

# LOCAL TRANSPORTATION PLANNING ASSISTANCE PROGRAM

## W. CHESTNUT STREET



# Agenda



Welcome



Status Update



Health Profile



Survey Results



Concepts



Activity

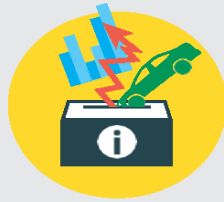
# Status Update

## Phase 1: FALL 2022 & WINTER 2023



### PURPOSE

To foster improved connectivity, safety, and increase efficient transportation movement within the study area. Assess the conditions and begin the public engagement feedback loop.



### TECHNICAL ACTIVITIES

- Various types of data collection — along with formal and informal observations — to measure and assess speed, crash types, traffic counts, truck traffic, health impacts, utilities, pedestrian and cyclist activity, development impacts, environmental conditions, and air quality
- Analysis and summary of the current status of the study area to be incorporated and serve as the baseline data

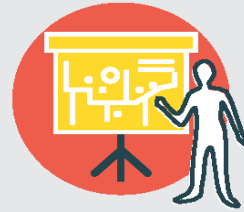


### PUBLIC INVOLVEMENT ACTIVITIES

- Public Survey #1 focused on identifying concerns and opportunities; with 353 responses
- Steering Committee formed with local elected and government staff to inform of local concerns
- Door-to-door advertisement and direct mailing to inform people of the study
- Public Meeting #1, with 50 attendees, where preliminary technical and survey data was shared

# Status Update

## Phase 2: WINTER & SPRING 2023



### PURPOSE

To present possible design concepts, based on technical data and public comments from Phase 1. Obtain preferences and feedback from the public to refine the concepts and elements that will be progressed to the draft plan.



### TECHNICAL ACTIVITIES

- Use technical data analysis and community input from Phase 1, along with industry best practices, to develop preliminary concepts and define key elements for W. Chestnut Street
- Propose possible site-specific safety improvements, based on residents' concerns
- Summarize technical information about the corridor and design concepts



### PUBLIC INVOLVEMENT ACTIVITIES

- Public Survey #2 focused on visual and amenity preferences; with 290 responses
- Business stakeholders were identified and all contacted; short interviews were administered to 11 willing participants
- Public Meeting #2, held at two different times in the corridor, for people to talk with HOCTC about design concepts and elements

# Status Update

## Phase 3: SUMMER 2023 & FALL 2023



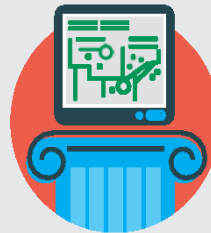
### PURPOSE

To present refined draft collection concepts, elements, and recommendations to the public and to local governments for review and to be incorporated into a final plan for local implementation.



### TECHNICAL ACTIVITIES

- Draft a final plan that refines elements of some of the design concepts, using community feedback and best practices as guidance
- Coordinate all aspects of recommended design with local governments, including implementation options and funding

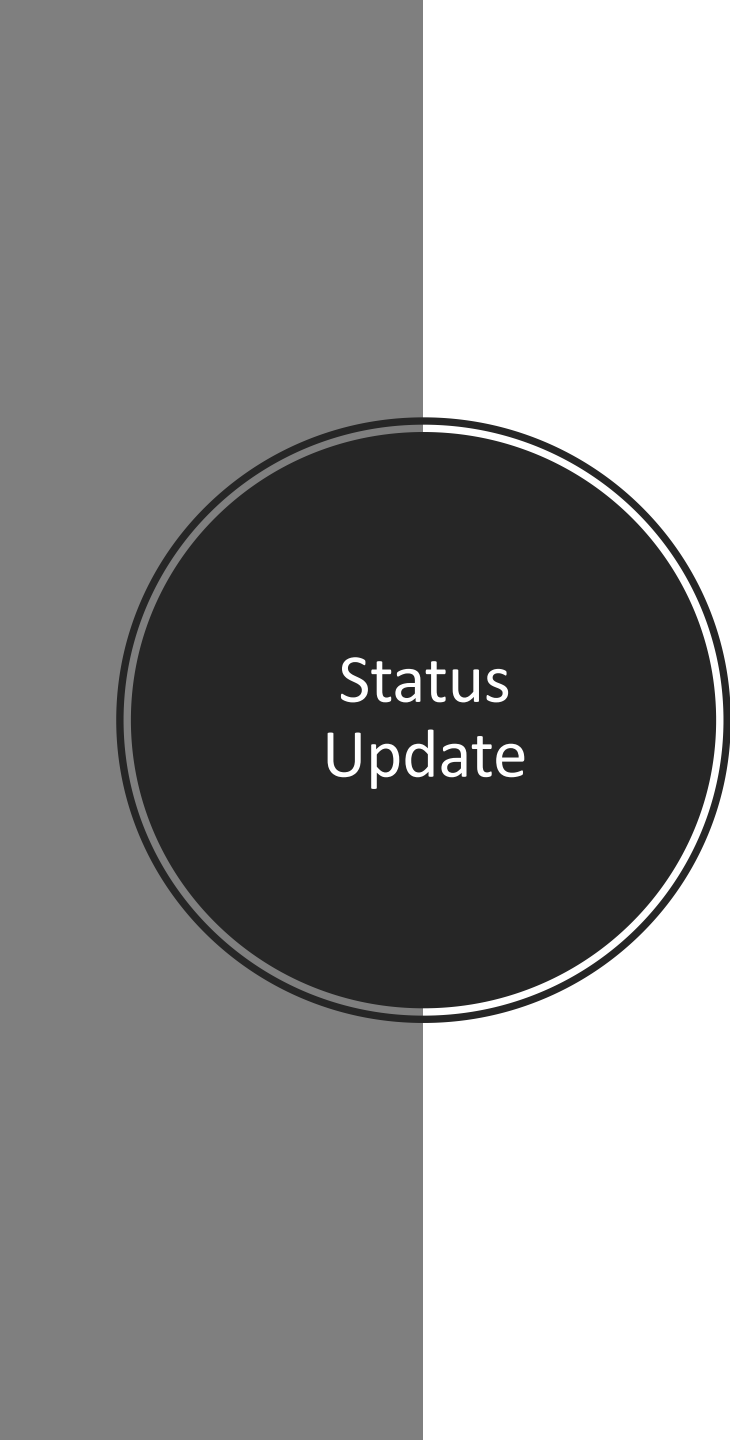


### PUBLIC INVOLVEMENT ACTIVITIES

- Public Meeting #3 to present the recommended corridor plan and get community input
- Public Survey #3 to determine the level of agreement with the concepts and plan
- Small group presentations with stakeholders, as requested, to answer questions about the study recommendations
- One-month public comment period to gather feedback

## What happens after this meeting?

- Public feedback is reviewed (survey #3, meeting comments)
- Plan is drafted and reviewed with the Steering Committee
- Draft plan is publicly released with a public comment period
- Comments are reviewed and plan is revised, then provided to the Steering Committee for final review
- The Plan is provided to municipal leadership for implementation



Status  
Update

## *Completed to date:*

- ✓ Public meeting #1 & 2
- ✓ Public survey #1 & 2
- ✓ Public Health Profile
- ✓ Traffic Analysis
- ✓ Utility and Structures review
- ✓ Review of comments
- ✓ Contextualize the community vision
- ✓ Draft visioning diagrams and  
concept plans

# Traffic Analysis

- Volume and flows
- Major intersections
- Truck traffic
- NYSDOT



AAADT - 2019 (Est)  
 Total: 8964  
 Trucks: 361 (4%)  
 Ave. Speed: 33mph

AAADT - 2019 (Est)  
 Total: 8202  
 Trucks: 383 (5%) (Actual)  
 Ave. Speed: 37mph

AAADT - 2019 (Actual)  
 Total: 6707  
 Trucks: 295 (4%)  
 Ave. Speed: 31mph

AAADT - 2019 (Actual)  
 Total: 2509  
 Trucks: 83 (3%) (Actual)  
 Ave. Speed: 28mph

AAADT - 2019 (Actual)  
 Total: 2568  
 Trucks: 113 (4%) (Est)  
 Ave. Speed: N/A

AAADT - 2019 (Est)  
 Total: 2878  
 Trucks: 65 (2%)  
 Ave. Speed: 24mph

AAADT - 2019 (Est)  
 Total: 1452  
 Trucks: 38 (3%) (Actual)  
 Ave. Speed: 32

AAADT - 2019 (Actual)  
 Total: 11187  
 Trucks: 347 (3%) (Est)  
 Ave. Speed: 29mph

AAADT - 2019 (Est)  
 Total: 19719  
 Trucks: 659 (3%) (Actual)  
 Ave. Speed: 28mph

AAADT - 2019 (Est)  
 Total: 14880  
 Trucks: 725 (5%) (Actual)  
 Ave. Speed: 37mph

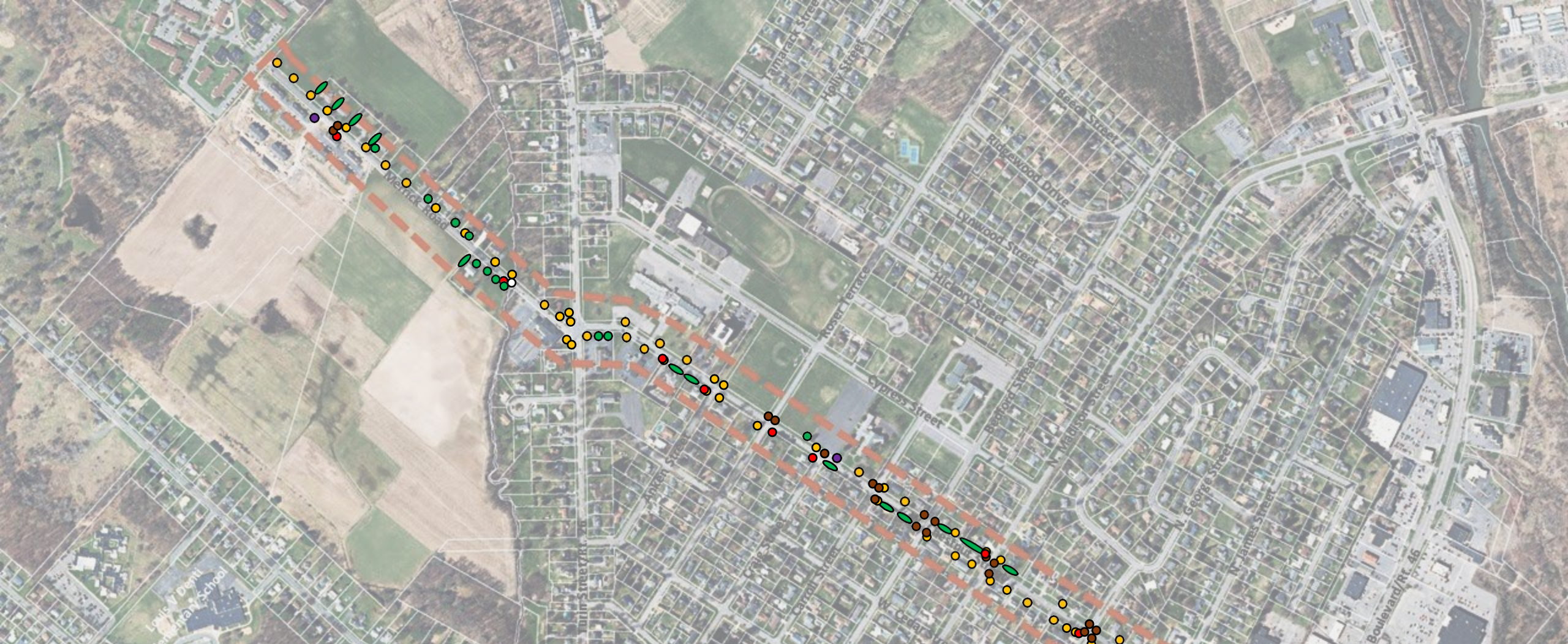
AAADT - 2019 (Est)  
 Total: 16762  
 Trucks: 563 (3%) (Est)  
 Ave. Speed: 34mph

Potter Road (off the map)  
 AAADT - 2019 (Est)  
 Total: 3521  
 Trucks: 70 (2%) (Actual)  
 Ave. Speed: 38mph

**8,947 AADT**  
**321 AADTruck (3.5%)**  
**30 mph avg**

# Utility and Structures Review

- Utilities
- Culverts
- Structures



- |  |  |
|--|--|
|  Private Sign (not street sign) |  Culvert                |
|  Utility Pole                   |  Bus Stop               |
|  Large Tree                     |  Fire Hydrant           |
|  Shrub line                    |  Stormwater Catch Basin |

# Health Profile

## *Purpose:*

Review opportunities to improve the overall health and well-being of the W. Chestnut Street neighborhood, while contributing to a comprehensive and informed planning process.

Position the City of Rome to have access to additional state and federal streetscape improvement funding

## *Factors considered:*



Comprehensive Health Score



Air quality and environmental factors



Recreational value

# Public Survey #2 Results



AVAILABLE:  
MAY 9<sup>th</sup> to  
JUNE 8<sup>TH</sup>



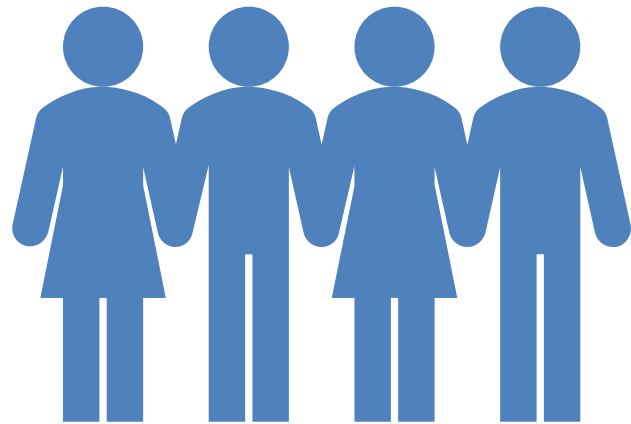
RECEIVED  
290 RESPONSES



ADVERTISED VIA  
POSTCARDS,  
SOCIAL MEDIA,  
AND MUNICIPAL  
WEBSITES



A VISUALLY INTENSIVE SURVEY  
ALLOWED FOR PREFERRED ROADWAY  
AMENITIES AND CONFIGURATIONS TO  
BE IDENTIFIED



# Results

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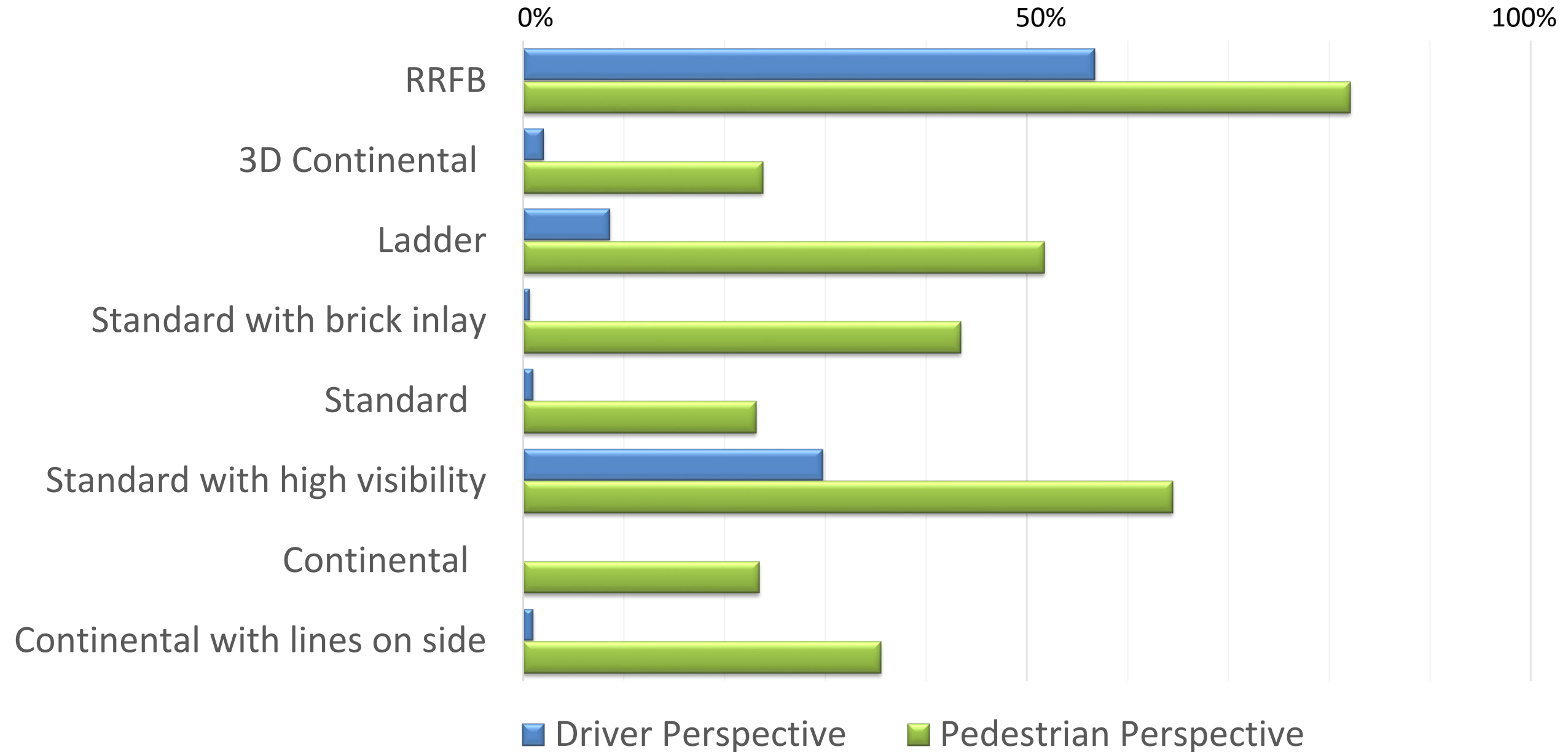
## Respondent Characteristics:

- 97% of respondents were regular corridor users
- Diverse age range of respondents

## Overall:

Members of the public have a greater preference for **amenity-intense roadways with extensive safety controls**, but no strong feelings for creating new public spaces

# Perception of Crosswalk Safety by Type



## Preferred Configuration: *Intersections*

### Preferred Design Takeaways:

- High visibility paints, road markings, and materials
- Use of various traffic control devices
- Adequate lighting and other pedestrian friendly amenities





# Preferred Configuration: *Bicycle Accommodation*

## Most Preferred (on-street)

- High Visibility Bike Lanes

## Most Preferred (off-street)

- Dual Bike Lanes

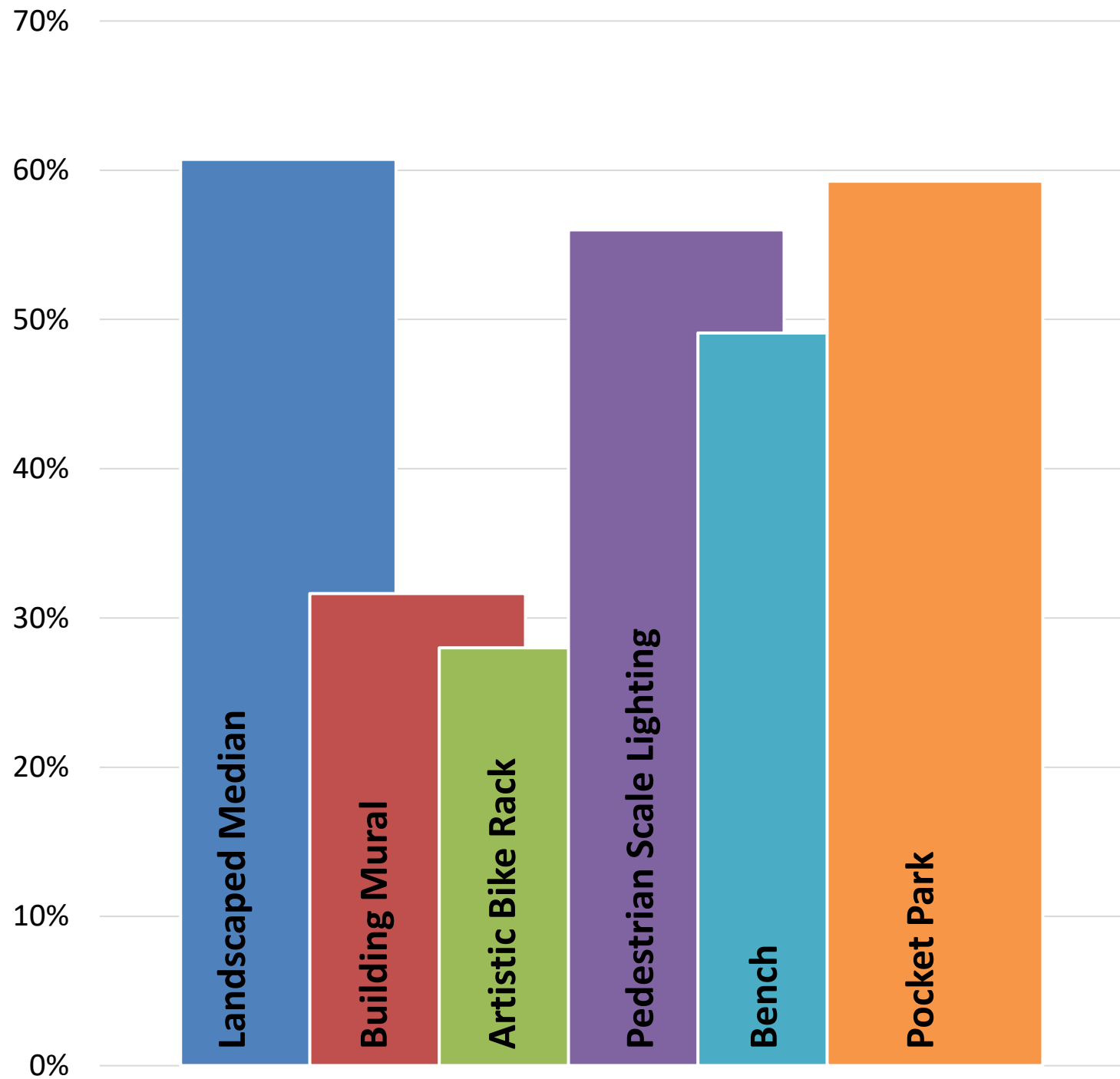
## Overall Theme

Residents had a clear preference for separation between vehicles and bicycles where possible



# Preferred Streetscape Amenities - takeaways

- Greater interest in functionality over artistic value
- Equal amounts of interest in pursuing both large projects and small improvements



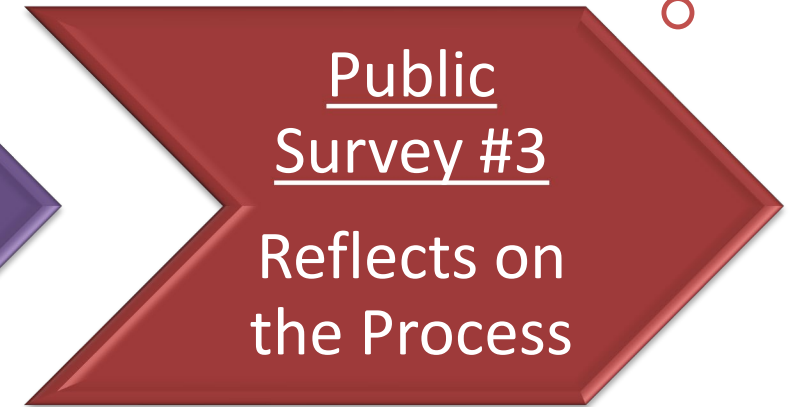
# Lessons Learned from Public Surveys



- What are your biggest concerns?
- What makes you feel unsafe?
- How can we help?



- What does an ideal roadway look like?
- What type of additions to W. Chestnut Street are you looking for?



- How can we improve this process?
- What is your biggest priority?
- What are your expectations moving forward?



## Impact of Community Engagement

### Community **did** prefer to see...

- ✓ Separated/defined spaces for walking and biking
- ✓ Added greenery and small-scale comfort amenities (Ex. benches, improved lighting, street trees, etc.)
- ✓ Designated connections to activated parks, services, and events for youth and neighborhood residents

### Community **did not** prefer to see...

- ✗ Complete redesign of existing community assets (Ex. new parks or recreational spaces)
- ✗ Artistic themed amenities or excessive signage
- ✗ Pedestrian connections that aren't part of a larger network



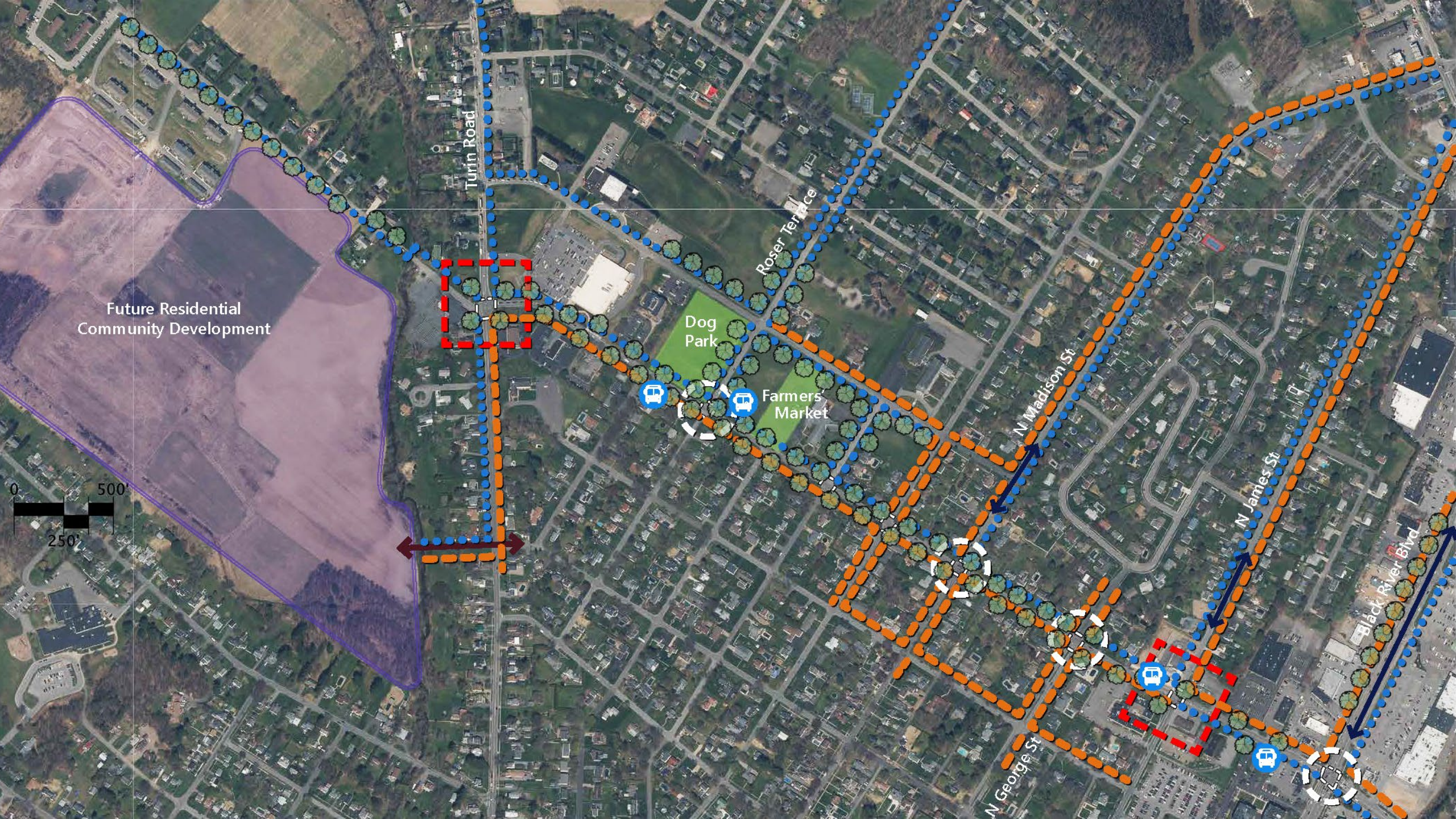
*Your comments have an impact!*

*How you ask?*

- Elements have been revised or removed
- Additional concerns have been reviewed and evaluated
- Priorities have been focused to reflect the community input
- The feedback loop is still open



# Visioning Diagram Overview



Future Residential  
Community Development

Turin Road

Roser Terrace

Dog Park

Farmers  
Market

N Madison St

N James St

N George St

Black River Blvd





QUESTIONS





# What comes next?

Do	Activity: Be the Banker
Answer	Answer the question on the blue paper
Share	Share your thoughts on the concepts
Complete	Complete Public Survey #3 before you leave