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Get involved!

- ✓ If you would like to become a member of the CAG, please contact Alexis Taylor at rbd-meadowlands@dep.nj.gov. NJDEP welcomes your participation and input into this process!
- ✓ Share information from this newsletter with friends and neighbors.
- ✓ Educate your friends and colleagues on the Project and NEPA process.
- ✓ Continue to build interest in the Project.
- ✓ Subscribe to receive email updates on the Project at www.rbd-meadowlands.nj.gov.

Please visit www.rbd-meadowlands.nj.gov to obtain current project information and data, including confirmation of the above meeting dates.

NEWS

October 2016

Report from September's Citizen Advisory Group Meeting #4

With the Rebuild By Design Meadowlands (RBDM) Flood Protection Project design concepts continuing to take shape, the September Citizen Advisory Group (CAG) meeting focused on engaging CAG members in discussions of how the various concepts could best be implemented in the Project Area. Held on September 20, 2016, at the Port Authority Building Conference Room at Teterboro Airport, the meeting began with opening remarks and a status update of the Proposed Project from the New Jersey Department of Environmental Protection Project Team. CAG members were then presented conceptual design options, which introduced the possible components of each of the three current design alternatives: Structural Flood Reduction, Storm Water Drainage Improvements, and the Hybrid Alternative.



Workshop Session at September's CAG Meeting

For the Structural Flood Reduction Alternative, components ranged from a basic sheet pile floodwall to more elaborate bench, canopy, and amphitheater designs. Storm Water Drainage Improvements ranged from simple open space concepts to wetland enhancement/creation, rain gardens, and bikeable street designs with permeable pavement. Concepts for the Hybrid Alternative would include a combination of these structural and storm water drainage features, drawn and blended from the components being considered for each of the other two alternatives. A complete list of the project concepts discussed at the meeting, as well as the meeting packet, are available on the RBDM website at www.rbd-meadowlands.nj.gov.



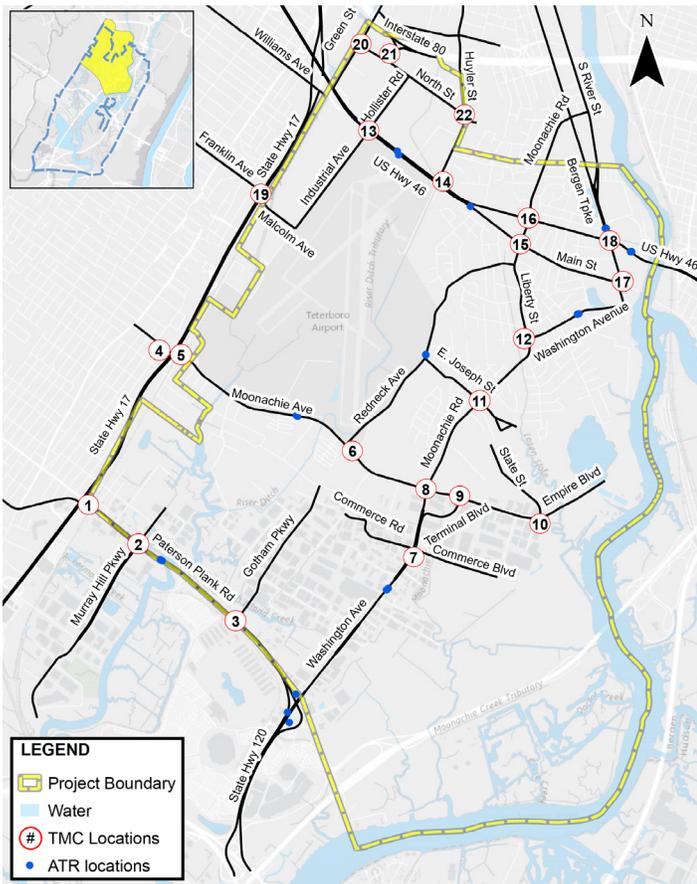
Laying Out Potential Project Concepts at September's CAG Meeting



Following the presentation and an initial question and answer session, CAG members divided into smaller break-out groups to consider the components associated with each alternative, and provide feedback on the potential concepts, components, and locations. CAG members were also asked to prioritize their objectives and potential concerns for the Proposed Project. Through this exercise, the Project Team was able to gauge public interest in each component, and begin prioritizing components and locations for further design and analysis. The results of the September CAG workshop will be presented by the RBDM Project Team at the next CAG meeting on October 24, 2016. Please visit the project website for more information and any updates about upcoming CAG meetings.

Traffic Data Collection

As part of the analysis of existing conditions within the Project Area, the Project Team has been collecting traffic data on major roads and intersections. Two primary tools were used in this effort: intersection turning movement counts (TMC) and automatic traffic recorders (ATR).



Study Intersection Locations and TMC Locations

TMCs were used to measure the type and number of vehicles making turns at 22 intersections in the Project Area during typical weekday morning, midday, and evening peak periods (3 hours each). Concurrently, this tool also collected data on the travel time and delay data for eight major corridors in the Project Area, as well as the number of pedestrians and bicycles. ATRs were installed on local roadways for 9 days to collect 24-hour vehicular volumes in 15-minute increments. Seven video ATRs were also used for 3 days to supplement standard ATR data. In addition to field traffic surveys, the RBDM Project Team has reviewed available roadway, intersection, and traffic control data from the New Jersey Department of Transportation, the New Jersey Sports and Exposition Authority, Bergen County, and local municipalities.

These data will be used to generate existing traffic volumes, determine the peak hour for each peak period analyzed, and conduct a traffic analysis of existing conditions to determine the volume of use of each location studied. This baseline analysis will be used to evaluate the potential traffic impacts from the construction and operation of the Proposed Project.



Losen Slote (also known as Eckles Creek) in Little Ferry, a Critical Drainage within the Project Area

Meadowlands Did You Know?

Following implementation of the New Jersey General Health Act in 1904, extensive ditching and draining activities began throughout the Meadowlands District. By 1924, the Bergen County Mosquito Commission claimed to have dug one million linear feet (or approximately 190 miles) of drainage ditches through the marshes of the Meadowlands District.

