# Thank you for joining the meeting!

At this time, we respectfully request the following:

- × Please remain muted.
- Please enter your question(s) in the chat box (to Everyone).
- **⊗**.⊗
- This meeting will be recorded.



Official comments must be sent via mail or email.

JFK (Kennedy) Boulevard from Pavonia Avenue to St. Paul's Avenue | Public Information Center 2

February 3, 2022







#### JFK (Kennedy) Boulevard from Pavonia Avenue to St. Paul's Avenue

#### **Public Information Center 2**

February 3, 2022





- Project Team
- Project Delivery Process
- Project Location
- Existing Conditions
- Purpose and Need
- Constraints

- Safety Elements
- Alternatives
- Operational Analysis
- Recommended Alternative
- Next Steps
- Questions



## Project Team



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



Sascha Frimpong – Director Local Program Patricia Newton, PE – Project Manager



Pamela Garrett – Bureau of Environmental Program Resources Paul Miranda – Local Aid Nabil Ayoub – Local Aid



Bernard Boerchers, PE, PTOE – Project Manager
Christopher Marra, PE – Deputy Project Manager
Julia Steponanko, PE – Traffic Engineer / CD Technical Assistance



Nicole Pace-Addeo, M.A. – Community Involvement Facilitator



## 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 Data Collection and Environmental Screening Report Selection of Preliminary Preferred Alternative NEPA Classification Concept Development Report Create Design Communications Report	Approved Design Exception Report Cost Estimates (Final Design ROW and Construction) Approved Environmental Document Approved Project Plan Preliminary Engineering Report Update Design Communications Report	Construction Contract Document and PS&E Package Environmental Reevaluations Environmental Permits Acquisition of ROW Update Design Communications Report	Completed Construction As-Builts Update and Finalize Design Communications Report Close-Out Documentation					



## Project Location / Limits



- High density mixed commercial / residential
- Significant ongoing / planned development





#### Crash Data and Analysis

- 256 Vehicular (2016-18)
- 18 Pedestrian/ Bicyclist (2014-18)
- Crash Rate: 30.67 crashes/MVM



GPI

#### **Crash Types**

- Same Direction (Rear End)
- Same Direction (Sideswipe)
- Opposite Direction (Head On)
- Opposite Direction (Sideswipe)
- Struck Parked Vehicle
- Left Turn/U Turn







## Traffic Data and Analysis

- ADT≈ 20,500 vpd
- Pedestrian typical peak  $\rightarrow$  hour volume by location





#### Purpose and Need



#### Purpose

The purpose of the project is to enhance safety and mobility along with reducing congestion along JFK (Kennedy) Boulevard between Pavonia Avenue and St Paul's Avenue.



#### Need

- ✓ High crash rate of 30.67 crashes / MVM
- ✓ Poor Levels of Service at Pavonia, Newark and St. Paul's Avenues
- Significant pedestrian and transit user volumes

#### **Goals and Objectives**

- Improve pedestrian and bicycle access
- Avoid or minimize social, economic and environmental impacts
- Minimize impacts to road users during construction
- Consider the context of the project area and identify aesthetic enhancements



## Constraints

#### **Physical**



60-foot pavement width

NJT buses - 11-foot lanes

- ßÖ
- Sidewalk width in high pedestrian area



Adjacent buildings/basements



Underground utilities

#### Operational

Surrounding roads at/near capacity Parallel residential streets Sufficient pedestrian crossing time 占 Significant redevelopment You will see these icons again

as we discuss alternatives



## Safety Elements | Intersections

#### **Countermeasures**



You will see these icons again as we discuss alternatives

\* FHWA Proven Safety Countermeasure









## Safety Elements | Pedestrian/Bicyclist

#### **Countermeasures**



You will see these icons again as we discuss alternatives

\* FHWA Proven Safety Countermeasure \*\* Segments only by reducing lane/shoulder





**Crosswalk Visibility** crash reduction, Enhancements\* pedestrian-vehicle crash reduction,



Medians / Pedestrian **Refuge Islands\*** 

Walkways\* (Sidewalk)



**Bicycle Lanes\*** 





All pedestrian phase/ scramble/Barnes Dance

crash reduction, pedestrian-vehicle

crash reduction,

pedestrian-vehicle

pedestrian-vehicle

crash reduction, all

types\*\*





00000(4









# Alternative No. 2 | Single bike lane, both sides



Constraints



## Alternative No. 3 | Two-way protected\* bike lane



Constraints



\* Jersey barrier separation where feasible

## Alternative No. 4 | NB protected\* bike lane





\* Jersey barrier separation where feasible

#### Jersey City Master Bike Plan - Alternate Routes





### Operational Analysis | Balance between different travel modes

		Pedestrian Improvements		Bike Lane Both Sides		2-way Bike Lane		NB Bike Lane		
Intersection JFK Blouevard and	No-Build		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	<b>PMLOS</b>
	(Delay)	(Delay)	(Delay)	(Delay)	(Delay)	(Delay)	(Delay)	(Delay)	(Delay)	(Delay)
1 - Pavonia Avenue / Parking Garage (S)	E (79.1)	E (57.2)	E (55.2)	E (56.3)	F (115.1)	F (104.4)	F (115.8)	F (103.6)	F (115.9)	F (105)
2 - Van Reipen Avenue (U)*	Signal operation to be determined									
3 - Cottage Street (S)	D (50.7)	D (39.4)	B (15.7)	B (11.3)	C (33.3)	B (10.4)	B (15.7)	B (11.2)	B (15.1)	B (10.9)
4 -Newark Avenue (S)	F (117.4)	F (87.2)	F (162.1)	F (114)	F (200.1)	F (130.4)	F (224.2)	F (166)	F (221.8)	F (148.6)
5 - Brooks Place / Van Winkle Avenue (S)	B (16)	B (10.6)	B (17.4)	B (17)	D (35.7)	B (18)	C (34.4)	C (24.4)	C (32.7)	C (20.6)
6 - St. Pauls Avenue (S)	F (90.8)	C (32.4)	F (92.5)	D (35.1)	F (90.6)	D (35)	F (80.6)	D (35)	F (82.1)	D (35.8)

Delay shown in seconds; 2045 volumes \* Not analyzed with pedestrian signal



Updated yellow change intervals and pedestrian crossing times Removal of vehicular travel and turn lanes

Pavonia Avenue, Newark Avenue have all-pedestrian phases



### Alternative No. 1 | Recommended Preliminary Preferred Alternative







#### All roadway and pedestrian lighting to be replaced. 20





#### Average sidewalk width = 15.7' between Van Winkle Ave and St. Paul's Ave. 21





#### Next Steps



Public Information Center *(Today!)*  Comment Period (Until 03/18/22) Select Preliminary Preferred Alternative

Complete Concept Development



# Thank you! Questions or Comments?



Jose Sieira Hudson County 201-369-4340 x 4176 jsieira@hcnj.us



www.jfkblvdproject.com/ Contact Form



Nicole Pace-Addeo Stokes Creative Group 1666 Route 206 Vincentown, NJ 08088 npace@stokescg.com

Contact Us by March 18, 2022



