

ONLINE COMMUNITY STAKEHOLDERS MEETING

Safety Improvements along Park Avenue & JFK Boulevard East

*City of Hoboken, Township of Weehawken, Town of West New York,
Town of Guttenberg, Township of North Bergen*

Stakeholder Meeting #2
Monday, December 13, 2021
3:30–5:00 PM

North Jersey Transportation Planning Authority (NJTPA)
Christine Mittman
Project Manager

Hudson County
Jose M. Sieira
Director of Traffic & Transportation

Michael Baker International, Inc.
Consulting Engineers

FOR DISCUSSION PURPOSES ONLY



Agenda

- Introductions
- Project Background
- Design Parameters
- Design Process
- Local Officials Feedback
- Next Steps
- Questions and Comments

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Funding

Funds provided by: Federal Highway Administration (FHWA)

Funded through: North Jersey Transportation Planning Authority (NJTPA)
Metropolitan Planning Organization (MPO) for Northern New Jersey

Funding program: Local Safety Program using Highway Safety
Improvement Program (HSIP) funds

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Project Background

- Original application submitted: August 31, 2016
- Initially included 1 corridor (Park Avenue/JFK Blvd East) and 2 new traffic signals (in Jersey City)
 - Systemic: replacing all 8” signal heads with 12” signal heads
 - Mid-block crosswalk between Highwood Terrace and Marginal Road
 - Full traffic signal replacement at Highwood Terrace
 - Full traffic signal replacement and curb extensions at Highwood Avenue and Parkview Avenue
 - Additional pavement markings and signs between 73rd and 75th Streets
 - Pedestrian refuge island at 74th Street
 - Curb extensions at Bulls Ferry Road
- Previously estimated corridor construction cost was \$930,000 plus design and construction inspection
- Based on comments from the Technical Review Committee, the County agreed to consider bike lanes or edge lines
- Project has grown since inception

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Corridor Limits

Southern extent

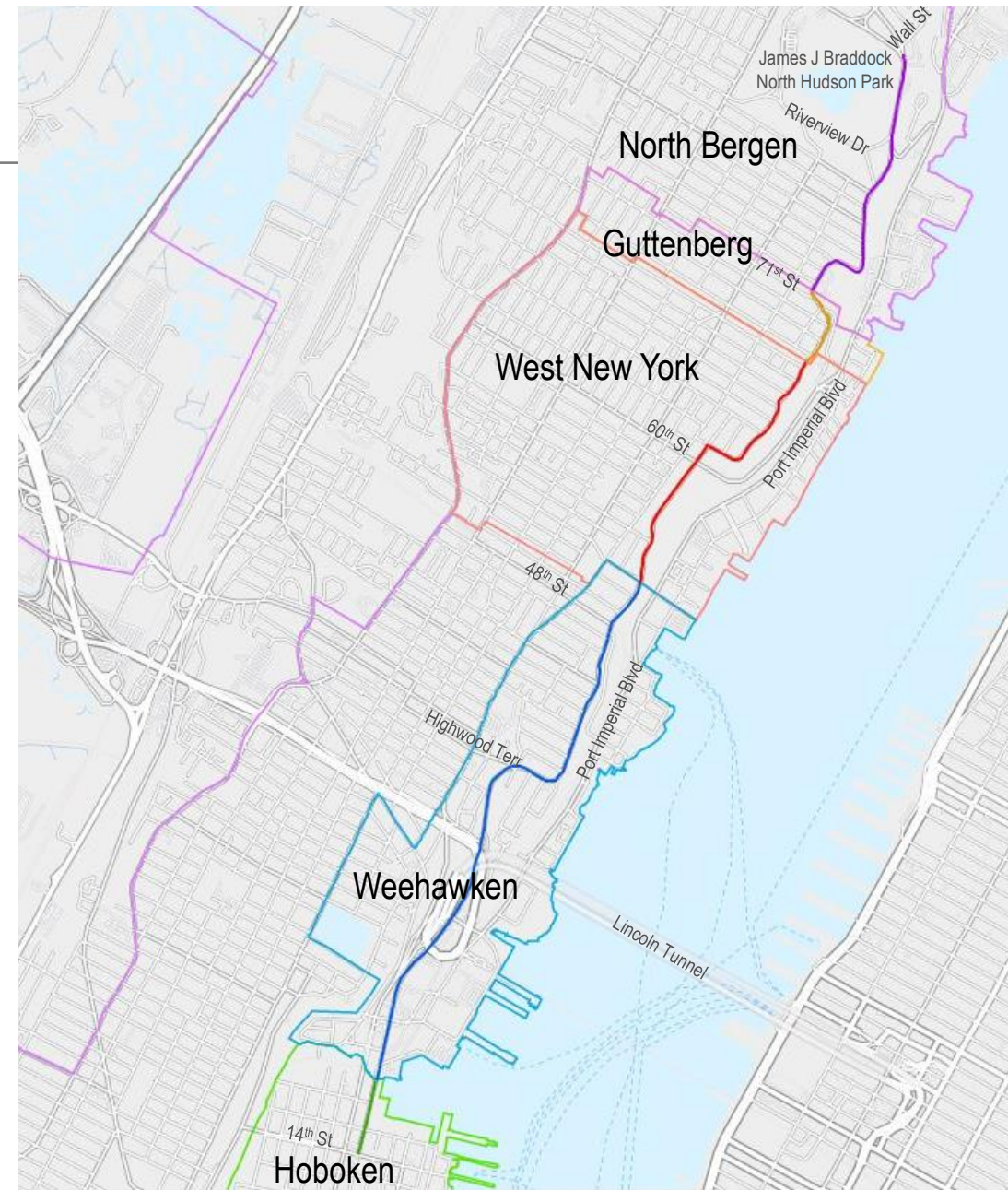
- 14th Street, Hoboken

Northern extent

- Wall Street, North Bergen

Municipalities (south to north)

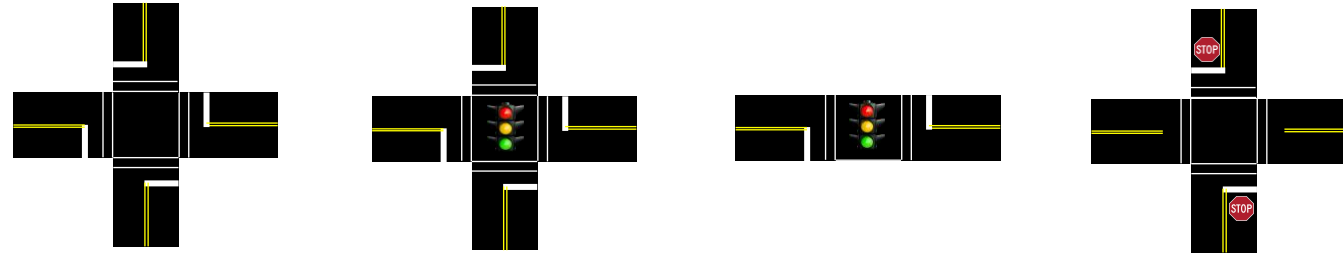
- Hoboken
- Weehawken
- West New York
- Guttenberg
- North Bergen



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Impacted Intersections



Municipality	Total Intersections	Signalized Intersections	Signalized Mid-Block Crossings	Unsignalized Intersections
Jersey City	2	2 (new)	-	-
Hoboken	2	2	-	-
Weehawken	20	12	1 (new)	7
West New York	16	9	1	6
Guttenberg	5	3	-	2
North Bergen	14	7	1 (new)	6
Totals	57	33	3	21

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Vehicle Volumes

Municipality	Location	AADT
Weehawken	South of 50 th Street	14,568
West New York	South of 62 nd Street	9,629
North Bergen	South of 73 rd Street	10,258
North Bergen	South of Wall Street	8,678

*Vehicle counts performed February 2020 (pre-COVID-19)

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Crash Data (2014-18)

Crash Type	Crashes	% of Total
Same Direction, Rear End	350	30.22%
Same Direction, Sideswipe	259	22.37%
Parked Vehicle	209	18.05%
Angle	98	8.46%
Backing	64	5.53%
Fixed Object	44	3.80%
Left Turn / U Turn	36	3.11%
Pedestrian	33	2.85%
Head On	14	1.21%
Cyclists	12	1.04%
Other	39	3.38%
Total	1,158	100%

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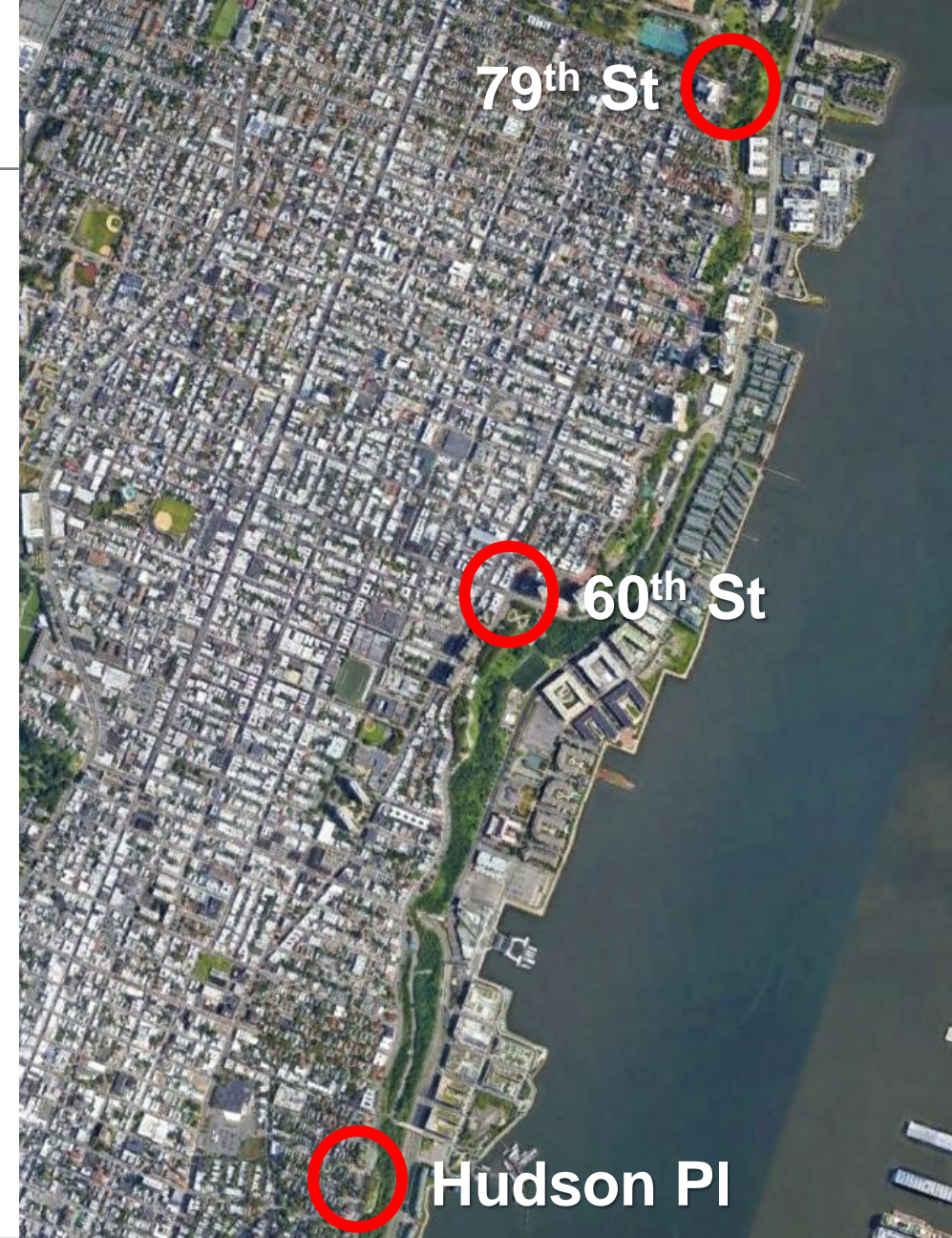


Ped/Cyclist Count Summary

Pedestrian and cyclist counts were conducted on September 15 & 18, 2021 between 7am and 7pm at the following locations:

- Hudson Place
- 60th Street
- 79th Street



Weather: 75 degrees and sunny



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Ped/Cyclist Intersection Volumes – Daily

Municipality	Location	Day		
Weehawken	Hudson Place	Weekday	945	76
		Weekend	1,847	91
West New York	60 th Street	Weekday	2,066	267
		Weekend	2,377	280
North Bergen	79 th Street	Weekday	917	122
		Weekend	1,072	199

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Ped/Cyclist Segment Volumes – Daily

Municipality	Location	Day		
Weehawken	Duer Pl. to Hudson Pl.	Weekday	796	81
		Weekend	1,218	76
Weehawken	Hudson Pl. to Eldorado Pl.	Weekday	941	77
		Weekend	1,721	89

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Ped/Cyclist Segment Volumes – Daily

Municipality	Location	Day		
West New York	54 th St. to 60 th St.	Weekday	1,325	112
		Weekend	1,539	144
West New York	60 th St. to Monitor Pl.	Weekday	1,335	116
		Weekend	1,467	143

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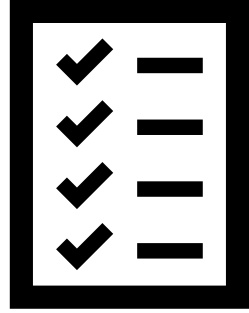
Ped/Cyclist Segment Volumes – Daily

Municipality	Location	Day		
North Bergen	78 th St. to 79 th St.	Weekday	518	88
		Weekend	657	140
North Bergen	79 th St. to Riverview Dr. N.	Weekday	758	94
		Weekend	936	150

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Design Parameters



DESIGN COMPLIANCE

Parking regulations
NJ TRANSIT bus stop
design standards



SAFETY

Traffic signal
improvements
New/enhanced crossings
Curb extensions at
intersections
ADA compliance

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Parking Regulations

NJSA Title 39:4-138 - Places where parking prohibited

- a. Within an intersection;
- b. On a crosswalk;
- e. (1) Within 25 feet of the nearest crosswalk or side line of a street...
(2) Within 10 feet of the nearest crosswalk or side line of a street.. if a curb extension or bulbout has been constructed at that crosswalk;

NJSA Title 39:4-138.6 - Municipal authority to set certain permissible parking distances.

A municipality **may not** permit parking **within 25 feet of a crosswalk or side line of a street**
A municipality may establish more restrictive requirements by ordinance.

<https://lis.njleg.state.nj.us/nxt/gateway.dll/statutes/1/31043/32066?f=templates&fn=default.htm&vid=Publish:10.1048/Enu>

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Bus Stops

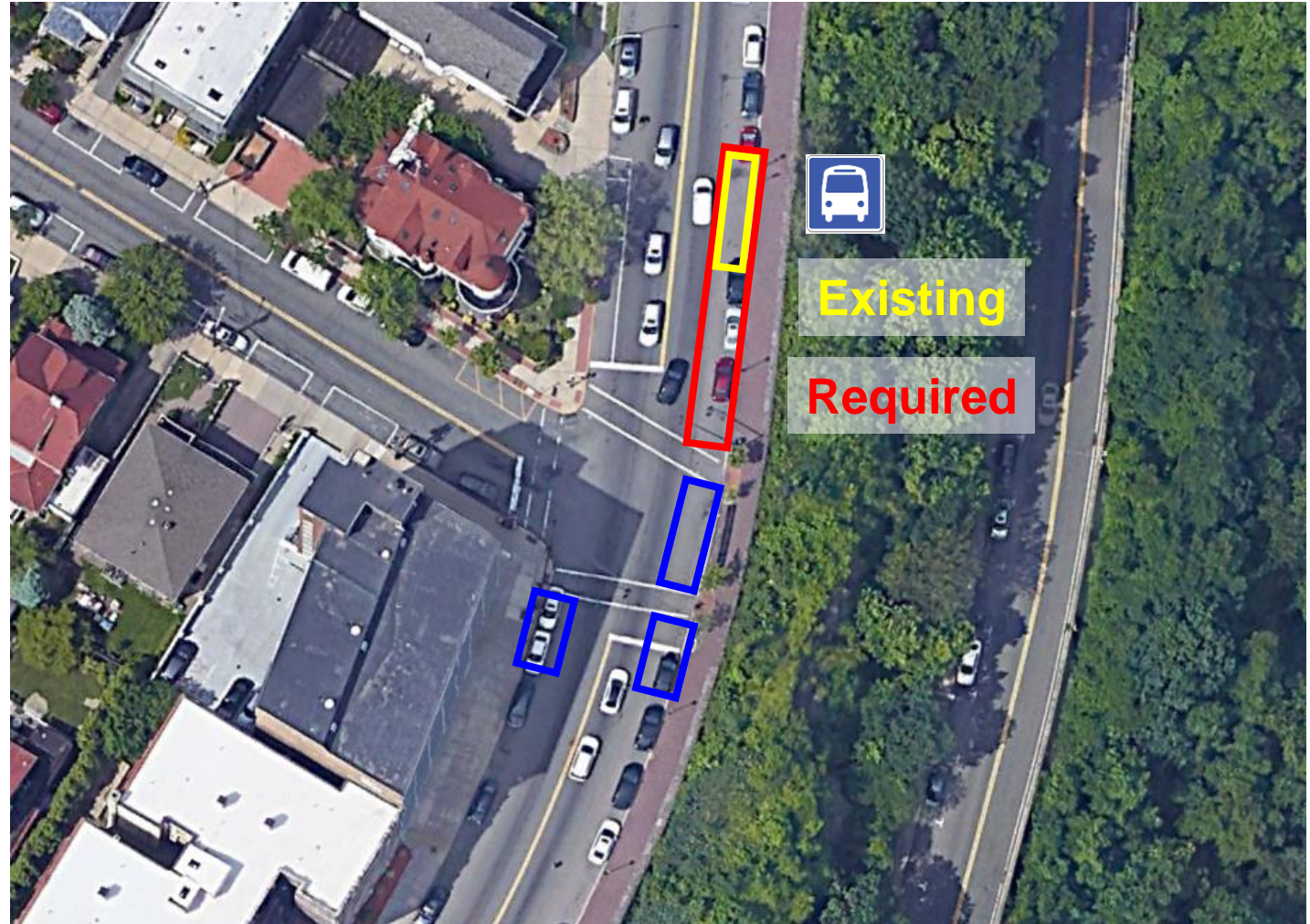


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Parking Impacts

- Existing bus stop length: ~40'
- NJ TRANSIT requirement: 105'
- Title 39 non-compliant parking



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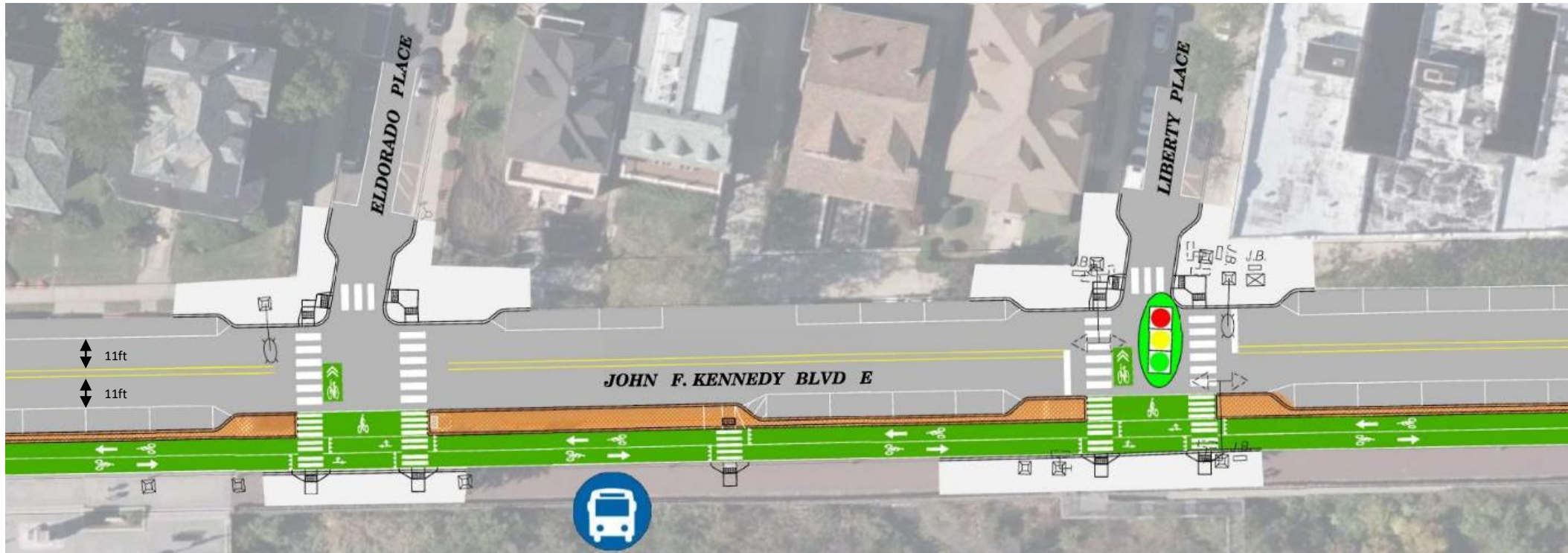
Parking Loss With Only Signal Upgrades & Resurfacing

Municipality	Parking Impact	Park Loss Due to:	
		Title 39	Bus Stop Extension
Weehawken	-87	-67	-20
West New York	-30	-22	-8
Guttenberg	-12	-12	-0
North Bergen	-33	-29	-4
Total	-162	-130	-32

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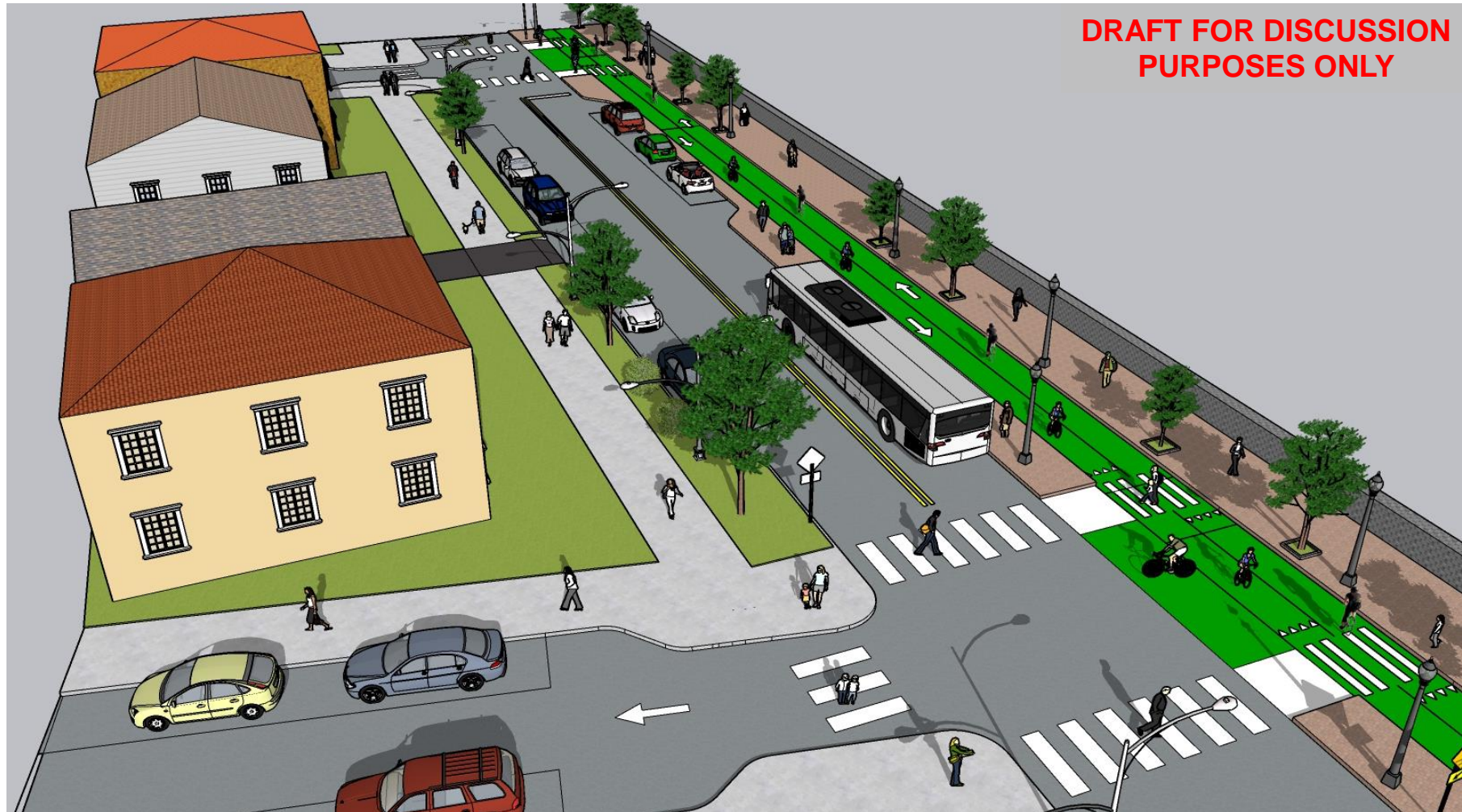
Bike Lane Consideration: Cycle Track



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Bike Lane Consideration: Overhead View



Why a Cycle Track?

- High level of traffic stress
- Provides a protected, comfortable space for riders
- Accessible/attractive to cyclists of all ages and abilities
- Requires only one buffer vs. two for protected bike lanes
- Avoids intersections and driveways on west side of JFK Blvd E
- Aligns with open space on east side of JFK Blvd E
- Parking loss would be the same for cycle track and separate bike lanes

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Parking Loss With Cycle Track

Municipality	Parking Loss	Park Loss Due to:		
		Title 39	Bus Stop Extension	Cycle Track Design
Weehawken	-101	66%	20%	14%
West New York	-57	38%	14%	48%
Guttenberg	-15	81%	0%	19%
North Bergen	-44	61%	9%	30%
Total	-217	57%	15%	28%

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Early Local Officials Meetings

- Guttenberg Local Officials – October 2020
- North Bergen Local Officials – October 2020

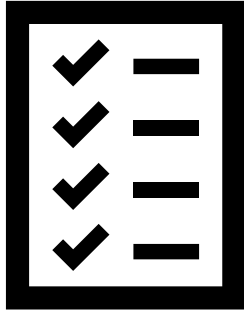
Feedback:

- Parking loss with cycle track is too great
- Design not supported by all local officials along the corridor

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Design Parameters (Reframed)



DESIGN COMPLIANCE

Parking regulations
NJ TRANSIT bus stop
design standards



SAFETY

Traffic signal
improvements
New/enhanced crossings
Curb extensions at
intersections
ADA compliance



PARKING

Minimize parking loss

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Current Design Iteration

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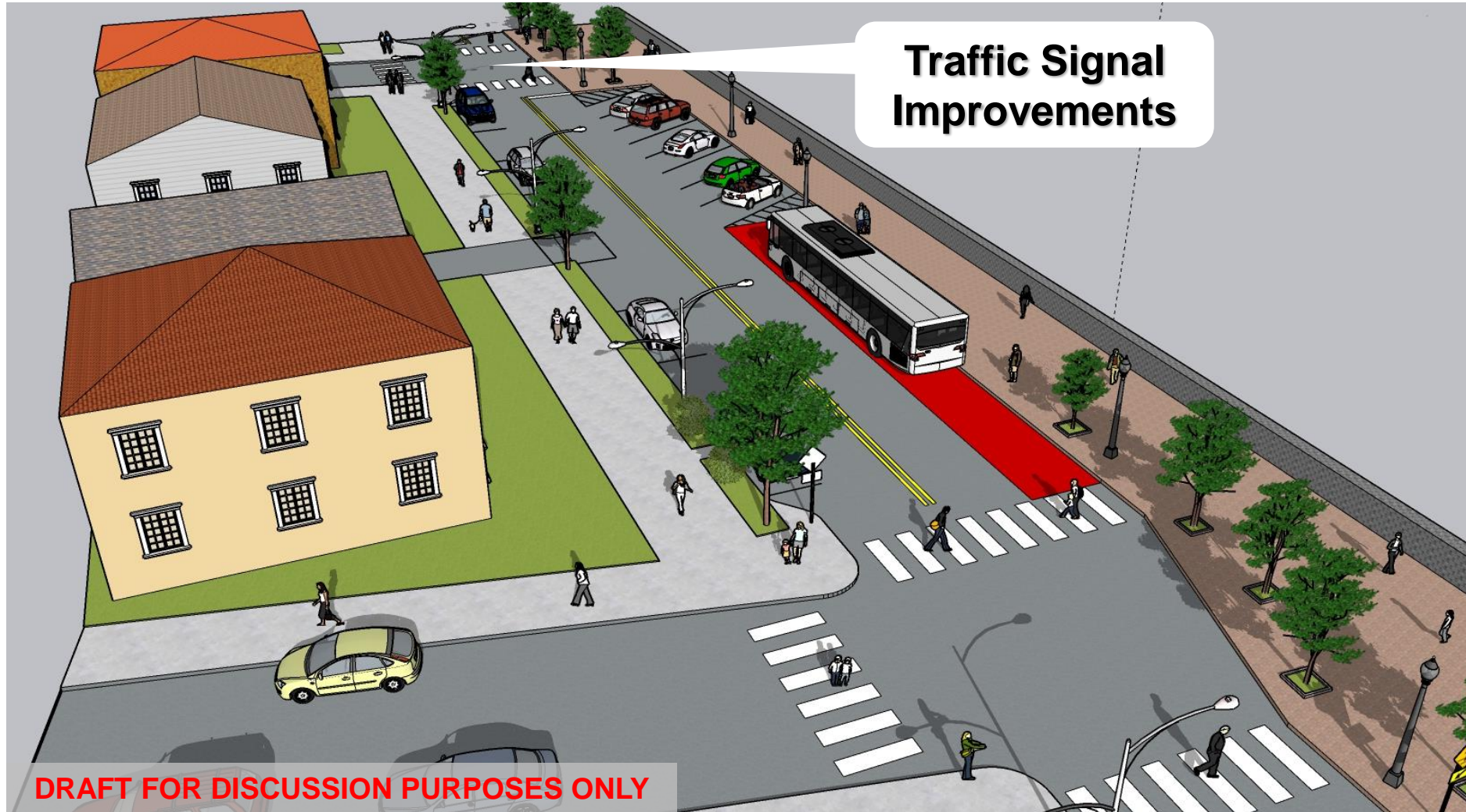
Overhead View



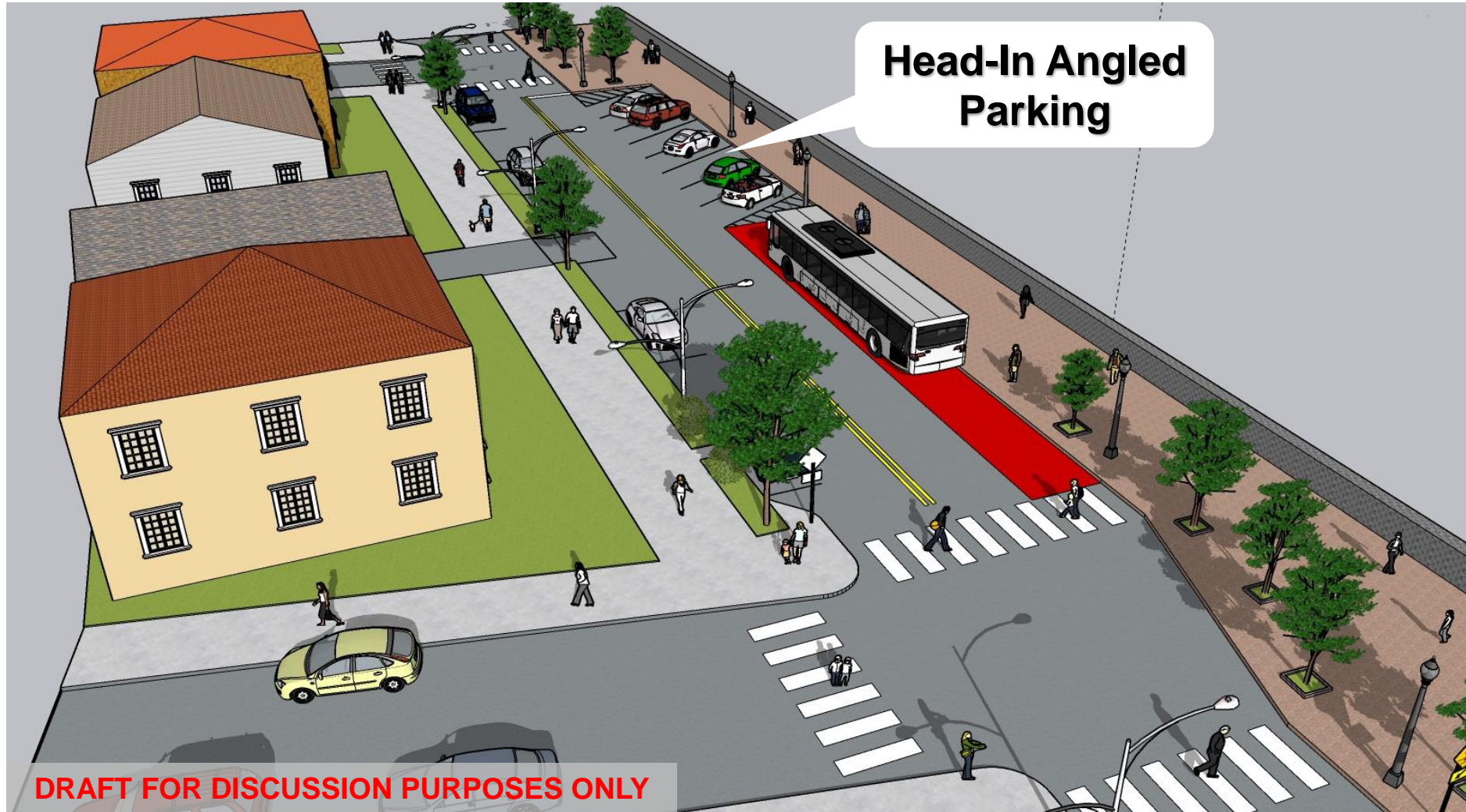
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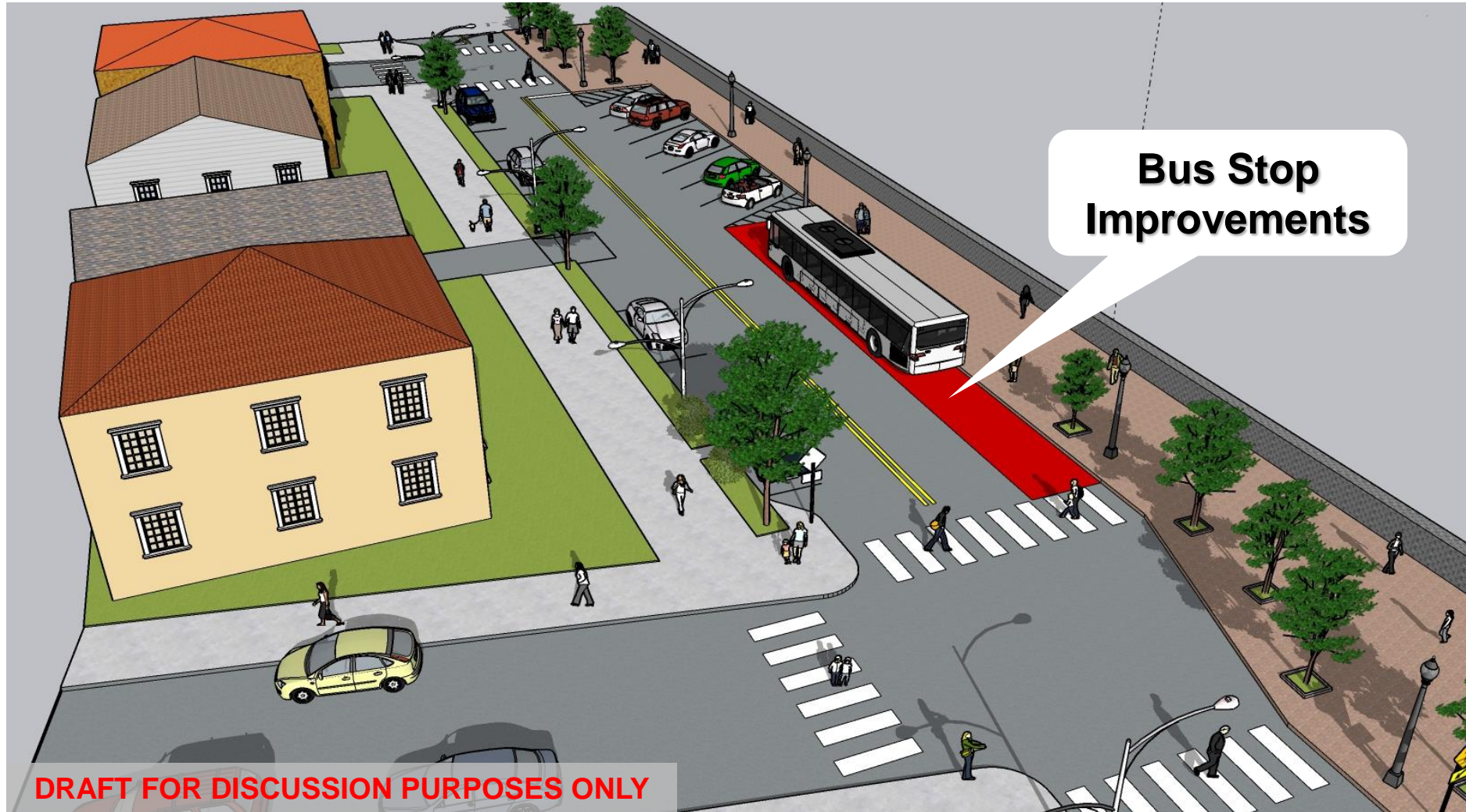
Overhead View



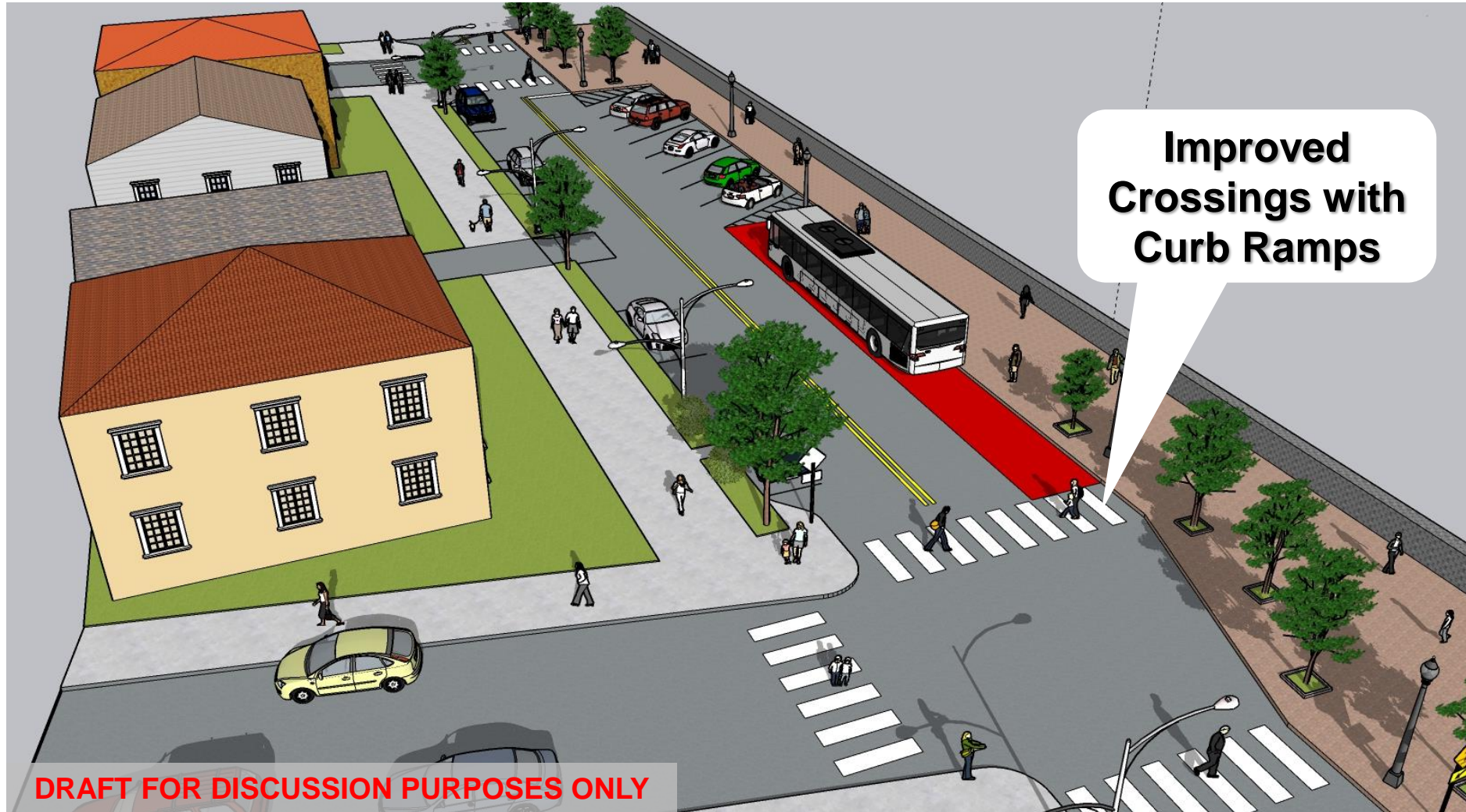
Overhead View



Overhead View



Overhead View



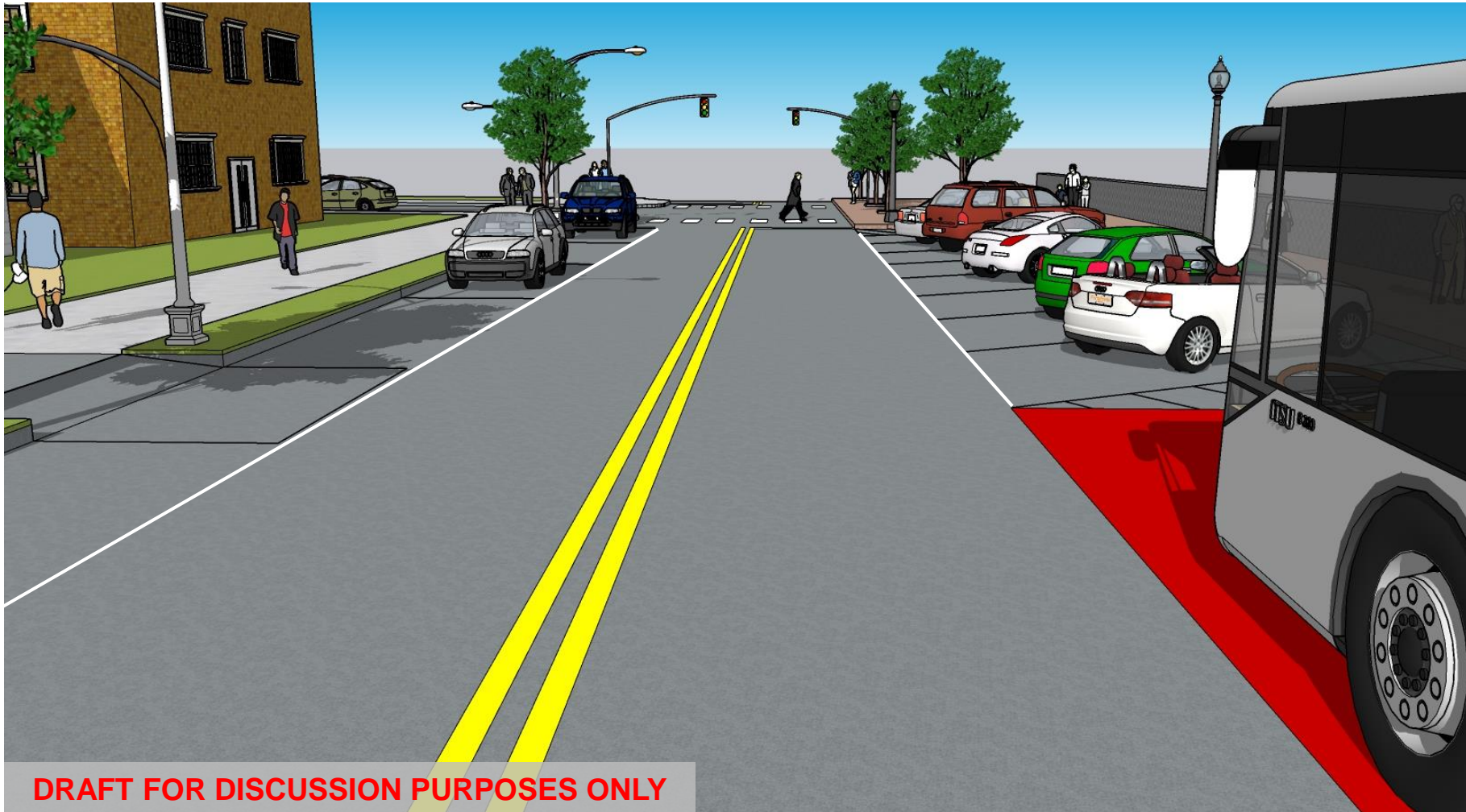
Overhead View



Overhead View



Driver/Cyclist View



Current Layout with Angled Parking



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Parking Impact Comparison

Municipality	Signal Upgrades & Resurfacing	Cycle Track Design	Angled Parking Design
Weehawken	-87	-101	+1
West New York	-30	-57	+68
Guttenberg	-12	-15	-2
North Bergen	-33	-44	+33
Total	-162	-217	+100

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Meetings on Updated Design

- Local Officials: All Municipalities – January 2021
- Local Officials: Hoboken & Jersey City – February 2021
- Local Officials: Weehawken – May 2021
- Stakeholders Meeting #1: All Municipalities – May 2021

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Feedback on Current Design

- Support for current design with angled parking
- Minor feedback and suggestions
 - Tourist bus stop near Hamilton Park in Weehawken
 - Extra wide crosswalk at future West New York library
 - Green infrastructure in West New York and Guttenberg

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Project Cost

- Design: \$1.3 Million
- Estimated Construction Cost: \$15 Million
- Estimated Construction Inspection Cost: \$2.7 Million

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Next Steps

Activity	Timeframe
Public Information Center (PIC)	January 2022
Complete Preliminary Design & Submit CED	March 2022
NJDOT to Approve Environmental Documentation	Spring 2023
Complete Final Design and Submit to NJDOT for Review	Summer 2024
Anticipated Federal Authorization to Construct*	Fall 2024
Anticipated Construction Start*	Spring 2025
Construction Substantially Completed*	Spring 2027

**Subject to NJDOT Authorization*

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Q&A

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This presentation will be posted to:

HudsonCountySafetyImprovements.com

