

FY 2019 PASSAIC COUNTY
MAIN AVENUE

LOCAL CONCEPT
DEVELOPMENT STUDY

STAKEHOLDER MEETING #2

Passaic, NJ

February 24, 2021
6:00 PM



**Sam
Schwartz**

arterial
Bringing life to our streets

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

PRESENTATION AGENDA

Introduction (6-6:15pm)

- Project Overview

Common Elements (6:15pm-7pm)

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

Corridor Alternatives

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

Intersections

- Roundabout

Feedback (7-7:45pm)

Q&A (7:45-8pm)

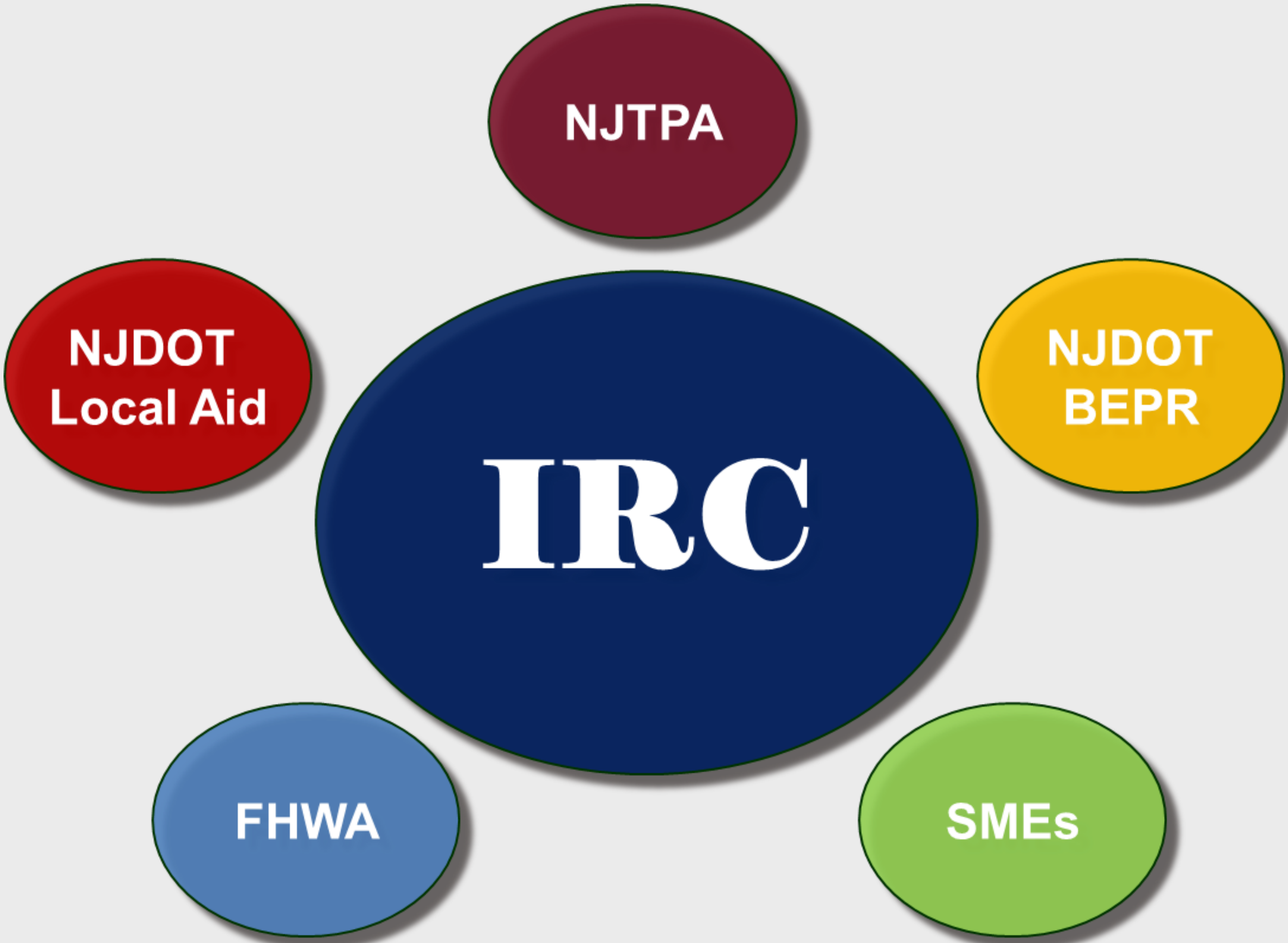
An aerial photograph of a city street intersection, overlaid with a solid blue color. The word "INTRODUCTION" is written in large, white, sans-serif capital letters across the center of the image. The background shows a busy urban scene with cars, buildings, and a church steeple in the distance.

INTRODUCTION

Local Capital Project Delivery

Local Concept Development	Preliminary Engineering	Final Design	Construction
<ul style="list-style-type: none">• Data Collection & Environmental Screening Report• Initial Public Outreach• Purpose & Need Statement• NEPA Classification• Concept Development Report• Design Communications Report	<ul style="list-style-type: none">• Approved Design Exception Report• Cost Estimates• Continue Public Outreach• Approved Environmental Document• Approved Project Plan• Preliminary Engineering Report• Updated Design Communications Report	<ul style="list-style-type: none">• Construction Contract Docs & PS&E Package• Continue Public Outreach• Environmental Re-evaluations• Environmental Permits• ROW Acquisition• Update Design Communications Report	<ul style="list-style-type: none">• Completed Construction• Continue Public Outreach• As-Built• Update & Finalize Design Communication Report• Close-Out Document
Approximately 2 Years	Approximately 2 Years	Approximately 2 Years	Design Dependent

Local Capital Project Delivery - Interagency Review Committee



Project Overview

- Develop Alternatives for the existing Main Avenue corridor between Monroe Street and Gregory Avenue in the Central Business District
- Recommended improvements to include previous studies and incorporate new bus terminal *(to be located in the median between Passaic Street & Park Place)*
- Passaic County Smart Signals Project

Improve Corridor Functions



Safety



Walkability



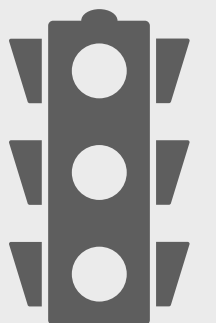
Bicycle
Accommodations



Transit Access



Economic
Development



Traffic Flow

Public Outreach

Meetings & Events to Date



Local Officials Meeting #1



October 1, 2019



Stakeholder Meeting #1



December 10, 2019



Public Information Center #1



January 28, 2020 at School 21



Pedestrian Road Safety Audits



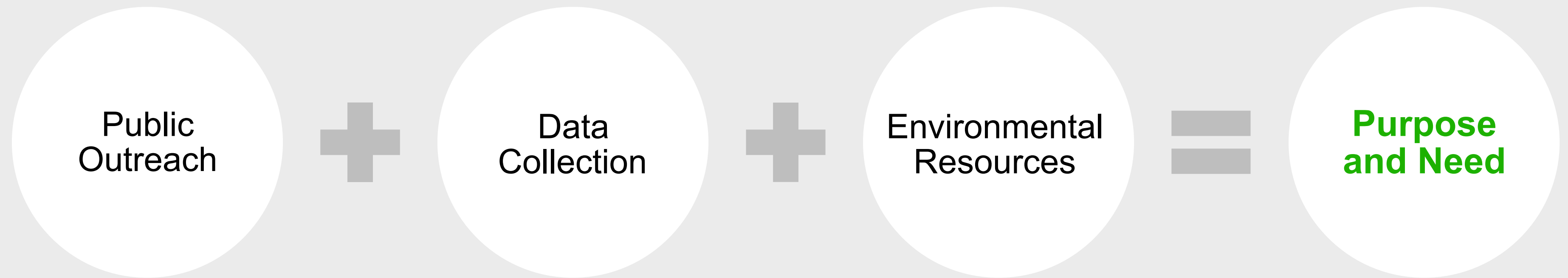
PRSA #1 Academy School – Nov. 2019
PRSA #2 School No. 16 - Dec. 2019

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 **Project Purpose and Need Statement**.

Project Purpose and Need Statement

The LCD Phase involves drafting a well-defined and well-justified Purpose & Need Statement focusing on the primary transportation need to be addressed.



- The project **purpose** is to define the transportation problem that needs to be solved.
- The project **need** provides data to support the purpose and justify the project.

Purpose and Need Statement

“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.”

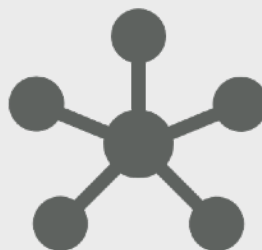


Needs based on previous studies



Travel Demands

- *Transit Dependent Population*



System Linkages

- *Important Transportation Link*
 - Residents
 - Commuters
 - School Buses
 - NJ TRANSIT
 - Emergency Vehicles



Safety

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

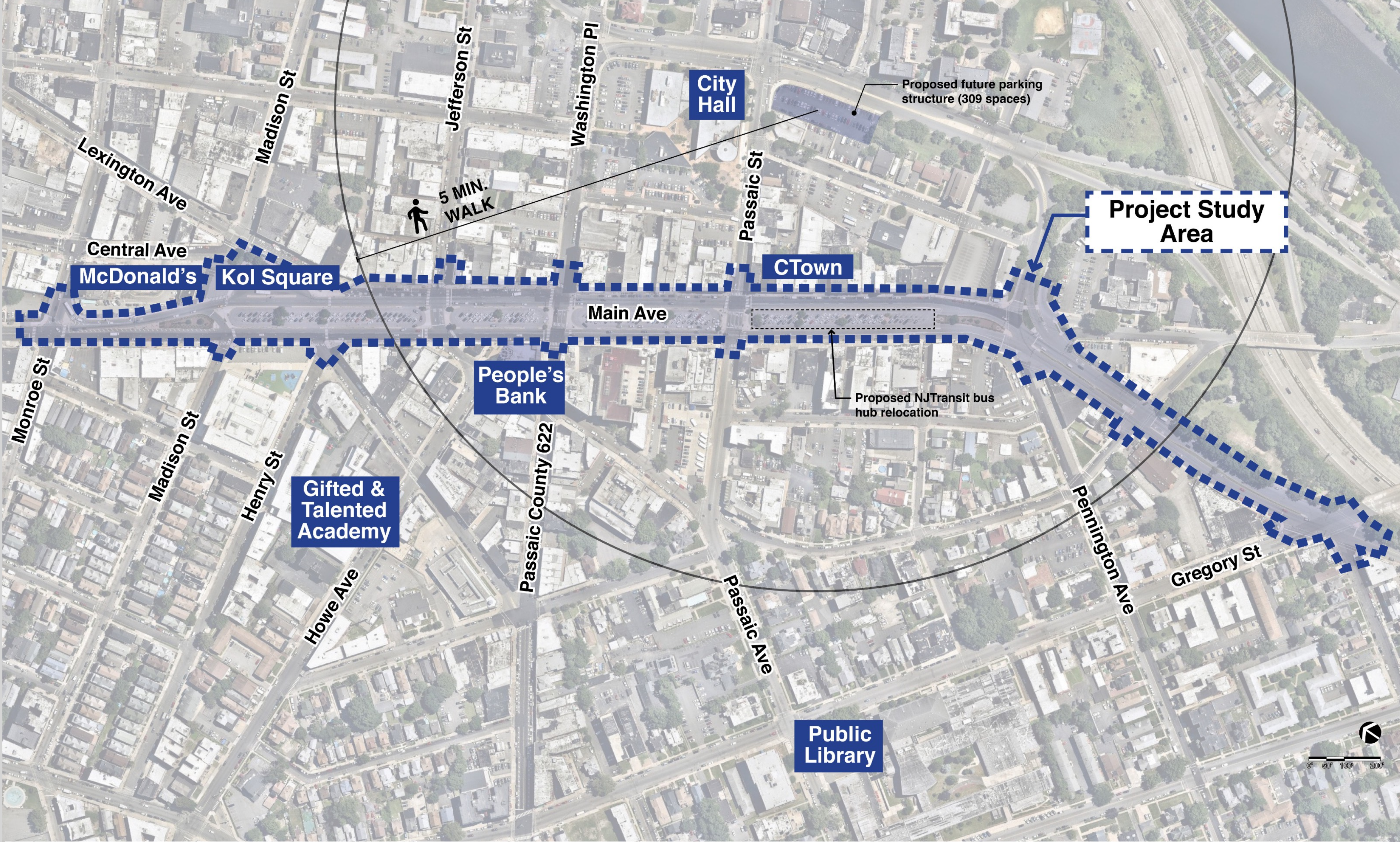
Public Outreach Efforts

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

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
Purpose and Need Statement	September 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

INTRODUCTION



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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.

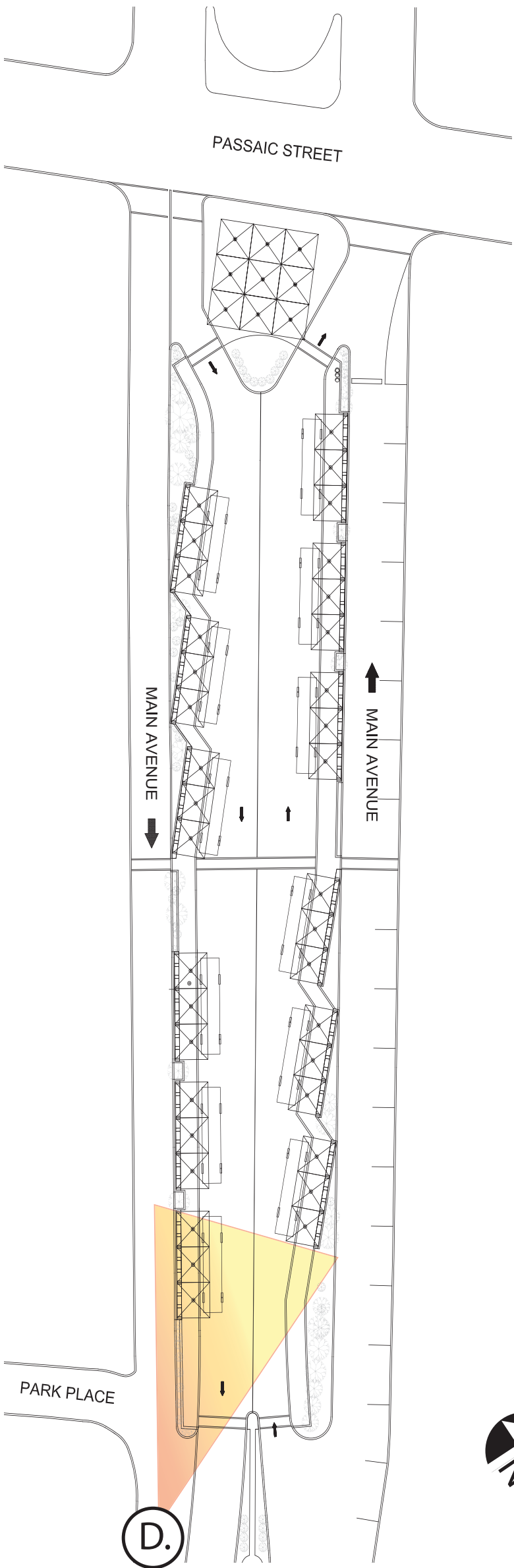
INTRODUCTION

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.



(D.)



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PASSAIC BUS TERMINAL
MAIN AVE, PASSAIC NEW JERSEY, 07055, BETWEEN PASSAIC AVENUE AND PARK PLACE

An aerial photograph of a city street intersection, overlaid with a semi-transparent blue filter. The image shows a multi-lane road with cars, a bus, and pedestrians. Buildings line the streets, including a McDonald's and an optical shop. The text 'COMMON ELEMENTS' is prominently displayed in the center.

COMMON ELEMENTS

- CENTER MEDIAN
- REVERSE ANGLE PARKING
- BUFFERED BIKE LANES
- ROAD DIET

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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COMMON ELEMENTS - CENTER MEDIAN

- 60' parking median
- 209 parking spaces (79 on-street, 130 in center median)

* not including 57 spaces removed with NJ Transit bus terminal

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COMMON ELEMENTS - CENTER MEDIAN

Linear Park

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

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COMMON ELEMENTS - CENTER MEDIAN

Promenade

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

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COMMON ELEMENTS - CENTER MEDIAN

Landscape Median

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

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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)

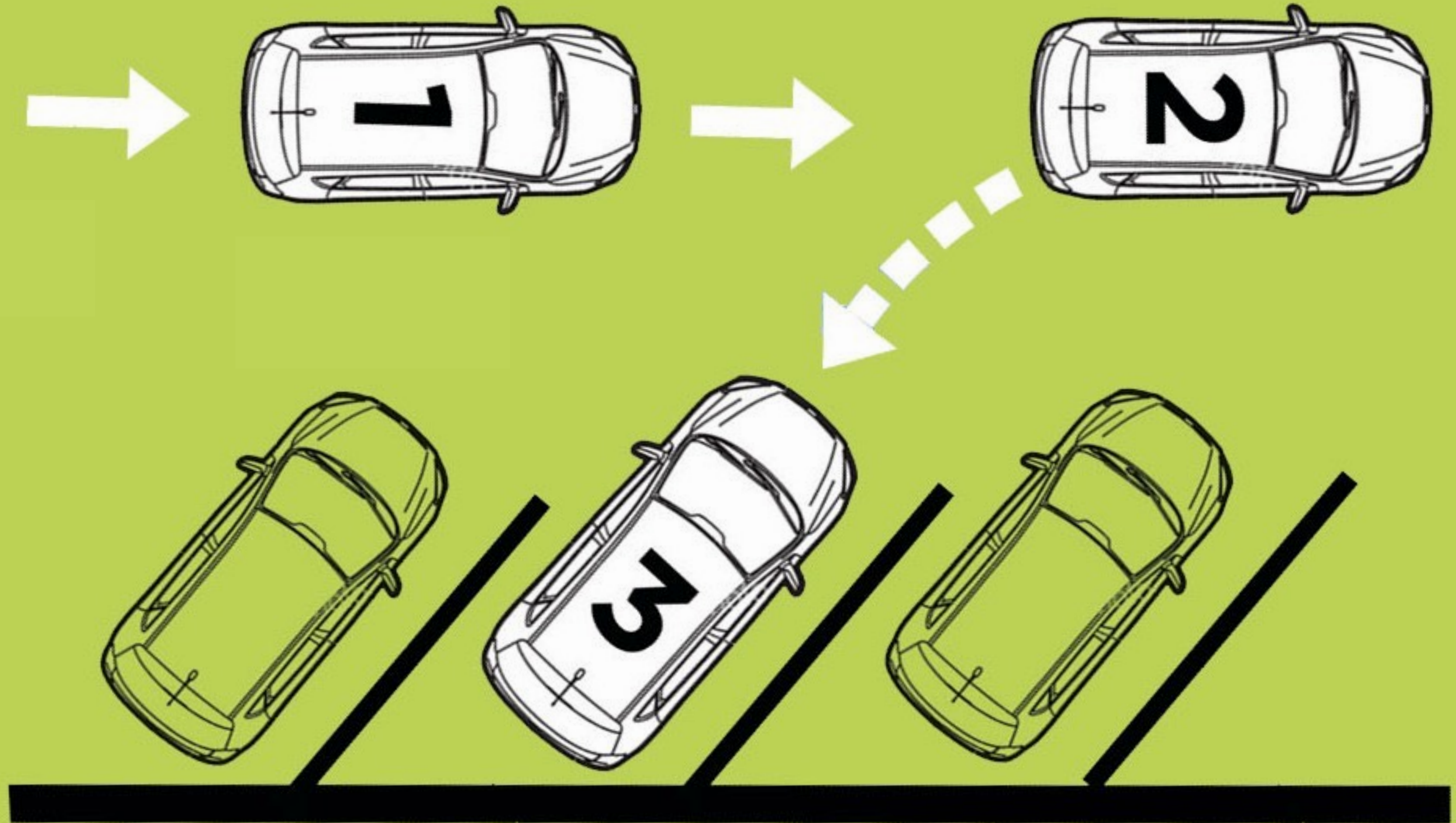
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COMMON ELEMENTS - REVERSE ANGLE PARKING

- 1.Signal
- 2.Pull past and stop
- 3.Reverse into spot



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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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ALTERNATIVE CONCEPTS

#1: NO BUILD

#2: PARK

#3: PROMENADE W/ REVERSE ANGLE PARKING

#4: PROMENADE W/ WIDE SIDEWALKS

#5: LANDSCAPE MEDIAN

An aerial photograph of a city street scene, overlaid with a solid blue filter. The image shows a multi-lane road with cars, a bus, and pedestrians. Buildings line the streets, including a McDonald's and an optical shop. In the background, a church steeple is visible against a cloudy sky. The text "ALTERNATIVE #1: NO BUILD" is centered in large, white, bold, sans-serif capital letters.

ALTERNATIVE #1: NO BUILD



ALTERNATIVE #1: NO BUILD

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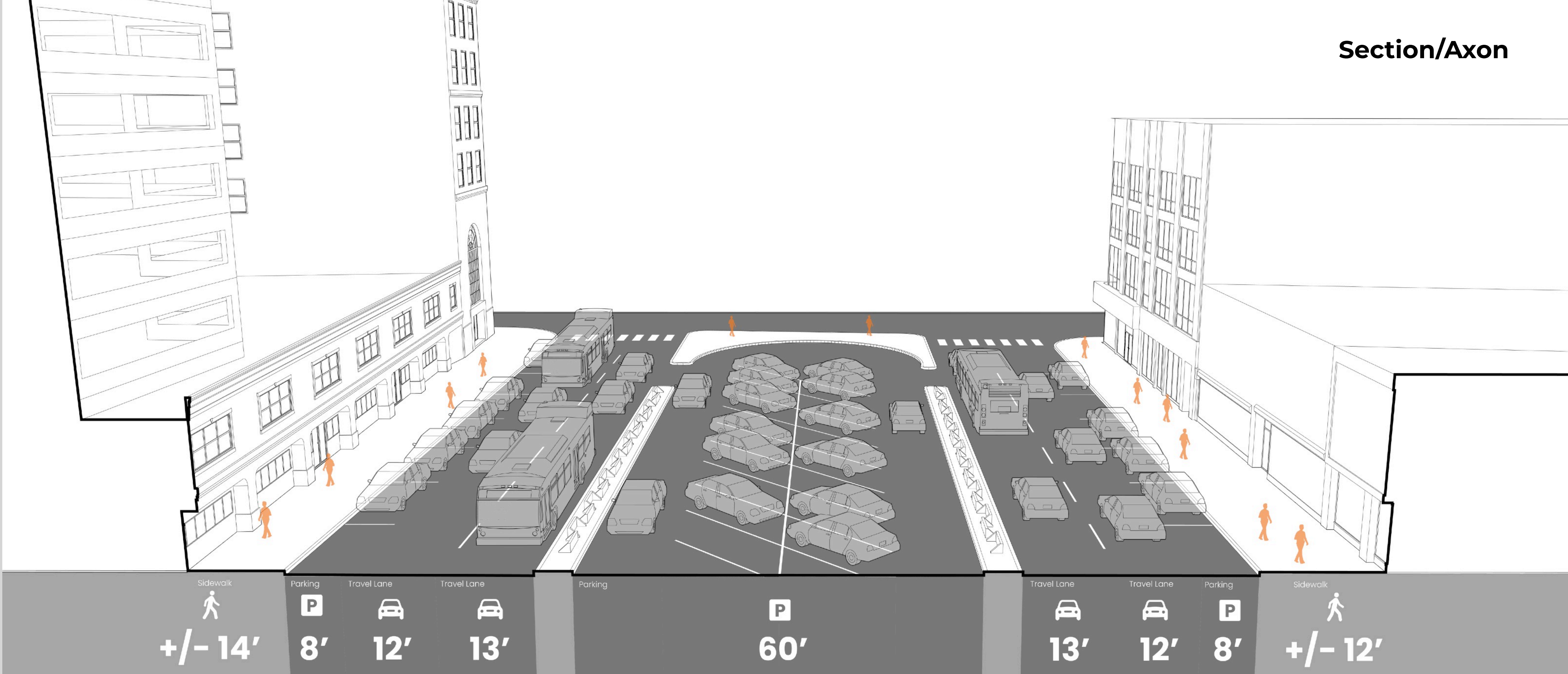
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Highlights

- 60' parking median
- Two travel lanes in each direction
- Parallel parking
- 79 on-street spaces
- 130 spaces in center median
- **Not including 57 spaces being removed with NJ Transit bus terminal*

ALTERNATIVE #1:
NO BUILD

Section/Axon



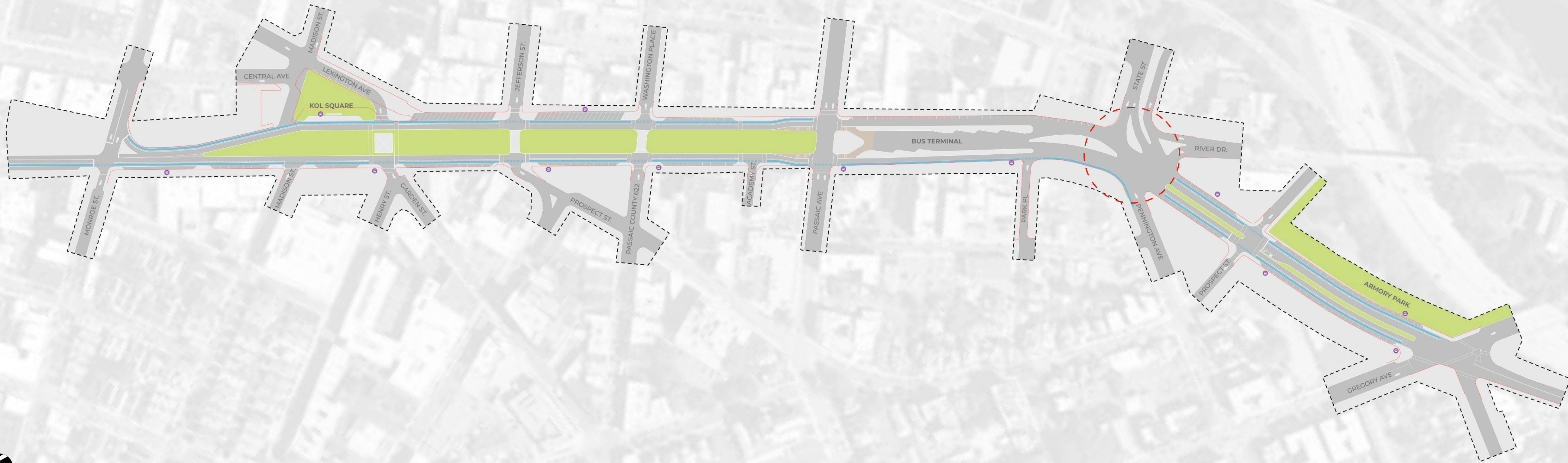
Plan Enlargement



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ALTERNATIVE #2: PARK



ALTERNATIVE #2: PARK

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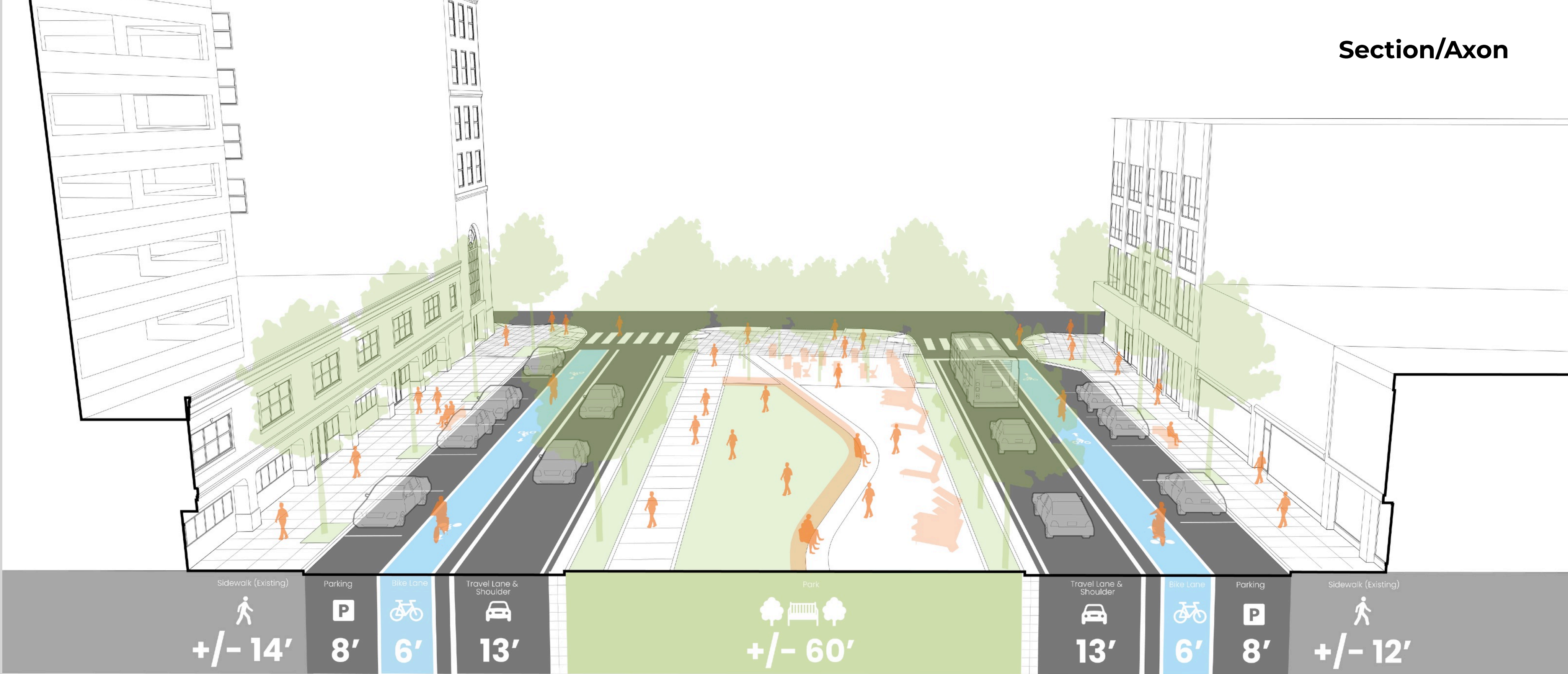
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Highlights

- +/- 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

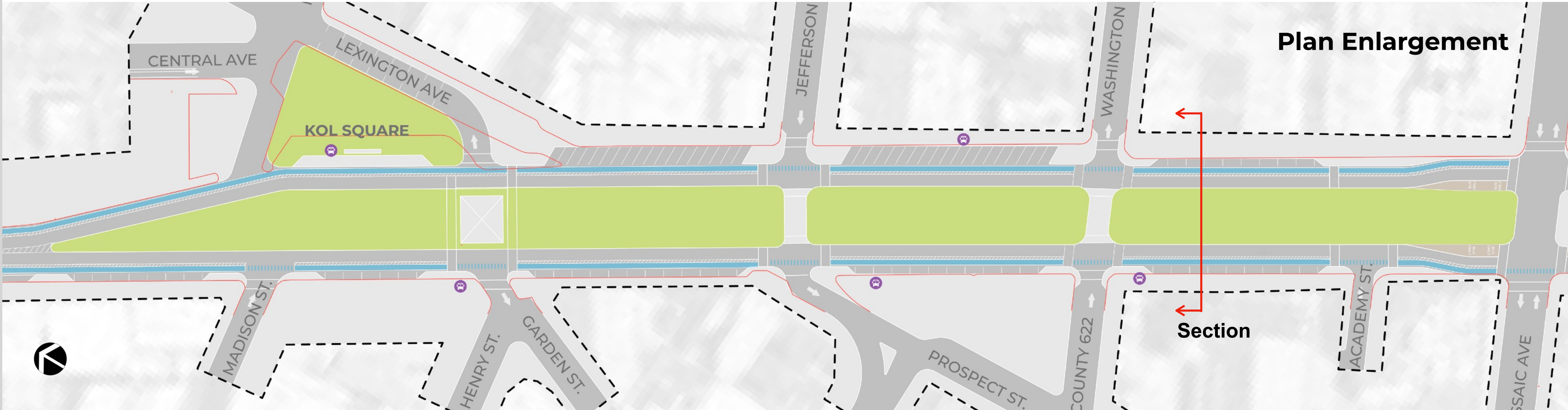
Section/Axon



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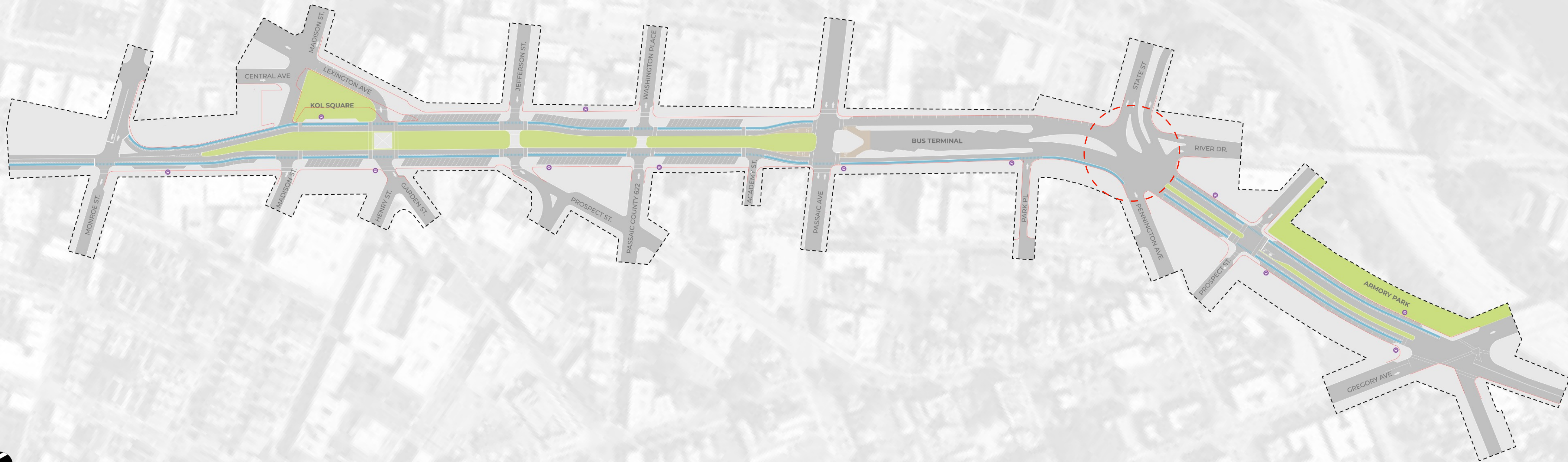
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Plan Enlargement





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



ALTERNATIVE #3: PROMENADE W/REVERSE ANGLE PARKING

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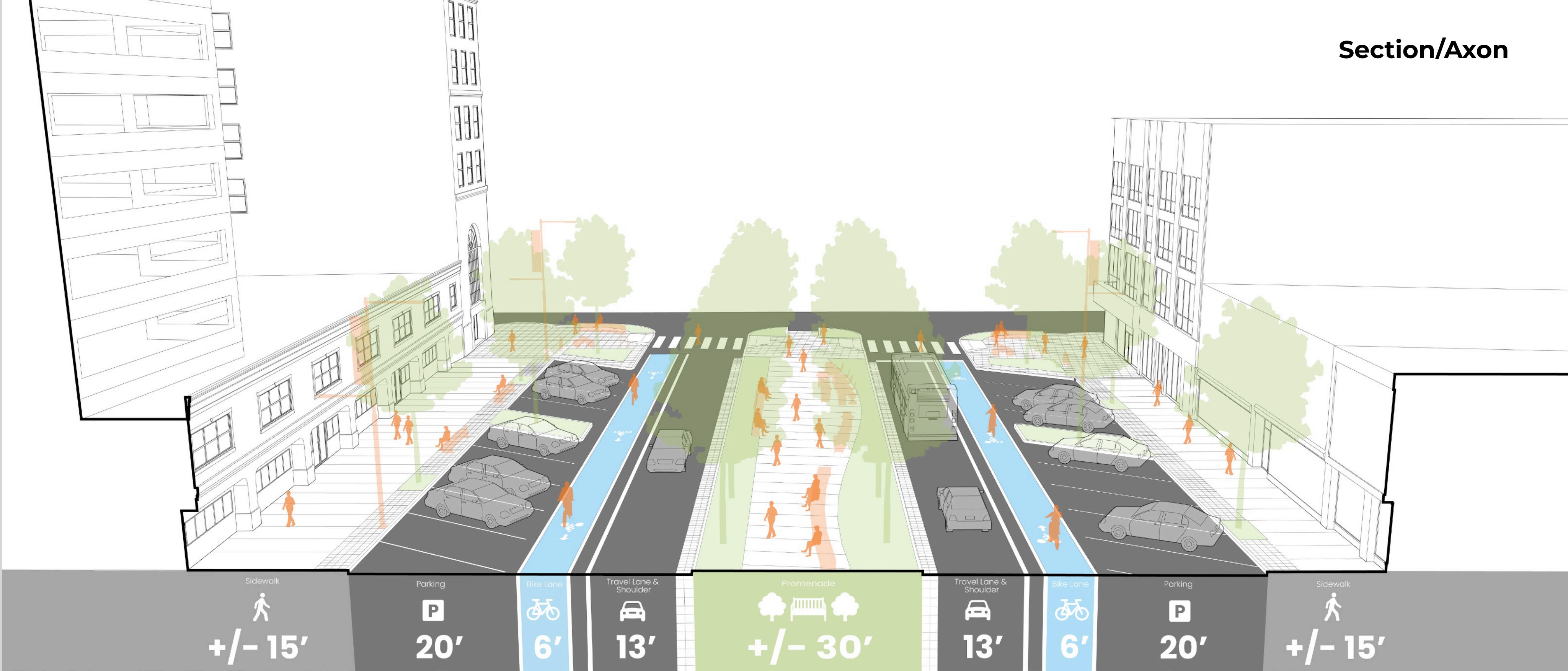
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Highlights

- +/- 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

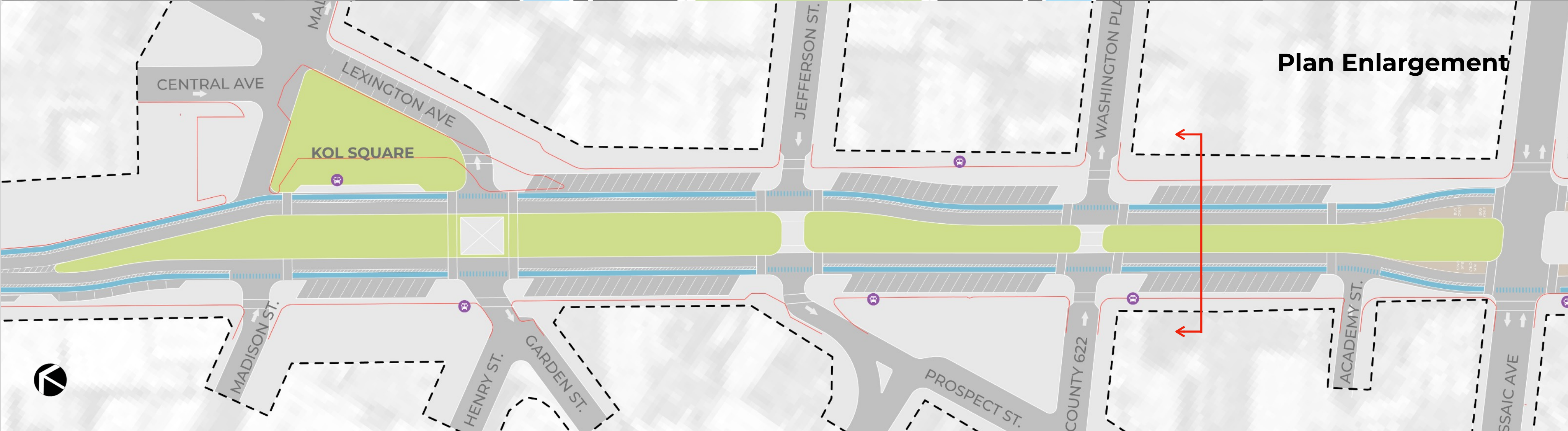
ALTERNATIVE #3: PROMENADE W/REVERSE ANGLE PARKING

Section/Axon



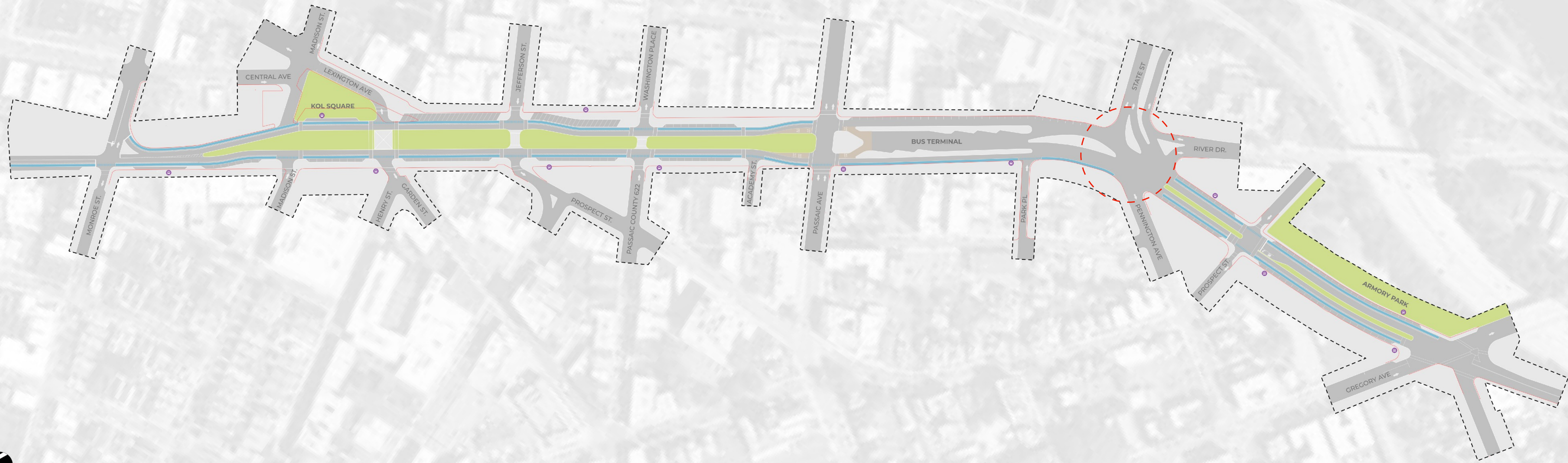
MAIN AVENUE
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Plan Enlargement





ALTERNATIVE #4: PROMENADE W/ WIDE SIDEWALKS



ALTERNATIVE #4: PROMENADE W/WIDE SIDEWALKS

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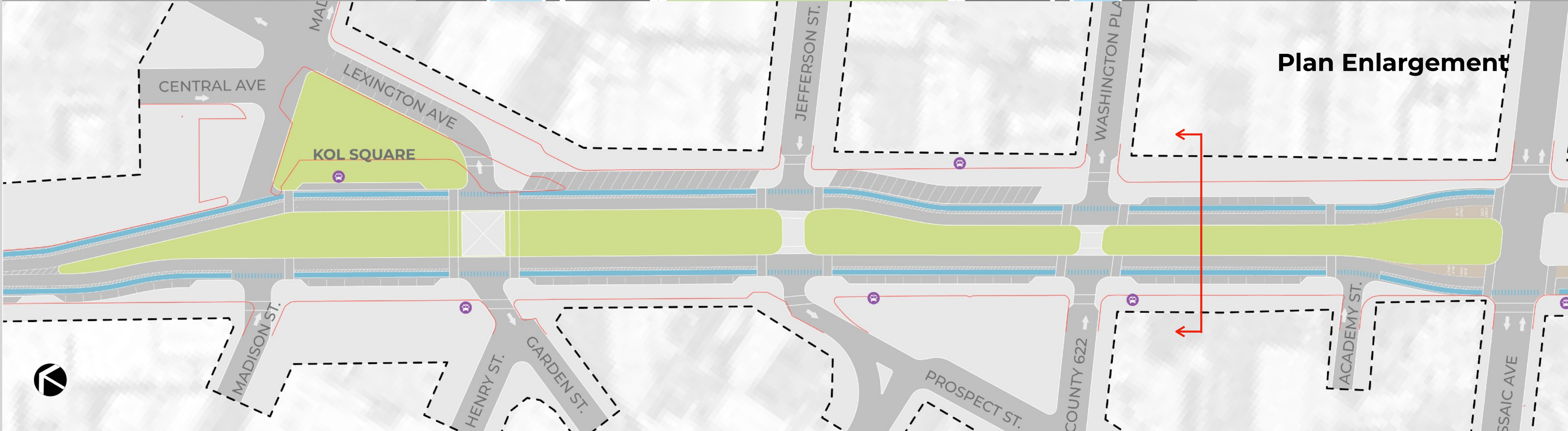
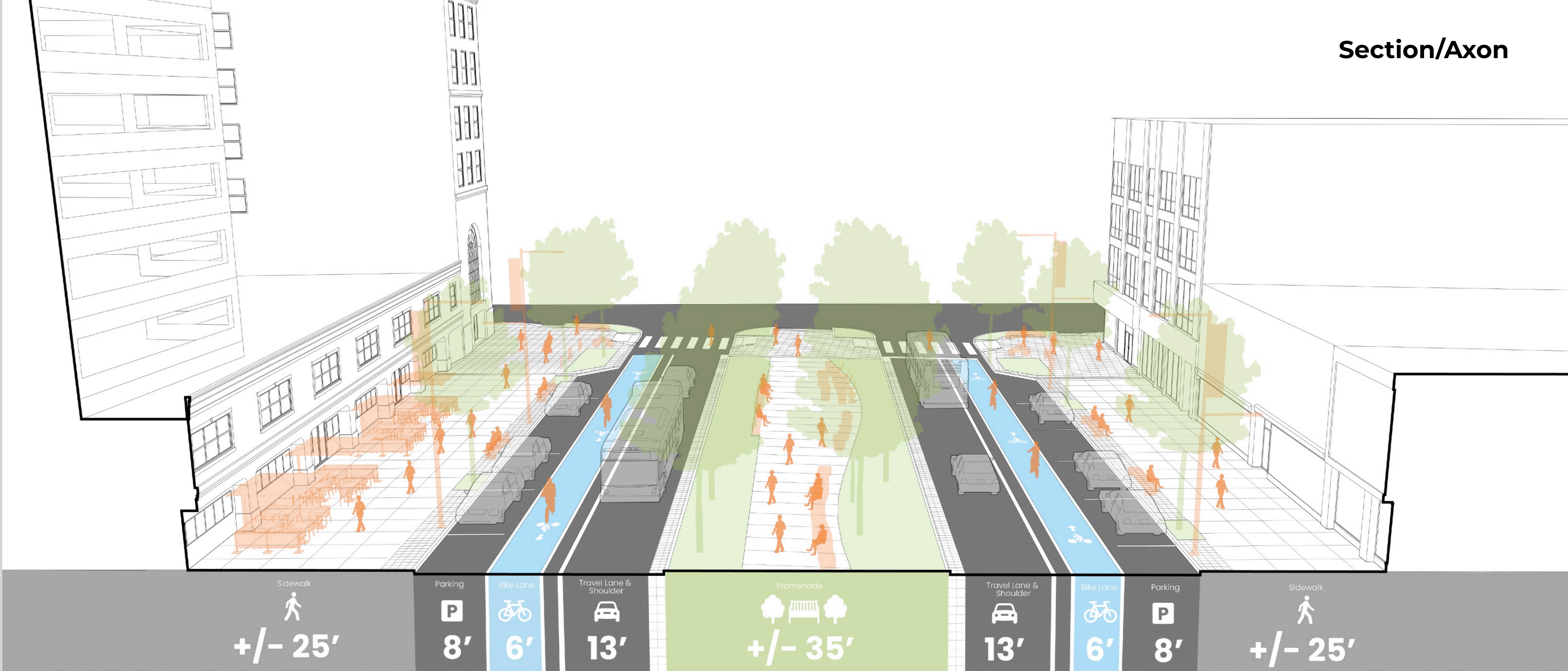
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Highlights

- +/- 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

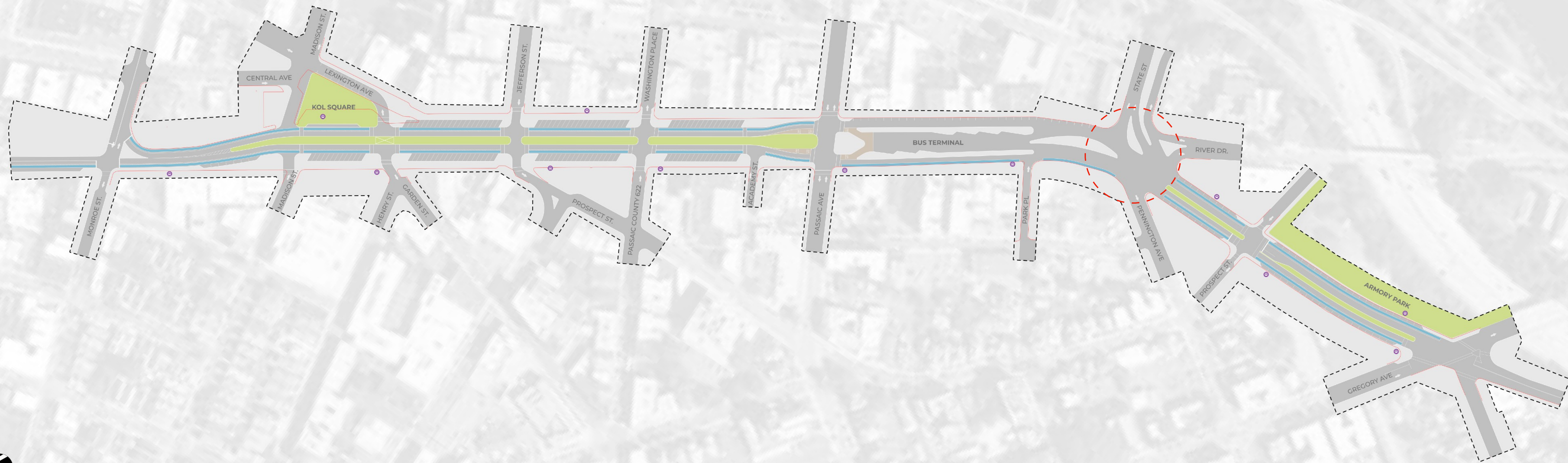
Section/Axon



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ALTERNATIVE #5: LANDSCAPE MEDIAN



ALTERNATIVE #5: LANDSCAPE MEDIAN

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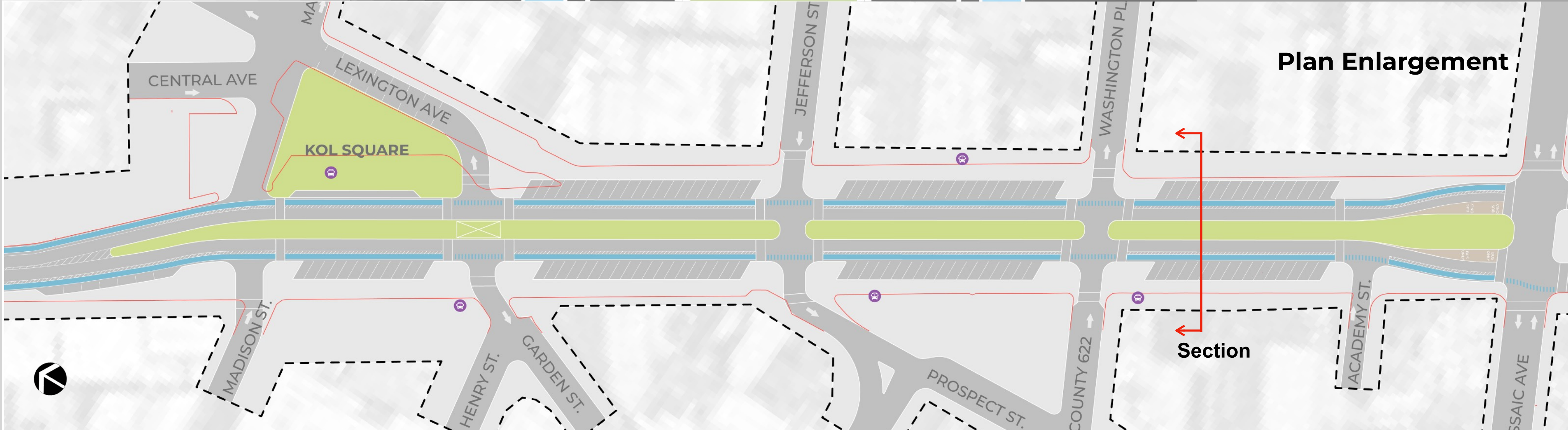
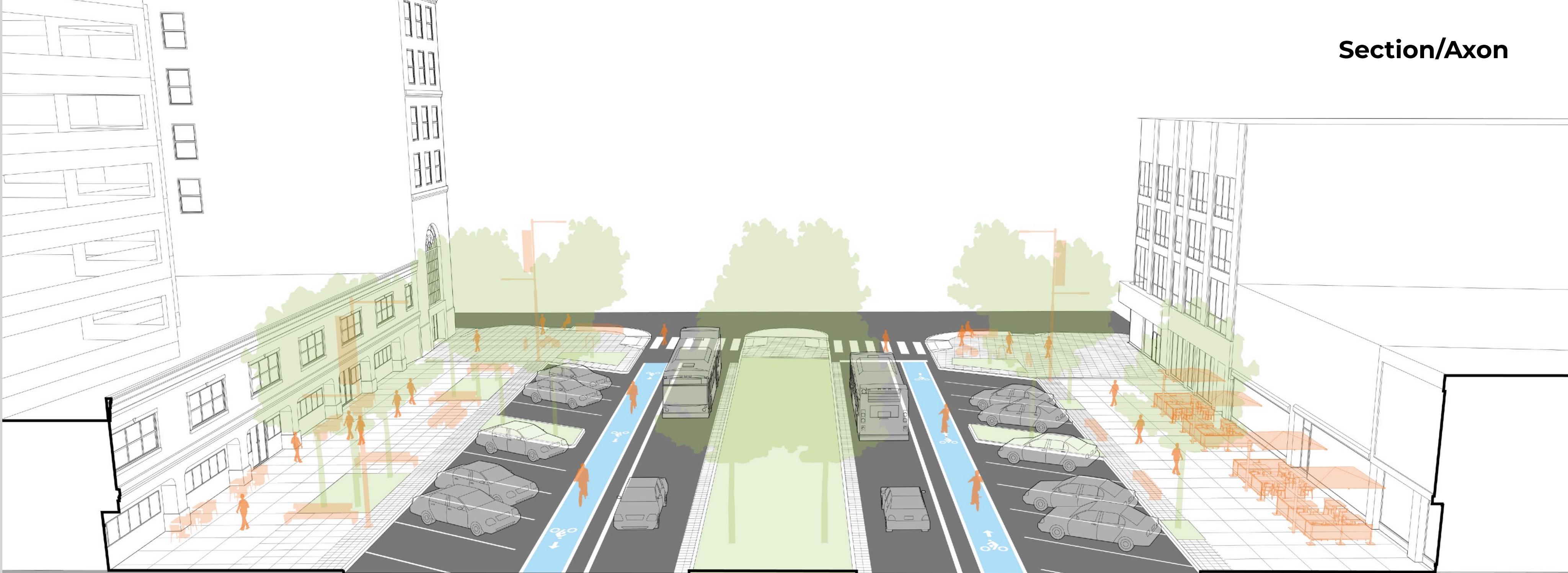
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Highlights

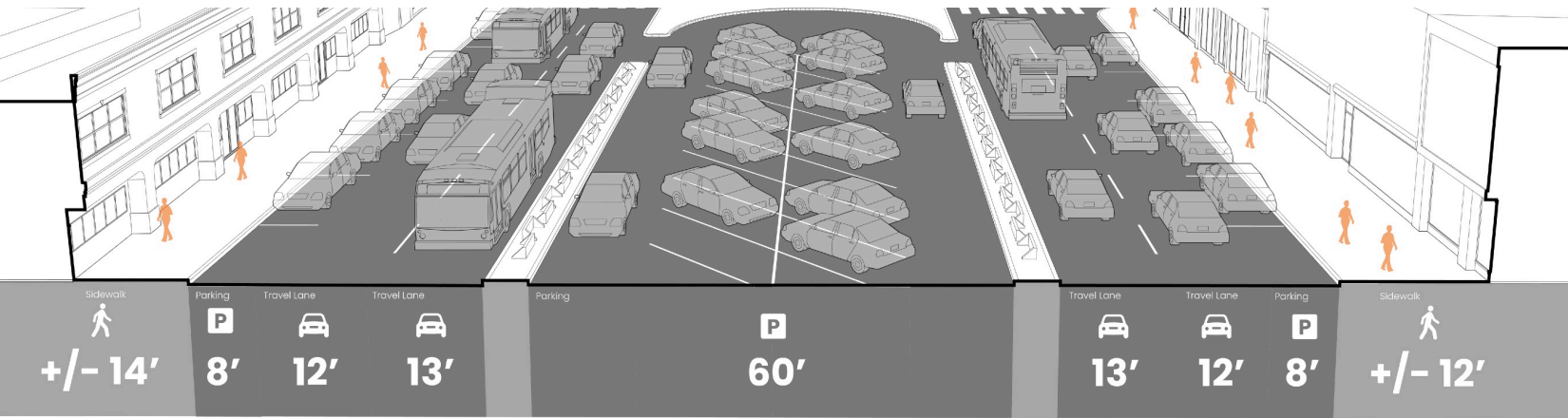
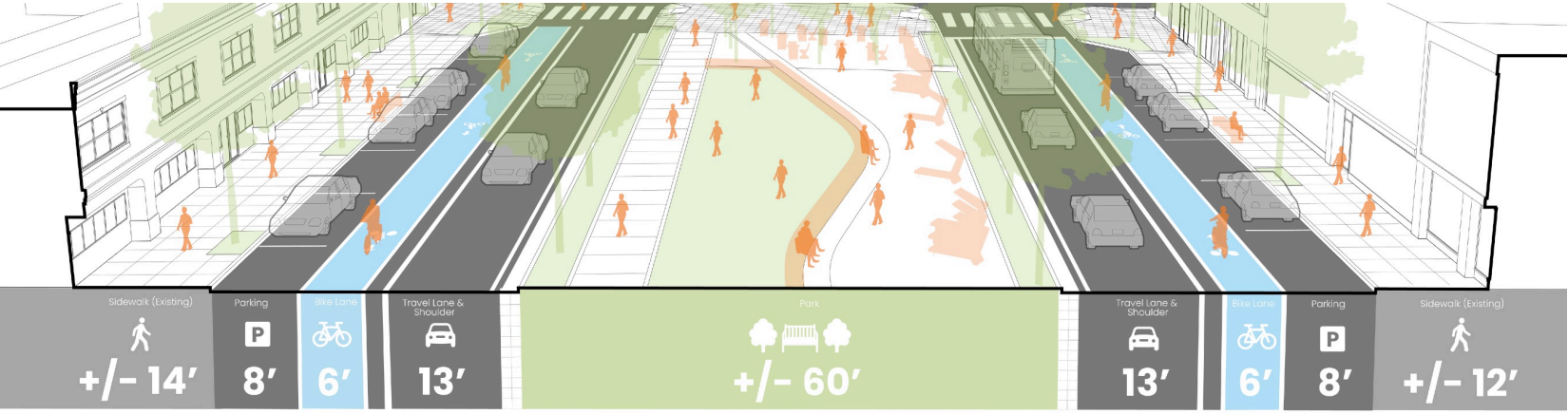
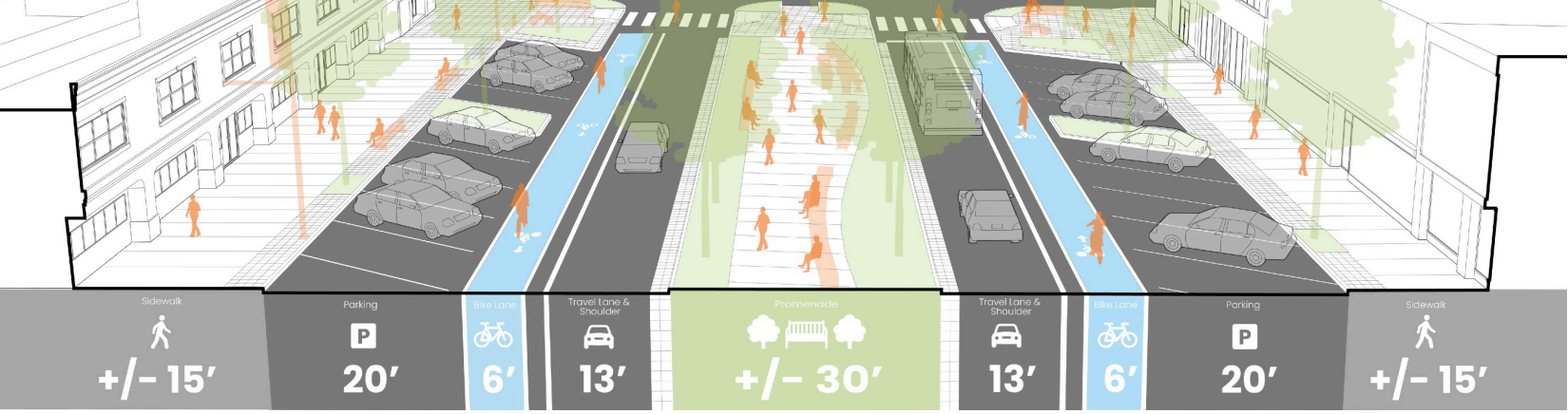
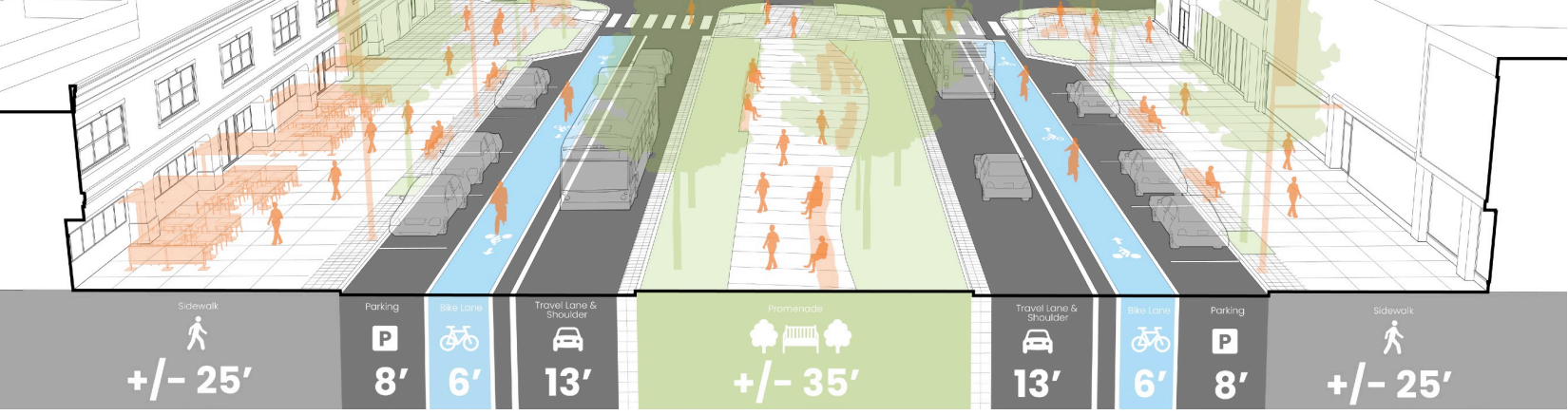
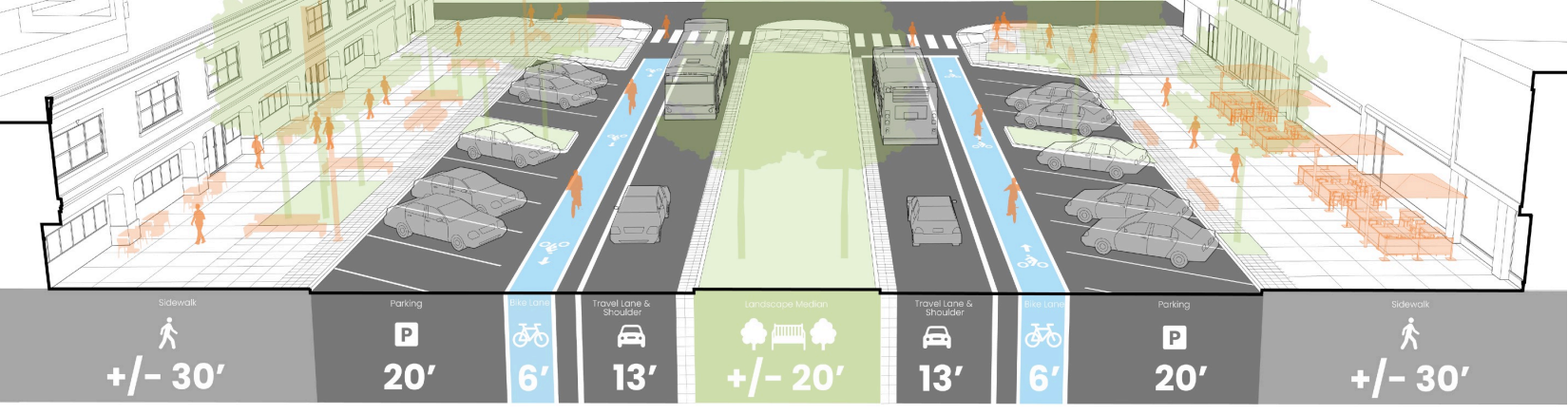
- +/- 20' landscaped median
- One travel lane in each direction
- Reverse angle parking
- Expanded sidewalk widths
- On-road buffered bike lane
- Approx. 175 parking spaces

ALTERNATIVE #5: LANDSCAPE MEDIAN

Section/Axon



MAIN AVENUE
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Alternative	Section Axon	Parking	Median Space & Use	Sidewalk Width	Bicycle Facilities
#1 NO BUILD		244 Spaces	Approx. 60 Feet Parking	+/- 12-14 Feet	No
#2 PARK		Approx. 145 Spaces	Approx. 60 Feet Public Open Space	+/- 12-14 Feet	Yes
#3 PROMENADE W/REVERSE ANGLE PARKING		Approx. 175 Spaces	Approx. 30 Feet Landscape & Seating	+/- 15 Feet	Yes
#4 PROMENADE W/WIDE SIDEWALKS		Approx. 155 Spaces	Approx. 30 Feet Landscape & Seating	+/- 25 Feet	Yes
#5 LANDSCAPE MEDIAN		Approx. 175 Spaces	Approx. 20 Feet Landscape	+/- 30 Feet	Yes

A photograph of a business meeting with a blue overlay. Several people are gathered around a table, looking at and pointing to architectural blueprints. One man in the foreground has a name tag that reads "Dennis Harrington".

**LET US KNOW
WHAT YOU THINK!**
(GO TO [MENTI.COM](https://www.menti.com) AND PUNCH IN
THE CODE: 20 16 02 5)

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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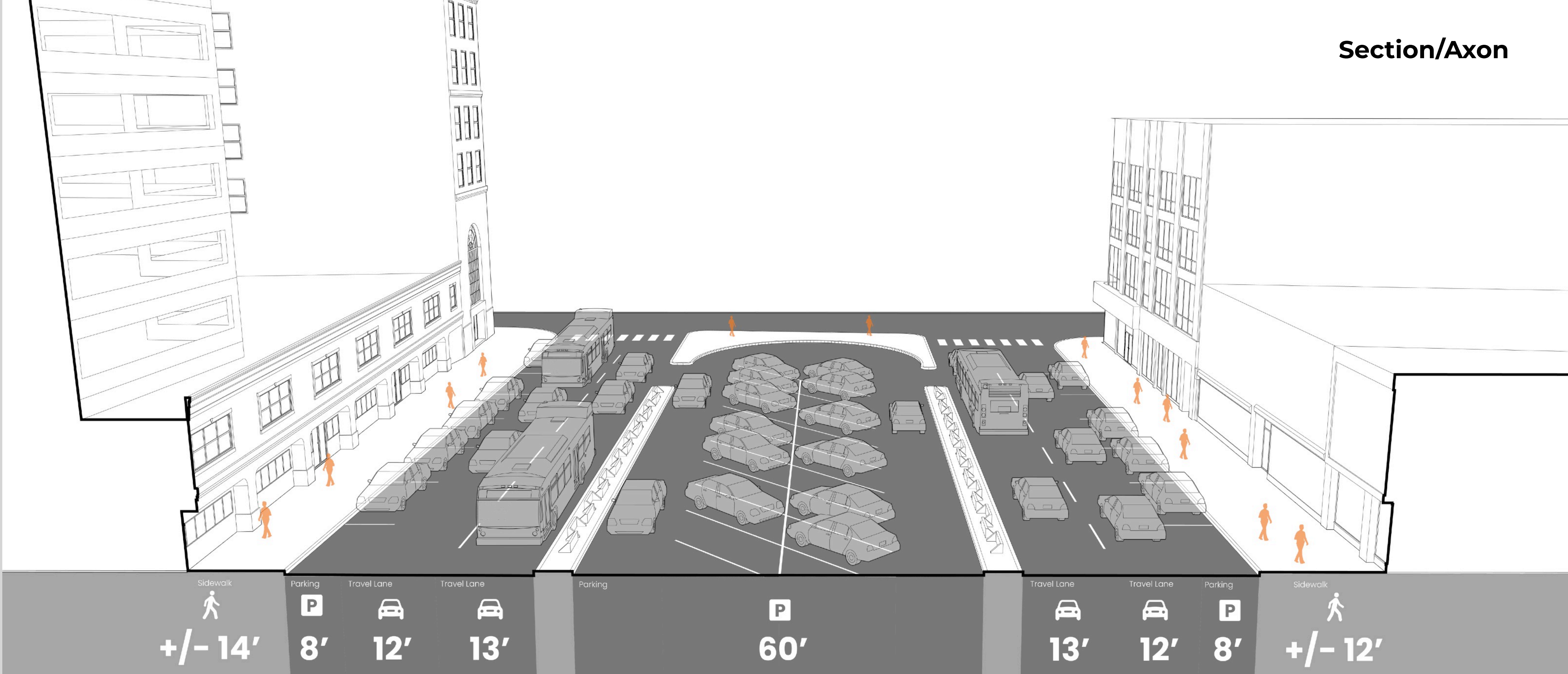
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ALTERNATIVE #1: NO BUILD

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

Section/Axon



Plan Enlargement



MAIN AVENUE
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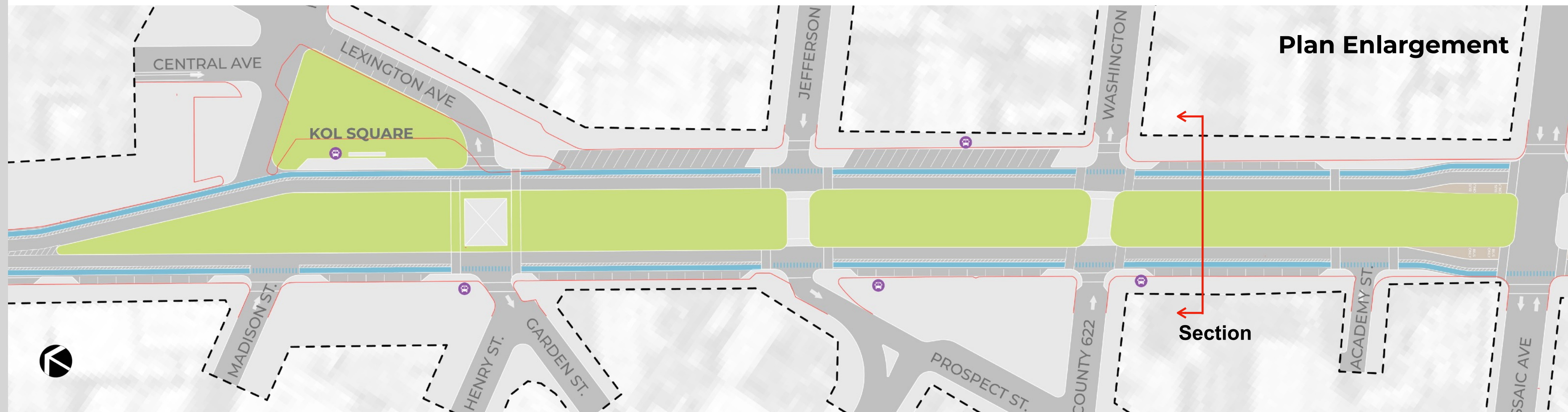
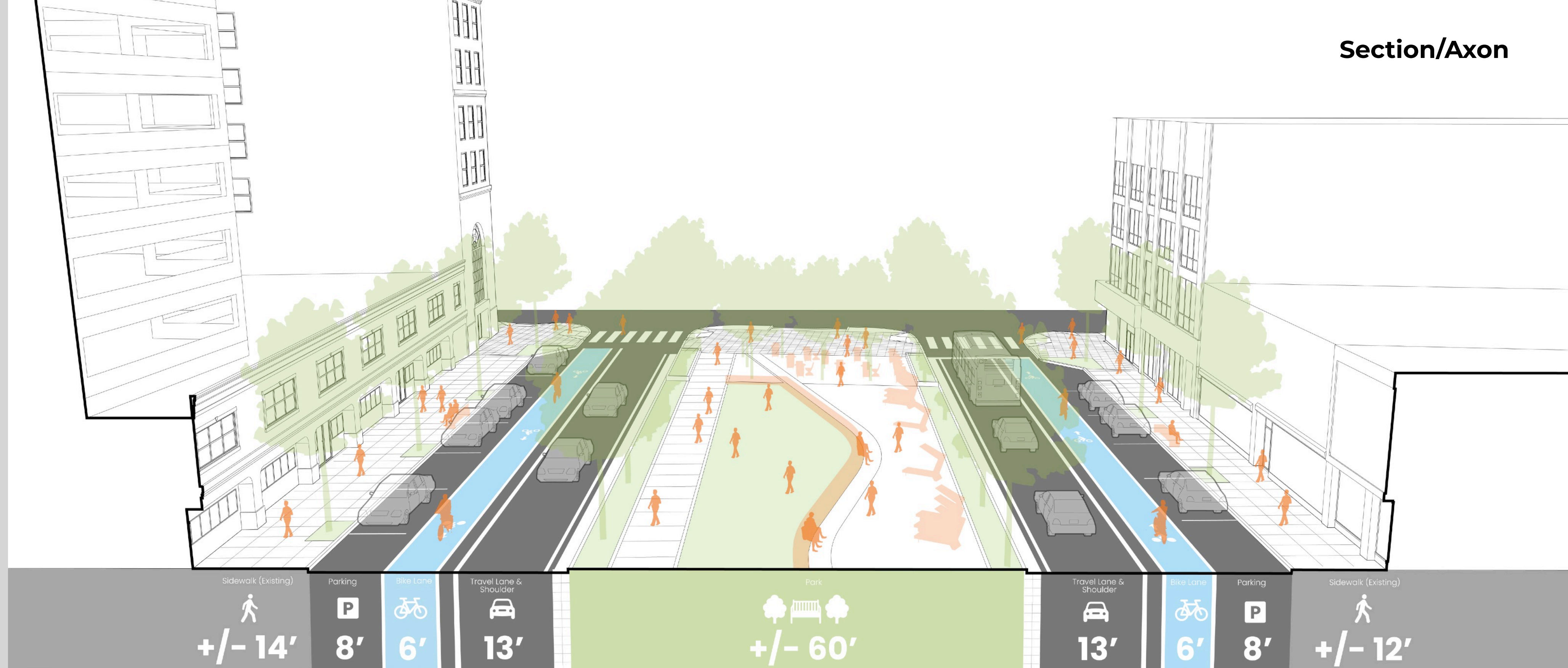
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ALTERNATIVE #2: PARK

- 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.

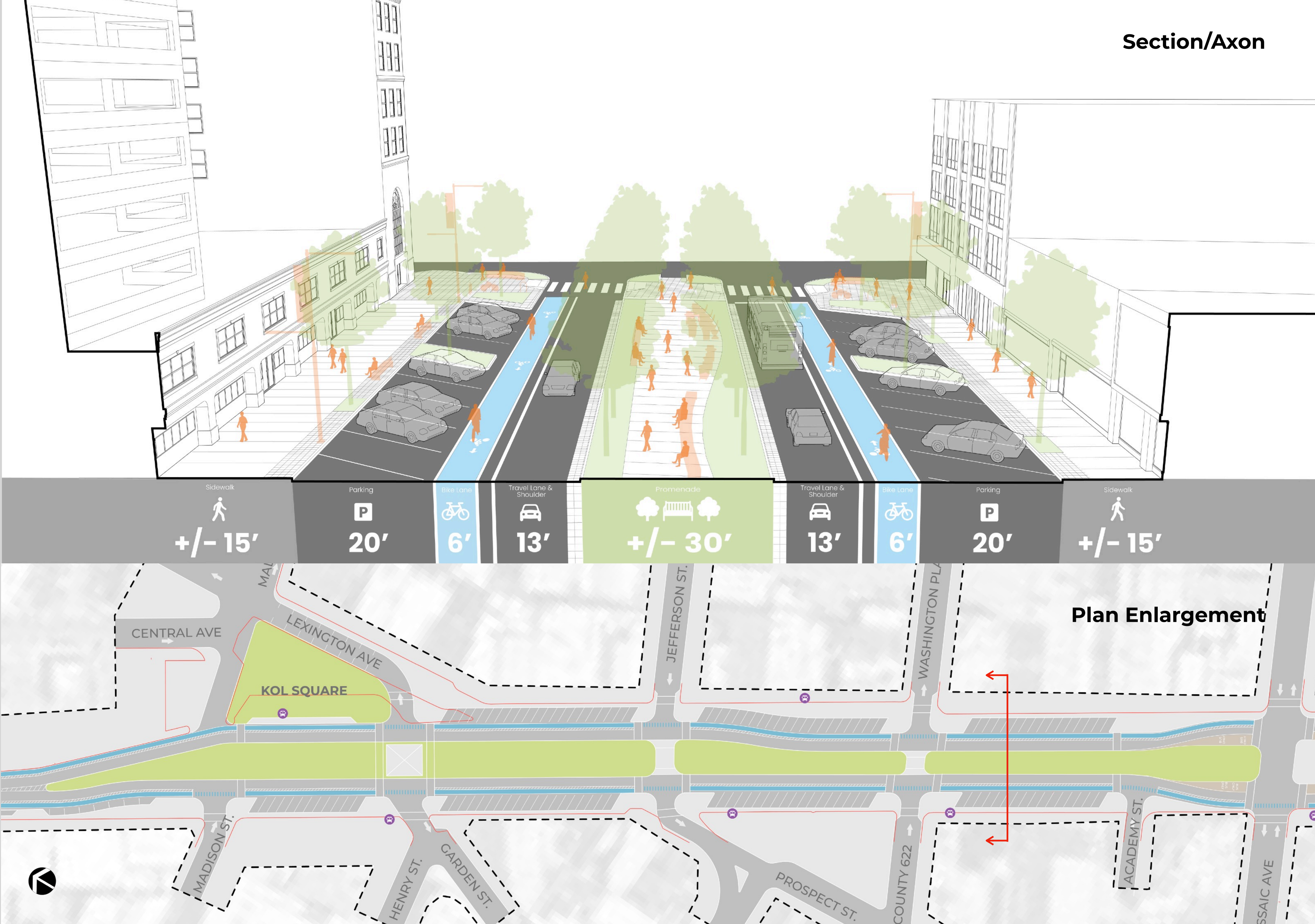
MAIN AVENUE
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ALTERNATIVE #3: PROMENADE W/REVERSE ANGLE PARKING

- 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.**

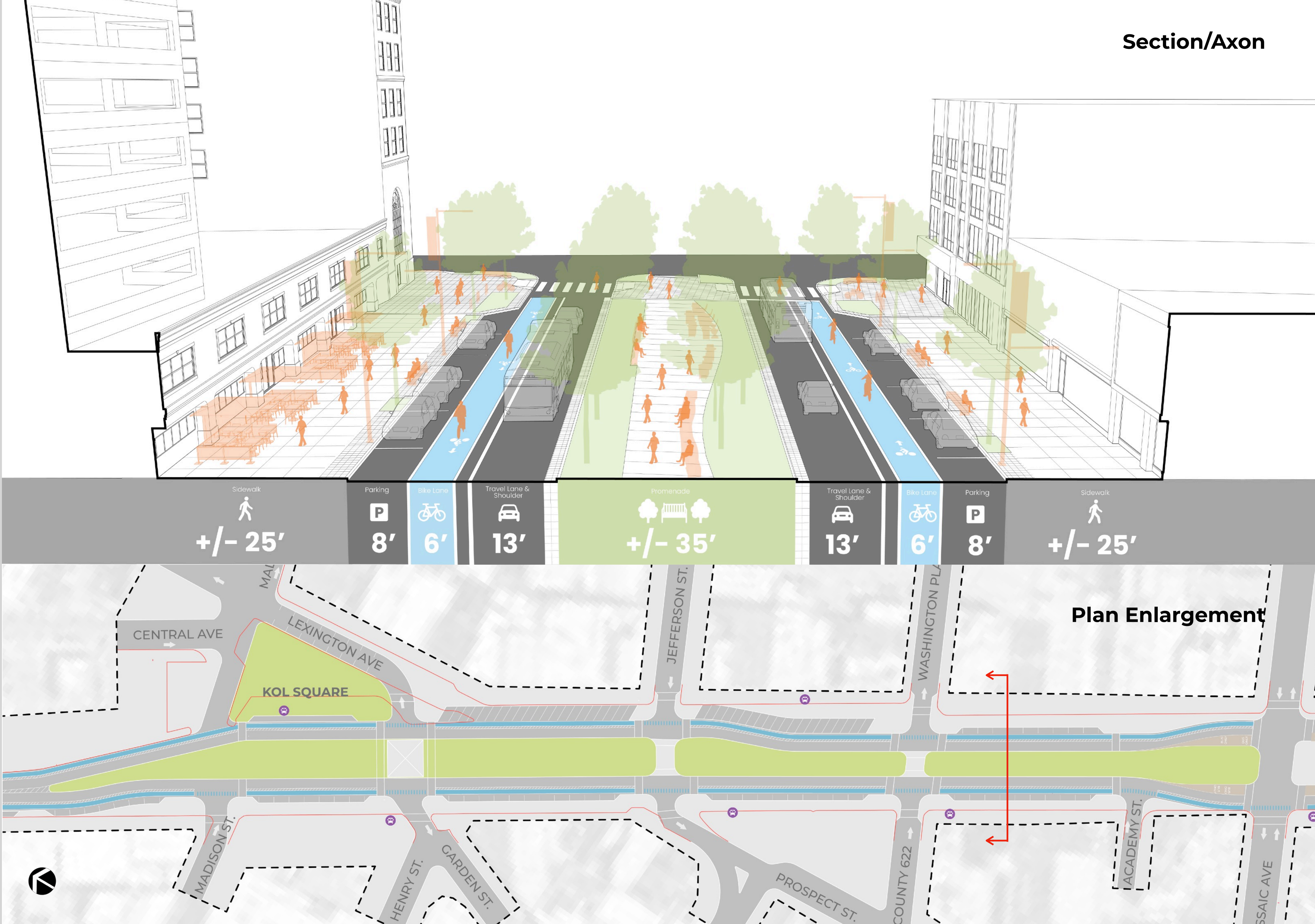


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ALTERNATIVE #4: PROMENADE W/WIDE SIDEWALKS

- 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.**



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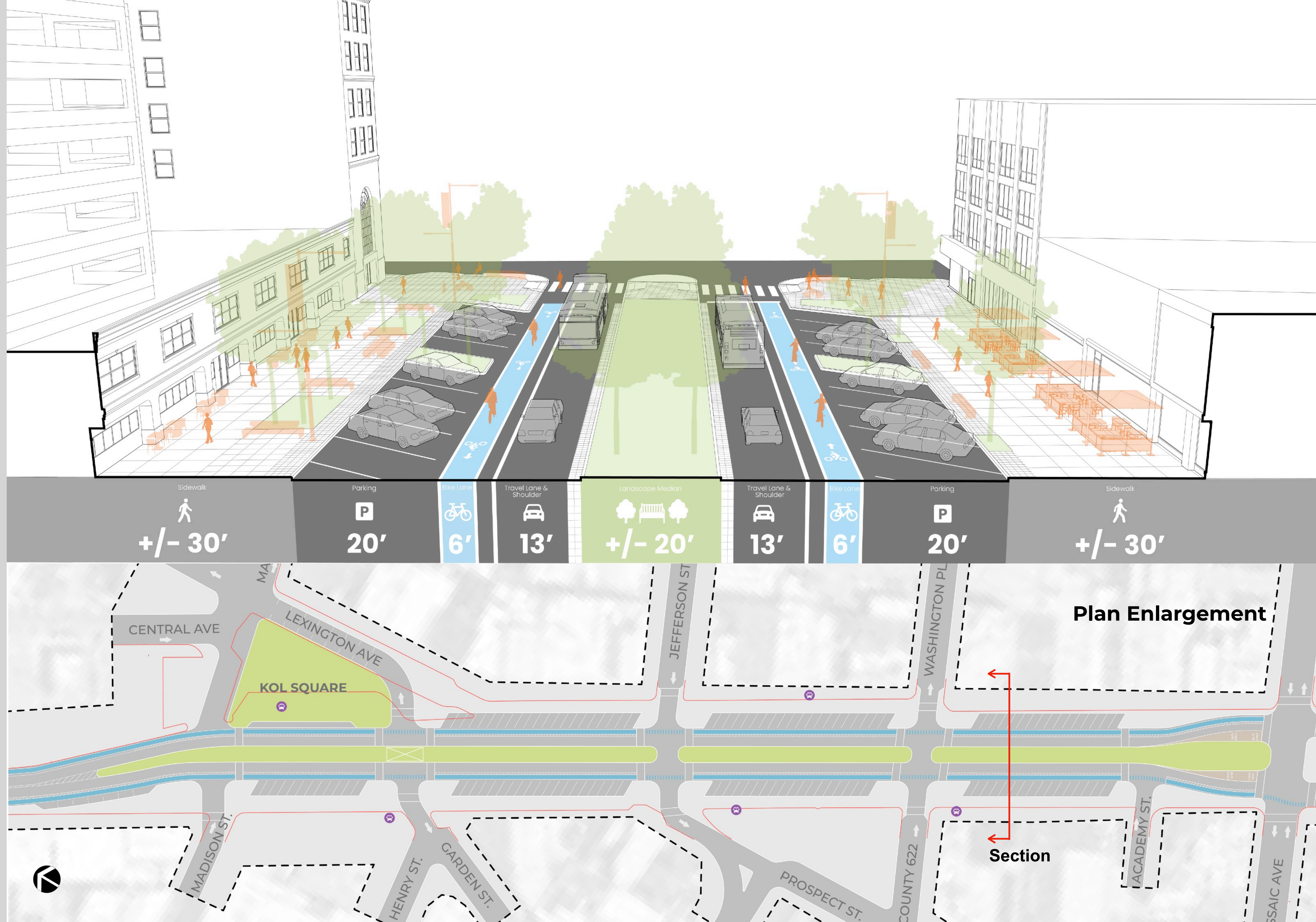
ALTERNATIVE #5: LANDSCAPE MEDIAN

- 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.**

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INTERSECTIONS

• ROUNDABOUT

INTERSECTIONS - ROUNDBABOUT

- 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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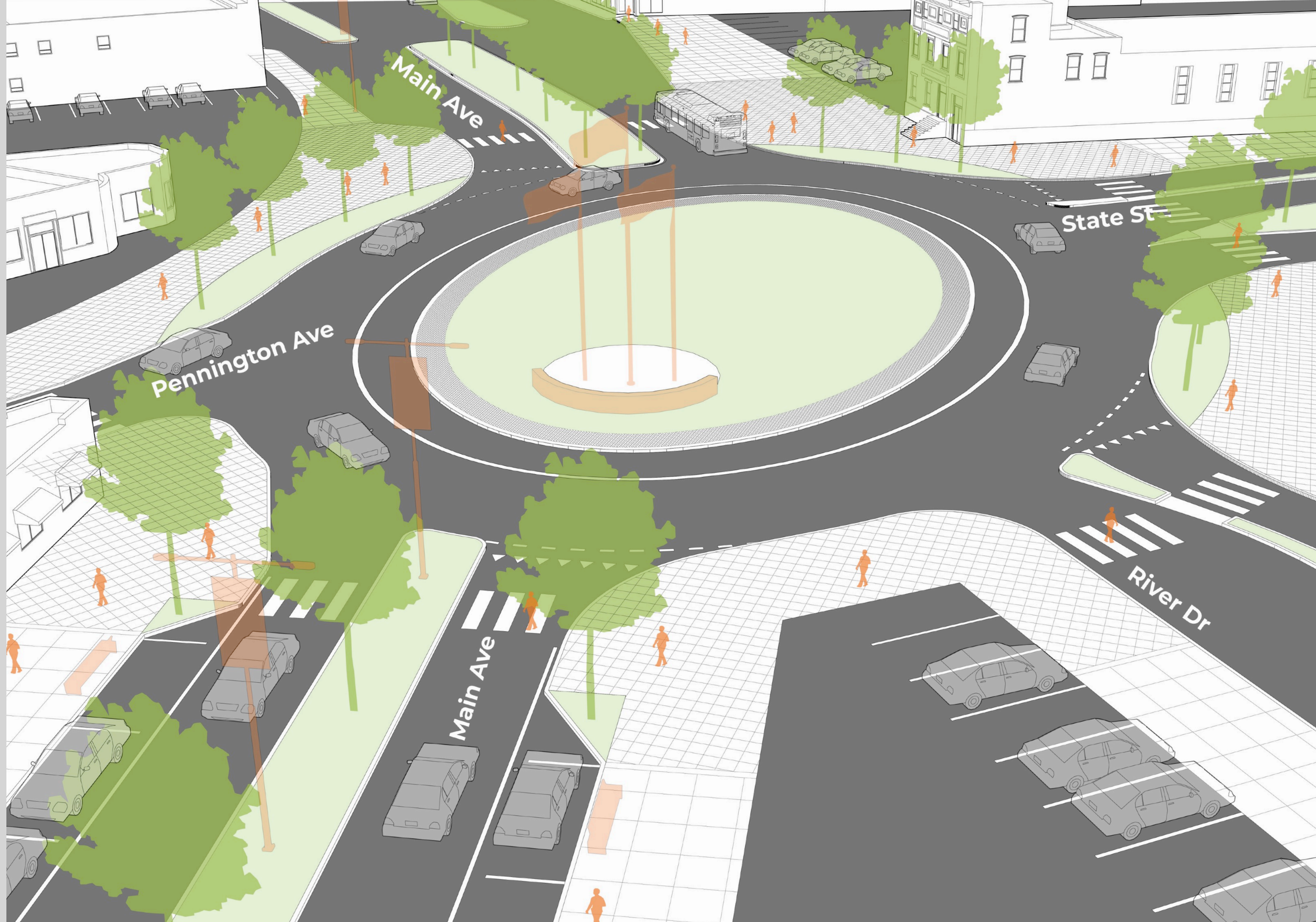


INTERSECTIONS - ROUNDBABOUT

- 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.**

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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	Y/N?					
	Improves access to the public transportation system	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							
Design Solutions	Complete Streets Policy Compliance	Y/N?					
	Implements context-sensitive design solutions that address P & N and equally addresses preservation of aesthetic, environmental and other community values	Y/N?					
	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	Y/N?					
	Reinforces historic and cultural character of street and central business district	Y/N?					
Environmental	NJDEP Stormwater Management policies required	Y/N?					
	Anticipated Environmental Document	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?					
Other							
Roadway and Traffic	Existing & Design Year Level of Service Analysis, Year of Level of Service F if before the Design Year	Y/N?					
	Additional Traffic Analysis (if needed)	Y/N?					
	Accommodates NJ TRANSIT's proposed bus terminal	Y/N?					
	Accommodates parking where feasible	Y/N?					
	Parking Gain/Loss (excludes proposed loss of 57 parking spaces due to construction of proposed bus	# of spaces lost					
	Signal Warrants for all Proposed Signals	#					
Right-Of-Way and Access	Traffic Management Alternatives	Y/N?					
	Utilities Relocation and Associated Costs	Location, cost					
	Estimated ROW	# of acquisitions, total					
	ROW Impacts (areas, easements, land use & impacts, lot and block)	Areas, easements, land use & impacts, lot and block					
	Access Impacts and Waivers	#					
Construction Cost	Estimated Construction Cost	\$					
	Major Risks (Threats or Opportunities)						

Next Steps

- 1. Public Information Center (PIC) #2**
 - TBD, 2021 at 6:00 PM
 - Presentation of Conceptual Alternatives
- 2. Evaluate Alternatives using Alternatives Matrix**
- 3. Preliminary Preferred Alternative (PPA) Recommendation**
 - To be developed

THANK YOU



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