



# MD TP 2045

Meadowlands District  
Transportation Plan

## Meadowlands District Transportation Plan 2045

Technical Stakeholders Group Meeting #2 | August 18, 2021



# Project Team



# MEETING GUIDELINES

When asking a question or  
commenting be sure to:



**Unmute your audio**



**Enable your camera if you want  
people to see you (not required)**



**State your name  
and organization**

**PERMISSION TO RECORD** - By participating in this Zoom meeting, you are granting permission for your name, image, likeness, audio and video recordings to be used by the New Jersey Sports & Exposition Authority.

**RAISE HAND** – Request to comment or ask questions. You will be recognized by a team member and you will need to UNMUTE your line. Following your response, please MUTE your line again

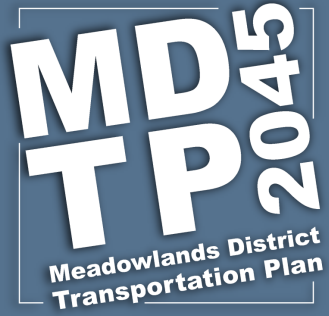
**MUTE** - Is automatically set to off. You will need to click this button to UNMUTE yourself if you are going to make a comment or ask a question.

**START VIDEO** - Is only active, if YOU click on it during public comment and you want others to see you.

**CHAT** – Lets you ask questions of the project team. Your comment will be recognized and shared with attendees by a member of the project team at an appropriate time During the meeting

**POLLS** – During this session we will be asking five specific questions. We ask that you submit the corresponding answers. Due to the limits of the Zoom platform only those who are participating via video can participate.

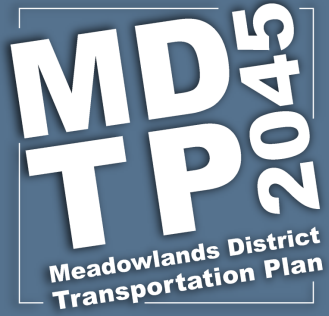
**DIAL \*9** – For those dialing in the audio only, press \*9 which acts as a Raise Hand function on the phone. You will be recognized by a team member and you will need to UNMUTE your line. Following your response, Please MUTE your line again



# Agenda

- Project Background
- Modeling Analysis
- Candidate Improvements
- Next Steps





# Meeting Objectives

- Review candidate improvement projects
- Obtain input on candidate projects
- Suggest additional candidate projects

# Project Overview

MDTP 2045 provides:

- Strategic planning with public- and private-sector input to address new development and minimize Meadowlands District traffic congestion through the mid-21st century
  - Enhanced collaboration among District stakeholders to ensure mutual interests are protected, while allowing for vital economic growth and increased recreational access
  - Prioritized recommendations for realistic transportation improvements that will yield outsize benefits to Meadowlands' stakeholders in coming decades
  - Mutual assessment and revisions to a fee assessment framework that provides more equitable distribution of costs and benefits to stakeholders throughout the District
-

# Scope of Work

- Evaluate transportation needs considering recent transportation improvements
- Identify and assess potential transportation improvements
- Prioritize improvements and prepare updated plan
- Assess and revise fee assessment framework



Perform Model  
Assessment &  
Develop NJSEA  
Model



Develop a List of  
Improvement  
Projects &  
Estimate Costs



Prioritize  
Recommended  
Improvement  
Projects &  
Develop District  
Plan 2045



Develop Fee  
Assessment  
Framework &  
Financial Plan  
2045

**Current Stage**

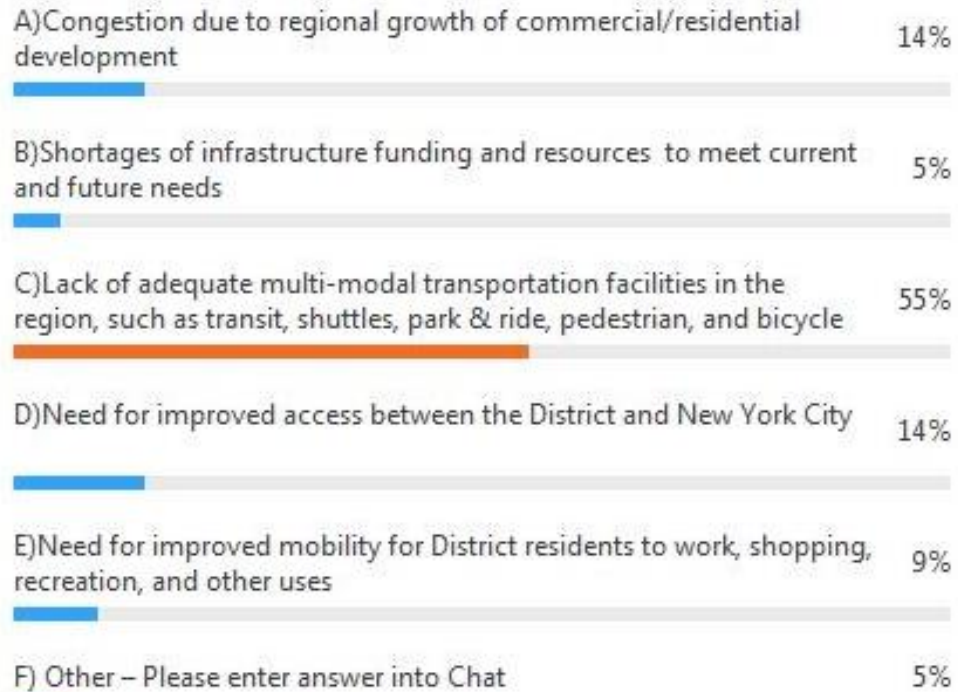


# Initial Outreach

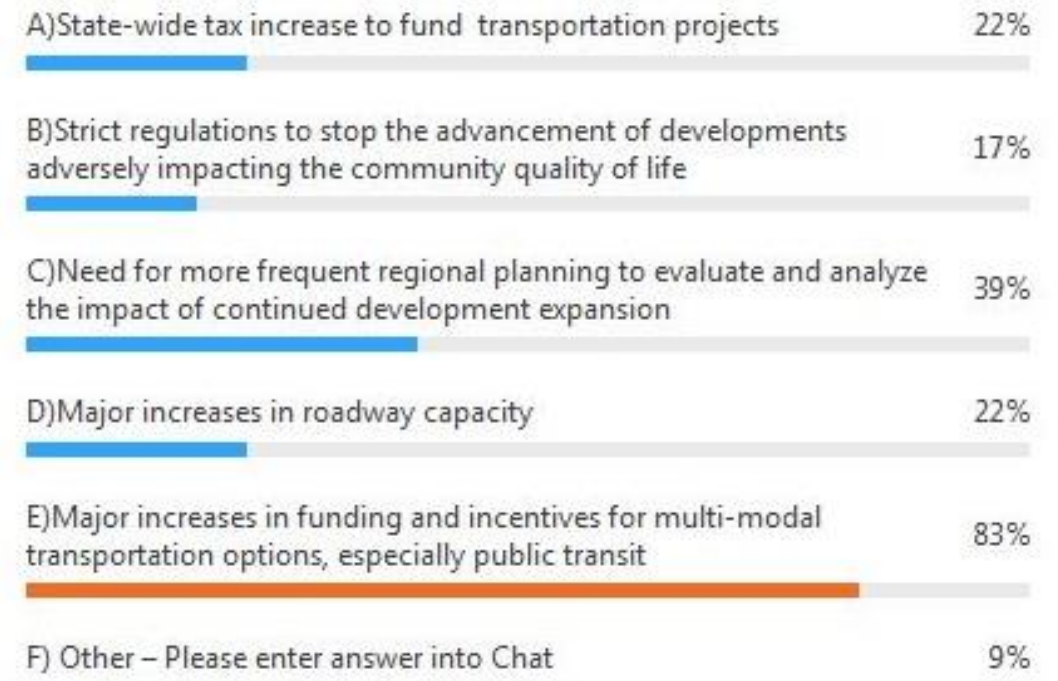
- First round of outreach meetings: January 2021
- Presentations focused on project background baseline system information.
- The presentations also included interactive surveys.
- The responses to the surveys highlighted the need to improve and increase multi-modal opportunities.

# Survey Results

## 1. 1.What do you consider the most pressing transportation issue currently facing the District? (Choose one)



## 1. 3.What types of solutions are necessary? (check all relevant choices) (Multiple choice)

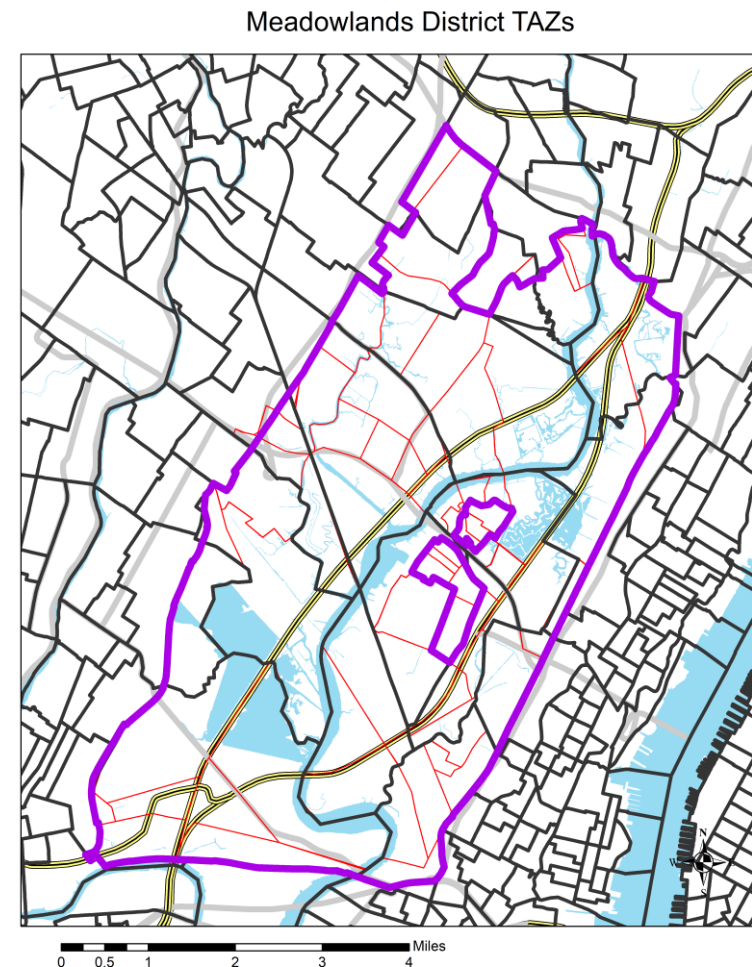


# Model Update

MDL  
4  
202  
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# Status of Model Update

- Started with NJTPA's North Jersey Regional Transportation Model – Enhanced (NJRTM-E)
- Within the Meadowlands District, divided 17 traffic analysis zones (TAZ) into 93 smaller TAZs
- Added important local roads





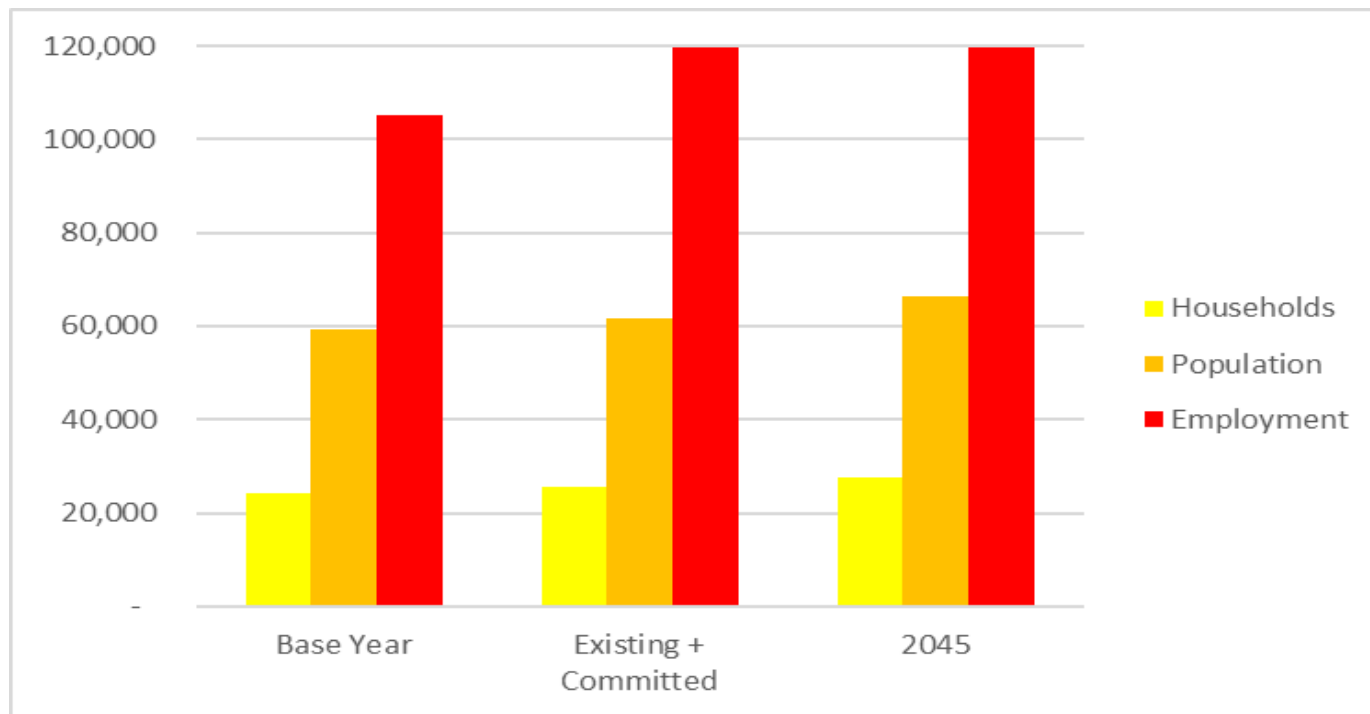
# Modeled Scenarios

Scenario 1: Base Year (2020)

Scenario 2: Existing + Committed

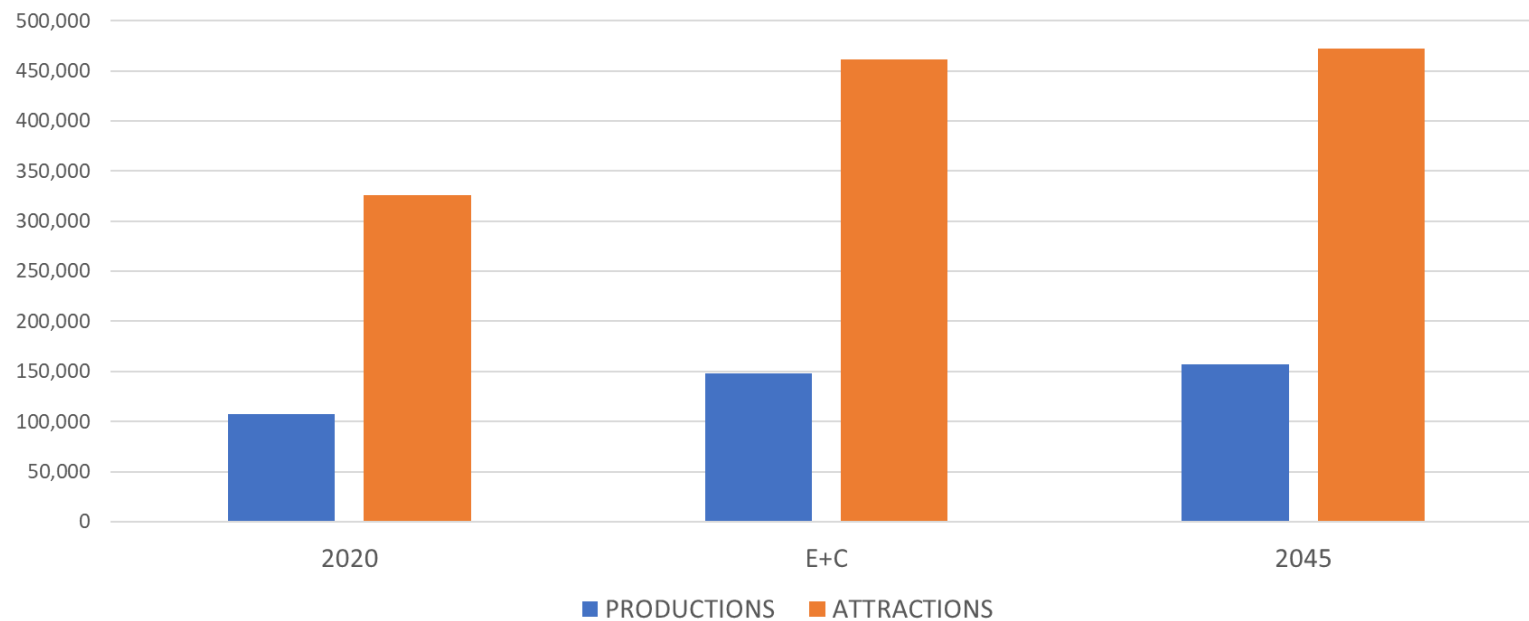
Scenario 3: Future Year 2045

# Summary of Socioeconomic Data



- Committed projects are mostly non-residential
- Projected increase of nearly 15,000 jobs by 2045
- About 10,000 jobs in retail and 3,000 jobs in warehouse / industrial

# NJSEA Area Trip Generation Summary



- Productions largely reflect residential development
- Attractions largely reflect non-residential development

# Candidate Improvement Projects

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# Approach

## PRIMARY PRINCIPLES

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Safety

Equity (multi-modality)

Connectivity

# Approach

## PRIMARY PRINCIPLES

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Safety

Equity (multi-modality)

Connectivity

## SECONDARY PRINCIPLES

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Environment

Technology

Economy

# Approach

## DATA & BEST PRACTICE

### PRIMARY PRINCIPLES

Safety  
Equity (multi-modality)  
Connectivity

### SECONDARY PRINCIPLES

Environment  
Technology  
Economy

Defendable  
Mitigates subjectivity

## By the Numbers

85

Total recommendations\* to date

\*We won't cover all 85 today!

# By the Numbers

## Recommendations by municipality

Municipality	#	Municipality	#
Carlstadt	8	North Arlington	3
East Rutherford	5	North Bergen	4
Jersey City	2	Ridgefield	1
Kearny	12	Rutherford	4
Little Ferry	3	Secaucus	23
Lyndhurst	8	South Hackensack	1
Moonachie	7	Teterboro	6
		<b>District-Wide</b>	<b>17</b>

# Considerations

- *Candidate* improvement projects
- Nothing finalized
- Planning exercise / No design
- Not all projects may be funded



# Recommendation Structure

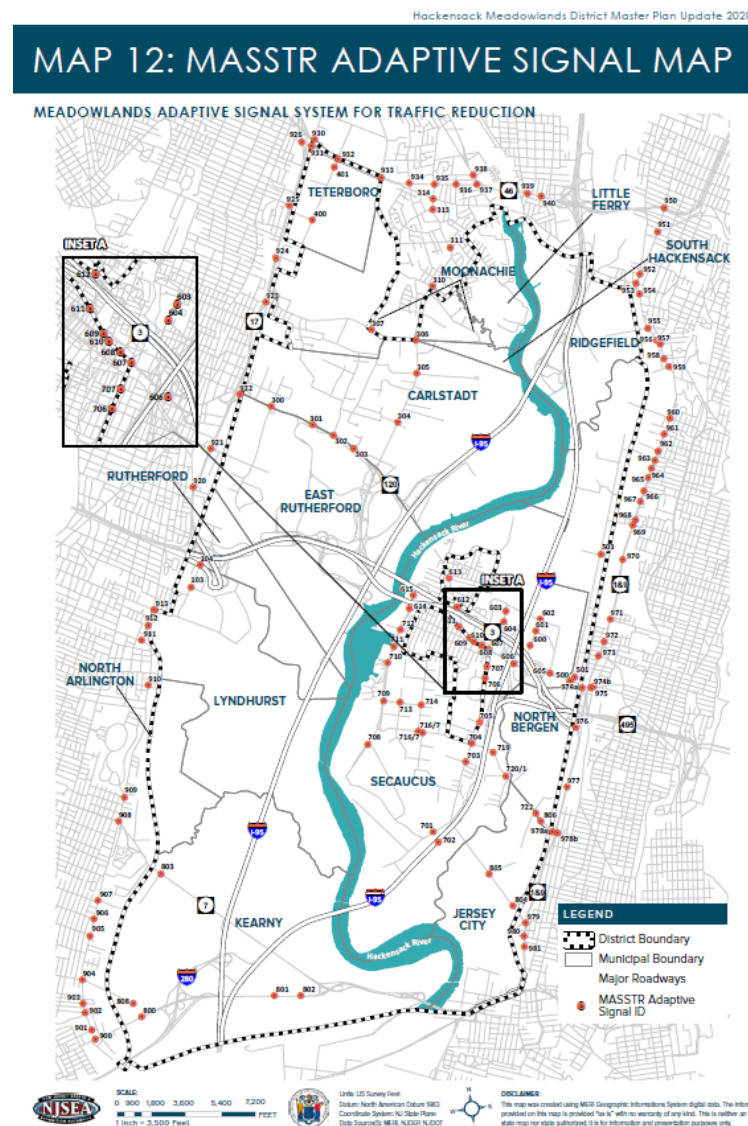
- Location/Definition/Explanation
- Recommendation Overview
- Justification

# District-Wide Recommendations

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# MASSTR Upgrades

- Upgrade MASSTR network
  - Communication, vehicle detection, software, hardware
- Optimize timings and add signals
- Integrate MASSTR subsystems with new applications of Vehicle-to-Infrastructure (V2I) and Vehicle-to-Vehicle (V2V) technology (e.g., freight signal priority, pedestrian & cyclist detection)
- Ongoing maintenance of existing system





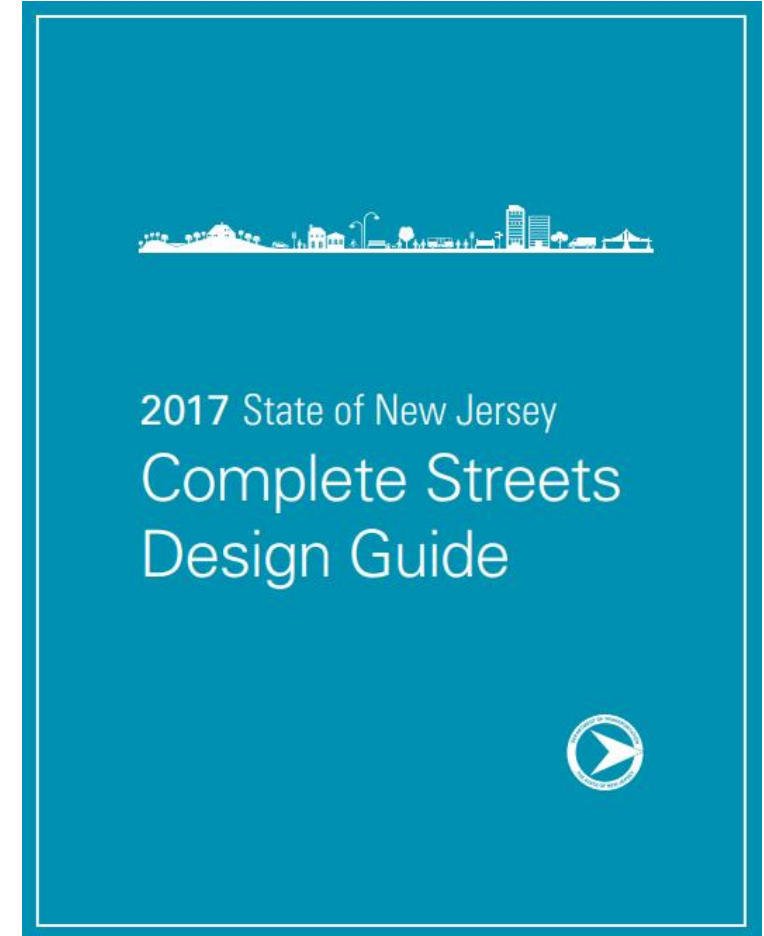
# Complete Streets Policy

“Complete” = multi-modal / multi-functional / efficient



# Complete Streets Policy

- Guidance on street design and operations that supports:
  - Private vehicles & rideshare
  - Pedestrians
  - Bicyclists & E-Scooters
  - Transit
  - Freight
  - Green infrastructure, stormwater management





# Complete Streets Policy

- Develop and adopt a contextual Complete Streets Policy applicable to District roadways
- Reference “Complete and Green Streets for All: Model Complete Streets Policy and Guide”





# Complete Streets Policy

## Justification

- Streets as public spaces can and should do more for our communities
- Provide transportation choice through multimodal design
- Improve safety for all travelers
- Avoid costly redesigns and retrofits
- Improve stormwater management



# Road Diets

- Reduction in travel lanes to advance safety and accommodate other modes
- Features may include:
  - Reduced number of travel lanes
  - Reduced travel lane width
  - Dedicated turn lanes
  - Bicycle/e-scooter lanes
  - Transit lanes
  - Curb extensions
  - Wider sidewalks

BEFORE



West Ave in Ocean City, NJ

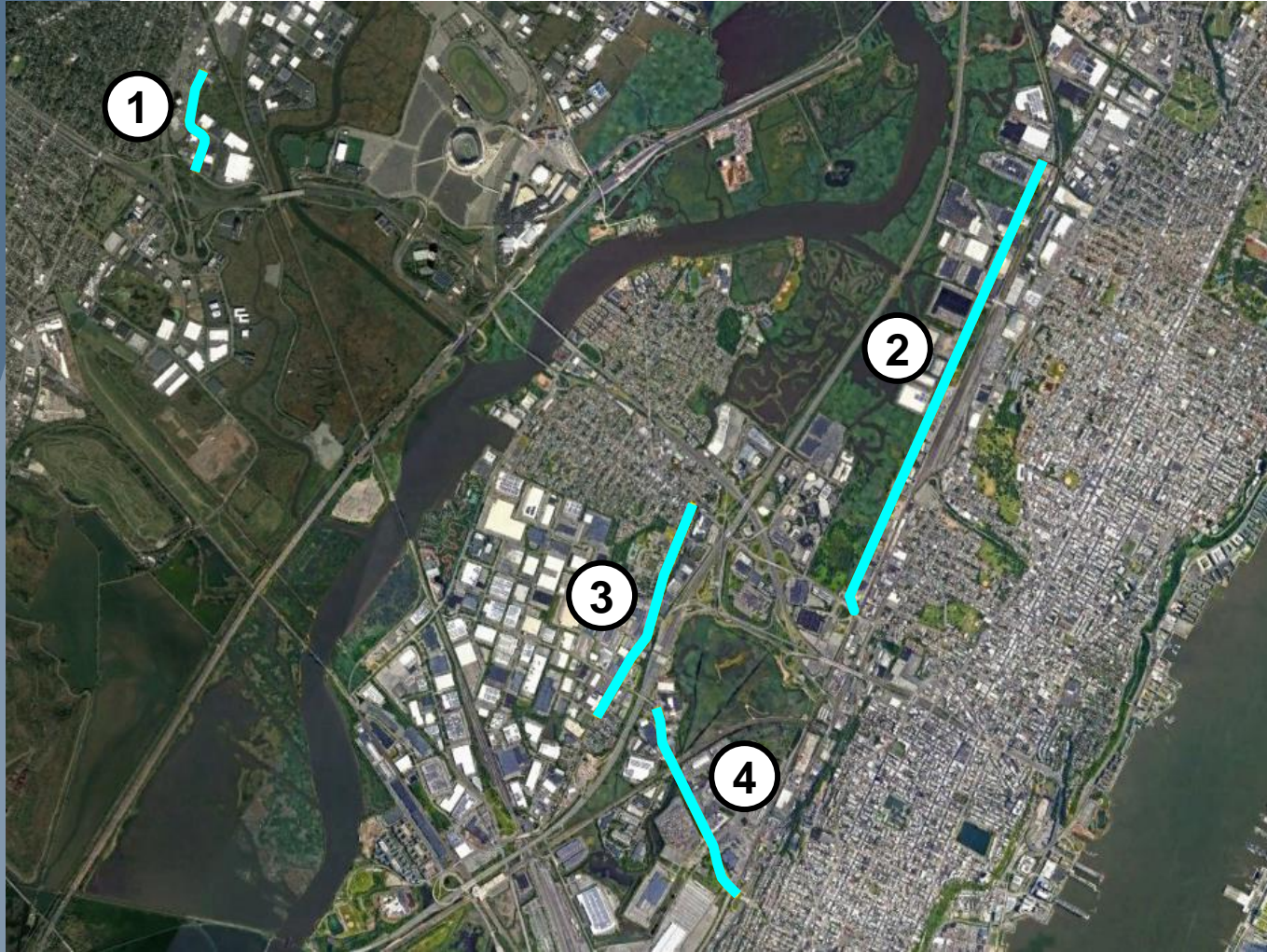
AFTER



West Ave in Ocean City, NJ



# Road Diets



1. Veterans Blvd from Service Rd to Highland Cross
2. West Side Ave from Patterson Plank Rd to 83<sup>rd</sup> St
3. County Ave from Jefferson Ave to Patterson Plank Rd
4. Secaucus Rd from Old Secaucus Rd to the signalized intersection west of Tonnelle Ave

# Road Diets

## Justification

- FHWA Proven Safety Countermeasure
- Reduce conflict, improve safety
  - Reduce rear-end, left-turn crashes
  - Mitigate lane changing, weaving
  - Reduce vehicle travel speeds
  - Fewer active travel lanes for pedestrians to cross
- Provide space for other travel modes & safety features (bicycle lanes, pedestrian refuge islands, transit upgrades)
- Daily volumes <25,000 on each corridor





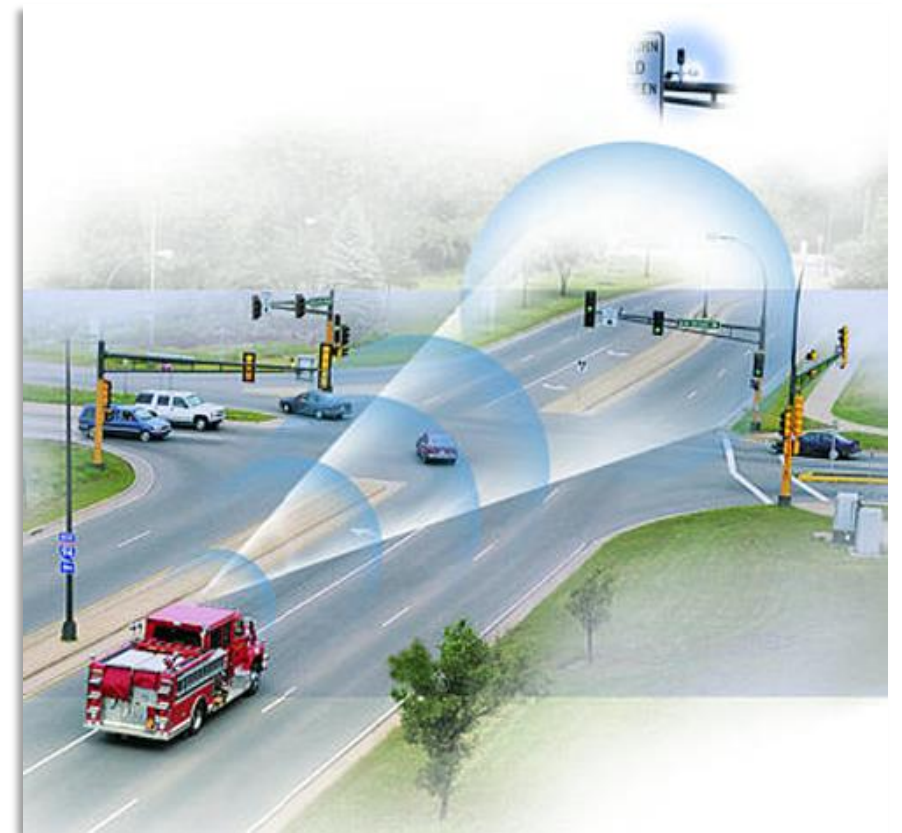
# Freight Signal Priority

- Technology that prioritizes freight travel through designated signalized intersections
- Can extend light timings to allow approaching freight vehicles to make it through the intersection without stopping



# Freight Signal Priority

- Implement freight signal priority using V2X technology
- Locations: Signalized intersections at/near key freight hubs in Carlstadt, Jersey City, Kingsland Redevelopment Area, Lyndhurst, Secaucus
- Partner with freight or intermodal transportation companies to implement technology into fleet





# Freight Signal Priority

## Justification

- Efficient goods movement
- Reduced travel times
- Congestion mitigation
- Reduced fuel consumption and emissions by minimizing wait time at signalized intersections

# Electric Vehicle Charging Stations

- Install Electric Vehicle (EV) charging ports within the district to fill unmet demand
- Number being estimated based on future population, vehicle ownership, and other factors



# Automated Vehicle District

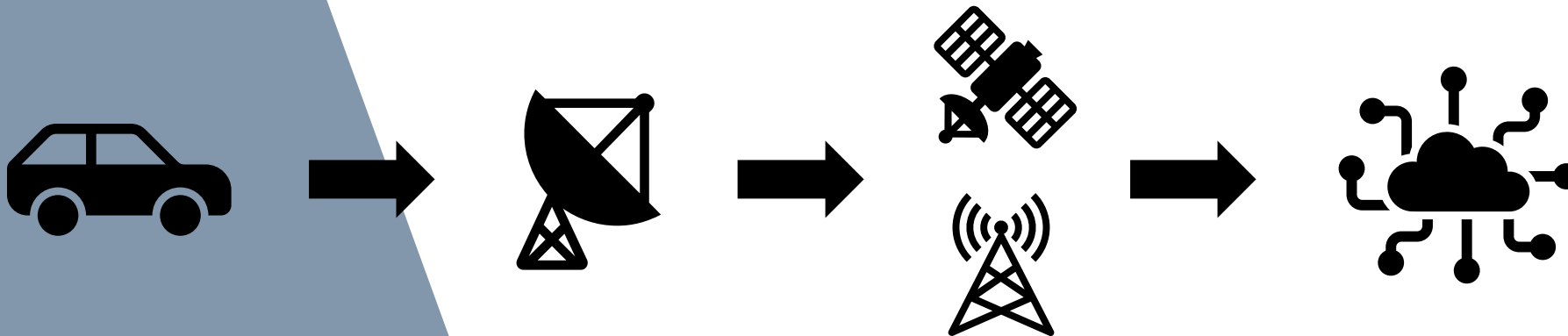
- Create a dedicated Automated Vehicle (AV) District to allow / encourage / facilitate AV testing, pilot deployments, and future full-scale deployment
- What is an AV District?
  - Defined area that would be “ready” and attractive for phased AV operations

# Automated Vehicle District

- Why here?
  - Need for moving people using transit & on-demand ride services
  - Freight mobility (business-to-business, business-to-consumer)
  - Defined centers of activity (warehousing, entertainment, employment) – could be used for pilot testing
- What policies and procedures are needed?
  - Permission for operation of AVs on streets, sidewalks
  - Detailed and accurate digital mapping of roadway and roadside infrastructure

# Automated Vehicle District

- What supporting infrastructure is needed?
  - Vehicle-to-infrastructure (V2I) communications
  - Pedestrian/cyclist detection
  - Dedicated lanes/pathways/facilities for shorter-term AV operation
  - Regular, consistent pavement marking and sign management programs to facilitate computer-vision systems



# EV Charging & AV District

## Justification

- Facilitate greater EV adoption
- Fill gaps in existing EV charging infrastructure & meet demand
- Prepare for AV deployment
- Attract investment, development, testing, deployment
- Support longer-term state and regional environmental efforts related to AV and EV adoption



# Discussion

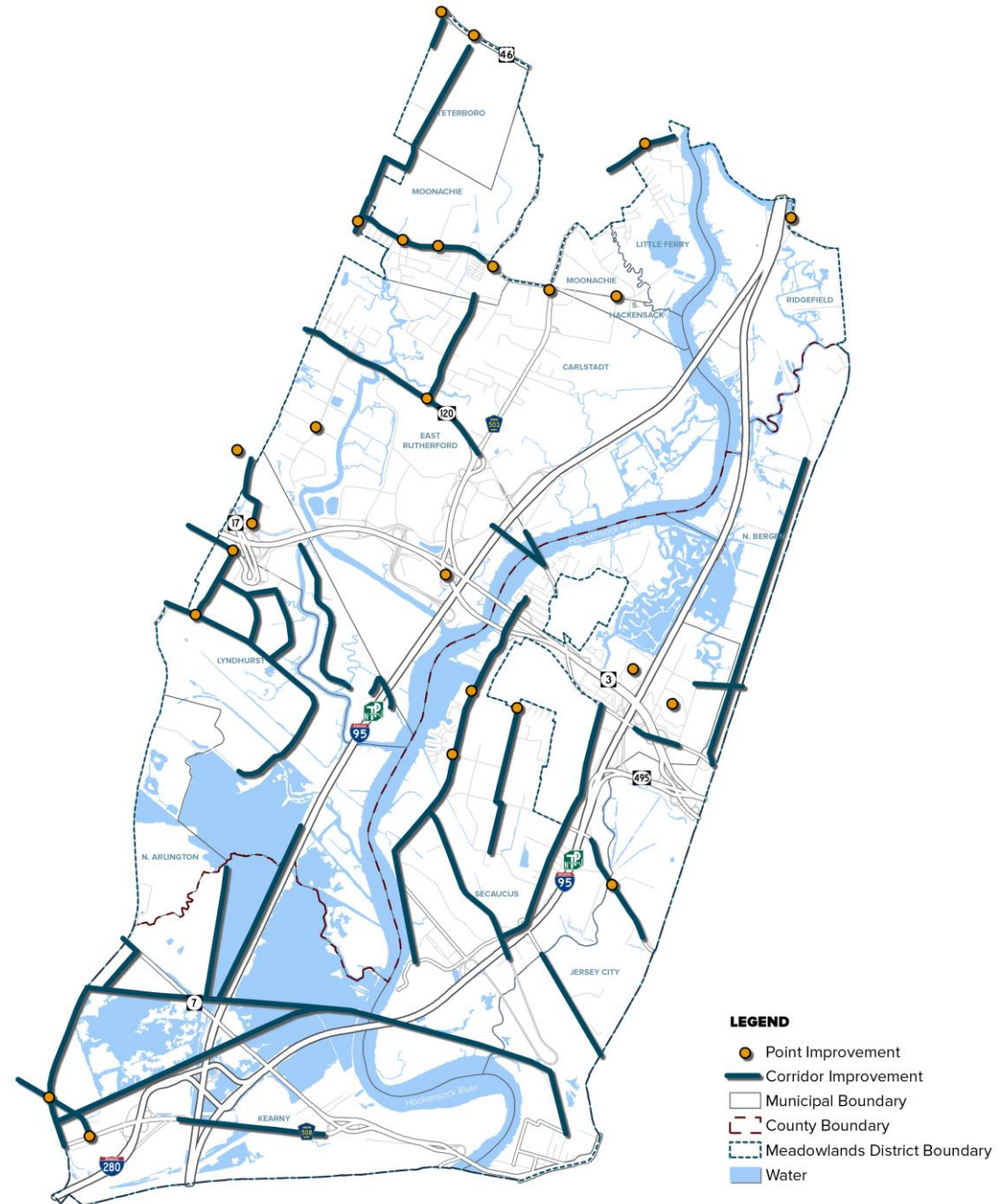
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# Location-Specific Recommendations

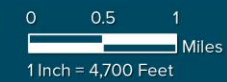
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MEADOWLANDS DISTRICT CANDIDATE IMPROVEMENT PROJECTS

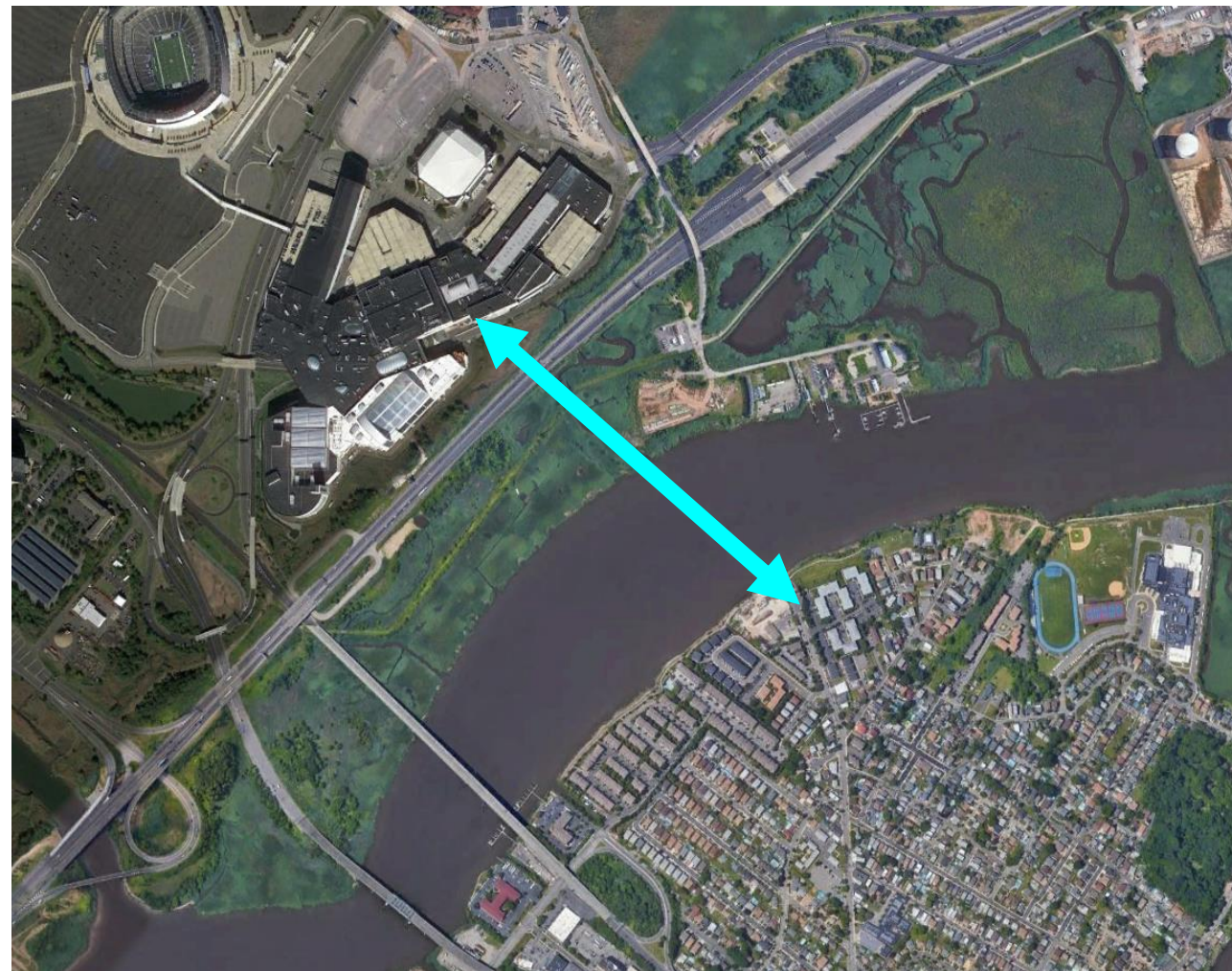




# New Hackensack River Bridge

(Pedestrians & Cyclists Only)

Walkway Over the Hudson  
Poughkeepsie, NY



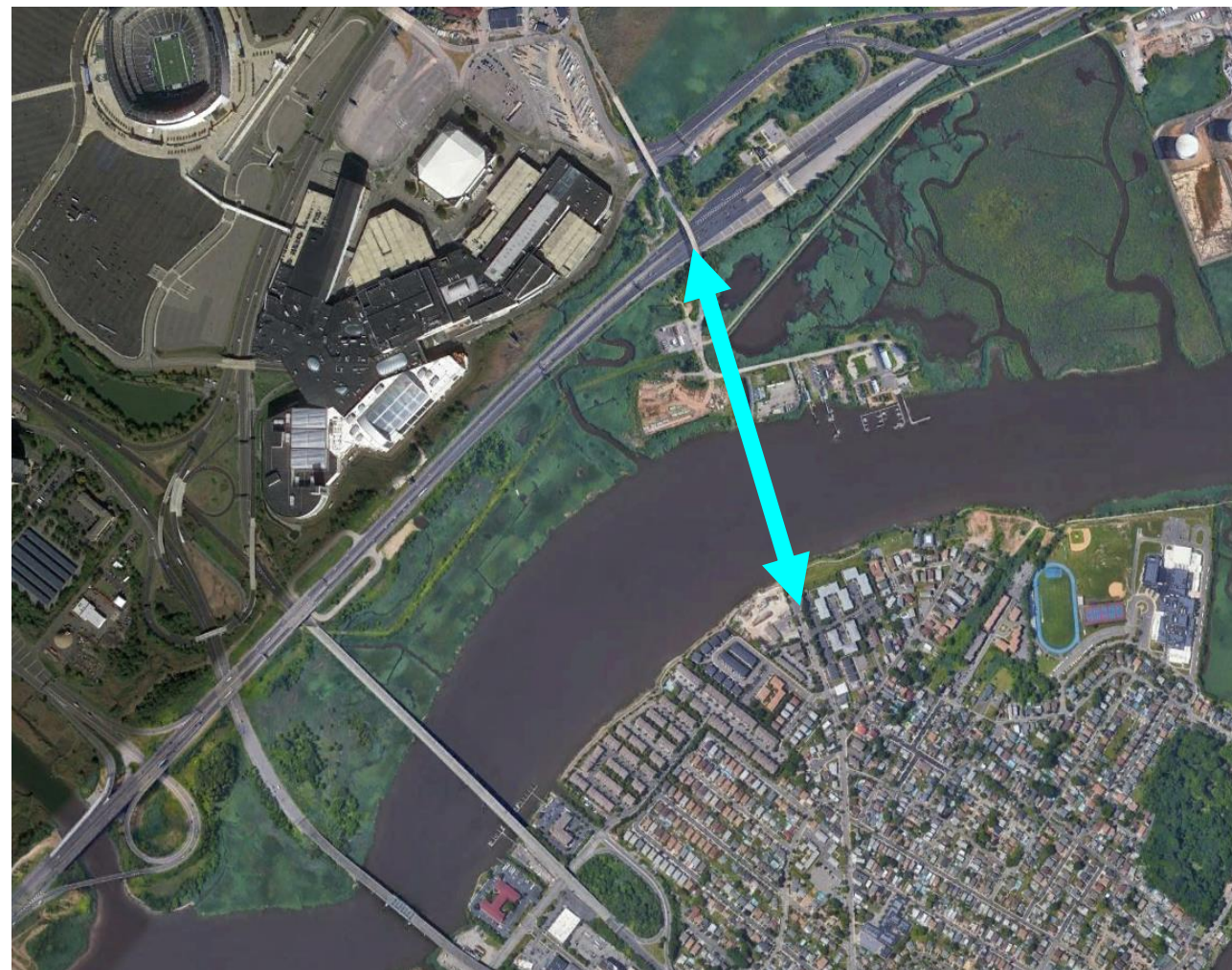


# New Hackensack River Bridge

(All Modes)



Route 52 Bridge  
Ocean City, NJ





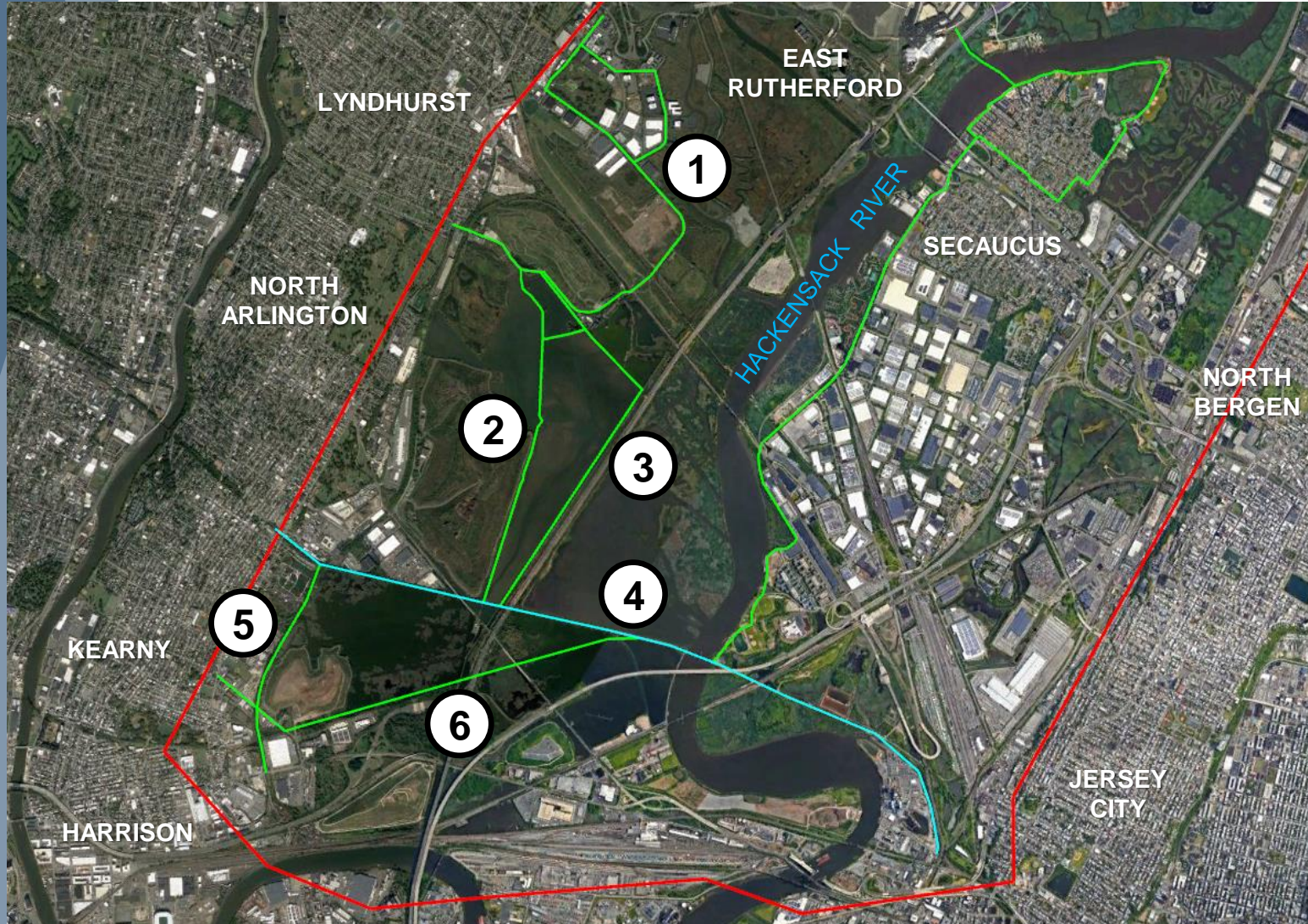


# New Hackensack River Bridge

## Justification

- Create a new direct connection between Meadowlands Complex and Secaucus
  - Distance: <1/2 mile
- Provide amenity and connections for Secaucus residents
- Reduce trips on Route 3
- Promote active mobility
- Draw attention to Meadowlands & Hackensack River
- Generate tourism

# Southwest Trail Network



1. Formalize/improve bike lanes on & north of Valley Brook Ave
2. Extend Saw Mill Creek Trail south
3. Extend Transco Trail south
4. Support implementation of Essex-Hudson Greenway
5. Formalize/improve Harrison-Kingsland Line Trail
6. Formalize/improve abandoned rail ROW



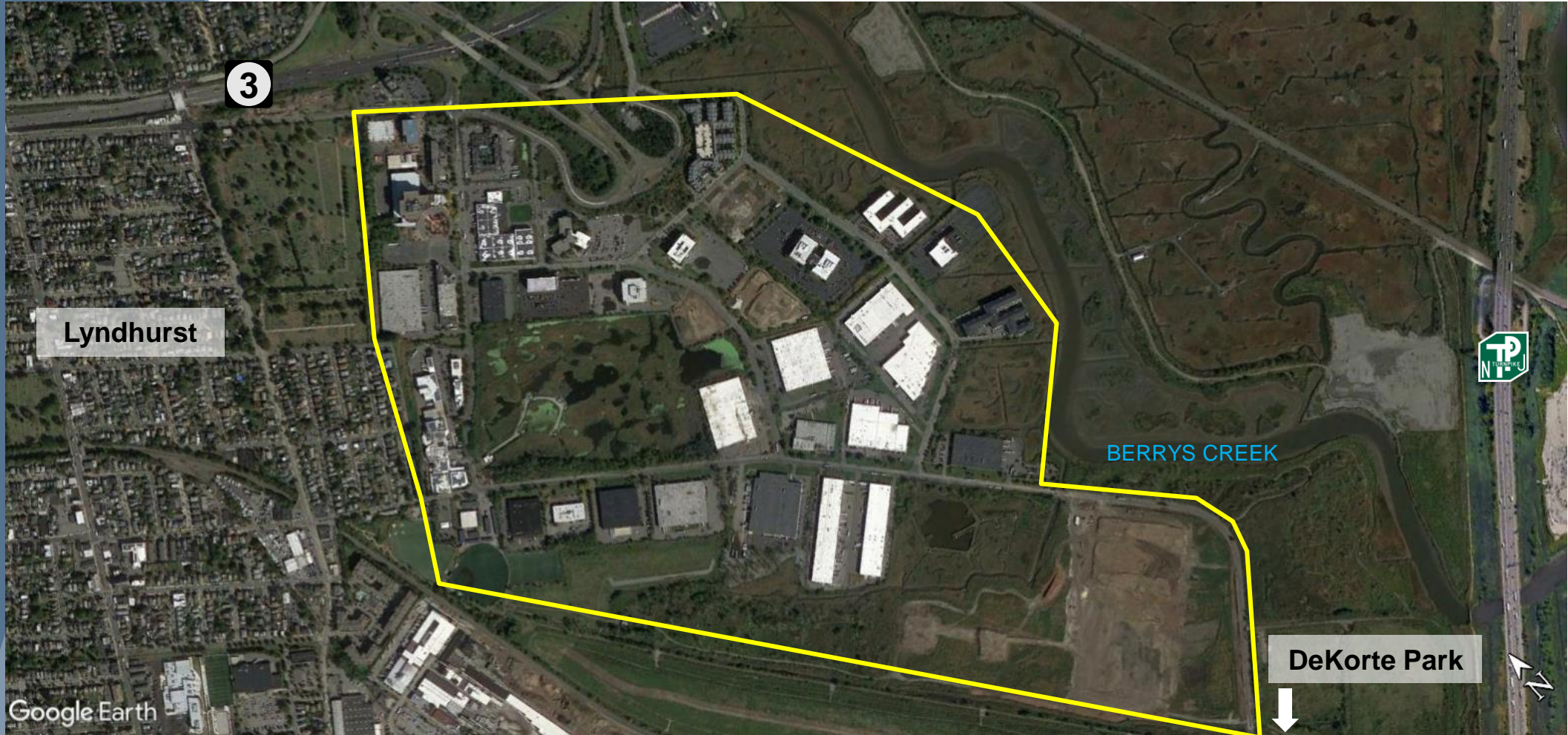


# Southwest Trail Network

## Justification

- Augment active transportation network within the District
- Create more comprehensive recreational trail network
- Provide connections among several municipalities
- Draw attention to Meadowlands & Hackensack River
- Generate ecotourism

# Lyndhurst Complete Streets





# Lyndhurst Complete Streets



Faded markings



Wide roadways (here: ~60 ft )



Lack of sidewalks

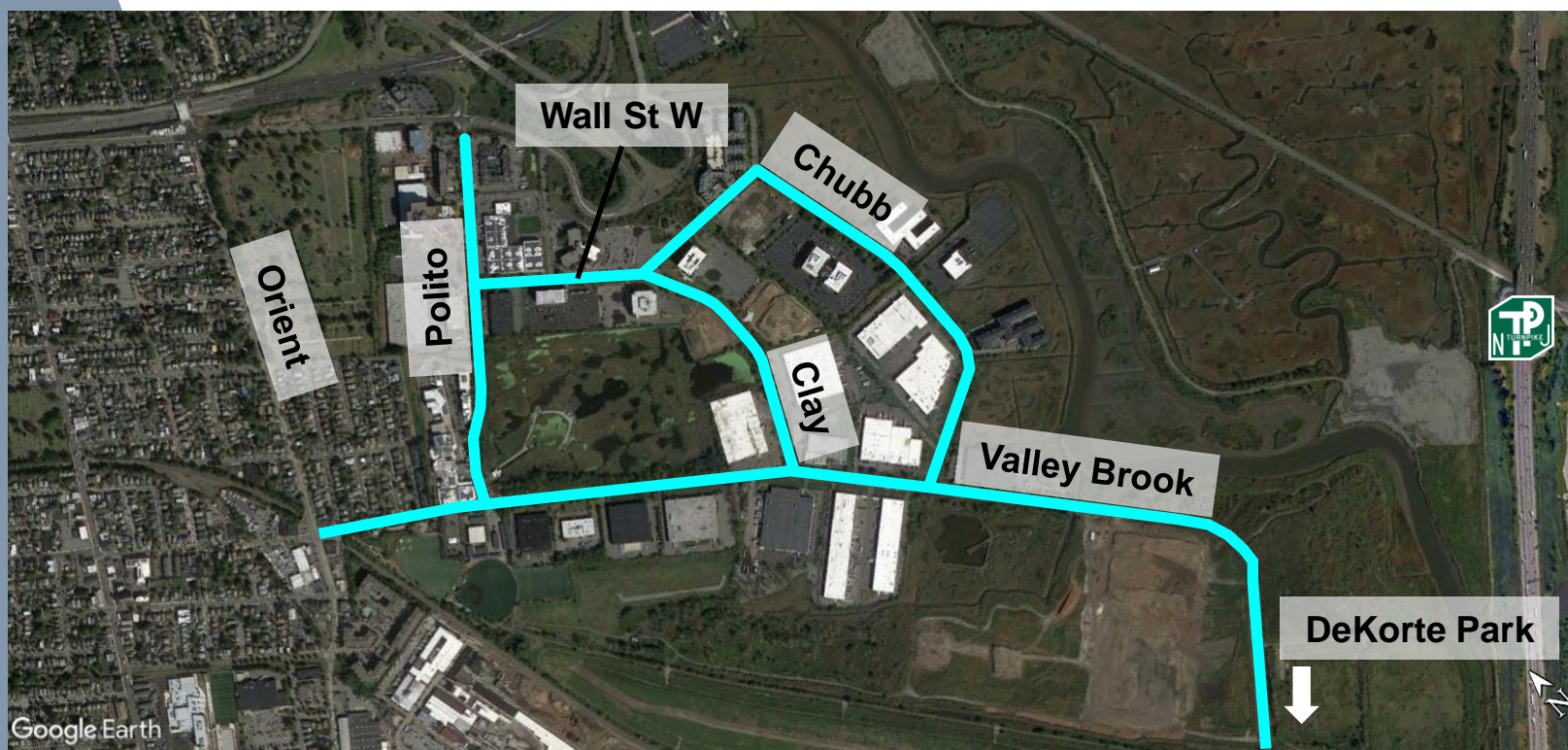


Inadequate bike facilities



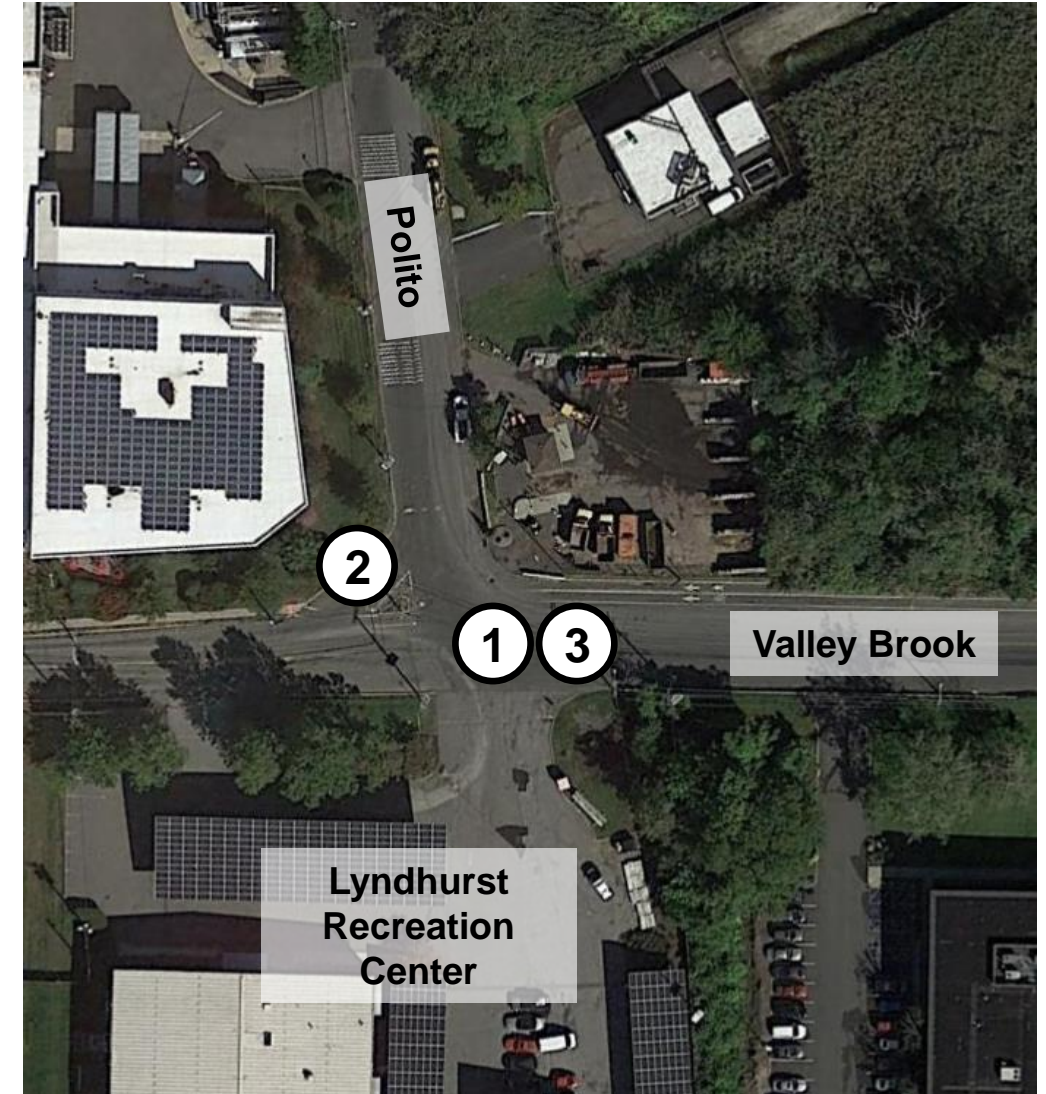
# Lyndhurst Complete Streets

- Install two travel lanes, pavement markings, roadway and pedestrian-scale lighting, sidewalks & protected bike lanes



# Lyndhurst Complete Streets

1. Investigate traffic signal at Valley Brook Avenue & Polito Avenue
2. Remove the channelized right turn lane at Polito and shorten the crosswalk
3. Install crosswalk(s) across Valley Brook Avenue to provide connection to the ball fields





# Lyndhurst Complete Streets

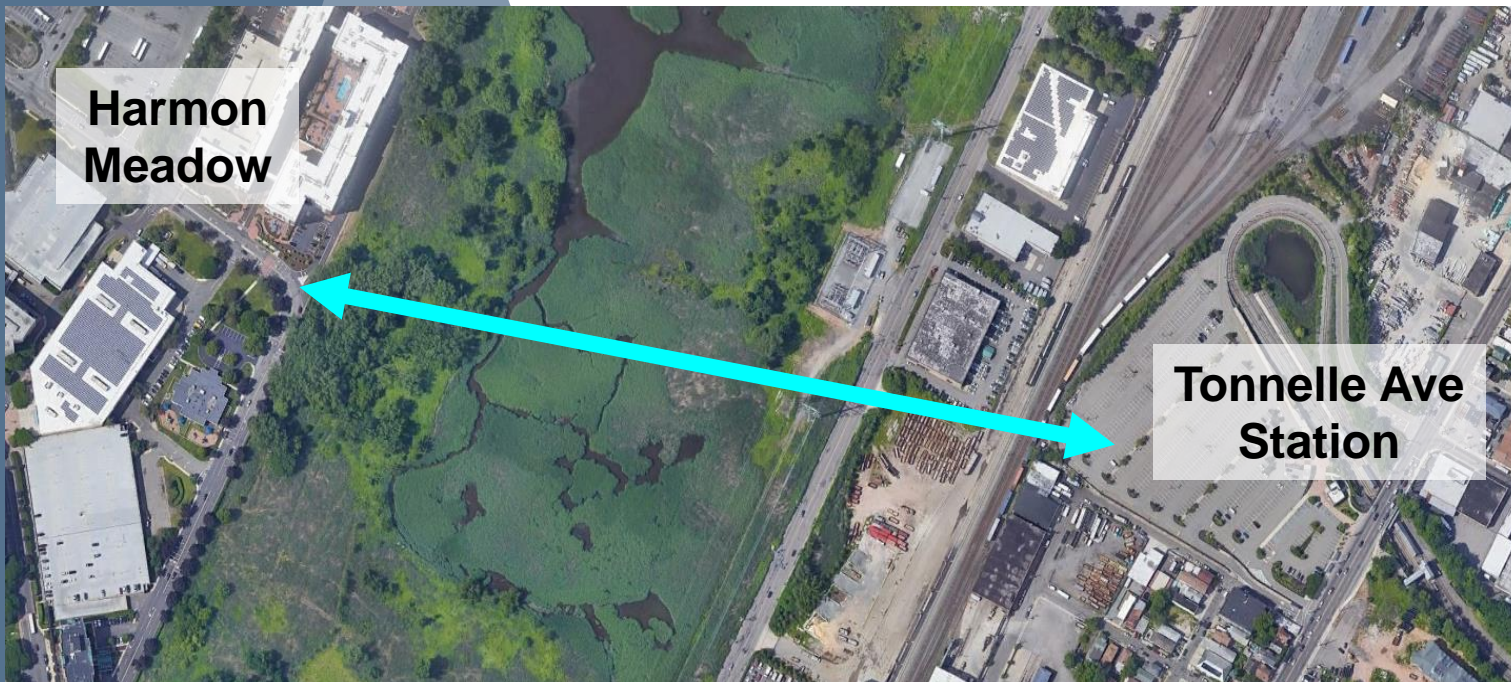
## Justification

- Safety and design deficiencies
- Improved multimodal connections among employment centers, new residential, open space, commercial & hotels
- Infrastructure for future redevelopment



# Harmon Meadow/Tonnelle Ave Boardwalk

- Construct a dedicated pedestrian and cyclist facility between Harmon Meadow East and Tonnelle Avenue light rail station





# Harmon Meadow/Tonnelle Ave Boardwalk

## Justification

- Safe, direct connection between major employment/activity center and transit station
- Limited transit access within northern portion of Harmon Meadow East





# Meadowlands Parkway Improvements





# Meadowlands Parkway Improvements

- Fill sidewalk gaps



# Meadowlands Parkway Improvements

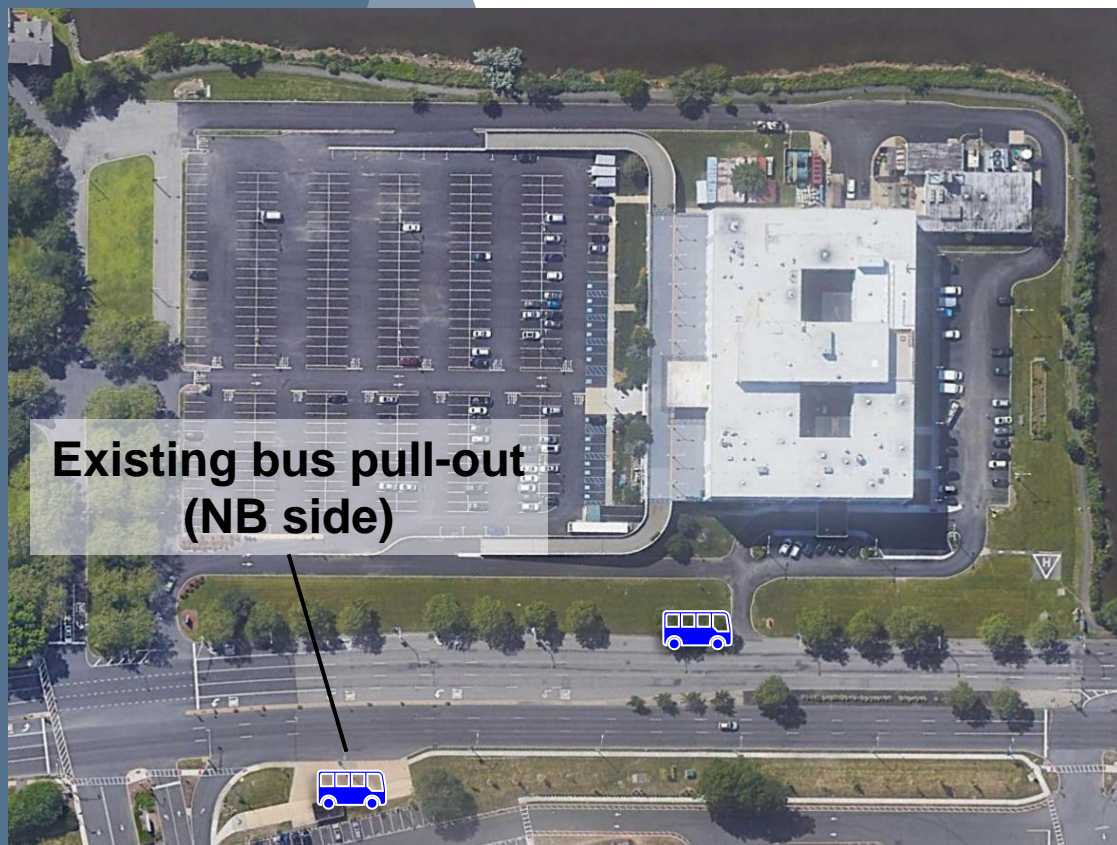
- Extend bicycle network south & north





# Meadowlands Parkway Improvements

- Add new bus pull-out at Hudson Regional Hospital





# Meadowlands Parkway Improvements

- Support new Secaucus to Meadowlands Transitway initiative
- Investigate and install transit priority treatments including transit signal priority (TSP), bus lanes, queue jump lanes, etc.
- Create opportunities for integrated corridor and future AV pilot

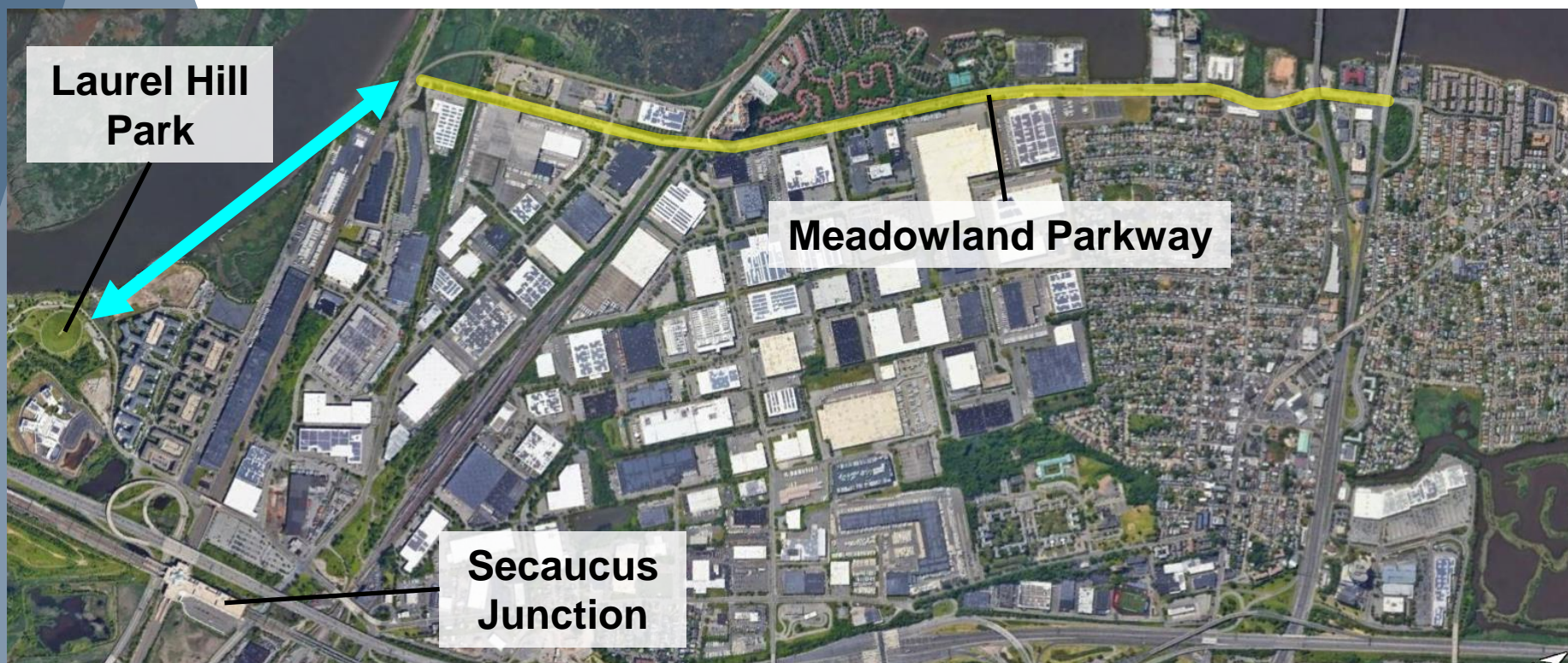




# Meadowlands Parkway Improvements

(Peripheral)

- Create pedestrian/cyclist connection between Meadowlands Parkway and Laurel Hill Park





# Meadowlands Parkway Improvements

(Peripheral)

- Create pedestrian/cyclist connection between Meadowlands Parkway and Secaucus Junction

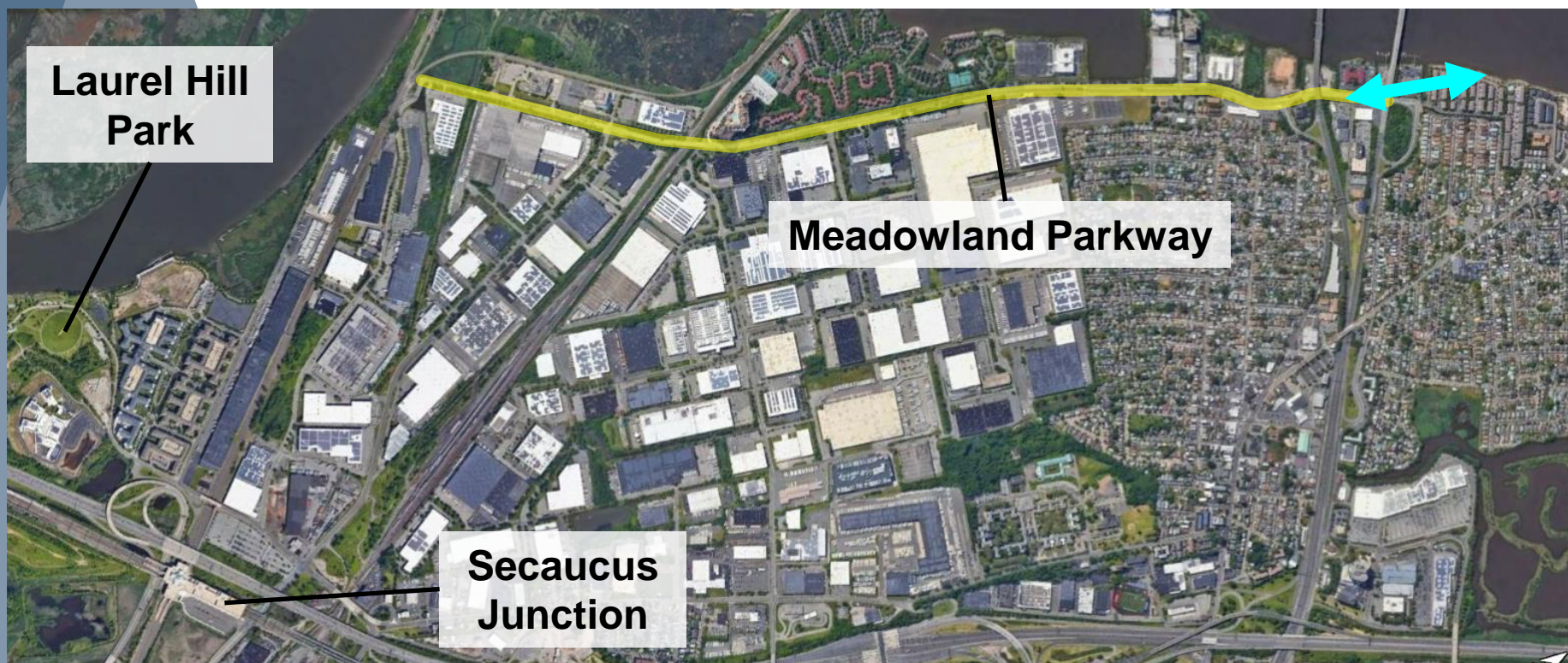


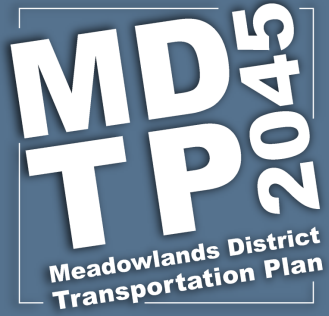


# Meadowlands Parkway Improvements

(Peripheral)

- Create pedestrian/cyclist connection between Meadowlands Parkway and Secaucus Greenway





# Meadowlands Parkway Improvements

## Justification

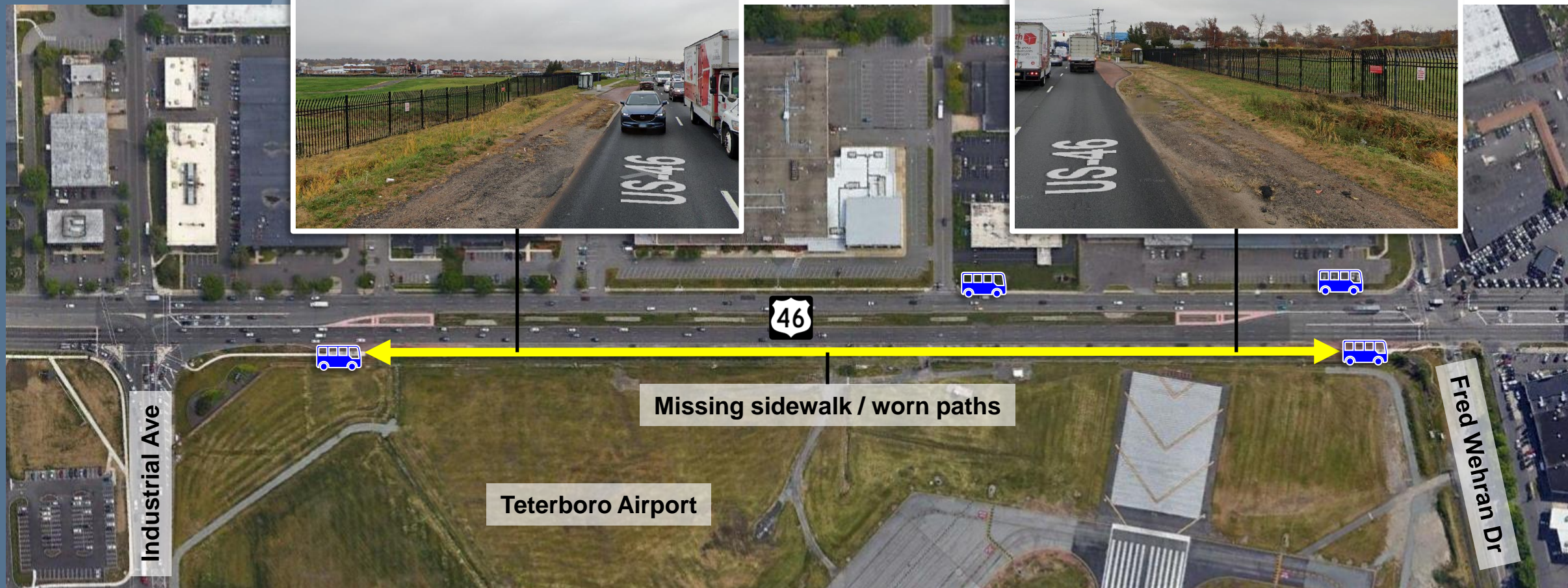
- Improve bicycle/pedestrian connections
- Create a more comprehensive active transportation network
- Improve multimodal access to major destinations: Secaucus Junction, Laurel Hill Park, Secaucus Greenway
- Improve transit access, operations, service
- Support new Secaucus to Meadowlands Transitway initiative



# Safety Improvements: Rt 46 at Industrial Ave









# Safety Improvements: Rt 46 at Industrial Ave





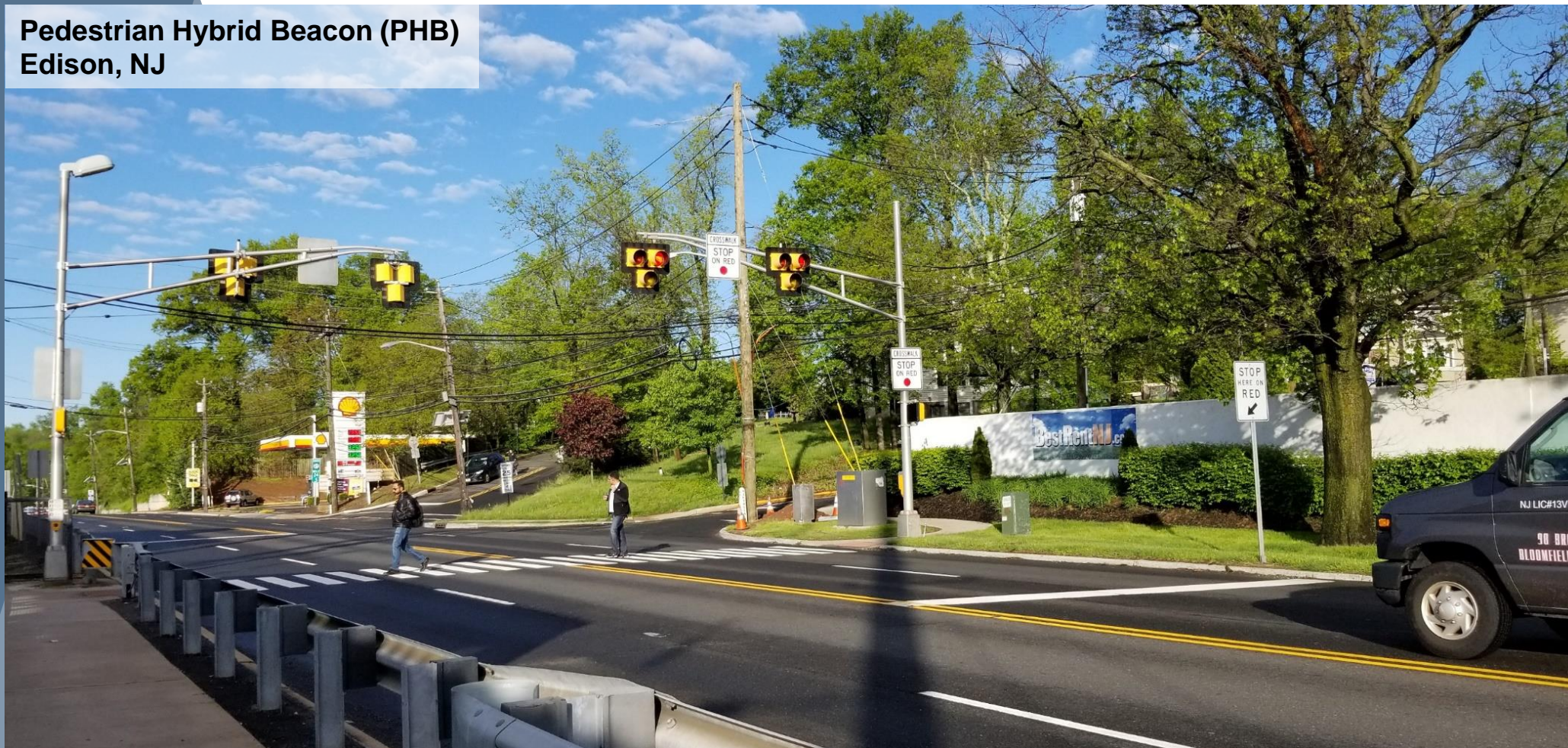
# Safety Improvements: Rt 46 at Industrial Ave

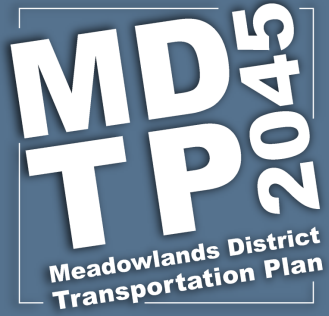




# Safety Improvements: Rt 46 at Industrial Ave

**Pedestrian Hybrid Beacon (PHB)**  
Edison, NJ





# Safety Improvements: Rt 46 at Industrial Ave

## Justification

- Pedestrian fatalities
- Sidewalk gaps with clear worn paths
- Connections to transit, employment centers

## Next Steps

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# Follow-up Tasks

## Project Team

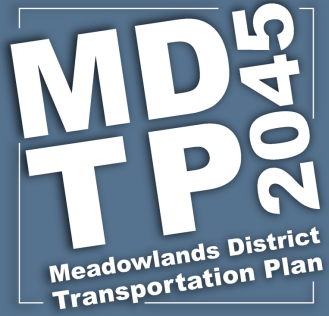
- Upload presentation to NJSEA website
- Distribute full list of candidate improvement projects

## Stakeholders

- Review list
  - Provide feedback on candidate improvement projects
  - Suggest other candidate improvement projects
-

## Next Steps

- Prioritize recommended improvement projects
- Estimate improvement costs
- Prepare project prioritization and staging plan
- Develop fee assessment framework
- Conduct final round of outreach meetings (early 2022)



# THANK YOU!

For additional information, questions, and comments,  
please contact:

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