

Thank you for joining the meeting!

At this time we respectfully request the following:

1. Please mute your microphones.
2. Please enter your question(s) in the chat box or wait until the end of the presentation to ask your question.
3. Please note that this session will be recorded.

Public Information Center #1

July 15, 2020



Engineering | Design | Planning | Construction Management





JFK (Kennedy) Boulevard from Pavonia Avenue to St. Paul's Avenue Local Concept Development

Public Information Center #1

July 15, 2020



Engineering | Design | Planning | Construction Management



Agenda

- Project Team
- Project Delivery Process
- Project Location / Limits
- Existing Conditions
- Crash Data and Analysis
- Traffic Data and Analysis
- Road Safety Audit
- Stakeholder Survey Results
- Work Completed to Date
- Next Steps
- Project Website
- Questions



Project Team



Thomas Malavasi, PE – County Engineer
Jose Sieira – Project Manager, Director of Traffic and Transportation



Patricia Newton, PE – Project Manager



Pamela Garrett – Bureau of Environmental Program Resources
Nabil Ayoub – Local Aid
Miriana Ghaly – Local Aid



Bernard Boerchers, PE, PTOE – Project Manager
Christopher Marra, PE – Deputy Project Manager

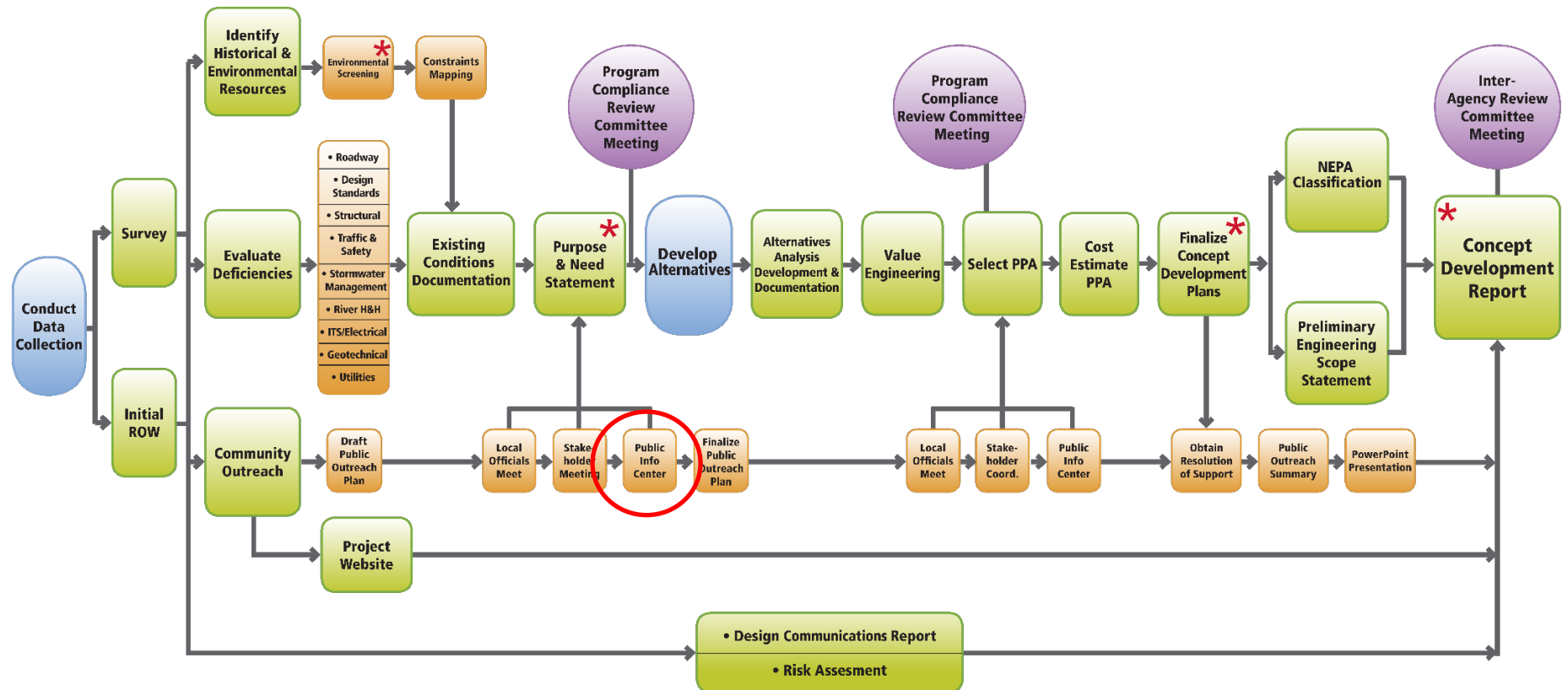


Project Delivery Process

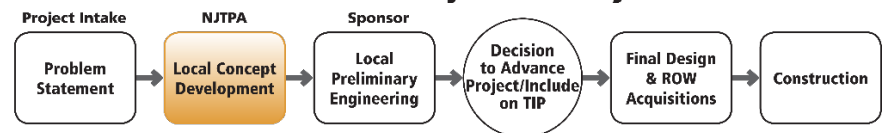
Local Capital Project Delivery Program	Local Safety Program		
Local Concept Development	Local Preliminary Engineering	Final Design / Right of Way Acquisition	Construction
Purpose and Need Statement	Approved Design Exception Report	Construction Contract Document and PS&E Package	Completed Construction
Data Collection and Environmental Screening Report	Cost Estimates (Final Design ROW and Construction)	Environmental Reevaluations	As-Built
Selection of Preliminary Preferred Alternative	Approved Environmental Document	Environmental Permits	Update and Finalize Design Communications Report
NEPA Classification	Approved Project Plan	Acquisition of ROW	Close-Out Documentation
Concept Development Report	Preliminary Engineering Report	Update Design Communications Report	
Create Design Communications Report	Update Design Communications Report		








Project Delivery Process



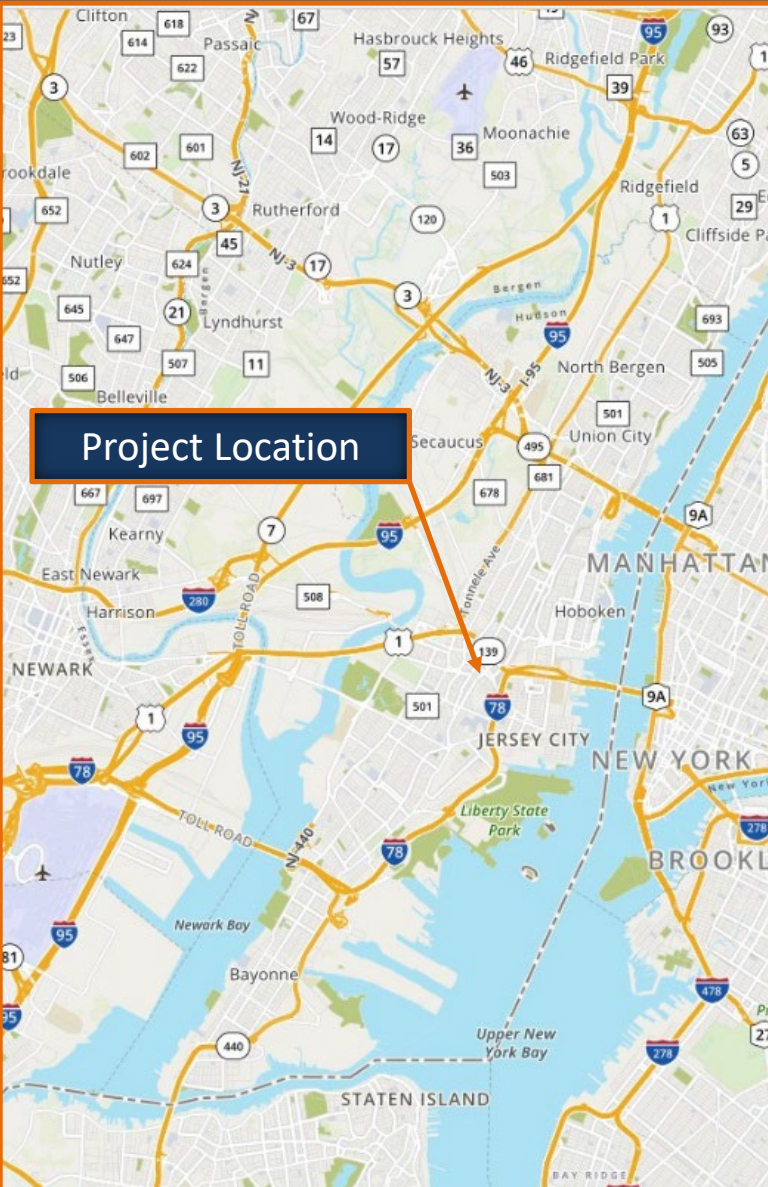
NJTPA Project Delivery



Legend

-  Process
  Subtask
  Task
  Interagency Review Committee
  Deliverable

Project Location / Limits



Existing Conditions

Land Use:

- ❖ High density commercial / business and mixed residential
- ❖ (Journal Square, PATH, NJ Transit bus stops, shopping, significant ongoing and planned residential and commercial development)

Schools:

- ❖ Anthony J. Infante School, PS No. 31
- ❖ The Golden Door Charter School



Existing Conditions

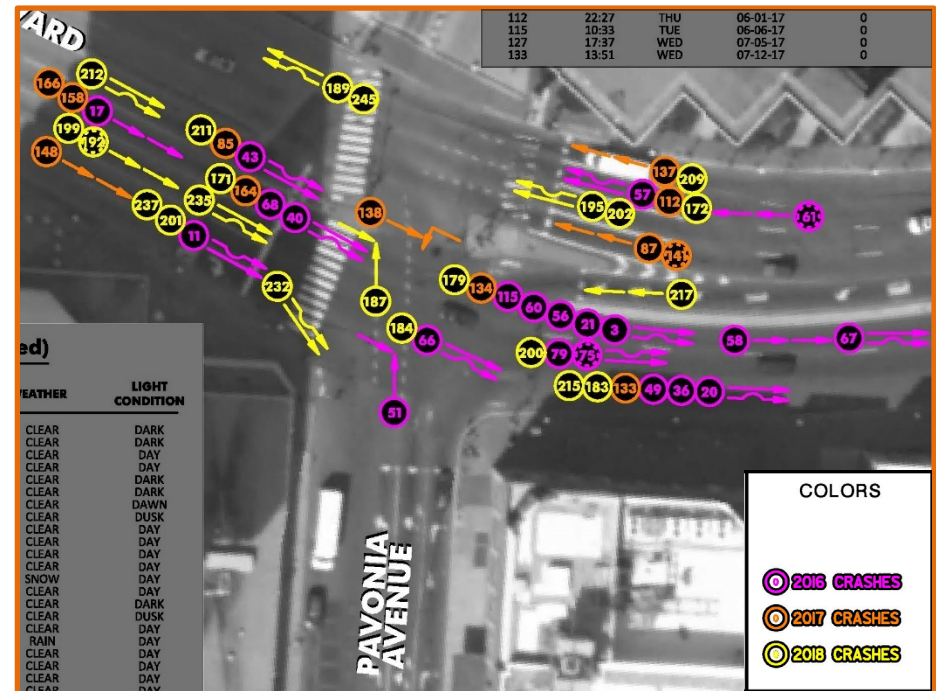
Cultural Resources:

- ❖ St. John's Roman Catholic Church
- ❖ Stanley Theater
- ❖ JFK Boulevard Bridge (Columbia Bridge)
- ❖ New Jersey Railroad Bergen Cut Historic District.
- ❖ Pennsylvania Railroad New York to Philadelphia Historic District
- ❖ US Route 1&9 Historic District
- ❖ US Route 1 Extension (Pulaski Skyway)
- ❖ Erie Railroad Main Line Historic District
- ❖ Erie Railroad Bergen Archway Historic District



- **256 Vehicular Crashes**
(01/01/2016 through 12/31/2018)
- **18 Pedestrian / Bicyclist Crashes**
(01/01/2014 through 12/31/2018)
- **Crash Rate:** 30.67 crashes/MVM
- **Overrepresentations:**

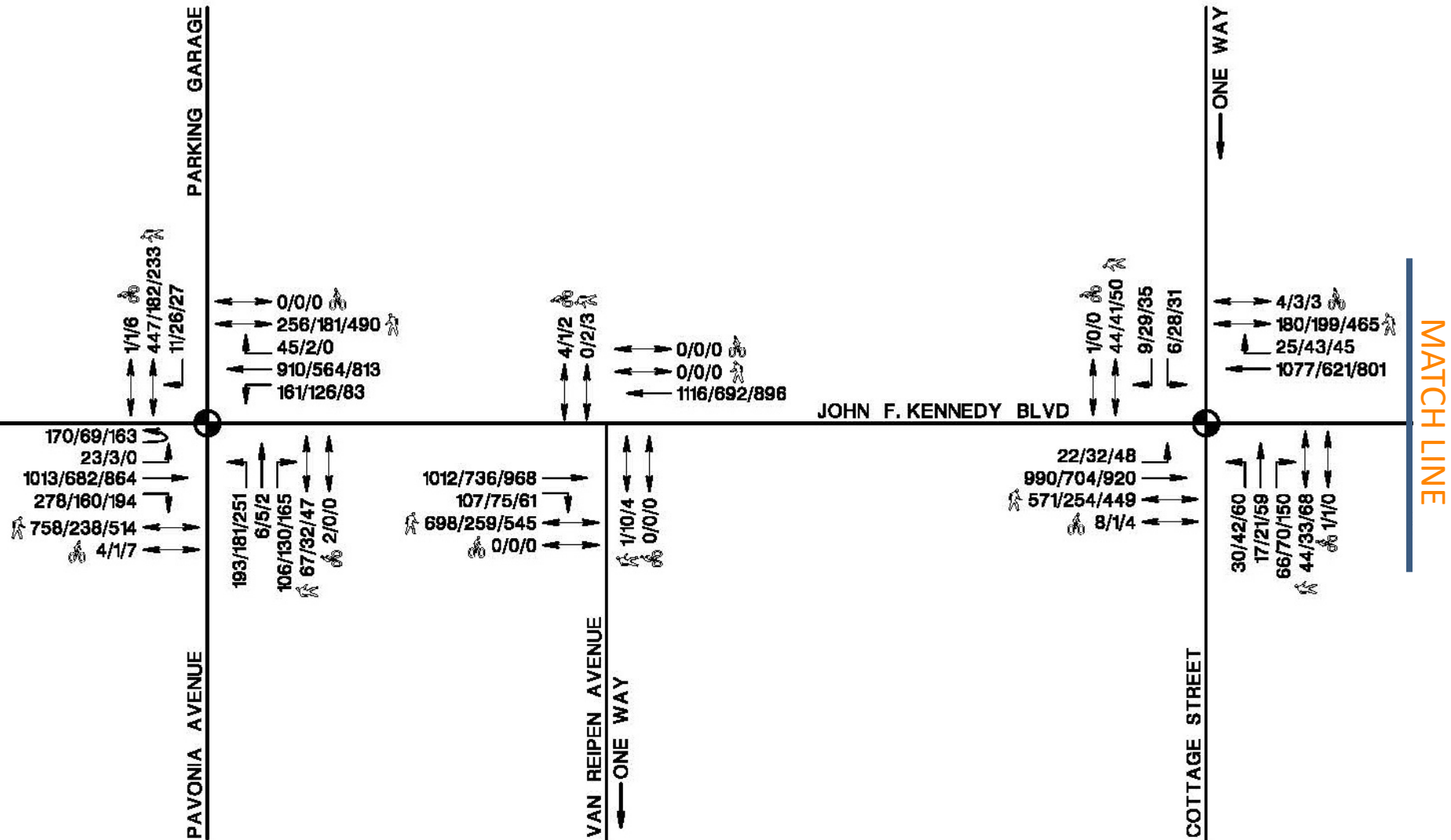
- ✓ Sideswipe
- ✓ Parked Vehicle
- ✓ Left Turn / U-Turn
- ✓ Backing
- ✓ Pedestrian / Pedalcyclist
- ✓ At Signalized Intersection
- ✓ Dry
- ✓ Day



Crash Data and Analysis

Intersections	Crashes
Pavonia Avenue	25
Van Reipen Avenue	2
Cottage Street	22
Newark Avenue	34
Brooks Place / Van Winkle Avenue	24
St Paul's Avenue	18

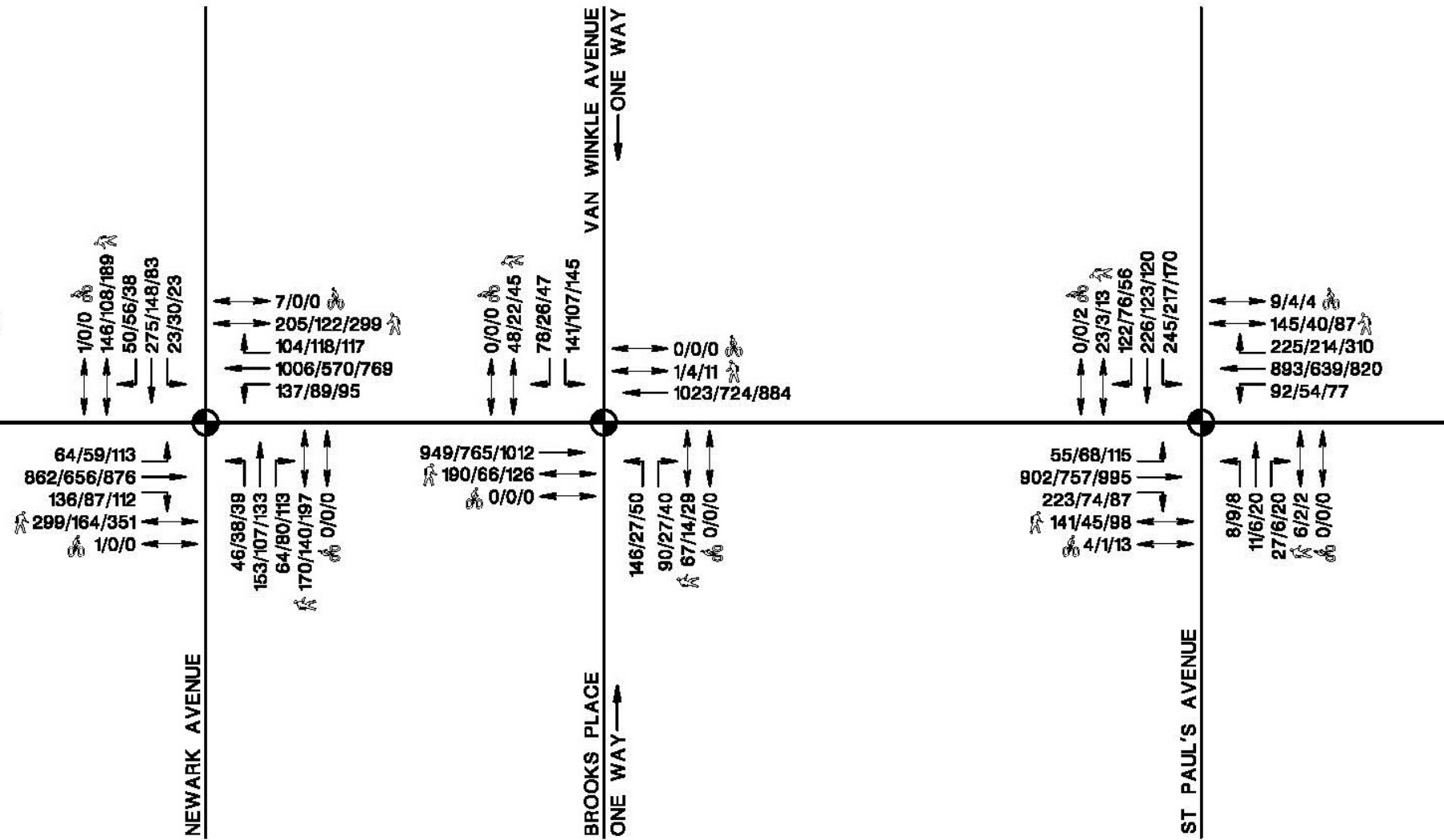
Traffic Data and Analysis



Traffic Data and Analysis



MATCH LINE



Traffic Data and Analysis

Overall Intersection Level of Service and Delay for the Existing and No-Build Conditions

Intersection JFK (Kennedy) Blvd &	2019 Existing						2045 No-Build					
	AM		MD		PM		AM		MD		PM	
	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)
1 - Pavonia Avenue / Parking Garage (Signalized)	E	63.5	D	43.5	D	49.1	E	79.0	D	49.9	E	57.0
2 - Van Reipen Avenue (Unsignalized)	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
3 - Cottage Street (Signalized)	B	17.6	B	12.6	B	17.5	D	51.2	B	14.7	D	41.1
4 - Newark Avenue (Signalized)	E	69.9	C	34.1	D	46.7	F	118.7	D	43.2	F	87.3
5 - Brooks Place / Van Winkle Avenue (Signalized)	B	16.6	B	14.4	B	15.6	C	25.2	B	15.1	C	28.4
6 - St. Pauls Avenue (Signalized)	D	49.7	C	25.5	C	23.9	F	90.8	D	38.9	C	32.4

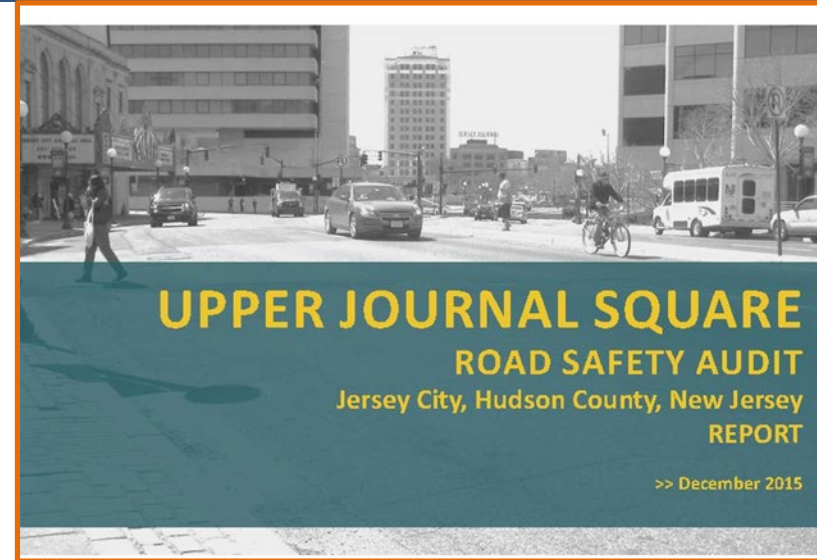
- The intersections of Pavonia Avenue and Newark Avenue have all-pedestrian phases
- The intersections of Cottage Street and Brooks Place/Van Winkle Avenue have Lead Pedestrian Intervals (LPIs)

Road Safety Audit

Upper Journal Square Road Safety Audit

Key Issues:

- Significant Pedestrian, Bicycle and Transit User Generators (PATH, NJ Transit Buses, Citi Bike docking stations along Van Reipen Avenue and Newark Avenue)
- Title 39 Parking and Bus Stop Violations
- Significant underground utilities / aerial utilities St. Paul's Avenue and north
- and...



Road Safety Audit

Upper Journal Square Road Safety Audit

Key Issues (cont.):

- Signing not in conformance with MUTCD
- 8-inch signal heads on some side streets.
- Noncompliant ADA Facilities (pushbuttons; curb ramps, recently brought into compliance)
- Worn Pavement Markings



“Do Not Enter” sign
mounted back to back with
the “Stop” sign is a
violation of the MUTCD

Road Safety Audit

Upper Journal Square Road Safety Audit

Recommendations for investigation in LCD:

- Upgrade Pedestrian Facilities (ADA)
- Curb Extensions and Refuge Islands
- Upgrade Traffic Signals (MUTCD)
- Repaint Pavement Markings
- In-Street Cyclist Facilities: Dedicated Bicycle Lanes - potentially separated lanes due to double parking.



Road Safety Audit

Potential Conceptual Solutions:

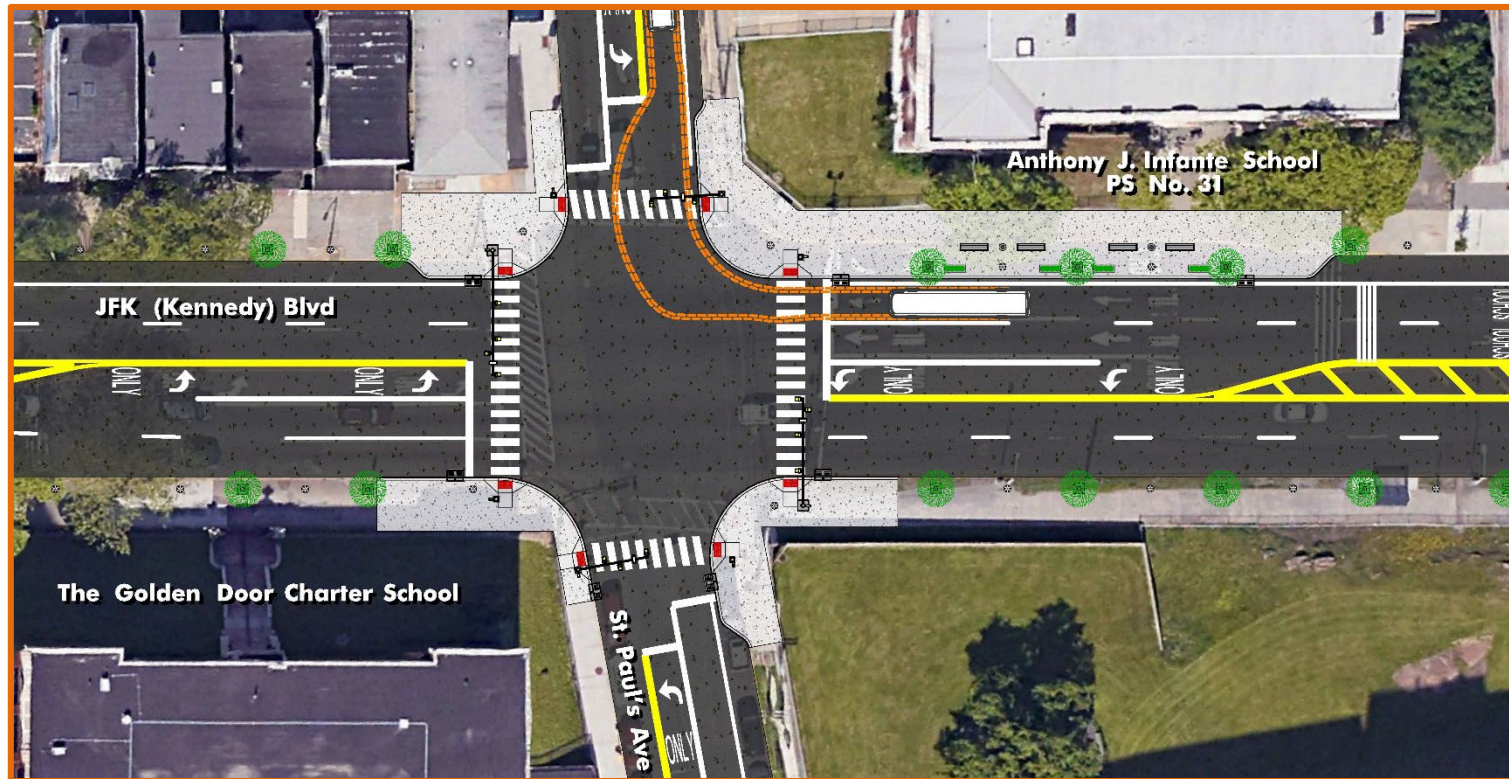
- FHWA Proven Safety Countermeasures
 - Lead Pedestrian Intervals (LPIs) (*Already exist at Cottage Street and Brooks Place / Van Winkle Avenue*)
 - Backplates with Retroreflective Borders
 - All-red, yellow and pedestrian clearance intervals
- Pedestrian Only-Phase / Scramble
- Relocate Bus Stops / Shelters
- Title 39 Compliance



Road Safety Audit

Potential Conceptual Solutions (cont.):

- Elimination of Channelized Right Turn at Newark Avenue (enhances pedestrian safety)
- Elimination of Dedicated Right Turn Lane at St. Paul's Avenue



Stakeholder Survey Results

Community Input Survey

We need your input! Take our brief online survey at:

<https://www.jfkblvdproject.com/survey/>

Tell us how you use JFK (Kennedy) Blvd and what improvements you would like to see in the future.

Data collected from this survey will be used to develop potential alternatives.

Please take a few minutes to share your ideas and suggestions.
Your participation is greatly appreciated!

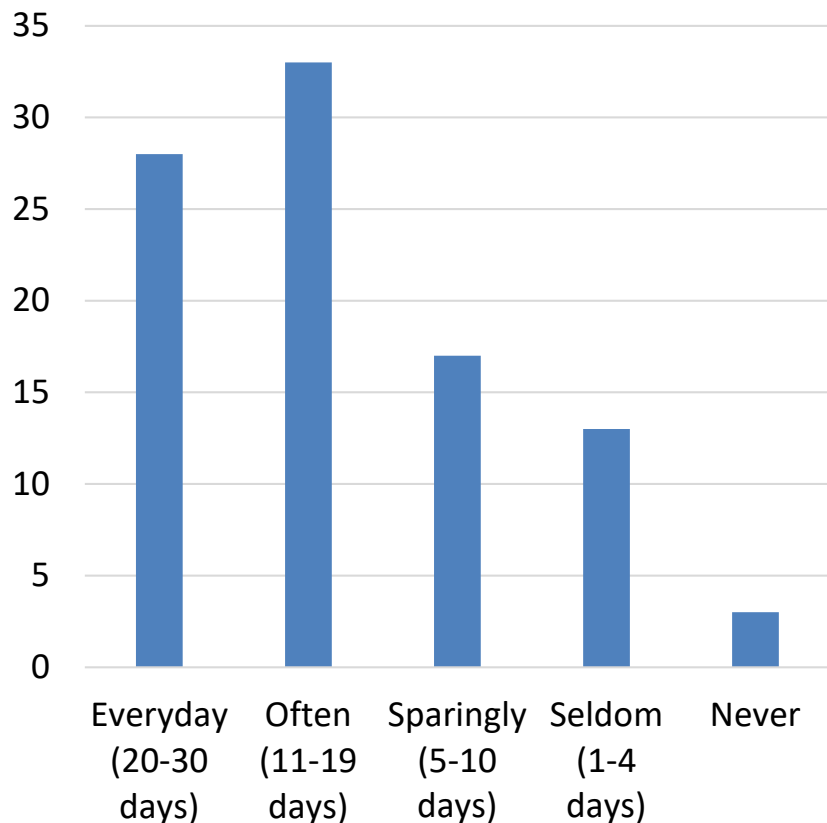
To date we received 94 responses via the online survey!



Stakeholder Survey Results

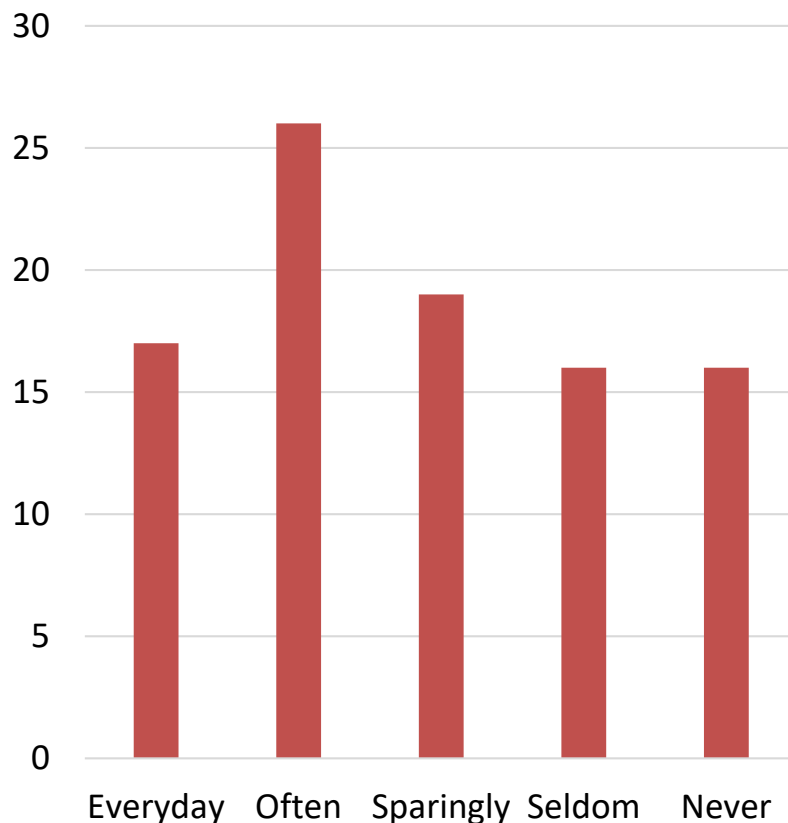
Q1: How often do you use this section of JFK (Kennedy) Blvd in a month?

Responses



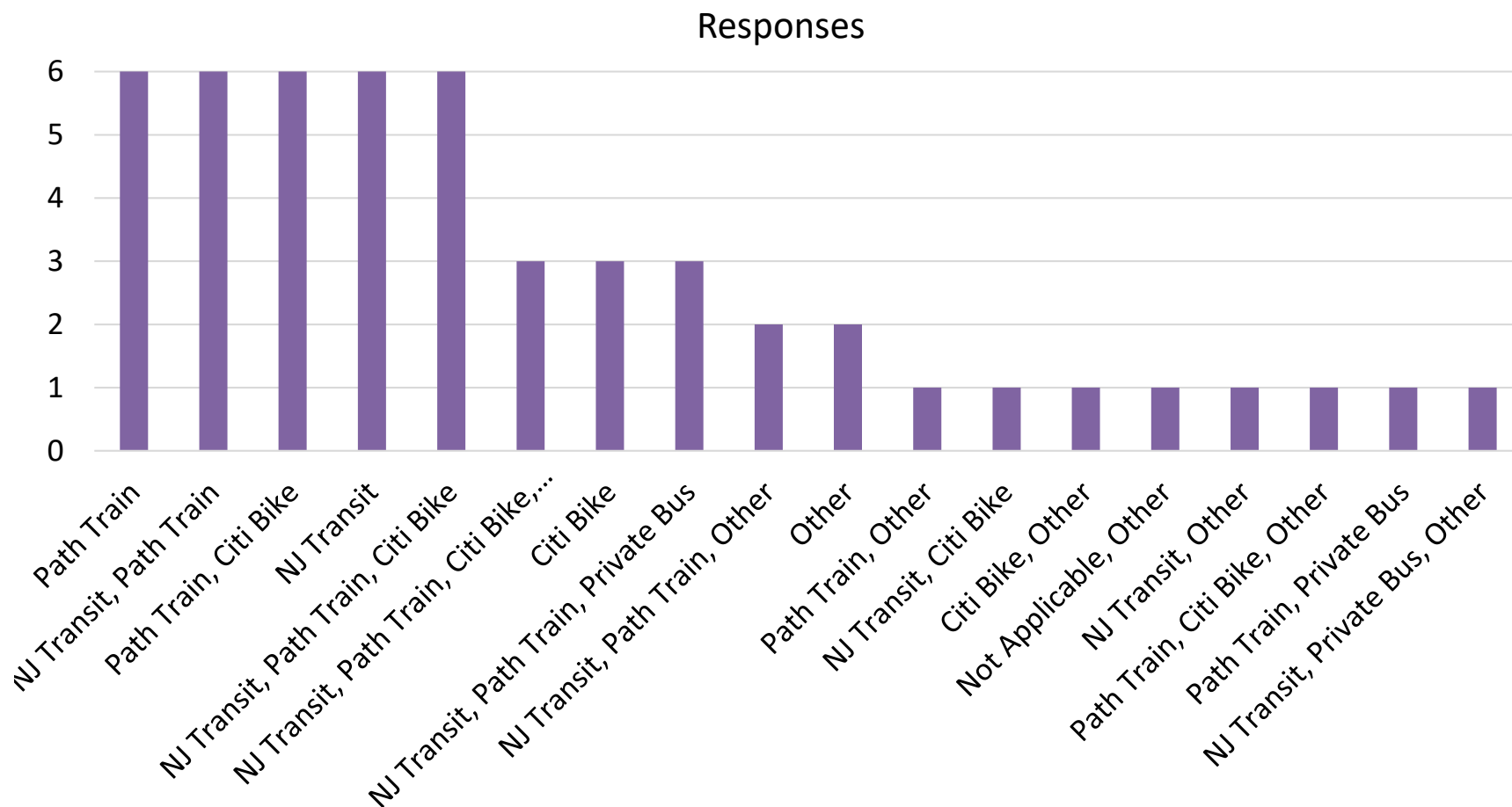
Q2: Do you use public transportation in this area?

Responses



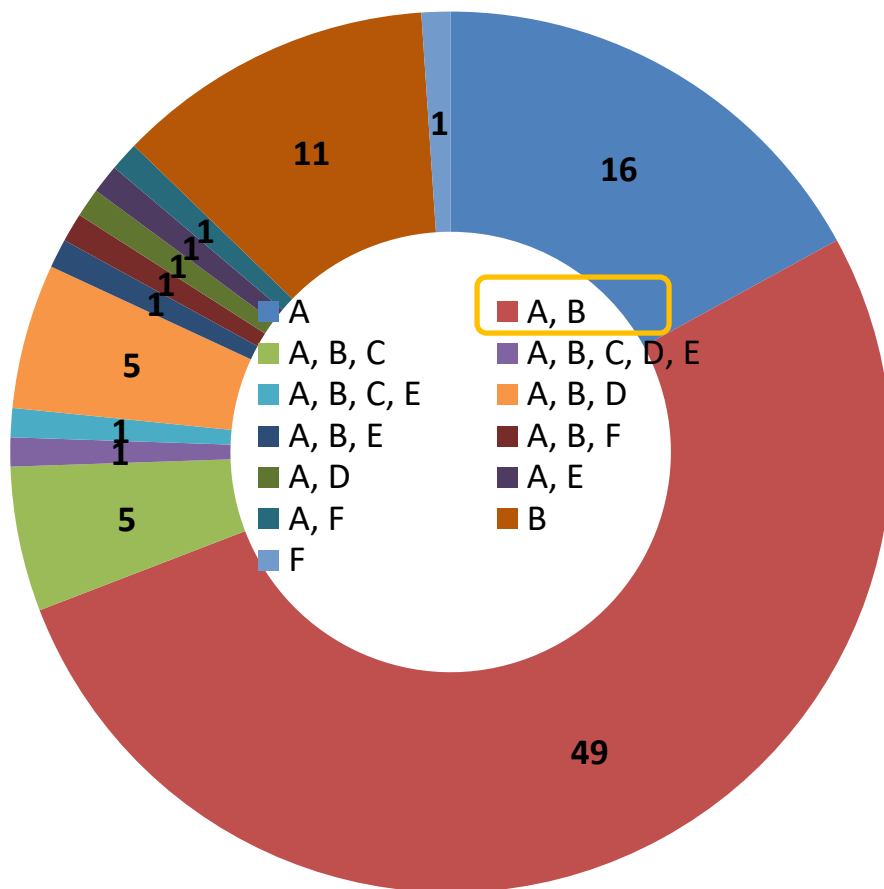
Stakeholder Survey Results

Q3: If so, what type of public transportation do you use?
(Other identified as car, personal bike or walking)



Stakeholder Survey Results

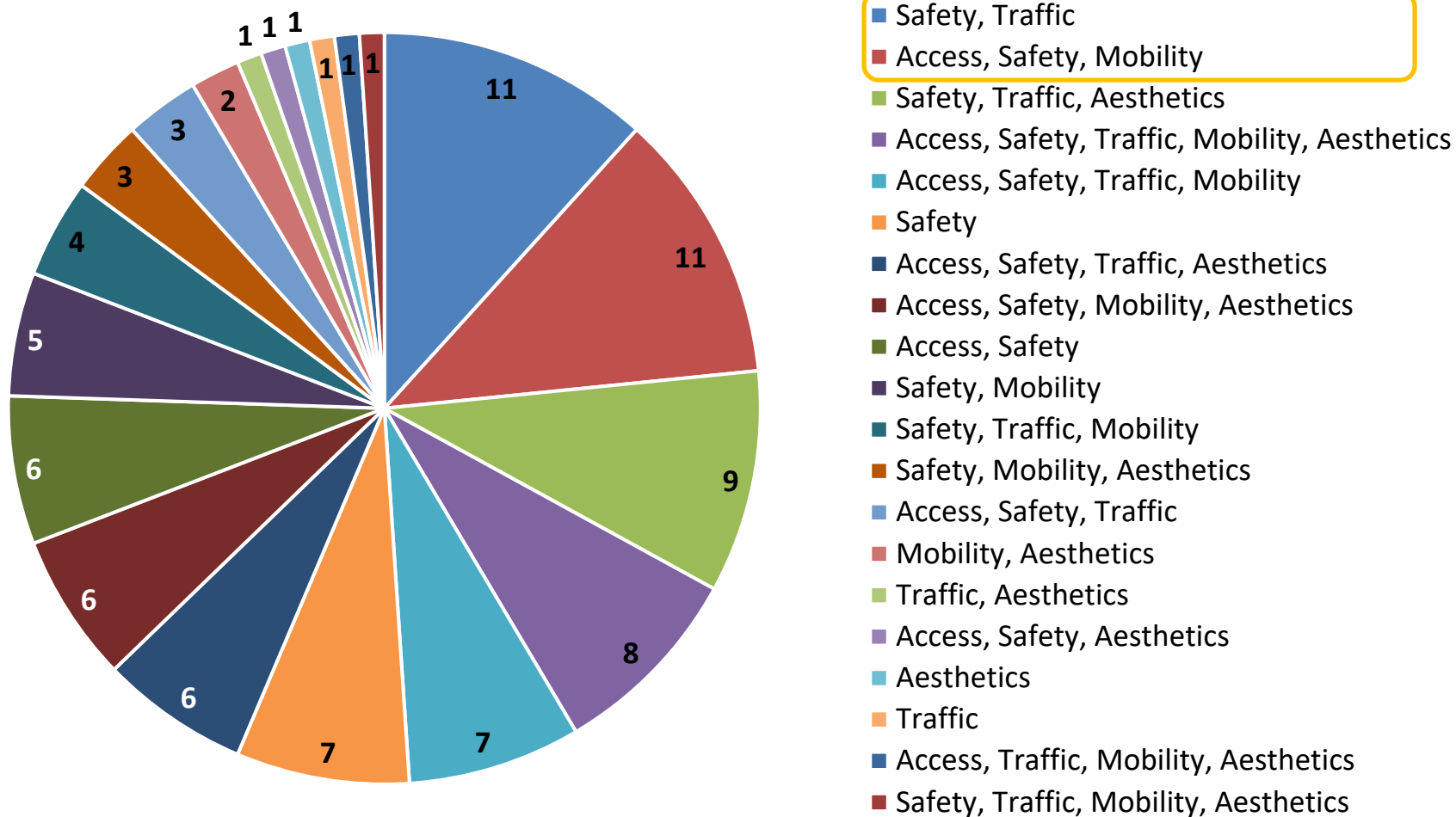
Q4: How is this study important to you - your involvement/representation? Check all that apply.



- A. Resident or commuter (how do you use this roadway for travel, local or regional)
- B. Type of mobility and access (local use - walking, biking, transit)
- C. Economic interest (business owner, chamber of commerce member)
- D. Social service provider (non-profit agency, house of worship, human resources)
- E. Historic features of interest (member of historical society or organization)
- F. Other

Stakeholder Survey Results

Q5: What are the key issues in the study area as you see them? Check all that apply.



Stakeholder Survey Results

- Fill In Questions 6 and 7 (sample)
- Common Themes
 - Safety: high vehicle speeds/driver behavior
 - Bike lanes, protected bike lanes
 - Unsafe, unpleasant place to walk or bike
- Possible Stakeholders
 - Bike JC, Safe Streets JC, The Royal Men
 - NJ Transit, jitney services
 - JW Community at Stanley Theater
 - Mana Contemporary
 - Surrounding Neighborhood Associations, Special Improvement Districts (SIDs) and Business Improvement Districts (BIDs)



Work Completed to Date

- Identified CSDEs and Deficiencies
- Utility Coordination
- Environmental Screening
- Stakeholder Survey Initiated
- Developed Project Website
- Developed Public Information Action Plan
- Held 1st Local Officials Meeting
- Held 1st Stakeholder Meeting



Next Steps



**Public
Information
Center
Today!**



**Confirm
Purpose and Need
*July 2020***



**Alternatives
Analysis
*October 2020***

Draft Purpose and Need



Project Purpose & Need

- **Purpose:** Enhance safety and reduce congestion for all road users.
- **Need:**
 - ✓ High crash rate of 30.67 crashes / MVM
 - ✓ Poor Levels of Service at Pavonia Avenue, Newark Avenue and St. Paul's Avenue
 - ✓ Significant pedestrian, bicyclist and transit user volumes

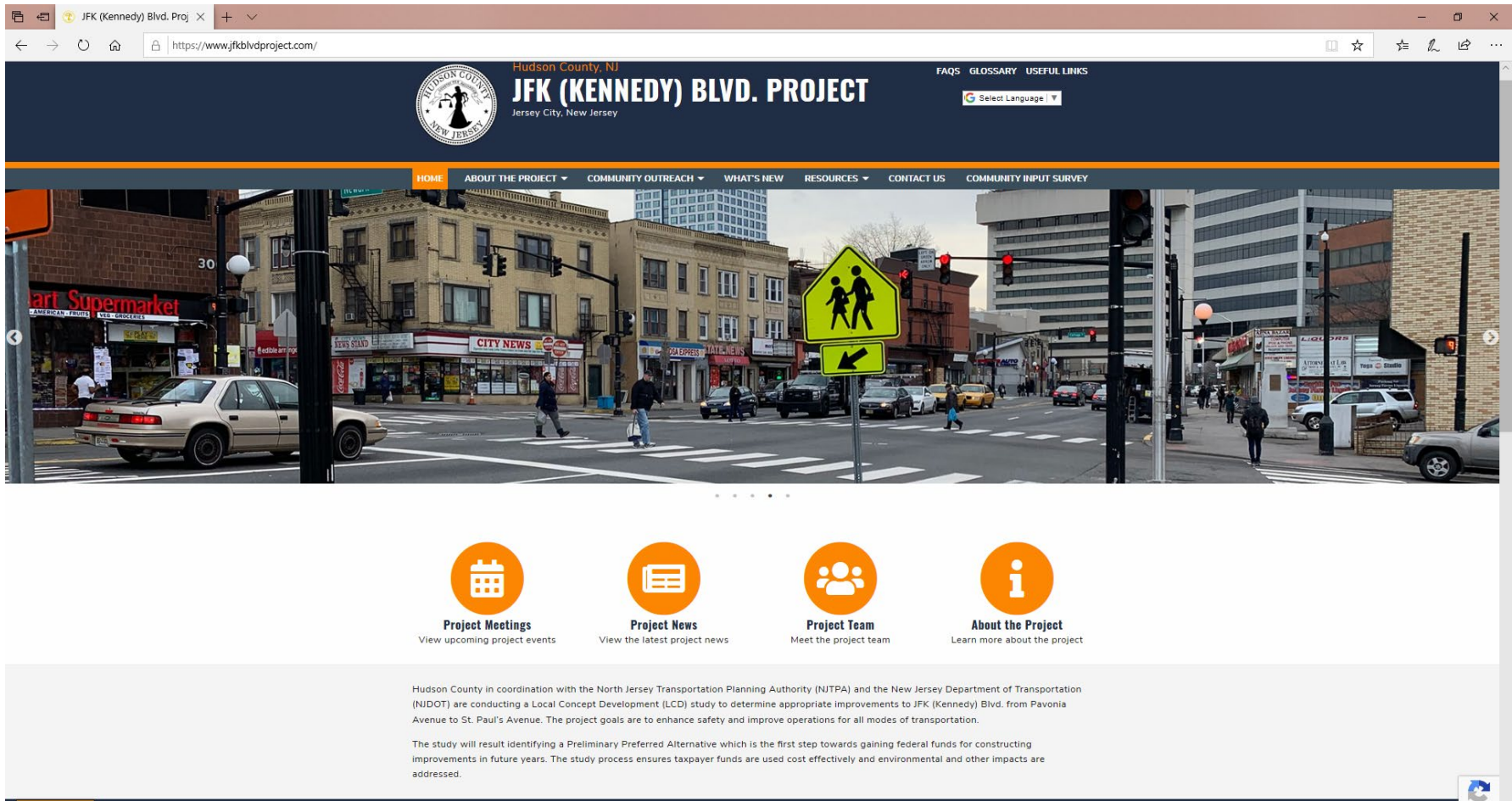


Goals and Objectives

- Improve bicycle, pedestrian and transit user access.
- Avoid / minimize negative social, economic and environmental impacts.
- Minimize negative impacts to all road users during construction.
- Consider context of the project area / identify aesthetic enhancements.
- Address safety and operational concerns of buses / emergency vehicles / deliveries / funeral services for St John's Church.
- Maximize congestion relief for all modes of mobility.

Project Website

Don't forget to visit www.jfkblvdproject.com and take the Survey!



Thank you!

Questions?

Please note that we will answer questions from the chat box first followed by verbal questions.

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