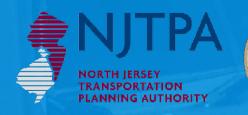
# WELCOME, THANK YOU FOR JOINING US!

- The meeting will begin at 6 pm
- Please feel free to utilize the chat feature within
   Zoom for any questions
- Please sign in using the sign in sheet link in the chat
- A "breakout room" within Zoom will be created for Spanish speakers

## BIENVENIDOS,

**GRACIAS POR ASISTIR!** 

- La reunión comenzará a las 6PM
- Por favor use el chat de Zoom para enviarnos cualquier pregunta que tenga
- También le pedimos que firme el listado de asistencia el cual se encuentra en el chat (sign in sheet).
- Tenga en cuenta que abriremos otro cuarto (breakout room) en Zoom para aquellos que hablen español.













### FY 2019 PASSAIC COUNTY MAIN AVENUE

LOCAL CONCEPT DEVELOPMENT STUDY

PUBLIC INFORMATION CENTER (PIC) #2

Passaic, NJ

March 25, 2021 6:00 PM















## Today's Objectives

- 1. Review where we are at in the process
- 2. Present alternative concepts for Main Avenue
- 3. Gather Feedback on these alternatives in preparation of determining a preferred preliminary alternative

#### MAIN AVENUE

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## PRESENTATION AGENDA

#### Introduction (6:00pm-6:05pm)

Project Overview

#### Common Elements (6:05pm-6:20pm)

- Center Median
- Reverse Angled Parking
- Buffered Bike Lanes
- Road Diet

#### Corridor Alternatives (6:20pm-6:45pm)

- #1: No Build
- #2: Park
- #3: Promenade w/reverse angle parking
- #4: Promenade w/wide sidewalks
- #5: Landscape Median

Intersections (6:45pm-7:00pm)

• Roundabout

Feedback (7-8:00pm)

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## Local Capital Project Delivery

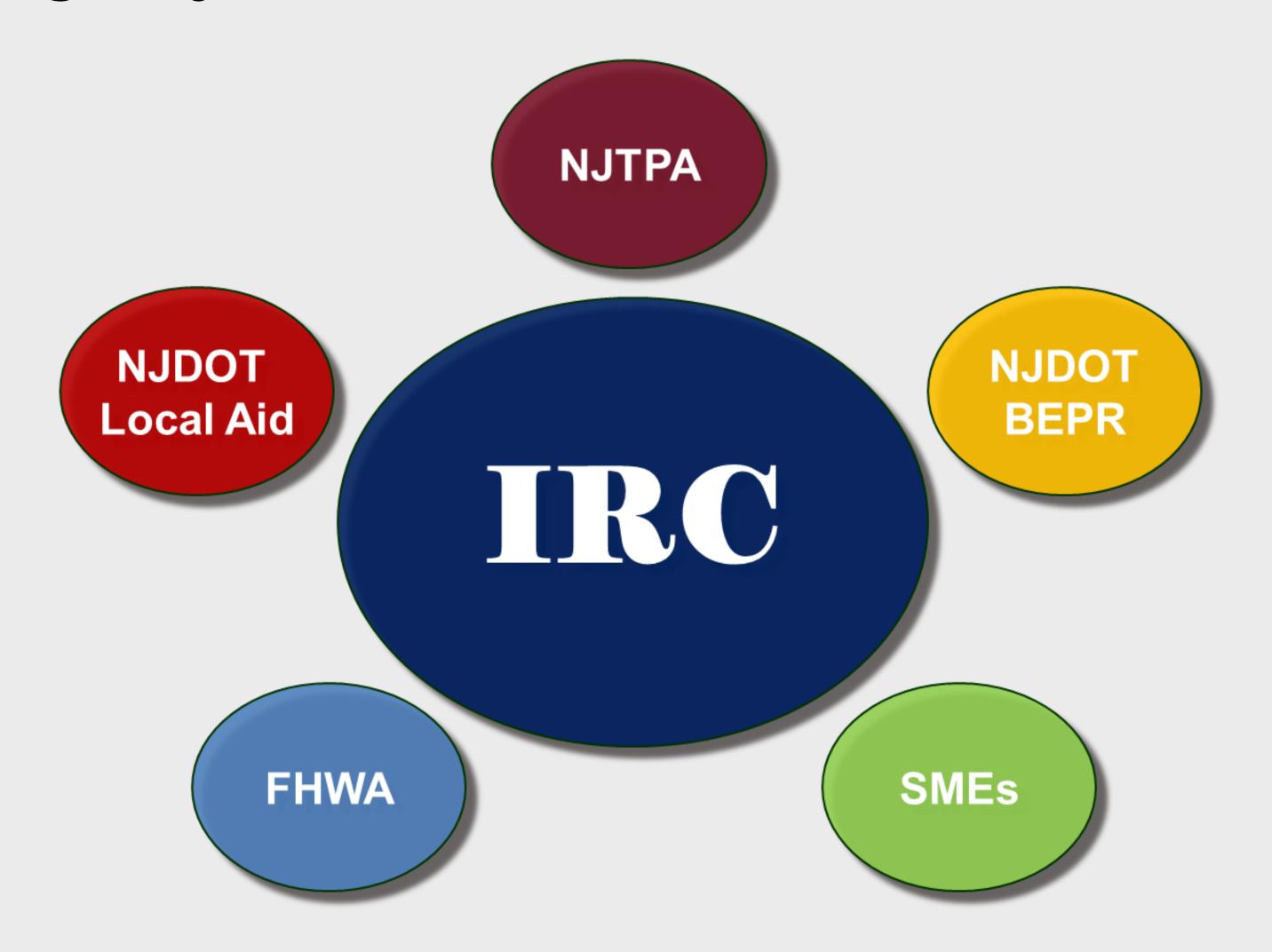
#### **Local Concept Preliminary** Final Design Construction Development **Engineering** Data Collection & Approved Design Completed Construction **Exception Report** Construction Environmental Contract Docs & PS&E Package Screening Report Cost Estimates Continue Public Initial Public Continue Public Outreach Continue Public Outreach Outreach Outreach As-Built Purpose & Need Environmental Re- Update & Finalize Approved evaluations Statement Environmental Design NEPA Classification Communication Document Environmental Permits Report Approved Project Concept Development ROW Acquisition Close-Out Plan Report Document Preliminary Update Design **Engineering Report** Communications Design Communications Report Updated Design Report Communications Report **Approximately 2 Years** Approximately 2 Years Approximately 2 Years Design Dependent

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# Local Capital Project Delivery - Interagency Review Committee



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## Data Collection

- Numerous data collection tasks performed to document and analyze existing roadway data and identify deficiencies and constraints.
- Results from data collection and public outreach were used to define and justify the <u>Project Purpose and Need Statement</u>.



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## Purpose and Need Statement

The project <u>purpose</u> is to define the transportation problem that needs to be solved. The project <u>need</u> provides data to support the purpose and justify the project. The Purpose and Need Statement is derived from public outreach, data collection, and environmental resources.

"The purpose of the Main Avenue Local Concept Development (LCD) Study is to improve travel safety, traffic flow, transit access, walkability, and bicycle accommodations along Main Avenue to support economic development in the Central Business District of the City of Passaic."



Needs based on previous studies



#### Travel Demands

TransitDependentPopulation



#### System Linkages

- ImportantTransportation Link
  - ▶ Residents
  - **▶** Commuters
  - School Buses
  - **▶** NJ TRANSIT
  - ▶ Emergency Vehicles



#### Safety

- Priority Corridor for Vehicles
- Pedestrian and Bicycle Safety in the Region

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## **Public Outreach Efforts**

- Project Website <u>www.MainAvePassaic.com</u>
- Survey more than 300 responses
- Online interactive crowdsource map (Wikimap)
- Social Media Outreach City of Passaic and Mayor Lora
- Business and Property Owner Survey mailing with survey link

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Safety



Walkability



Bicycle Accommodations



**Transit Access** 



Traffic Flow



Economic Development

#### MAIN AVENUE

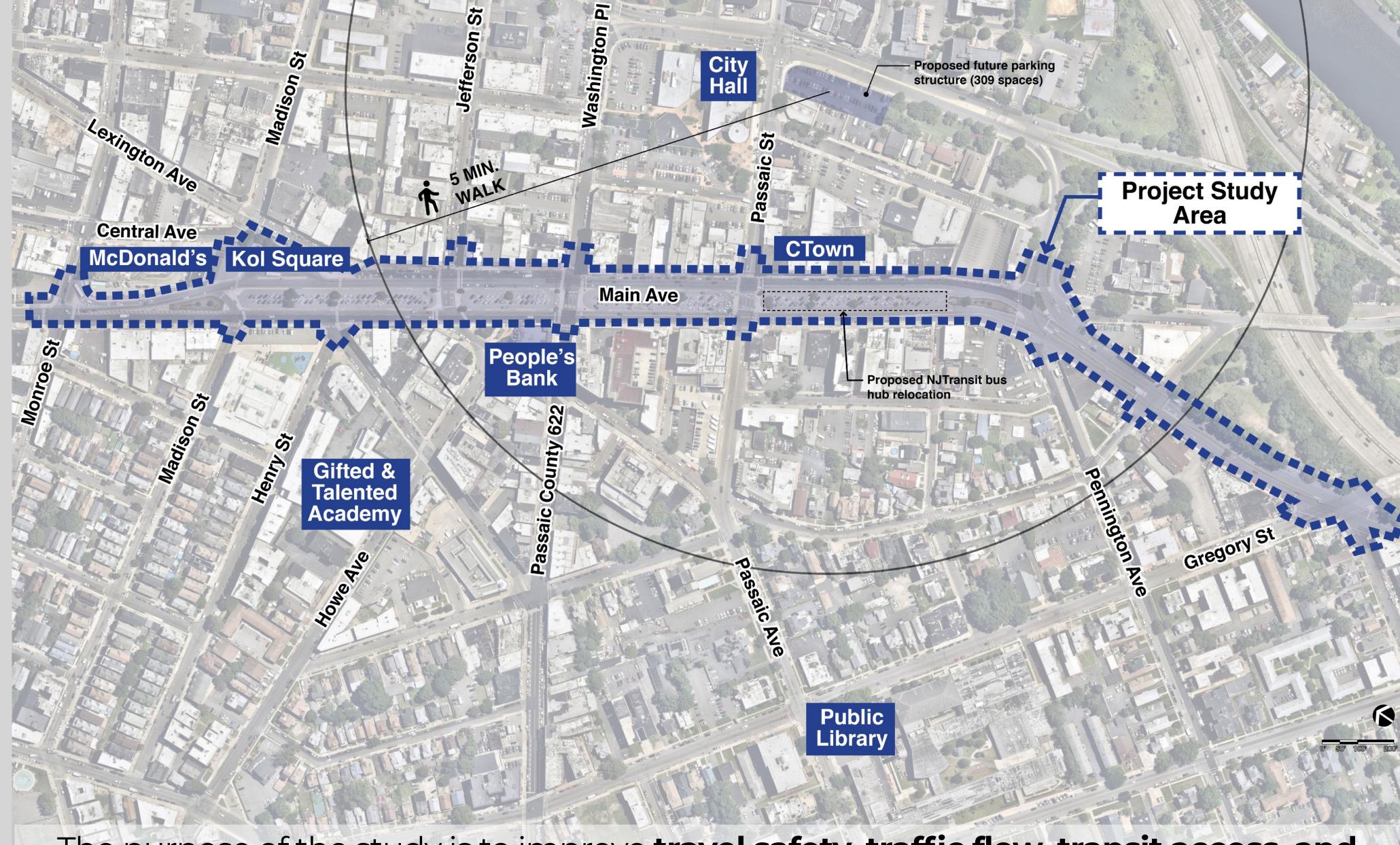
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Sam Schwartz

# Project Schedule

Data collection	Spring - Winter 2019
Local Officials Meeting #1	October 2019
Pedestrian Road Safety Audit #1	November 2019
Stakeholder Meeting #1	December 2019
Pedestrian Road Safety Audit #2	December 2019
Public Outreach	Ongoing throughout study
Public Information Center #1	January 2020
Purpose and Need Statement	September 2020
Local Officials Meeting #2	October 2020
Alternatives Analysis	August 2020-Present
Stakeholder Meeting #2	February 2021
Public Information Center (PIC) #2	March 2021
Selection of Preliminary Preferred Alternative	April 2021
Draft Concept Development Report	May 2021
Final Concept Development Report	June 2021



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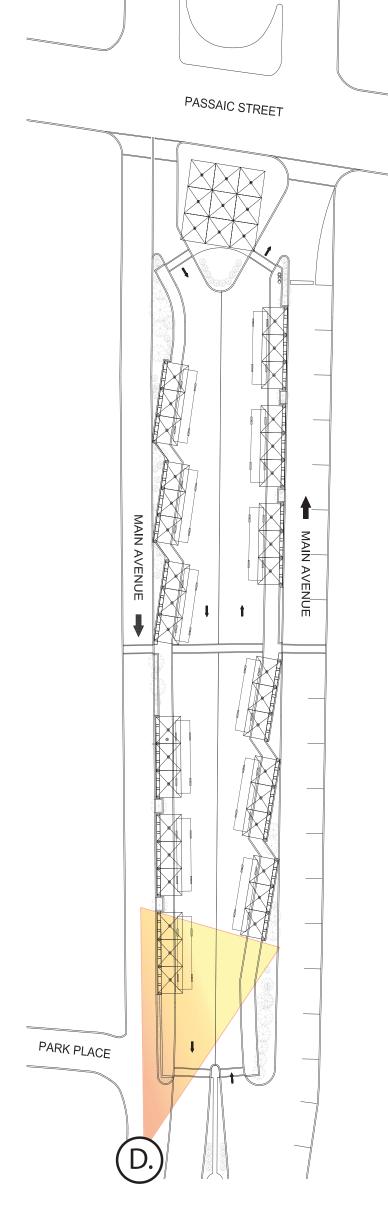
Sam Schwartz The purpose of the study is to improve **travel safety, traffic flow, transit access, and walkability** along Main Avenue, which in turn supports **economic development** in the City of Passaic.

The proposed Passaic bus terminal between Passaic Avenue and Park Place is a separate project that impacts the Passaic Main Ave LCD Study.

This project is taken as an existing condition and is accommodated within the design alternatives.

#### **DRAFT**





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Sam **Schwartz** 



### PASSAIC BUS TERMINAL



## **COMMON ELEMENTS**

These four primary elements appear in all of the alternatives with the exception of the 'No Build' alternative

- Repurpose of center parking
- Reverse angle parking
- Buffered bike lanes
- Road Diet



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- 60' parking median
- 244 parking spaces (79 onstreet, 130 in center median, 35 between Pennington and Gregory)

\* not including 57 spaces removed with NJ Transit bus terminal

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Sam



#### Linear Park

- LargeProgrammableSpace
- Minimum Width Needed: 50'-60'
- Uses: Large public space that can be used for gatherings, events, food trucks, landscape, etc.

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#### Promenade

- Linear public space
- Minimum Width Needed: 25'-35'
- Uses: Linear space used primarily for walking, cycling, seating, landscape, etc.

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Landscape Median

- Linear planting space
- Minimum Width Needed: 15'-20'
- Uses: Landscape

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Sam Arterial schwartz



#### COMMON ELEMENTS -REVERSE ANGLE PARKING

- Maximizes parking
- Improves sight lines
- Decreased collisions
- Improves shopping experience

#### Examples in NJ

- Bloomfield (2020)
- Hoboken (2016)
- Newark (2014)

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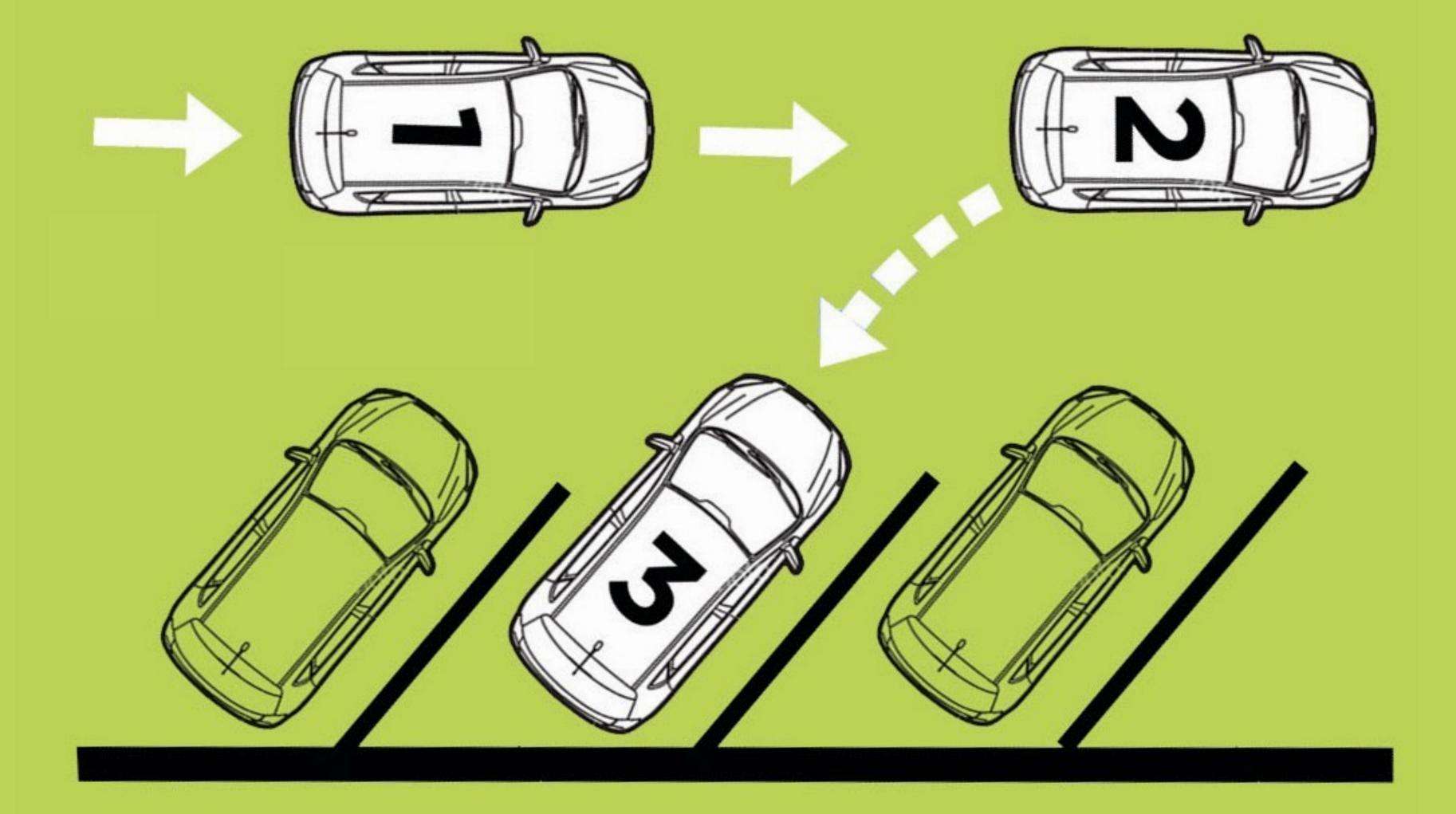


#### COMMON ELEMENTS -REVERSE ANGLE PARKING

1.Signal

2.Pull past and stop

3. Reverse into spot



**MAIN AVENUE** 

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Sam Schwartz 1. Signal

2. Stop

3. Reverse

#### COMMON ELEMENTS -BUFFERED BIKE LANE

Benefits of a Buffered Bike Lane

- Designated lane for bicycles
- Buffer provided adjacent to parked cars and travel lane
- Simple to maintain and snow plow

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#### COMMON ELEMENTS -ROAD DIET

Benefits of a Road Diet:

- Proven to reduce vehicle crashes
- Manages travel speeds
- Safer for pedestrians

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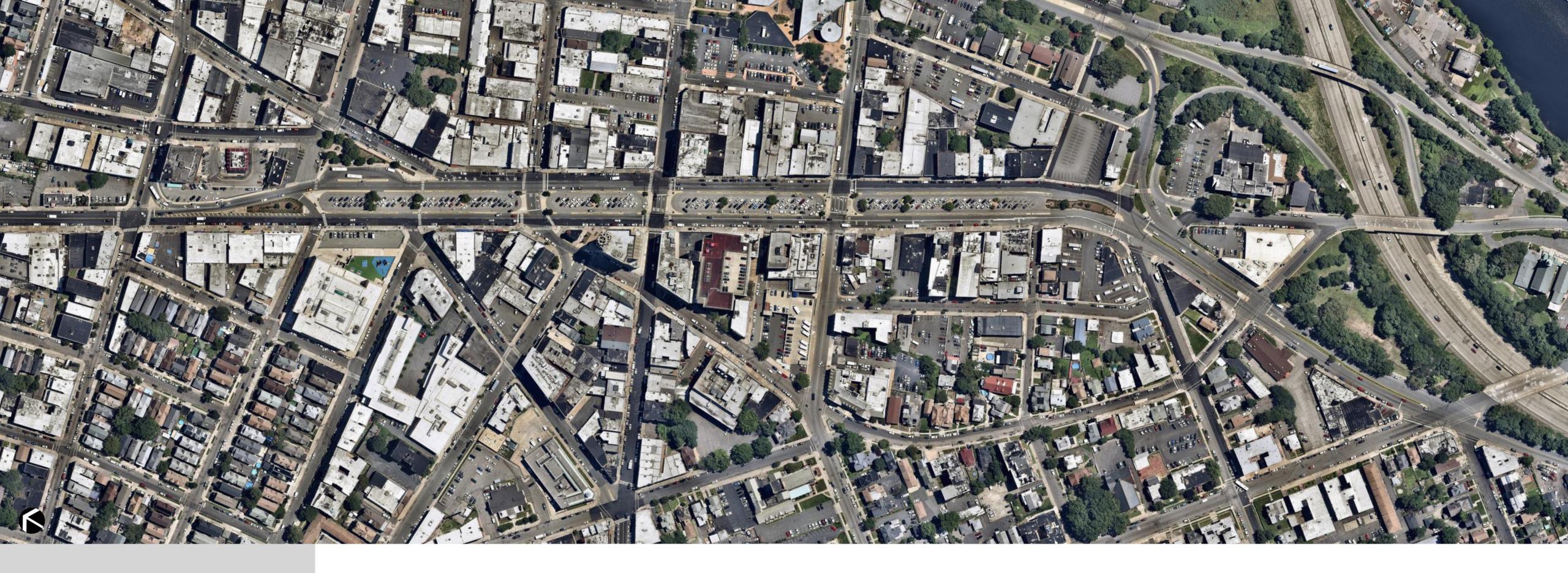
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# ALTERNATIVE #1: NO BUILD

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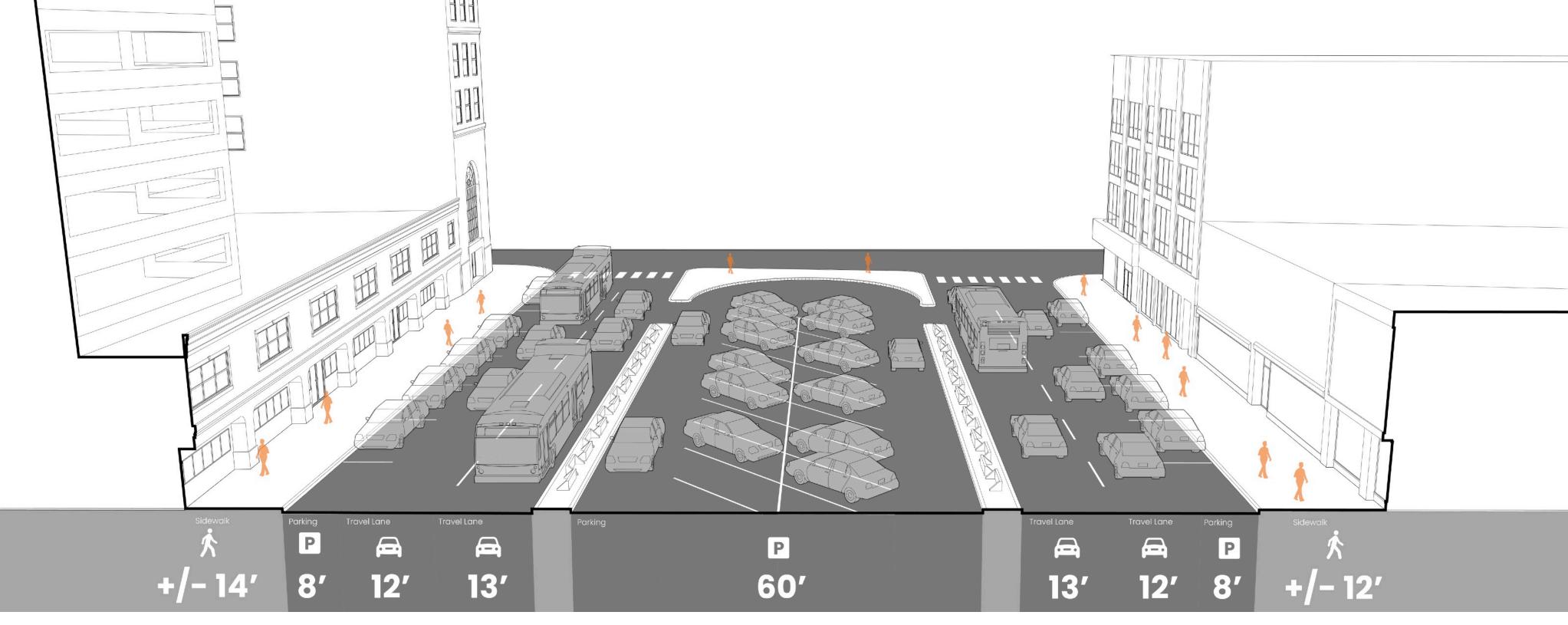
### Highlights

- 60' parking median
- Two travel lanes in each direction
- Parallel parking

- Approx. 244 parking spaces
- \*Not including 57 spaces being removed with NJ Transit bus terminal

# ALTERNATIVE #1: NO BUILD







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# ALTERNATIVE #2: PARK

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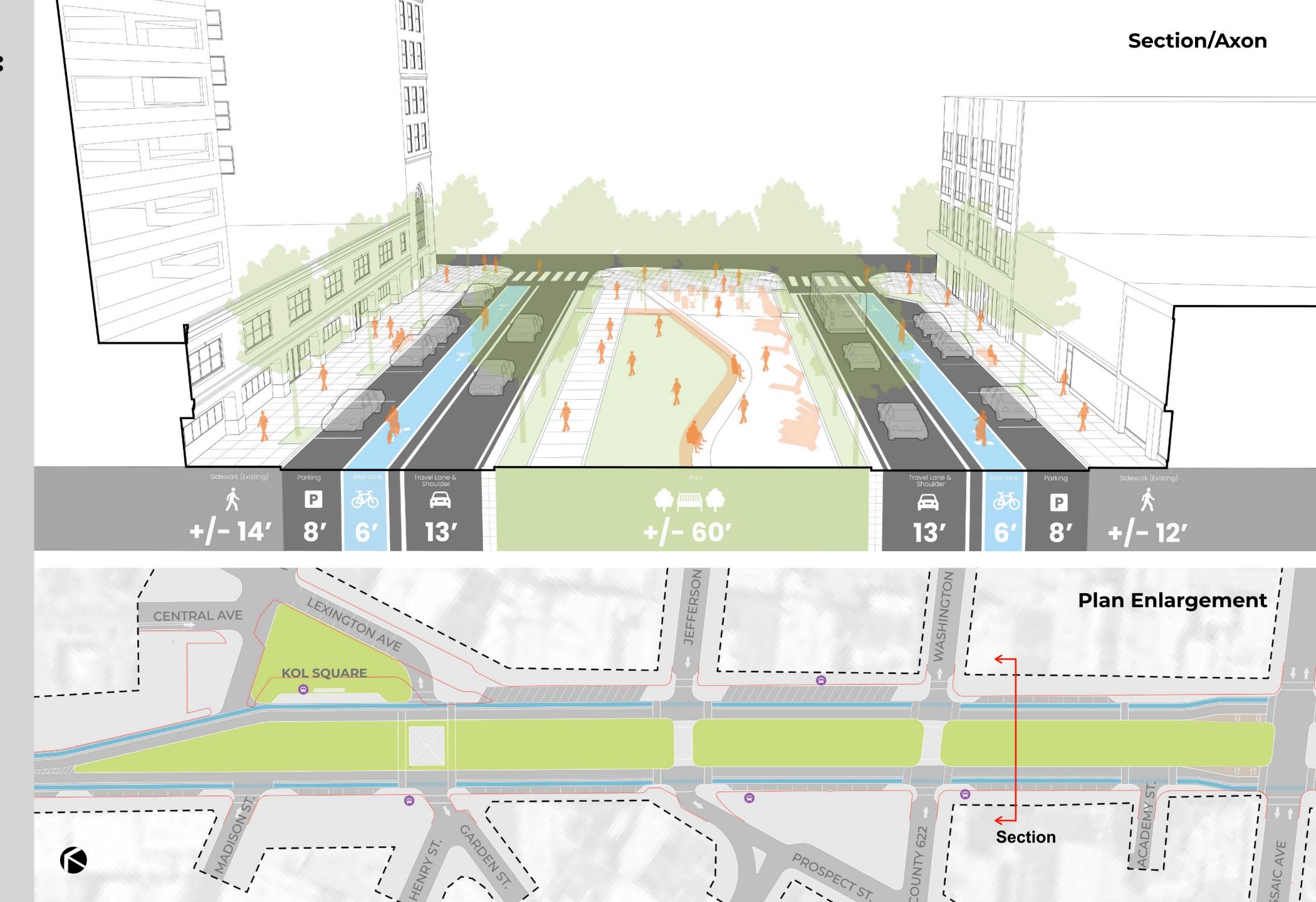
Sam Schwartz

### Highlights

- +/- 60' park in center
- One travel lane in each direction
- Parallel & reverse angle parking

- Existing sidewalk widths
- On-road buffered bike lane
- Approx. 145 parking spaces

# ALTERNATIVE #2: PARK

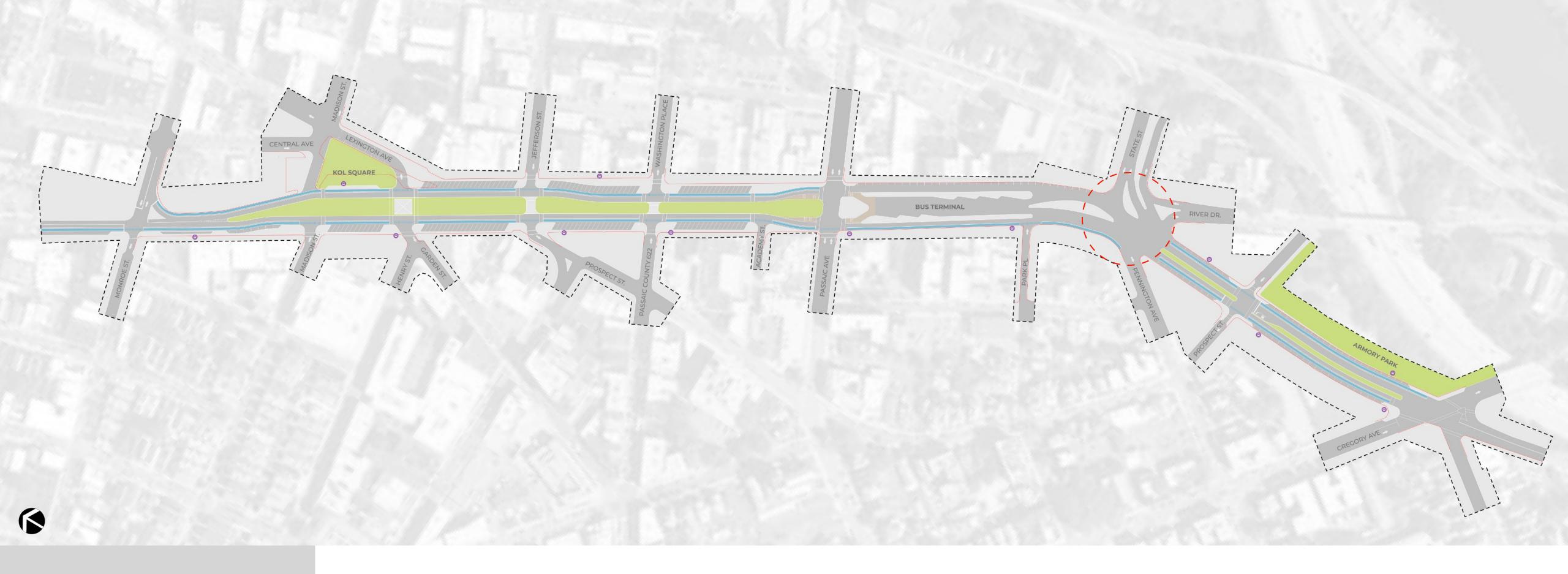


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# ALTERNATIVE #3: PROMENADE W/REVERSE ANGLE PARKING

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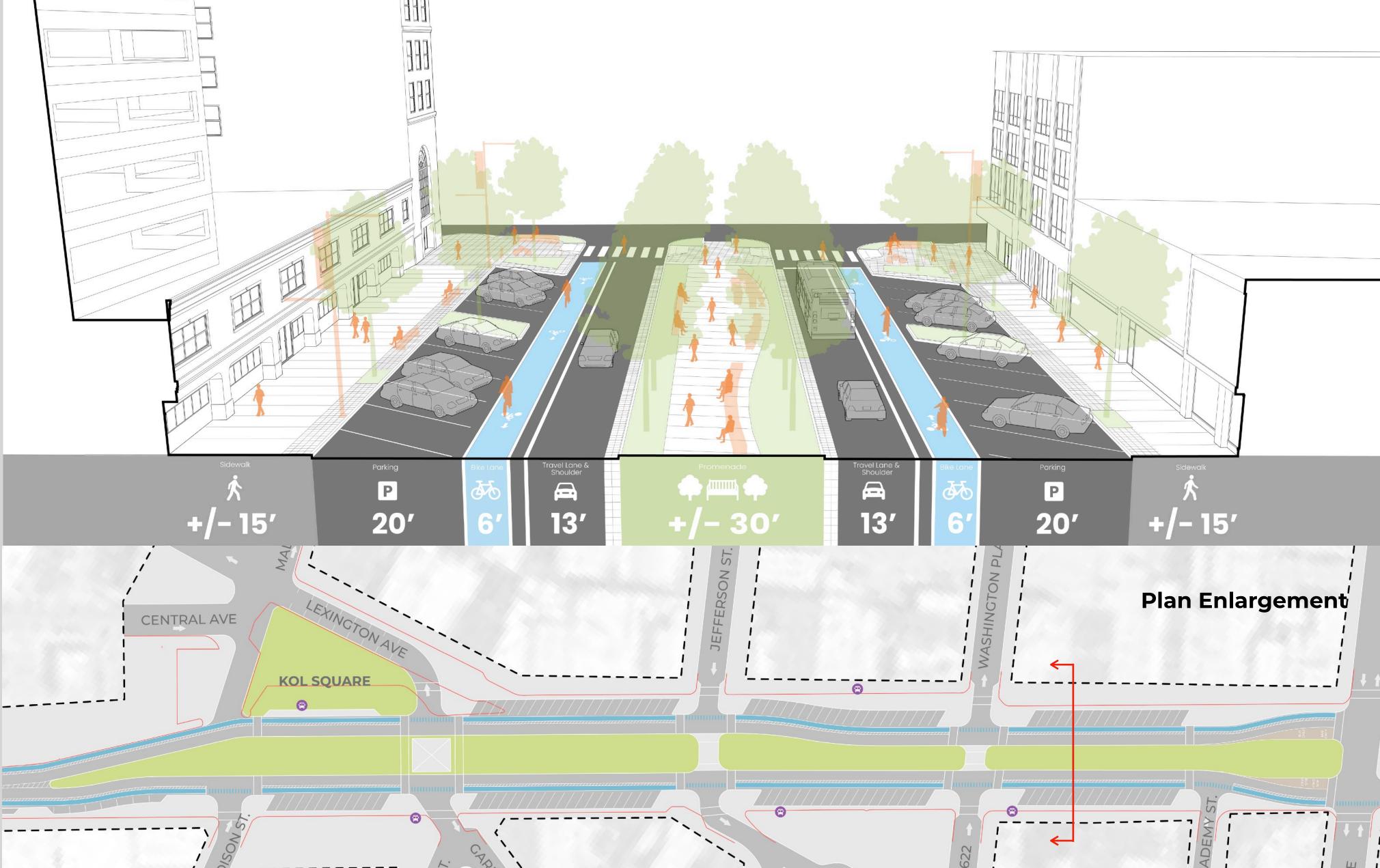
### Highlights

- +/- 30' promenade in the center
- One travel lane in each direction
- Reverse angle parking

- Minimal additional sidewalk widths
- On-road buffered bike lane
- Approx. 175 parking spaces

# ALTERNATIVE #3: PROMENADE W/REVERSE ANGLE PARKING



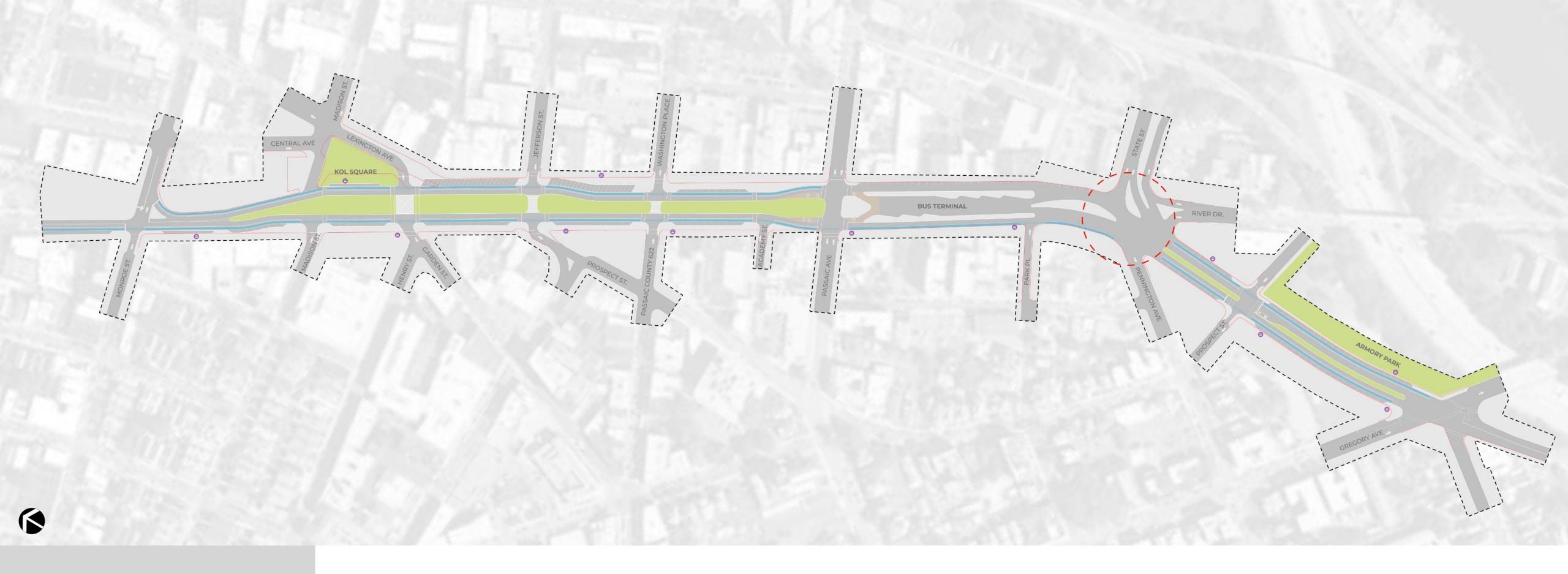


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# ALTERNATIVE #4: PROMENADE W/WIDE SIDEWALKS

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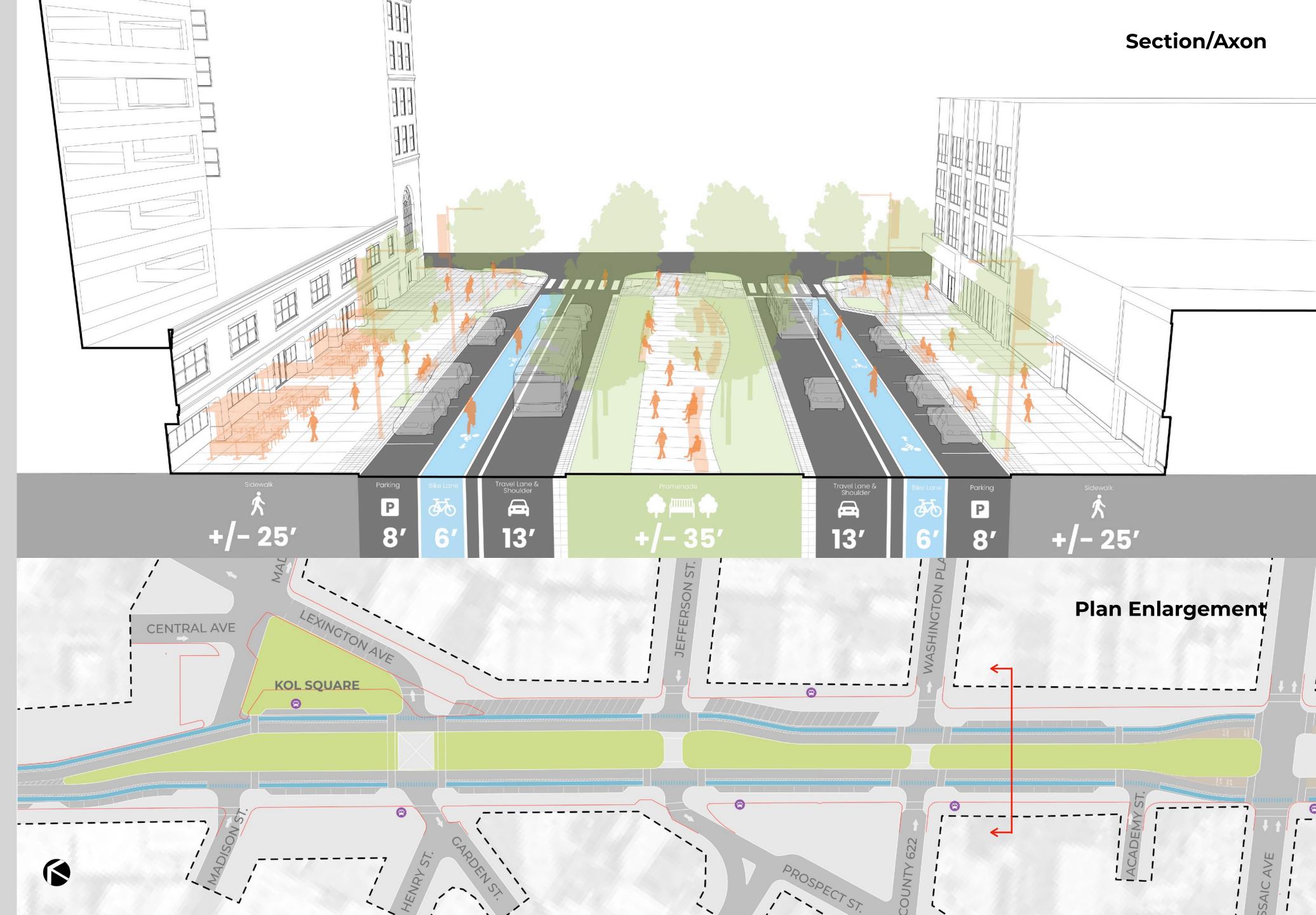
Sam Schwartz

### Highlights

- +/- 35' promenade in the center
- One travel lane in each direction
- Parallel parking

- Expanded sidewalk widths
- On-road buffered bike lane
- Approx. 155 parking spaces

# ALTERNATIVE #4: PROMENADE W/WIDE SIDEWALKS



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## ALTERNATIVE #5: LANDSCAPE MEDIAN

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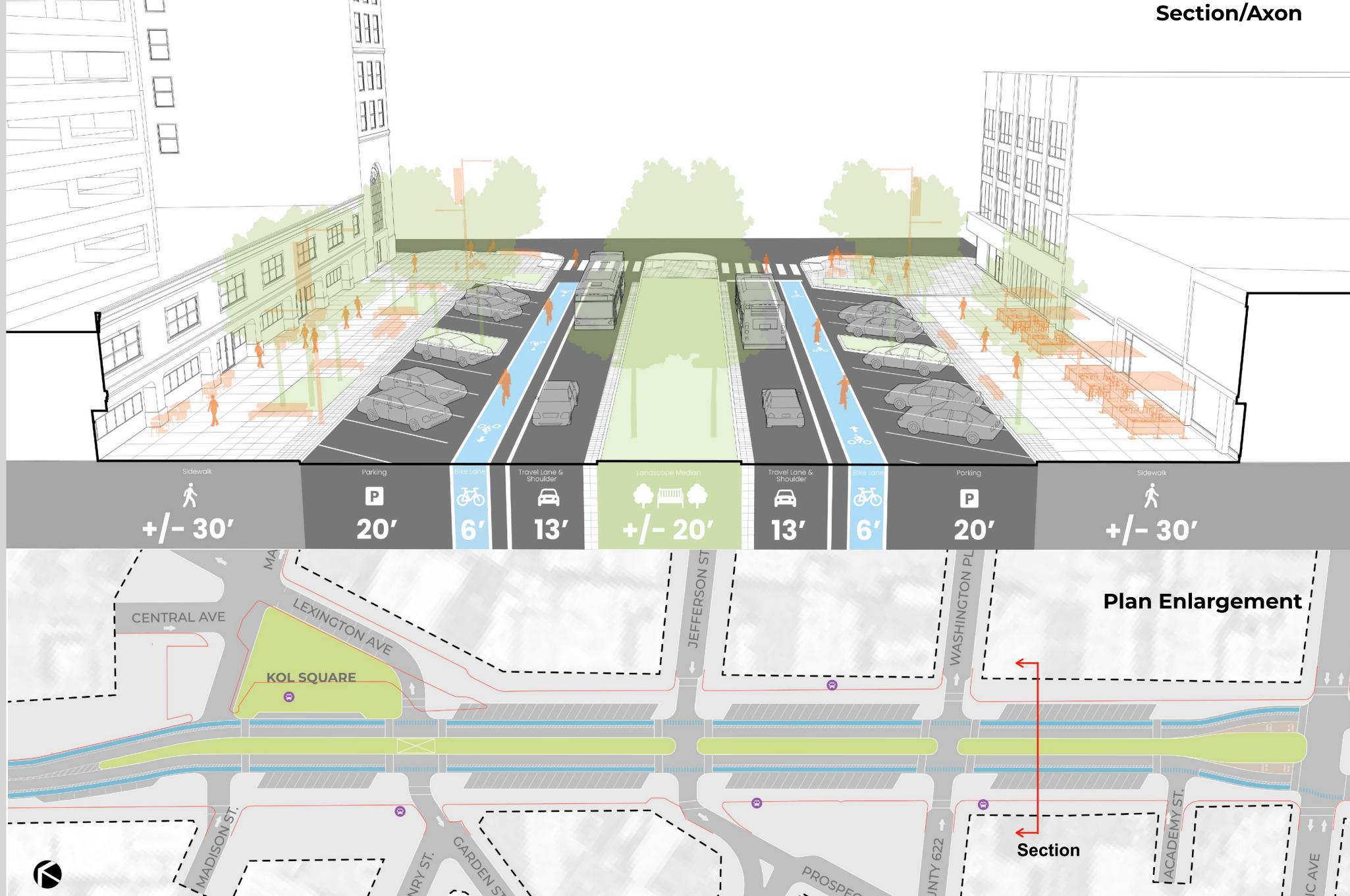
Sam Schwartz

### Highlights

- +/- 20' landscaped median
- One travel lane in each direction
- Reverse angle parking

- Expanded sidewalk widths
- On-road buffered bike lane
- Approx. 175 parking spaces

### **ALTERNATIVE #5:** LANDSCAPE **MEDIAN**

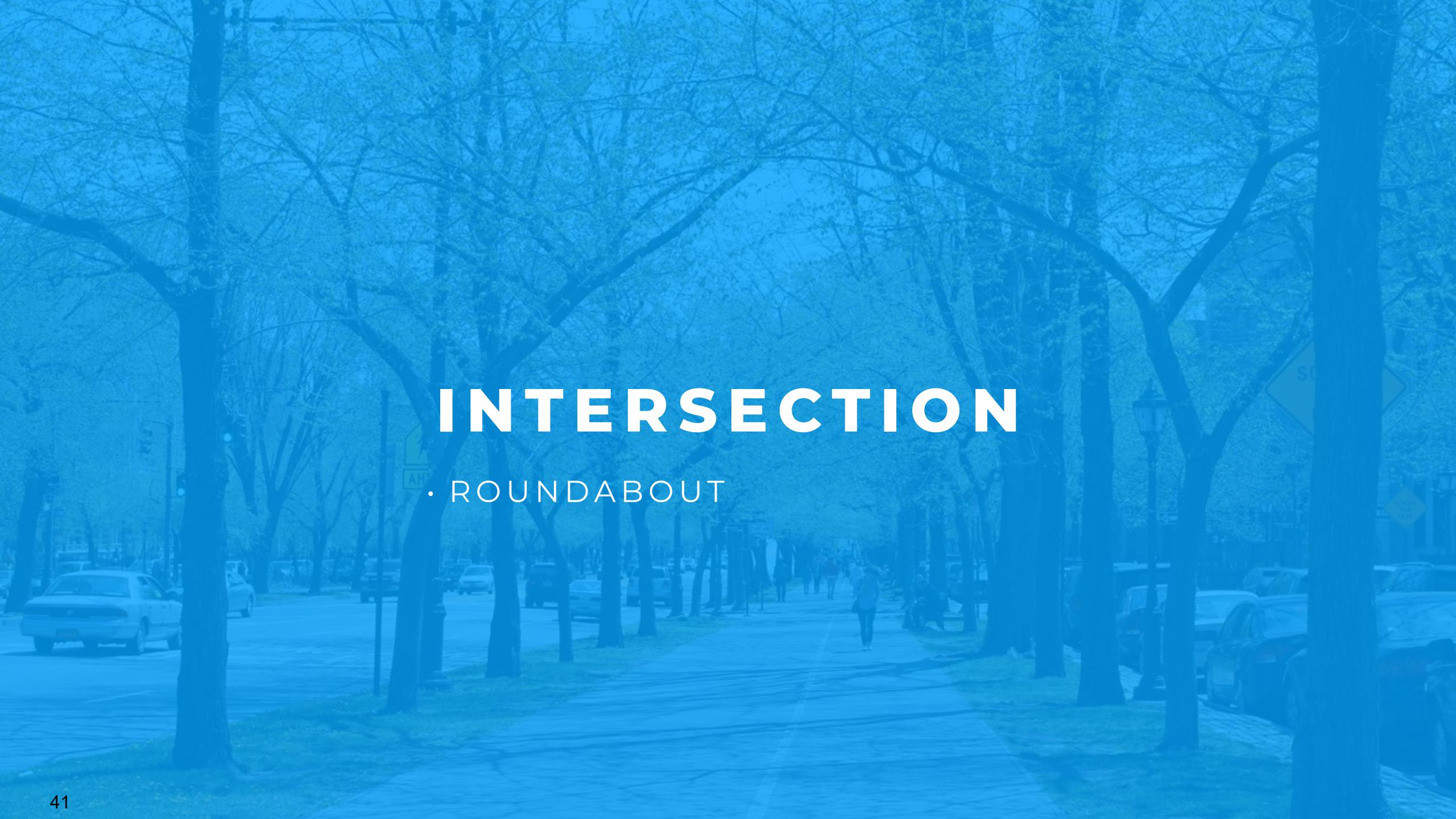


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Alternative	Section Axon	Parking	Median Space & Use	Sidewalk Width	Bicycle Facilities
#1 NO BUILD	Policy   Powlers   Powle	<b>244</b> Spaces	Approx. <b>60 Feet Parking</b>	<b>+/- 12-14</b> Feet	No
#2 PARK	Source (Learly)   Porting   Source (Learly)   Figure   Source (Learly)   Figure   Source (Learly)   Figure	Approx. <b>145</b> Spaces	Approx. <b>60 Feet Public Open Space</b>	<b>+/- 12-14</b> Feet	Yes
#3 PROMENADE W/REVERSE ANGLE PARKING	Foliage	Approx. <b>175</b> Spaces	Approx. <b>30 Feet</b> Landscape & Seating	<b>+/- 15</b> Feet	Yes
#4 PROMENADE W/WIDE SIDEWALKS	* D & A D & B D	Approx. <b>155</b> Spaces	Approx. <b>30 Feet Landscape &amp; Seating</b>	<b>+/- 25</b> Feet	Yes
#5 LANDSCAPE MEDIAN	** P	Approx. <b>175</b> Spaces	Approx. <b>20 Feet Landscape</b>	<b>+/- 30</b> Feet	Yes



### INTERSECTIONS - ROUNDABOUT

- The current intersection at Pennington Avenue and Main Avenue is signalized with a number of irregular conditions that create a challenging environment for both vehicular and pedestrian navigation.

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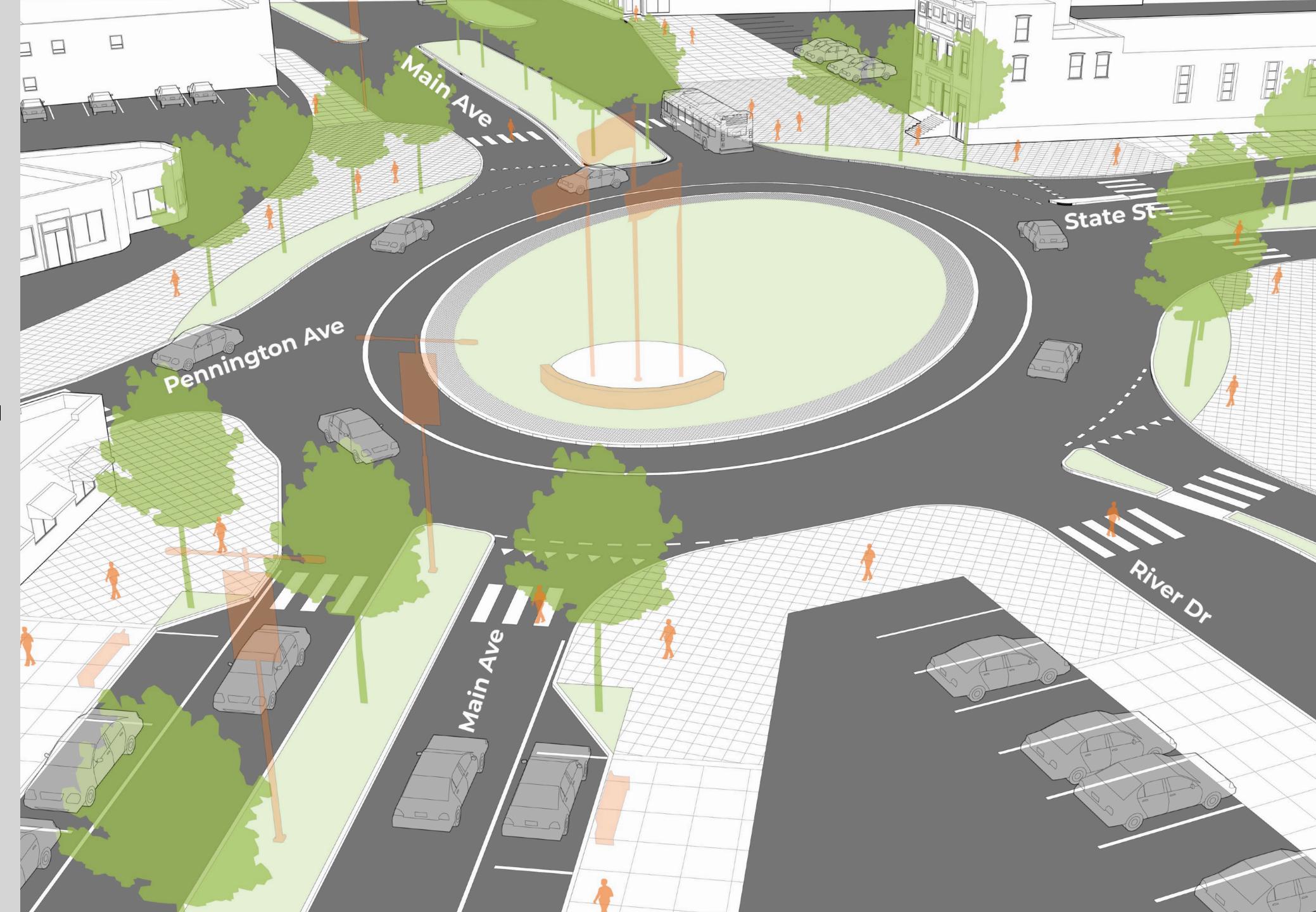
### INTERSECTIONS - ROUNDABOUT

- Modern roundabouts
  have proven to
  improve traffic flow,
  calm vehicle speeds
  and improve
  pedestrian safety.
- Provides opportunity for a gateway element to the central business district that could feature signage and landscaping.

### MAIN AVENUE

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### COMMON ELEMENTS -REVERSE ANGLE PARKING

- Maximizes parking
- Improves sight lines
- Decreased collisions
- Improves shopping experience

### Examples in NJ

- Bloomfield (2020)
- Hoboken (2016)
- Newark (2014)

### MAIN AVENUE

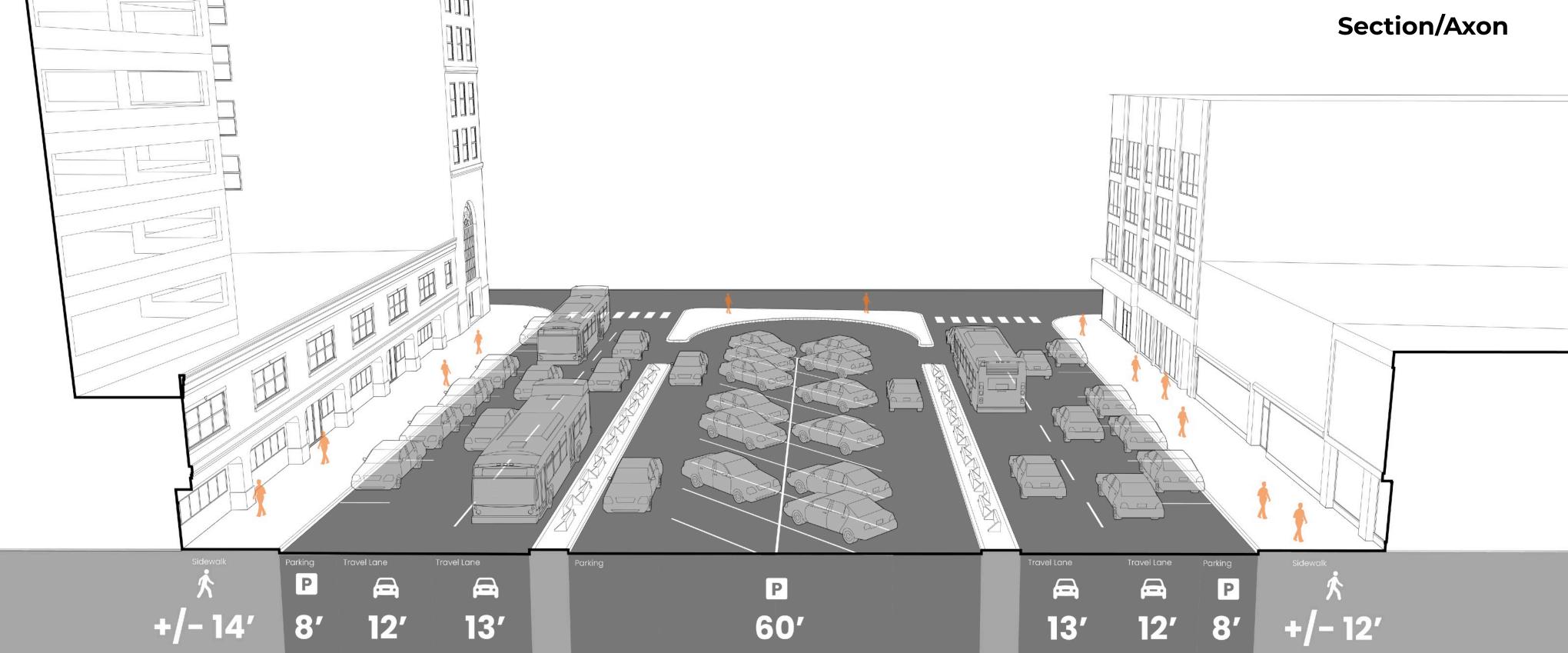
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## ALTERNATIVE #1: NO BUILD

The current
 configuration of
 Main Avenue
 prioritizes parking
 and vehicular
 travel lanes.





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## ALTERNATIVE #2: PARK

- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to include programmable and flexible park space.
- This alternative prioritizes public open space by creating a linear park that stretches from Kohl Square to the proposed bus terminal at Passaic Street.

### **MAIN AVENUE**

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Section/Axon Р Plan Enlargement / CENTRAL AVE KOL SQUARE **Section** 

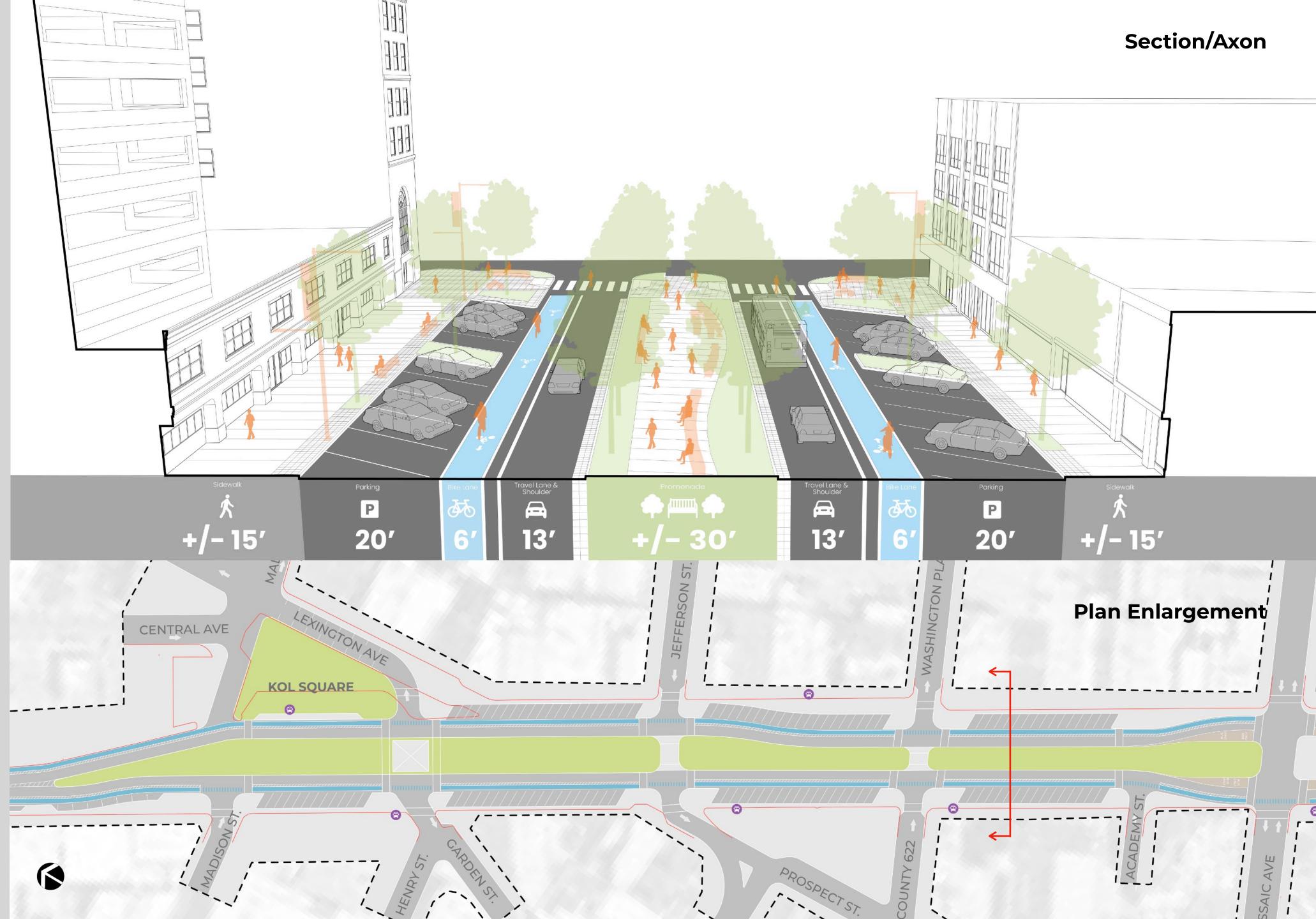
## ALTERNATIVE #3: PROMENADE W/REVERSE ANGLE PARKING

- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to include a promenade that provides seating and plantings.
- This alternative prioritizes parking by introducing Reverse Angle Parking (R.A.P) throughout the entire corridor.

### **MAIN AVENUE**

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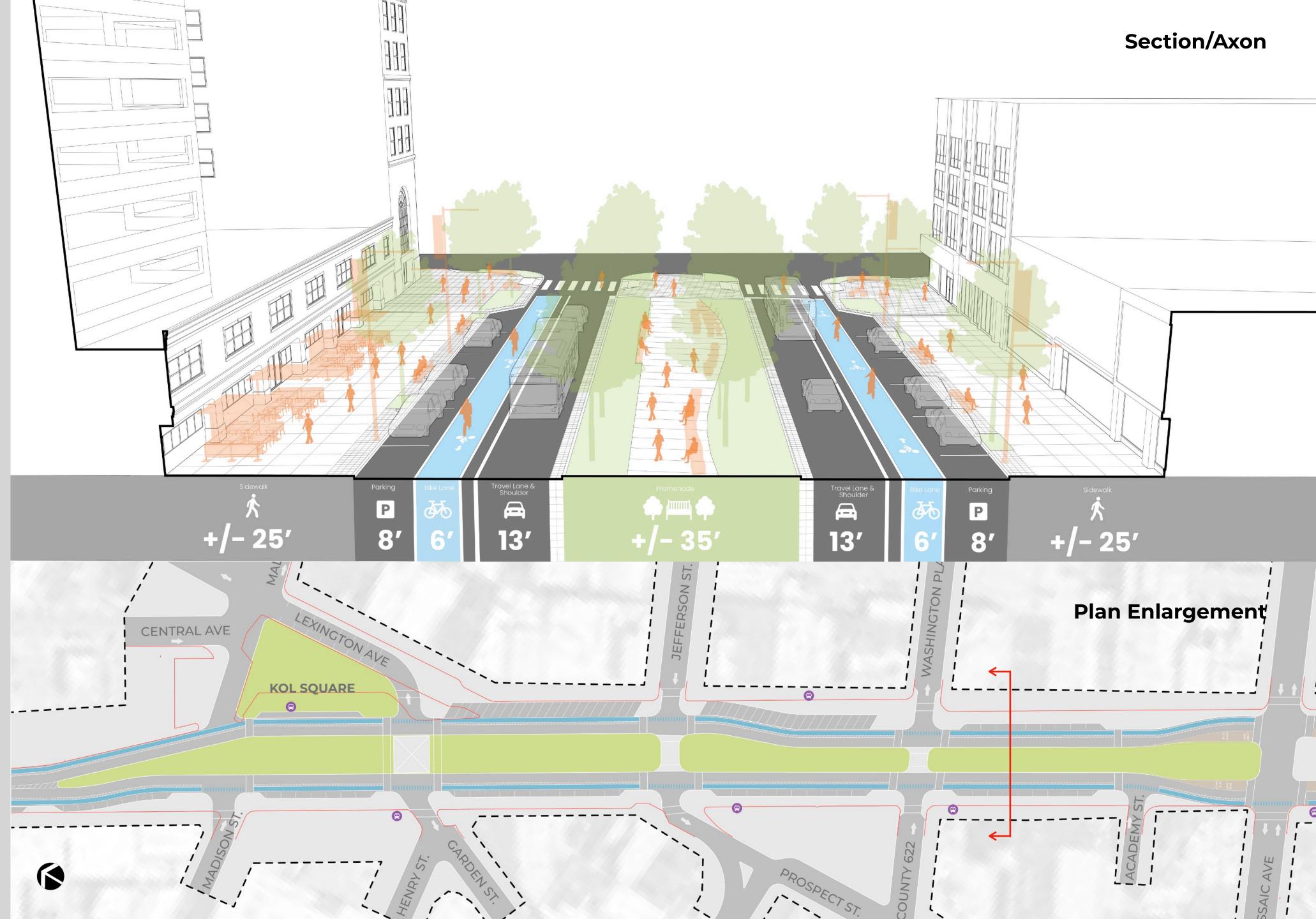
## ALTERNATIVE #4: PROMENADE W/WIDE SIDEWALKS

- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to include a promenade that provides seating and plantings.
- This alternative prioritizes wide sidewalks throughout the downtown.

#### **MAIN AVENUE**

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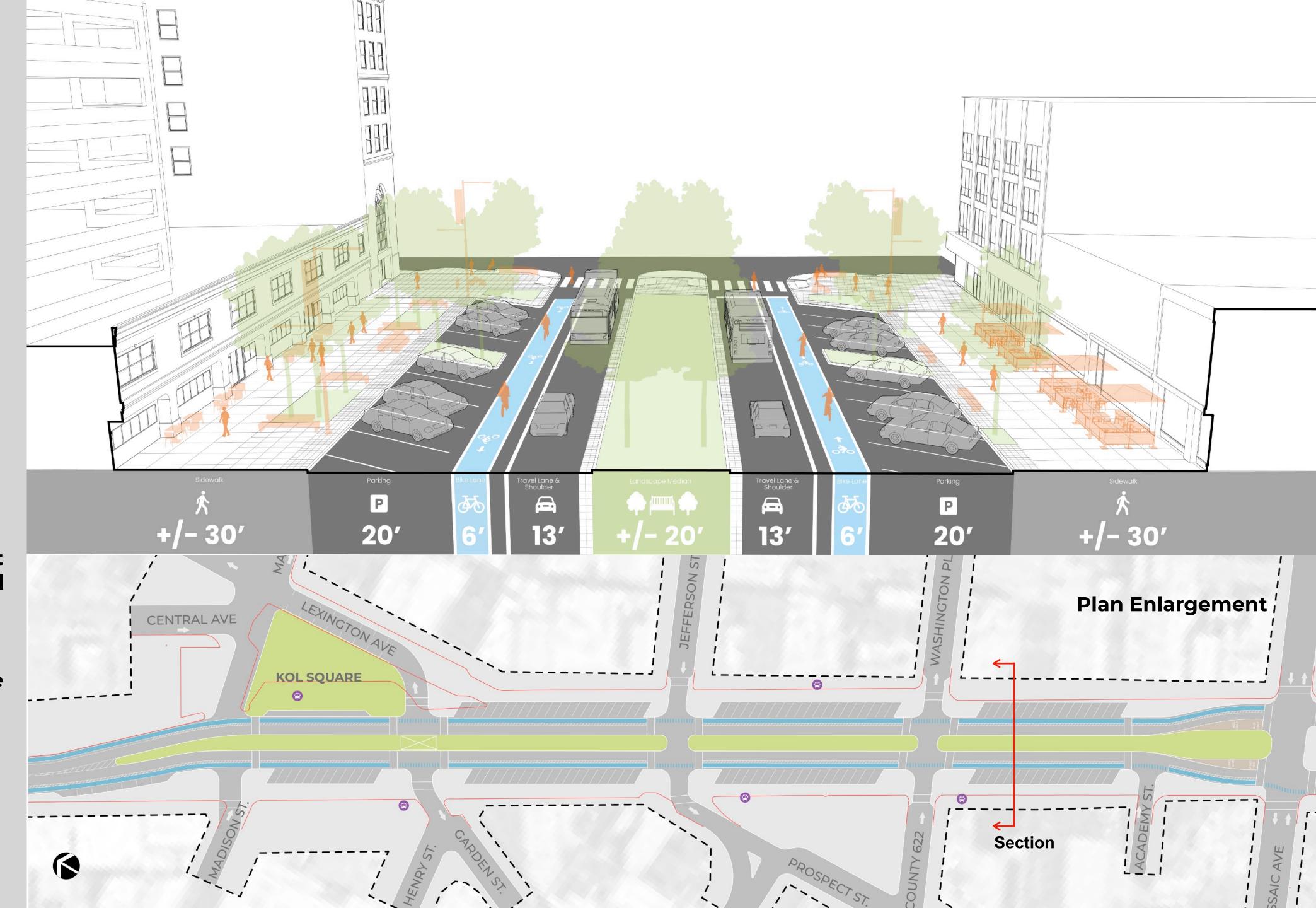
## ALTERNATIVE #5: LANDSCAPE MEDIAN

- The number of travel lanes has been reduced from two to one lane to shorten pedestrian crossing distances and provide buffered bike lanes.
- The center median with parking spaces has been eliminated and reconfigured to a landscaped median.
- This alternative prioritizes wide sidewalks throughout the downtown as well as parking by introducing Reverse Angle Parking (R.A.P) throughout the entire corridor.

### **MAIN AVENUE**

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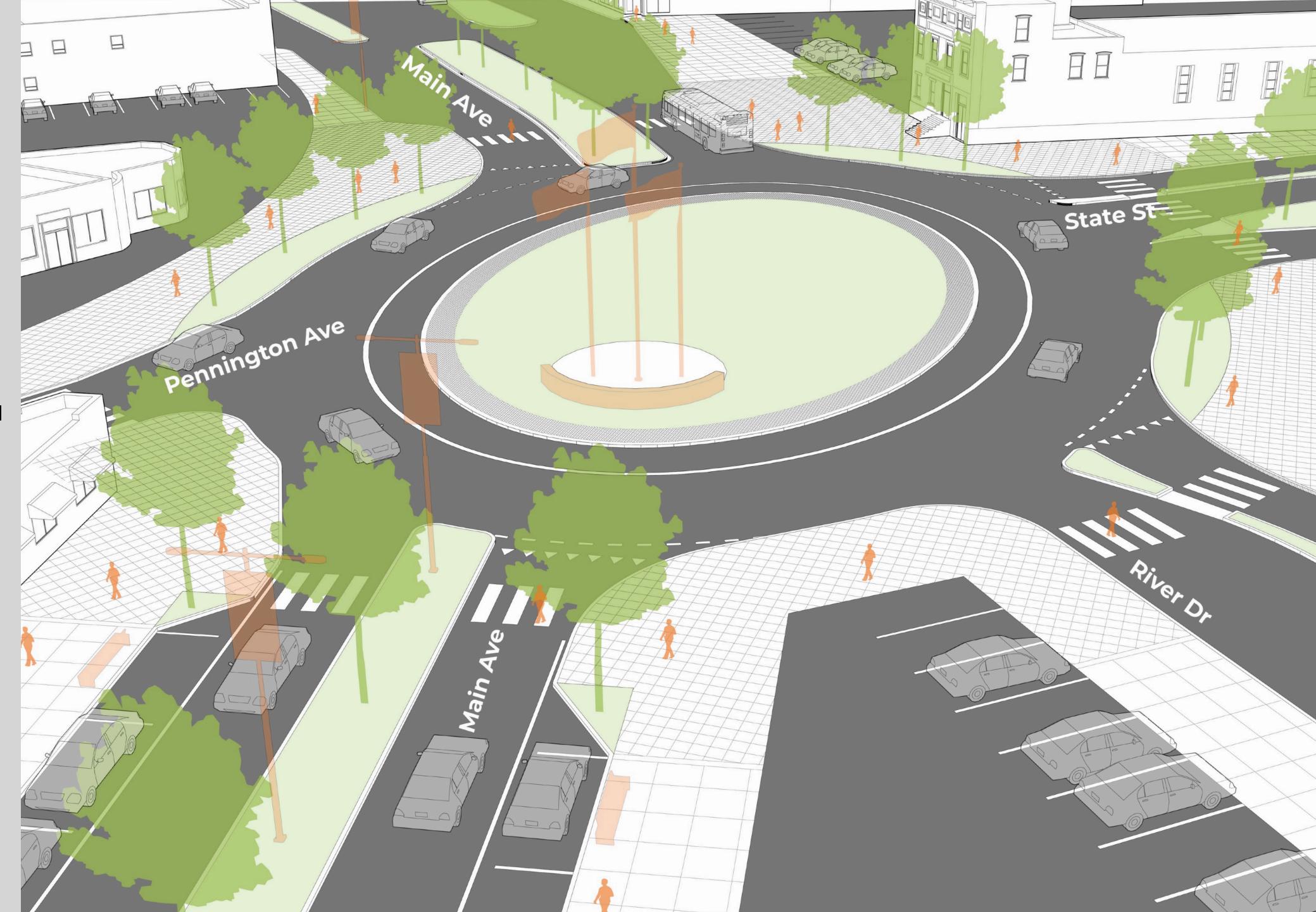
### INTERSECTIONS - ROUNDABOUT

- Modern roundabouts
  have proven to
  improve traffic flow,
  calm vehicle speeds
  and improve
  pedestrian safety.
- Provides opportunity for a gateway element to the central business district that could feature signage and landscaping.

### MAIN AVENUE

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	Alternatives Matrix Work-In-Progress		FY2019 Passaic County - Main Avenue Local Concept Development Study				
			Alternative 1 - No-Build	Alternative 2 - Park Option	Alternative 3 - Promenade w/Reverse Angle Parking	Alternative 4- Promenade w/Wide Sidewalks	Alternative 5 - Median with Green Space
	Description of Alternative		Maintain existing roadway configuration. Four 12' lanes (Two in each direction). No shoulders; on-street parallel parking permitted. Median is variable throughout corridor; 0-60 feet in width. Median contains 187 parking spaces	Eliminate one travel lane in both northbound and southbound directions.  Convert parking median to park space.  One 11' travel lane in both directions.  2' shoulder between travel lane and median  6' bike lane with 2' buffer on each side  Mix of 8' parallel parking stalls and 20' reverse angle parking stalls  60' median containing park space.  Maintain existing sidewalk widths.	Eliminate one travel lane in both northbound and southbound directions.  Convert parking median to promenade space.  One 11' travel lane in both directions.  2' shoulder between travel lane and median  6' bike lane with 2' buffer on each side  20' reverse angle parking stalls  30' median containing promenade space  15' sidewalk widths	Eliminate one travel lane in both northbound and southbound directions. Convert parking median to promenade space.  One 11' travel lane in both directions. 2' shoulder between travel lane and median 6' bike lane with 2' buffer on each side  Mix of 8' parallel parking stalls and 20' reverse angle parking stalls 35' median containing promenade space 25' sidewalk widths	Eliminate one travel lane in both northbound and southbound directions. Convert parking median landscaped green space.  One 11' travel lane in both directions. 2' shoulder between travel lane and median 6' bike lane with 2' buffer on each side  Mix of 8' parallel parking stalls and 20' reverse angle parking stalls 21' median containing landscaped green space 30' sidewalk widths
Purpose & Need Statement	Satisfies Purpose & Need Statement	Y/N?					
System Linkages and Travel Demands	Improves Walkability	Y/N?					
	Provides bicycle accommodations Improves access to the public transportation system	Y/N? Y/N?					
	Improves regional connectivity to and from Passaic	Y/N?					
	Improves traffic flow and operations	Y/N?					
Safety	Anticipated reduction of crashes	Y/N?					
Goals & Objectives							
	Complete Streets Policy Compliance  Implements context-sensitive design solutions that address P & N and equally addresses preservation of	Y/N?					
	aesthetic, environmental and other community values Improves "High Performance Streets" Score	Y/N?					
	Opportunities for Green Streets Infrastructure	Y/N?					
	Implements ADA compliant facilities	Y/N?					
	Implements Multi-Modal facilities	Y/N?					
Socioeconomic	Improves/promotes economic development Reinforces historic and cultural character of street and central business district	Y/N? Y/N?					
Environmental	NJDEP Stormwater Management policies required Anticipated Environmental Document	Y/N? CED/EA/EIS					
	Historic and Cultural Resources Impacted	#					
	Parkland Resources (Section 4(f)) Impacted	#					
	Known Contaminated Sites/Hazardous Waste Sites Involvement  Community Impacts (Environmental Justice concerns)	# Y/N?					
	Environmental Constraints and Mitigation Costs	Y/N?					
	Limits of Disturbance	Y/N?					
01							
Other Roadway and Traffic	Existing & Design Year Level of Service Analysis, Year of Level of Service F if before the Design Year	Y/N?					
, and a second	Additional Traffic Analysis (if needed)	Y/N?					
	Accommodates NJ TRANSIT's proposed bus terminal	Y/N?					
	Accommodates parking where feasible	Y/N?					
		# of spaces lost					
	Signal Warrants for all Proposed Signals  Traffic Management Alternatives	# Y/N?					
	Utilities Relocation and Associated Costs	Location, cost					
Bight Of Man and A access	Estimated ROW	# of acquisitions, tota					
Right-Of-Way and Access	ROW Impacts (areas, easements, land use & impacts, lot and block)	Areas, easements, land use &impacts, lo and block					
	Access Impacts and Waivers	#					
Construction Cost	Estimated Construction Cost  Major Risks	\$					
	(Threats or Opportunities)						
		1	1	1			

### CONCLUSION

## Next Steps

- Evaluate Alternatives using Alternatives
   Matrix
- 2. Preliminary Preferred Alternative (PPA)
  Recommendation
  - To be developed

PASSAIC, NJ



## Writing comments can be mailed, emailed, or faxed on or before April 25, 2021 to:

Nordan Murphy
Assistant County Engineer, Passaic County

401 Grand Street, Room 524 Paterson, NJ 07505

Office: (973) 225-5398 Fax: (973) 742-3936

E-mail: nordanm@passaiccountynj.org

## THANK YOU

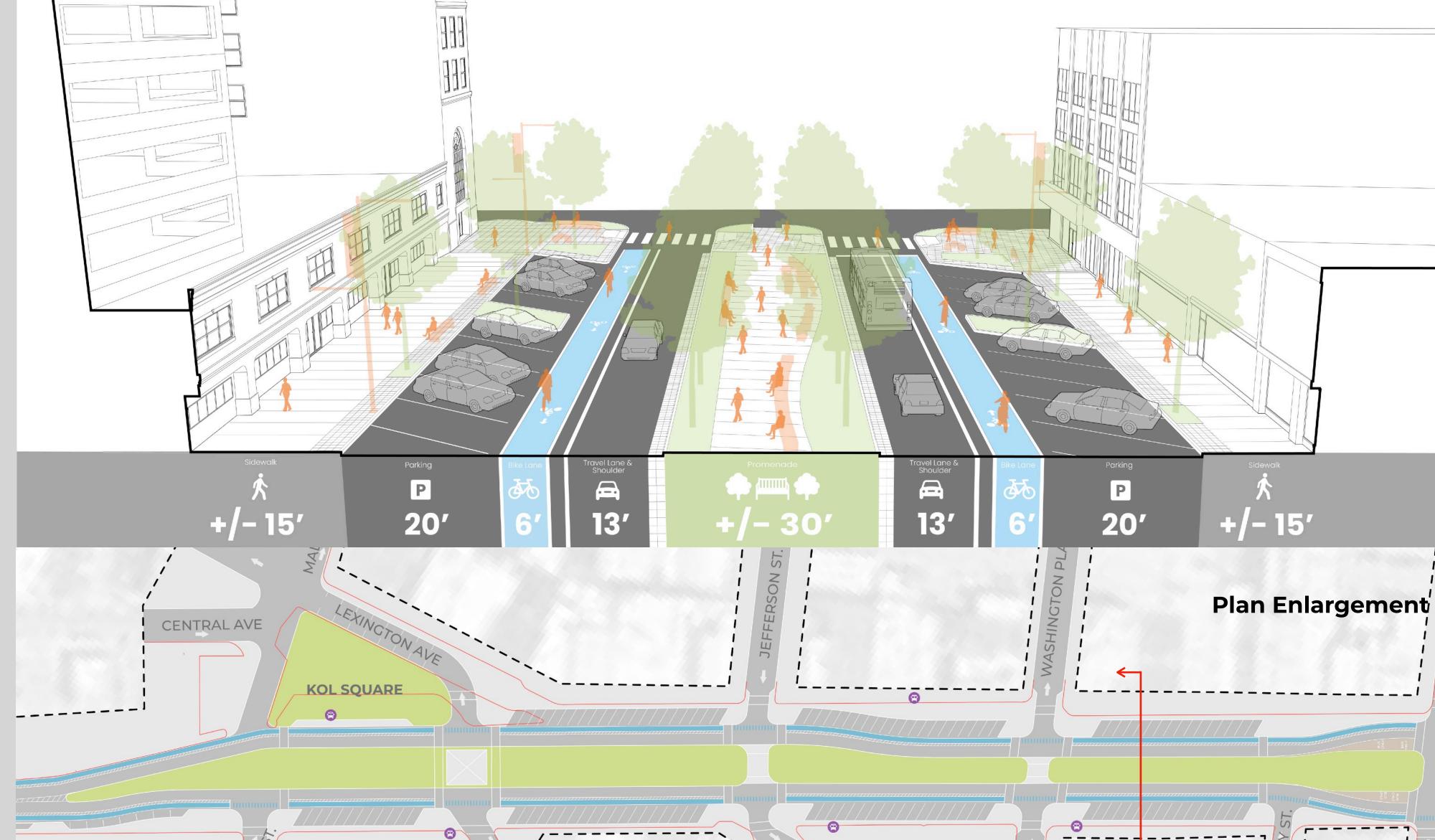






# ALTERNATIVE #3: PROMENADE W/REVERSE ANGLE PARKING





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