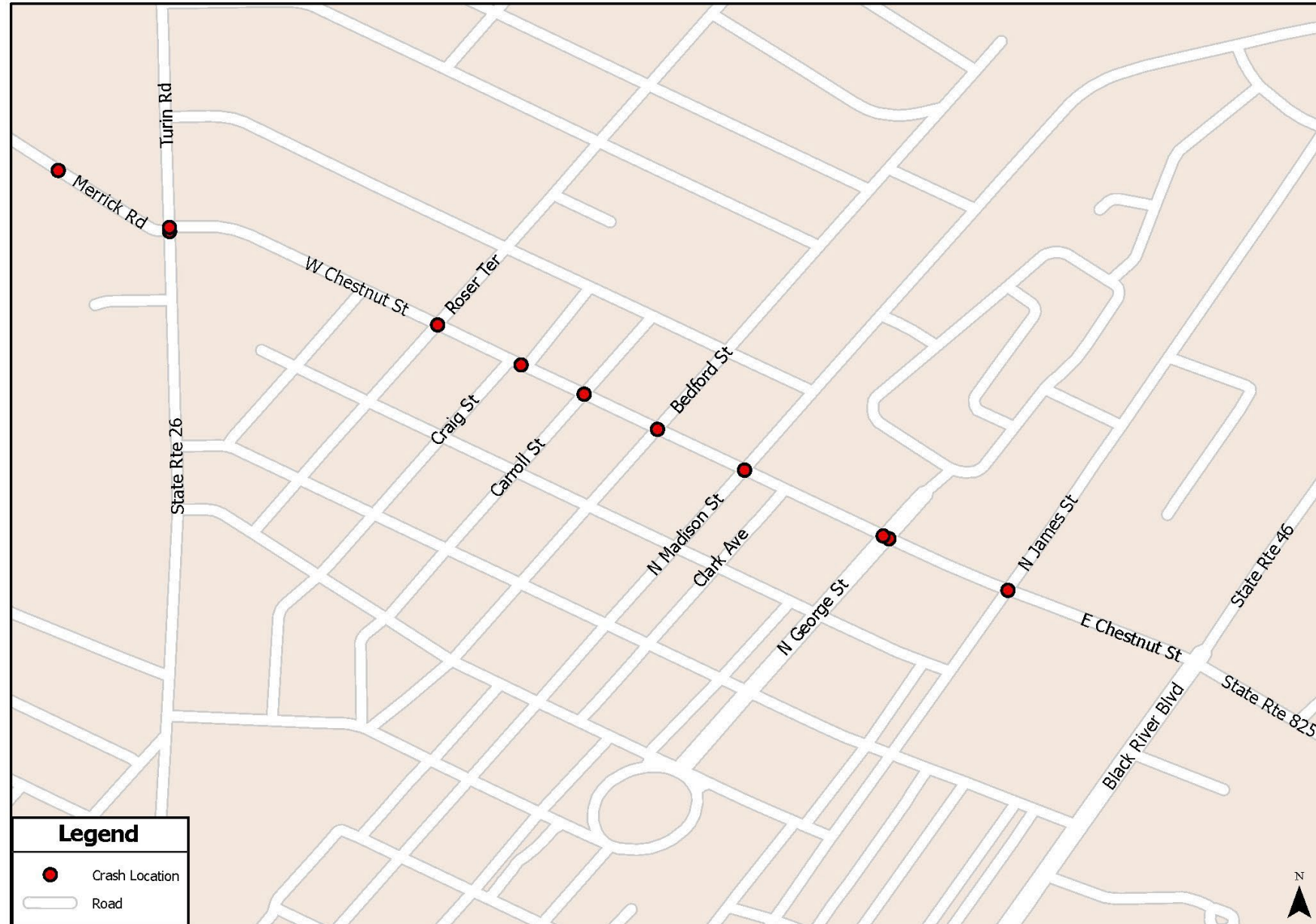
Segment	Average Speed	Traffic Volume (AADT)
Black River Blvd to N. Madison Street	29 mph	11,187 (actual), 347 trucks
N. Madison Street to Turin Road	31 mph	6,707 (est), 295 trucks

# Existing Conditions

## Crash Data

- No single high crash location
- Crashes are occurring at most intersections

W Chestnut Street Crash Map

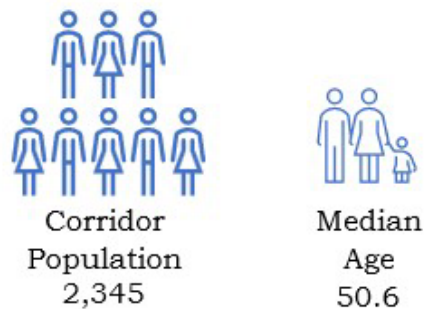


# Existing Conditions - demographics

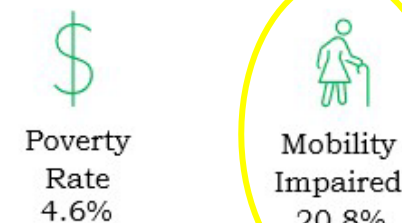
## Walkability Score - EPA



## Population



## Vulnerable Population



## Housing



## Employment



## Households



# *Public Survey #1 Results*

- Top Outcome Response – Promote diverse array of transportation options
- Most respondents:
  - Travel by automobile
  - Do not use public transportation, a bicycle or scooter
  - Use W. Chestnut Street to run errands/shop, or for through travel to work and visiting family and friends
- Most important method of transportation:
  - 1) personal vehicle, 2) walking, 3) bicycling, 4) transit
- Truck traffic along W. Chestnut Street:
  - Sometimes a problem (57%)
  - Definitely a problem (28%)
  - Definitely not a problem (15%)





# *Public Survey #1 Results - continued*

89% of respondents agreed that the W. Chestnut corridor is of commercial importance

Overall consensus of what people want to see:

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

Top 5 specific improvements to add or expand:

- sidewalks
- intersection improvements
- wider road shoulders
- bike lanes
- pedestrian scale streetlights

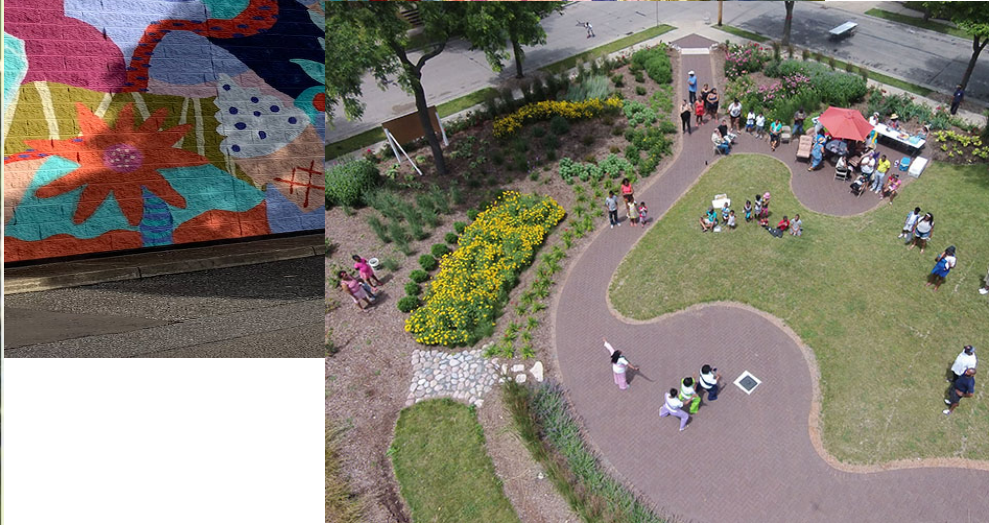
# *Public Survey #2 - purpose*

## 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/WChestnut>



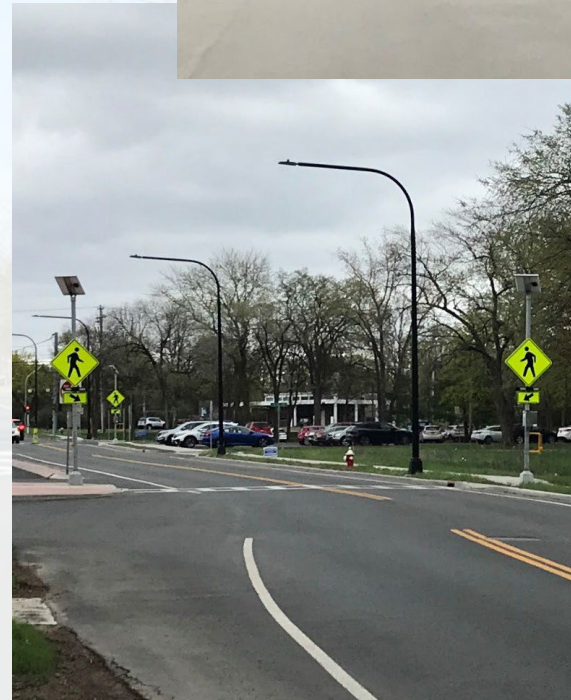
# *Options/Concepts for Considerations*



- Input to-date shows that non-vehicular options are desired
- Traffic volume (AADT) and vehicle speeds are not generally favorable to on-road biking or walking facilities
- All potential alternatives include consideration of the following:
  - Enhancing the visual appeal of the corridor& neighborhood
    - landscaping, lighting, and gateway treatments
  - Improvements to the intersection with Turin Road
  - Access management
  - Potential new bus stop shelter locations
  - Pedestrian crossing improvements

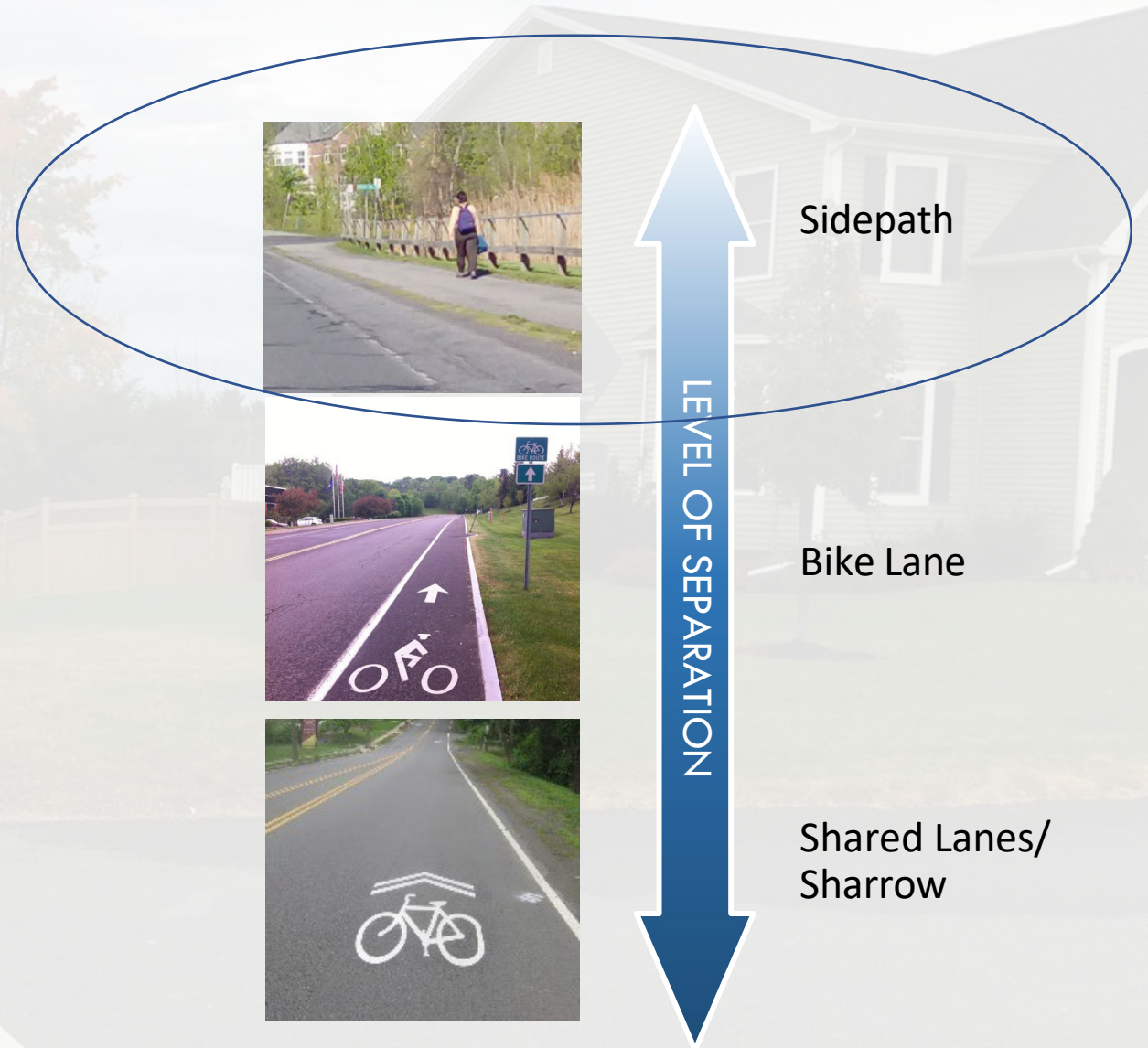
# *Pedestrian Options*

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



# *Bicycle Options*

A sidepath incorporates bicycles and provides other modes of travel (parents with strollers, low-mobility persons, dog walkers, etc.) a low-stress option on W. Chestnut.



# Enhancing Transit

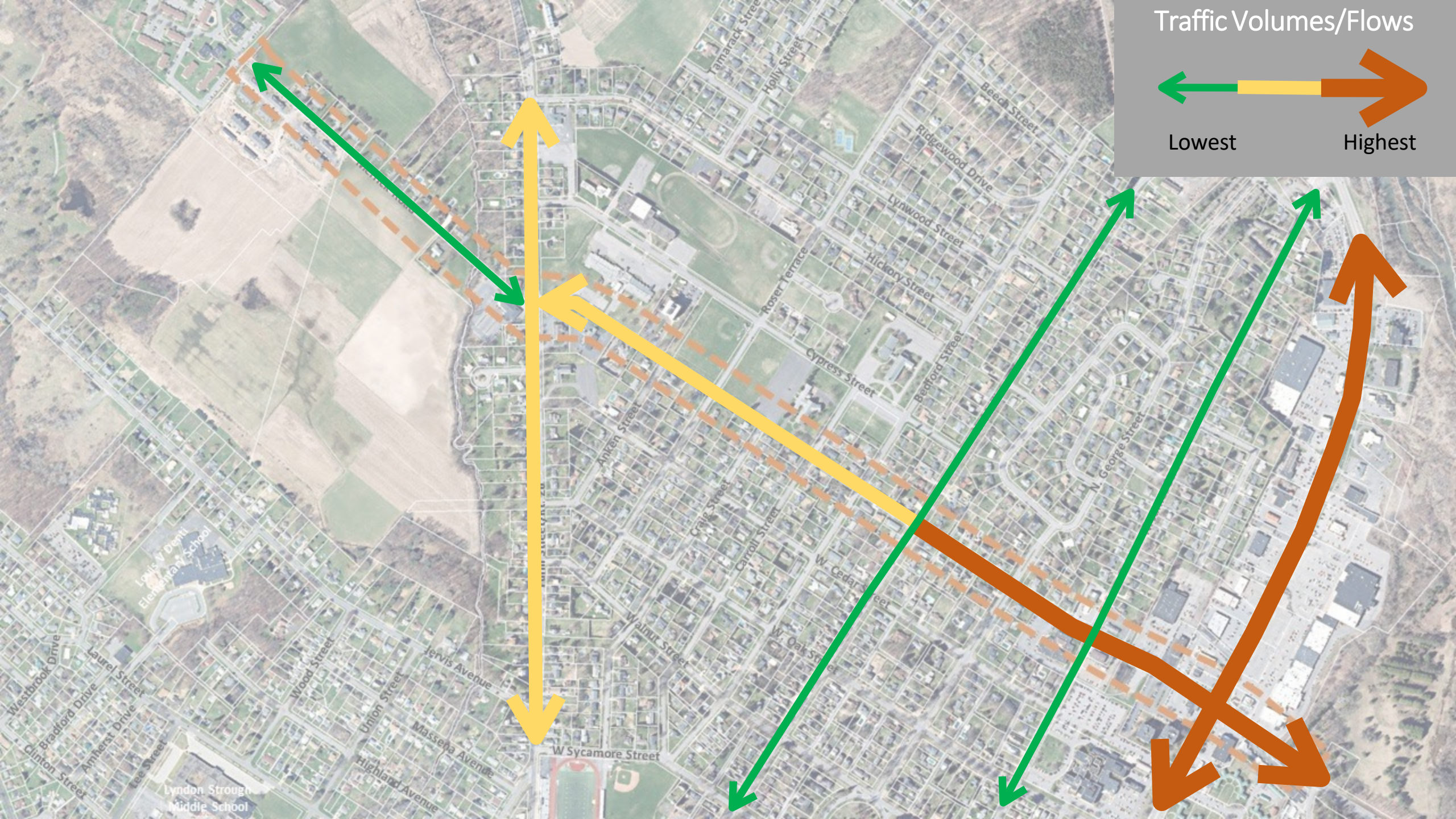
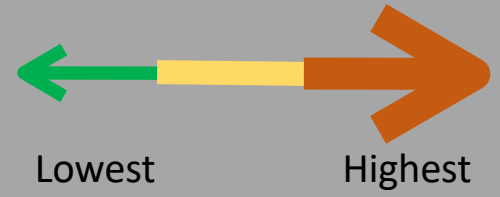
Improves quality of life for residents & supports businesses







# Traffic Volumes/Flows



# Options/Concepts



W. Chestnut St.

Existing Non-Vehicular Infrastructure

- Existing Sidewalk
- Existing Bus Stop



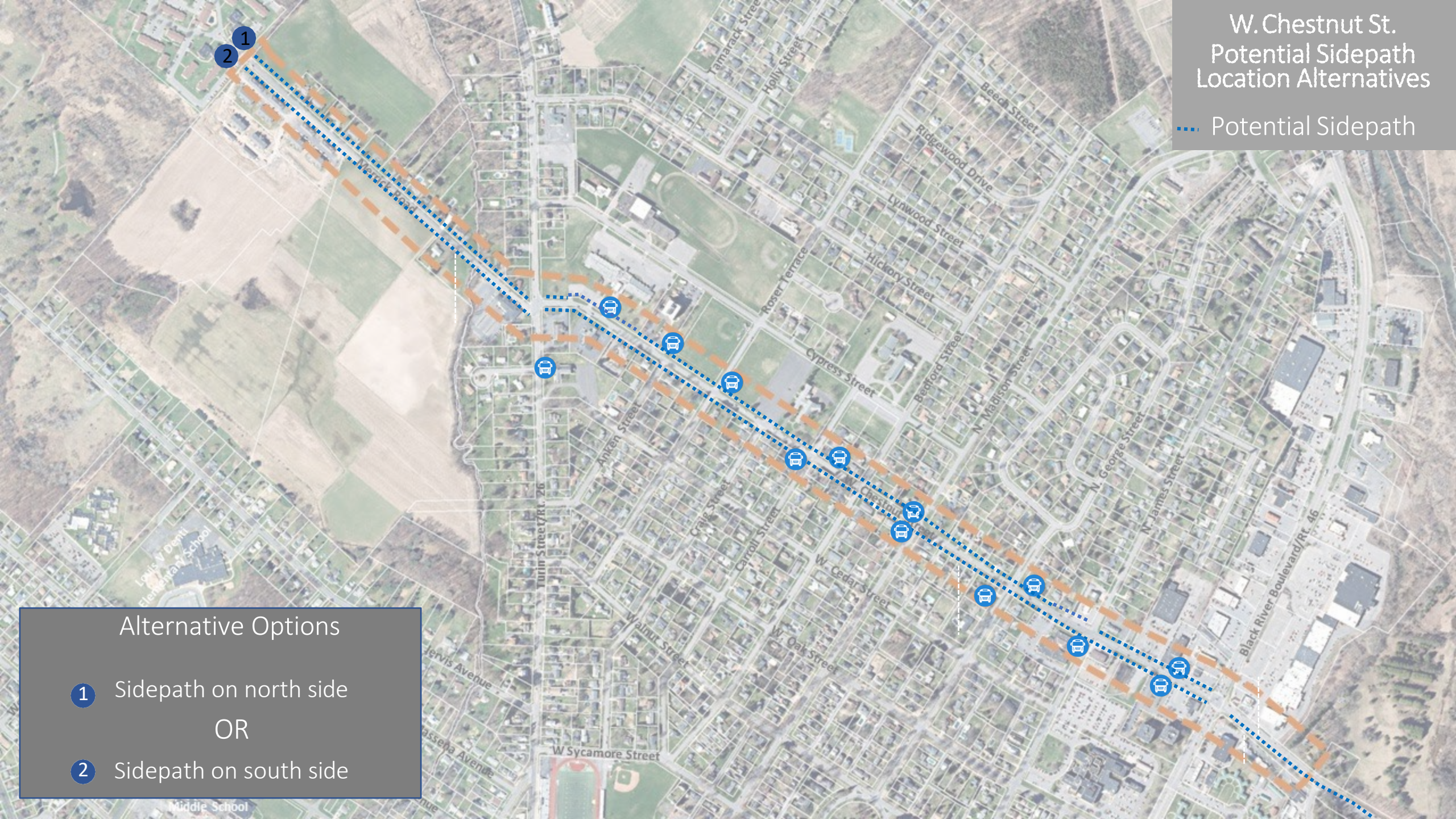


# W. Chestnut St. Potential Sidepath Location Alternatives

..... Potential Sidepath

Alternative Options

- 1 Sidepath on north side
- OR
- 2 Sidepath on south side

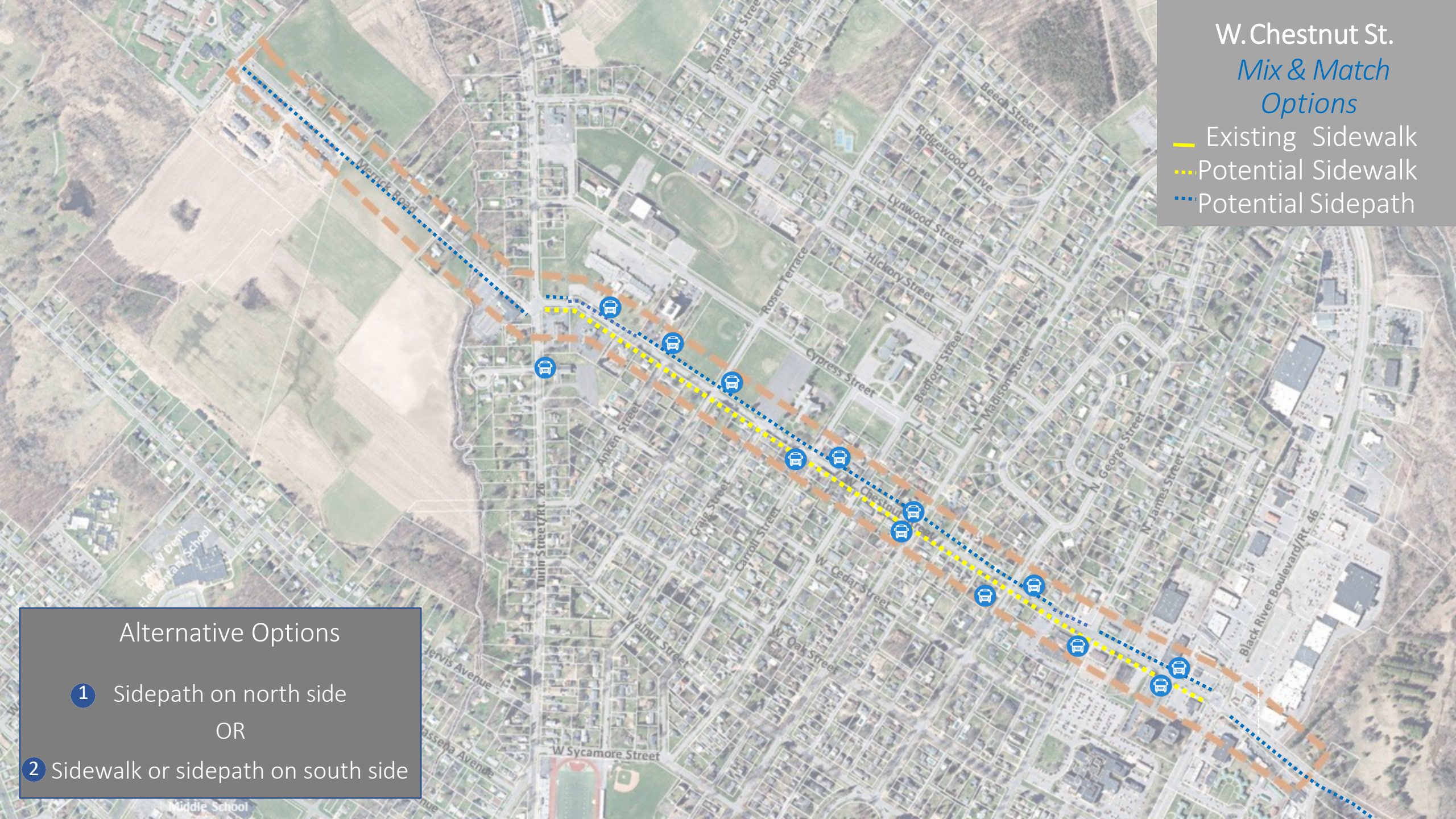


# W. Chestnut St. Mix & Match Options

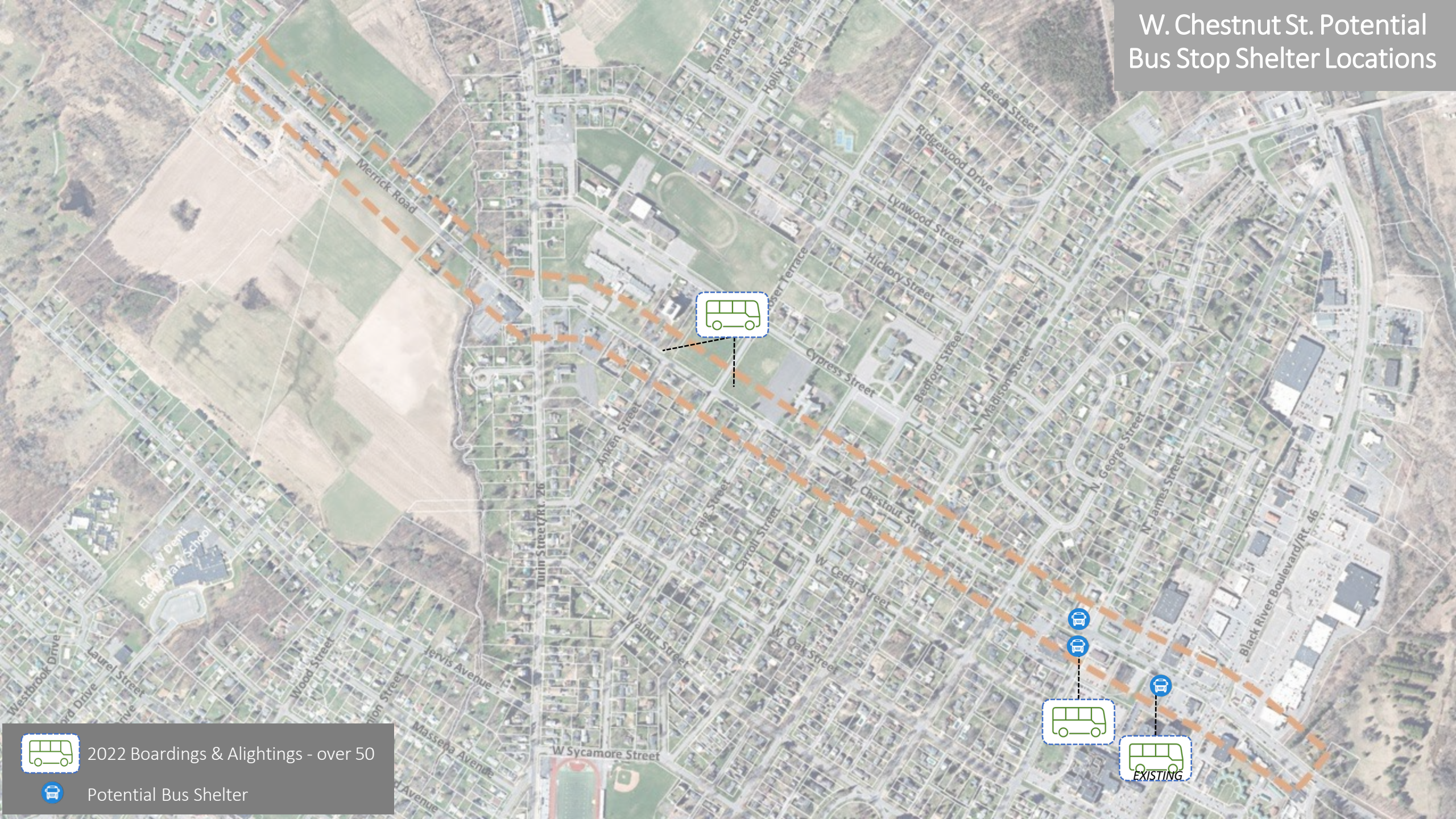
- Existing Sidewalk
- Potential Sidewalk
- Potential Sidepath

Alternative Options

1 Sidepath on north side  
OR  
2 Sidewalk or sidepath on south side



# W. Chestnut St. Potential Bus Stop Shelter Locations



 2022 Boardings & Alightings - over 50

 Potential Bus Shelter

  EXISTING

# Existing Conditions – Black River Blvd. to N. James



Possible Implementation Options



2 Sidewalks



Sidepath & Sidewalk



Sidepath Only



1 Sidewalk



Existing Conditions – W. Chestnut @ N. George St.



Possible Implementation Options



2 Sidewalks



Sidepath & Sidewalk



Sidepath Only



1 Sidewalk

# Existing Conditions – W. Chestnut @ Carroll St.



Possible Implementation Options



2 Sidewalks



Sidepath & Sidewalk



Sidepath Only



1 Sidewalk

# Existing Conditions – Merrick Road



Possible Implementation Options



2 Sidewalks



Sidepath & Sidewalk



Sidepath Only



1 Sidewalk

# Neighborhood Gateway Rendering Concepts



*W. Chestnut Street & N. George Street*



*W. Chestnut Street & Roser Terrace*

# Options/Concepts for Intersection Re-design

- Existing road geometry has created unsafe movements for vehicle 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

W. Chestnut Street &  
Turin Road  
Intersection  
Realignment Concept 1



PROPOSED INTERSECTION IMPROVEMENTS

W. Chestnut Street &  
Turin Road

Roundabout Concept



PROPOSED INTERSECTION IMPROVEMENTS

SCALE IN FEET

W. Chestnut Street &  
Black River Boulevard  
Intersection Concept 1



**PROPOSED INTERSECTION IMPROVEMENT**



W. Chestnut Street &  
Black River Boulevard  
Intersection Concept 2

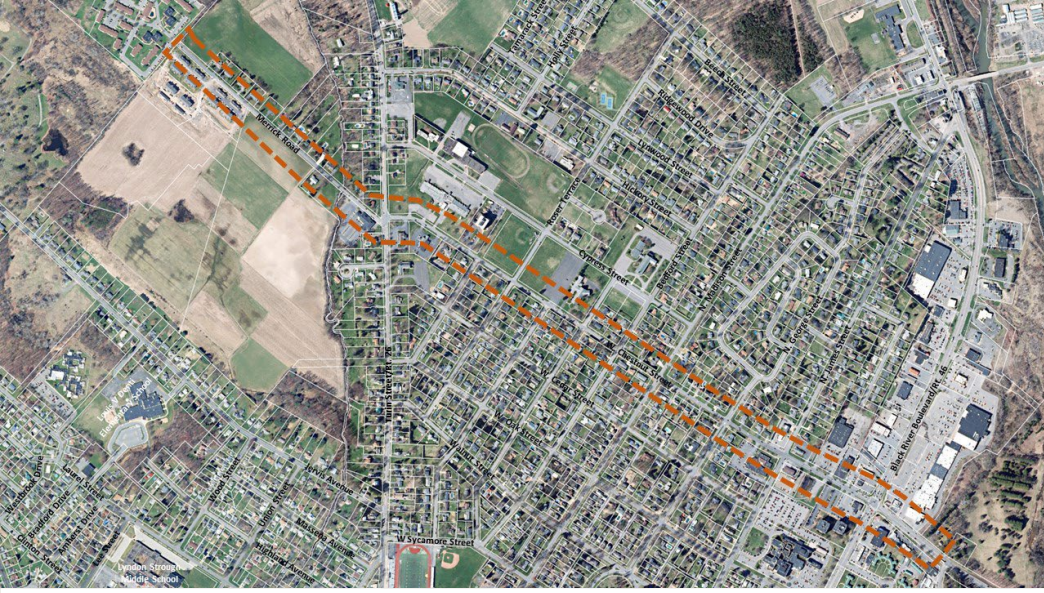




**PROPOSED INTERSECTION IMPROVEMENT**

# Access Management

- W. Chestnut Street 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 a few access management driveway consolidation opportunities between N. James St. and Black River Blvd.

# W. Chestnut Street 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 options/concepts
  - Develop cost estimates
  - Develop implementation timeline (including funding sources)
- Present draft preferred options/concepts for community review
- Finalize preferred options/concepts
- Complete the LTPAP W. Chestnut Corridor Study

# 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