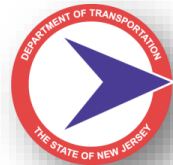


Public Information Center

June 15 to June 29, 2026

Route 93 and CR 501 (West Central Boulevard) Intersection Palisades Park Borough, Bergen County



Project Manager: **Vishal Patel**

Assistant Project Manager: **Heena Acharya**



Project Manager: **Tom Dancsecs, PE**

Agenda

- Purpose and Need
- Major Design Elements
- Additional Design Elements
- Improvements/Impacts
- Construction Staging/Detour
- Project Schedule
- Questions / Comments



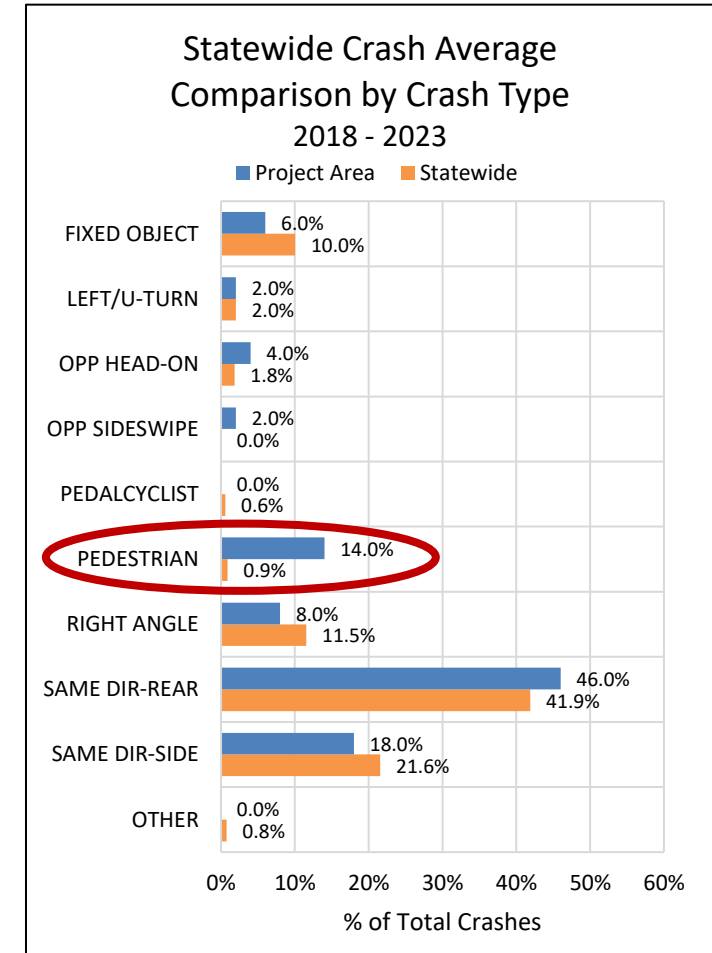
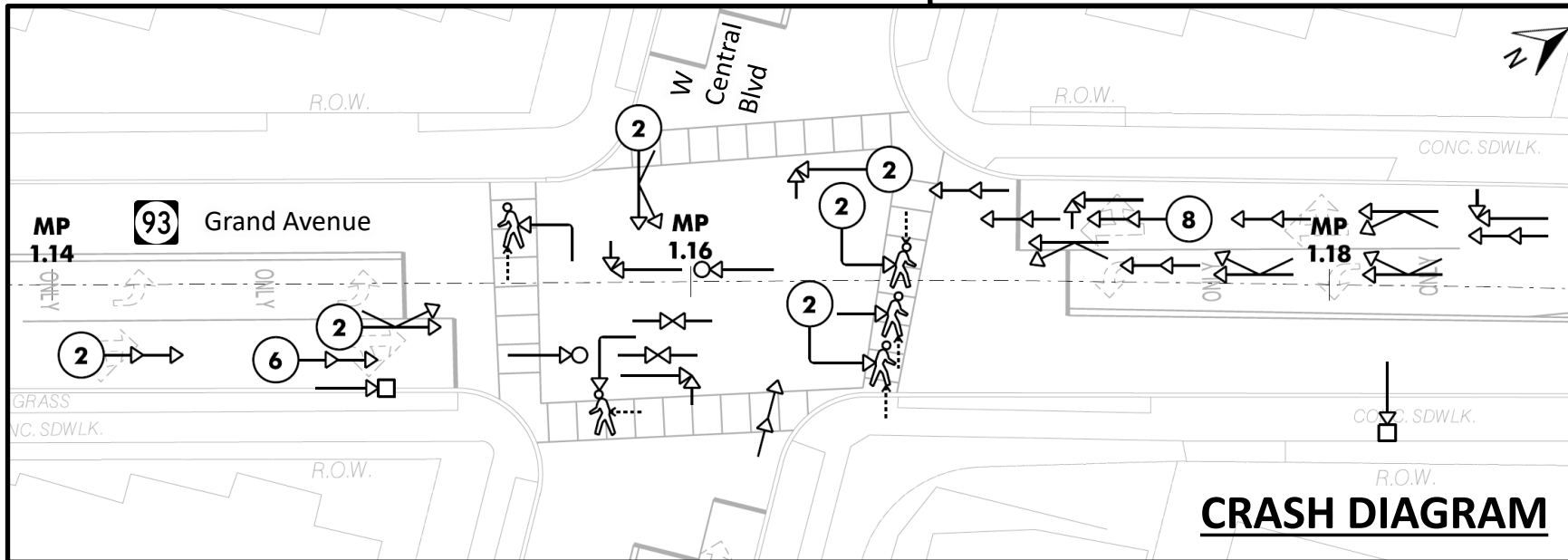
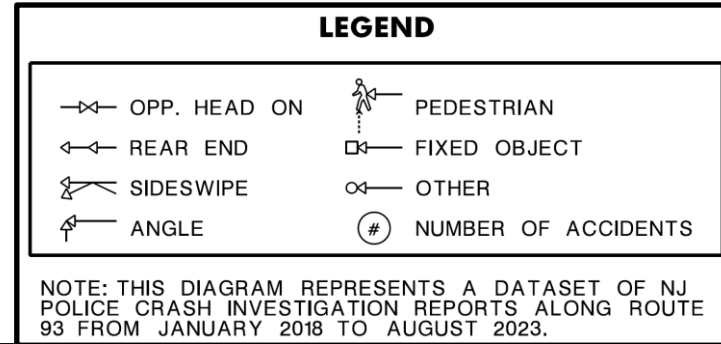
Purpose & Need

Purpose

The purpose of the project is to improve safety for all road users, with a particular emphasis on pedestrian, by minimizing collisions and applying comprehensive safety enhancements.

Need – Crash History

Data collection and analysis revealed an above average rate of pedestrian crashes, trucks encroach onto sidewalks, and substandard curb ramps and bus stops.



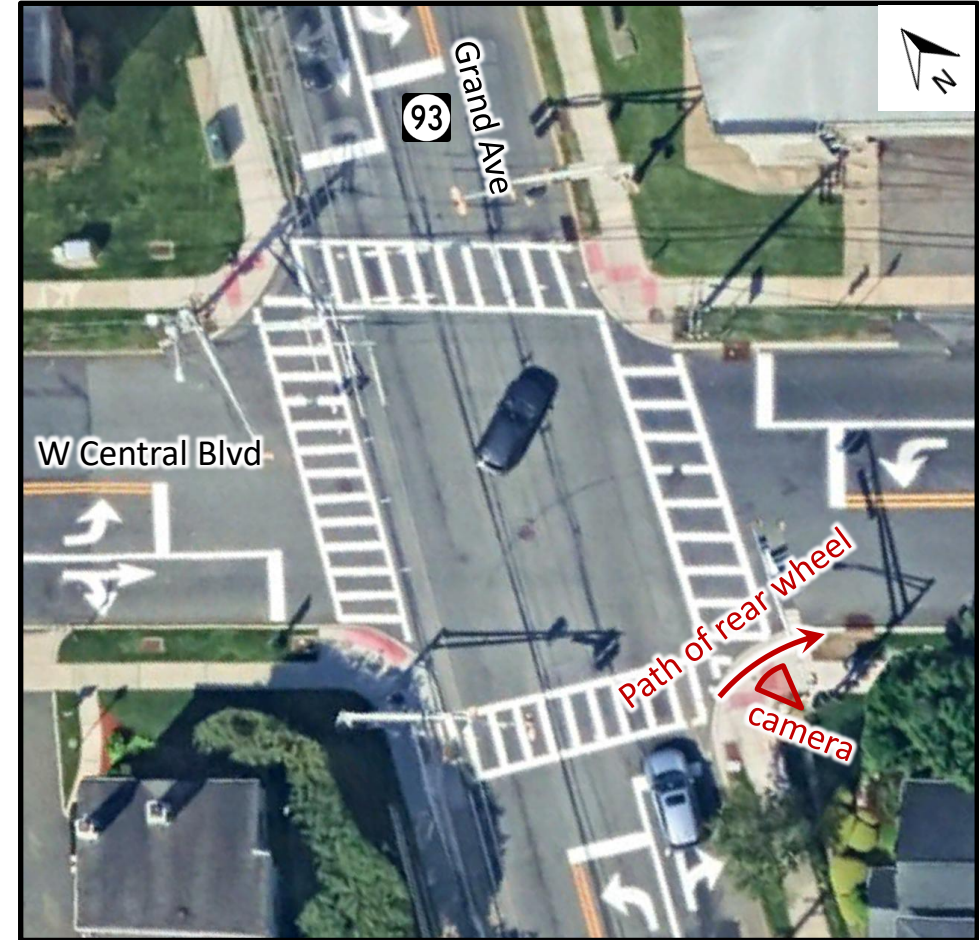
Purpose & Need

Need – Truck Encroachments



Truck encroaching onto sidewalk

AEA Autonomous Traffic Count Footage – April 10, 2024



Route 93 & West Central Boulevard

Google Earth Aerial – May 10, 2024

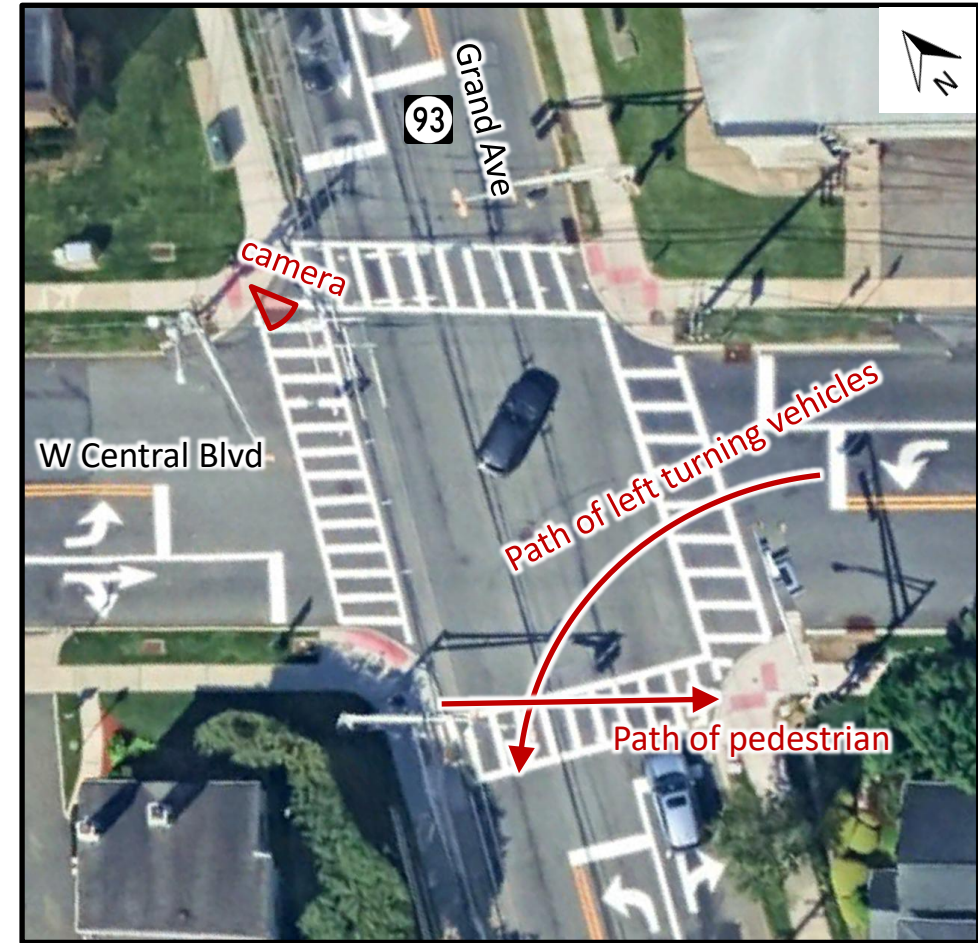
Purpose & Need

Need – Pedestrian Crossing Conflicts



Pedestrian crossing during permitted left turn phase

AEA Autonomous Traffic Count Footage – April 10, 2024



Route 93 & West Central Boulevard

Google Earth Aerial – May 10, 2024

Major Design Elements

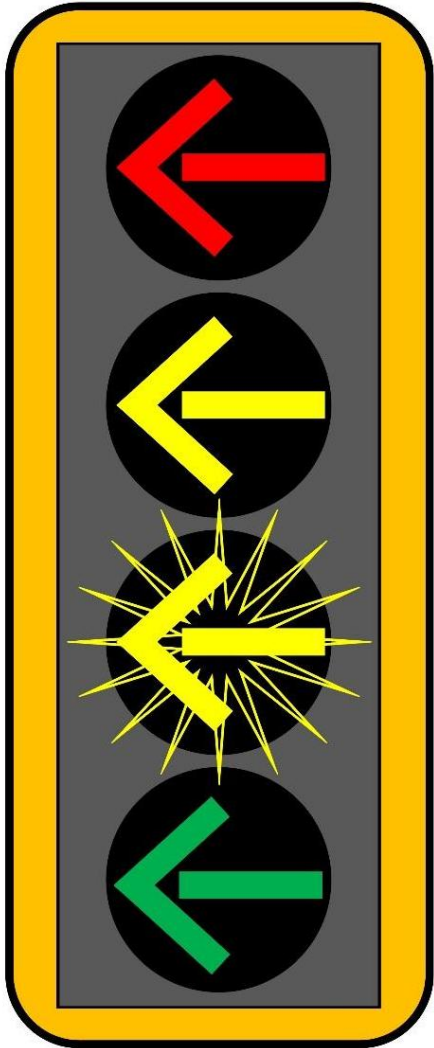


Steady Red Arrow
STOP!
Drivers may not proceed in the direction of the indicated arrow.

Steady Yellow Arrow
Caution!
A steady red left arrow is about to appear. Stop, do not proceed into the intersection.

Flashing Yellow Arrow
Caution!
Drivers turning left may proceed with caution and must yield to oncoming traffic.

Steady Green Arrow
Drivers turning left may make a left turn.



Signal Timing and Left Turns

- Protected “Green Arrow” and Permitted “Flashing Yellow Arrow”
- Leading “Pedestrian Only” Intervals
- Signal Timing Optimization
- Left Turn Signal Face

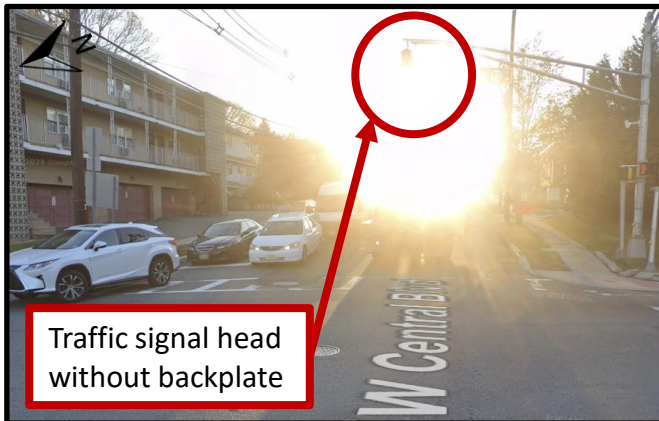


Existing Traffic Signal

Image Source: [Colorado Department of Transportation](https://www.colorado.gov/p3/transportation)

Major Design Elements

- Existing Traffic Signal Poles and Mast Arms are aluminum
- Steel equipment advantages:
 - Supports larger, more visible signal faces
 - Allows for longer mast arms so poles are farther from roadway
 - Can add reflective backplates for improved visibility



Existing Signal Head Obscured by Sun Glare

Rt 93 & W Central Blvd [Google Maps Nov 2022](#)

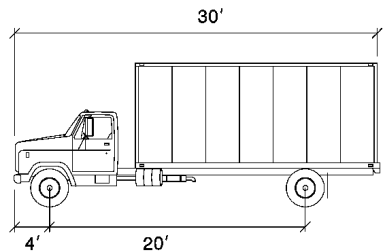
Signal Equipment



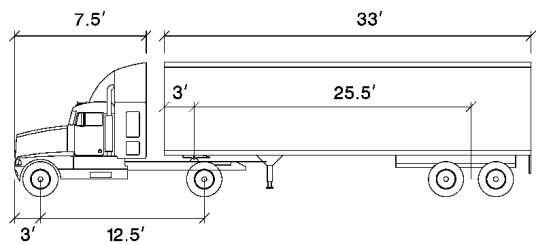
Steel Traffic Signal Pole and Mast Arm Installation with Backplates (Example)

W 81st St & S Olympia Ave – Tulsa, OK [Google Maps](#)

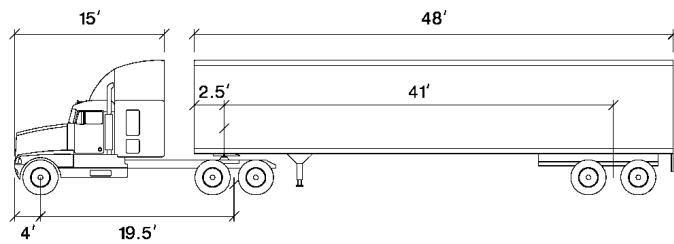
Major Design Elements



SU-30



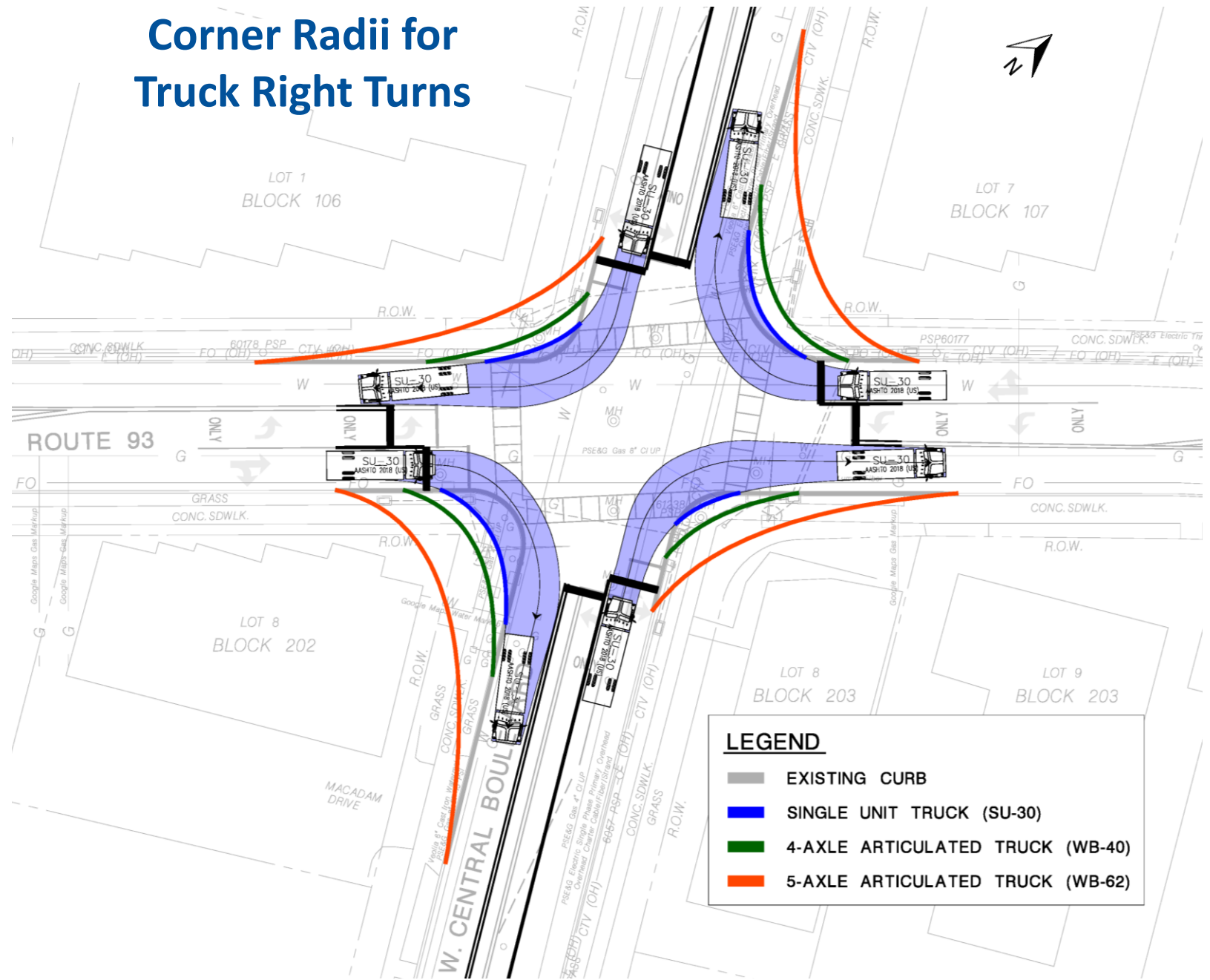
WB-40



WB-62

NOT TO SCALE

Corner Radii for Truck Right Turns



LEGEND

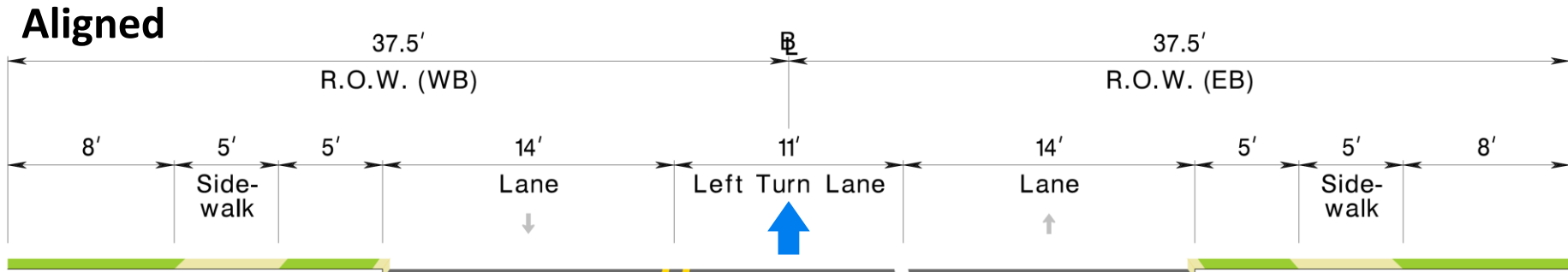
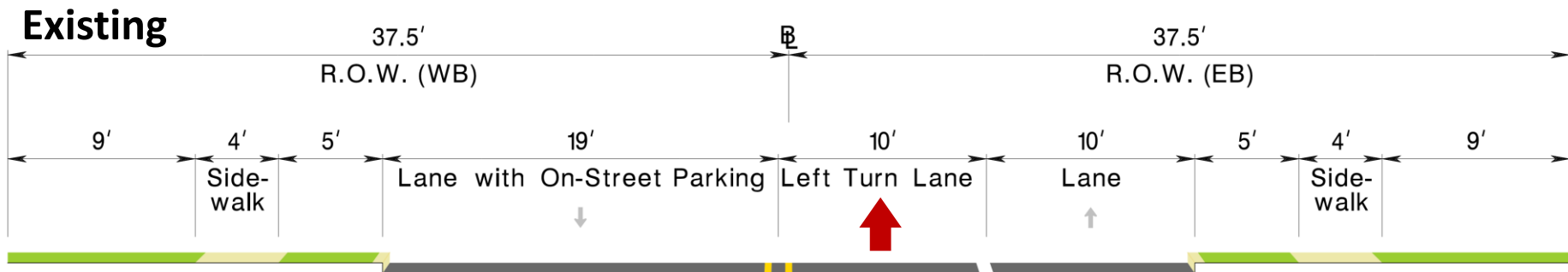
- EXISTING CURB
- SINGLE UNIT TRUCK (SU-30)
- 4-AXLE ARTICULATED TRUCK (WB-40)
- 5-AXLE ARTICULATED TRUCK (WB-62)

Major Design Elements

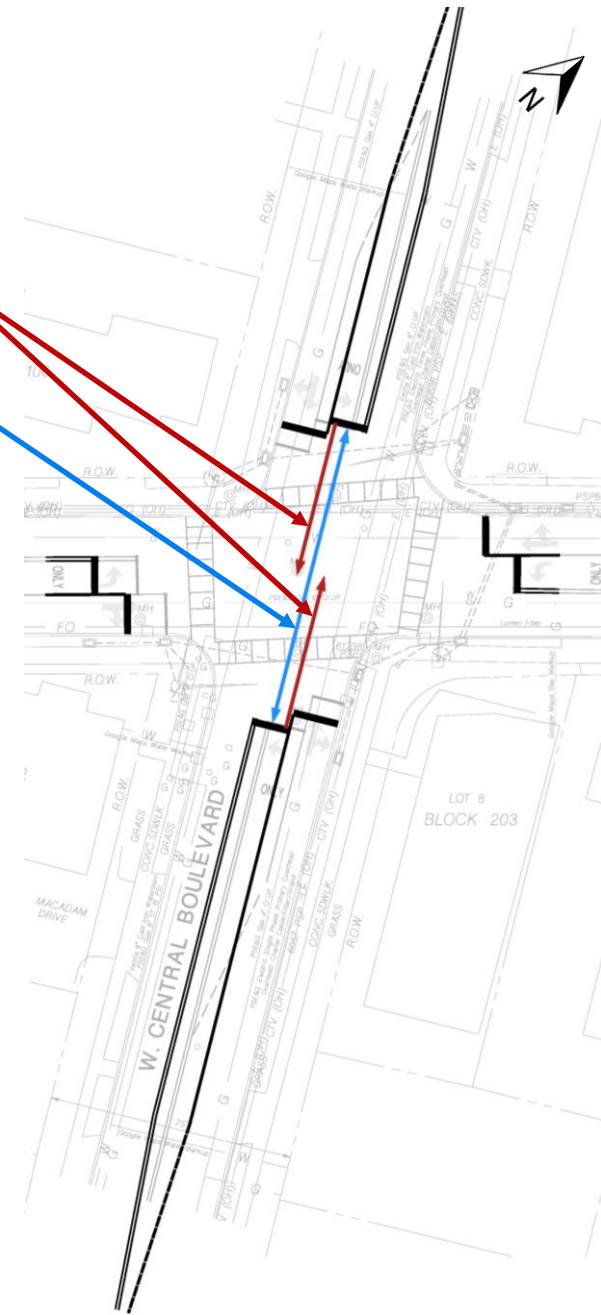
Left Turn Lane Alignment

Existing West Central Blvd Opposing Left Turn Lanes Not Aligned

West Central Blvd Opposing Left Turn Lanes Aligned



West Central Boulevard



Centerline Hardening

Rubber speed bumps placed on top of the double yellow lines.

Reduces the speed vehicles can make left turns, discourages cutting corners, and reduces the conflict area between vehicles and pedestrians.

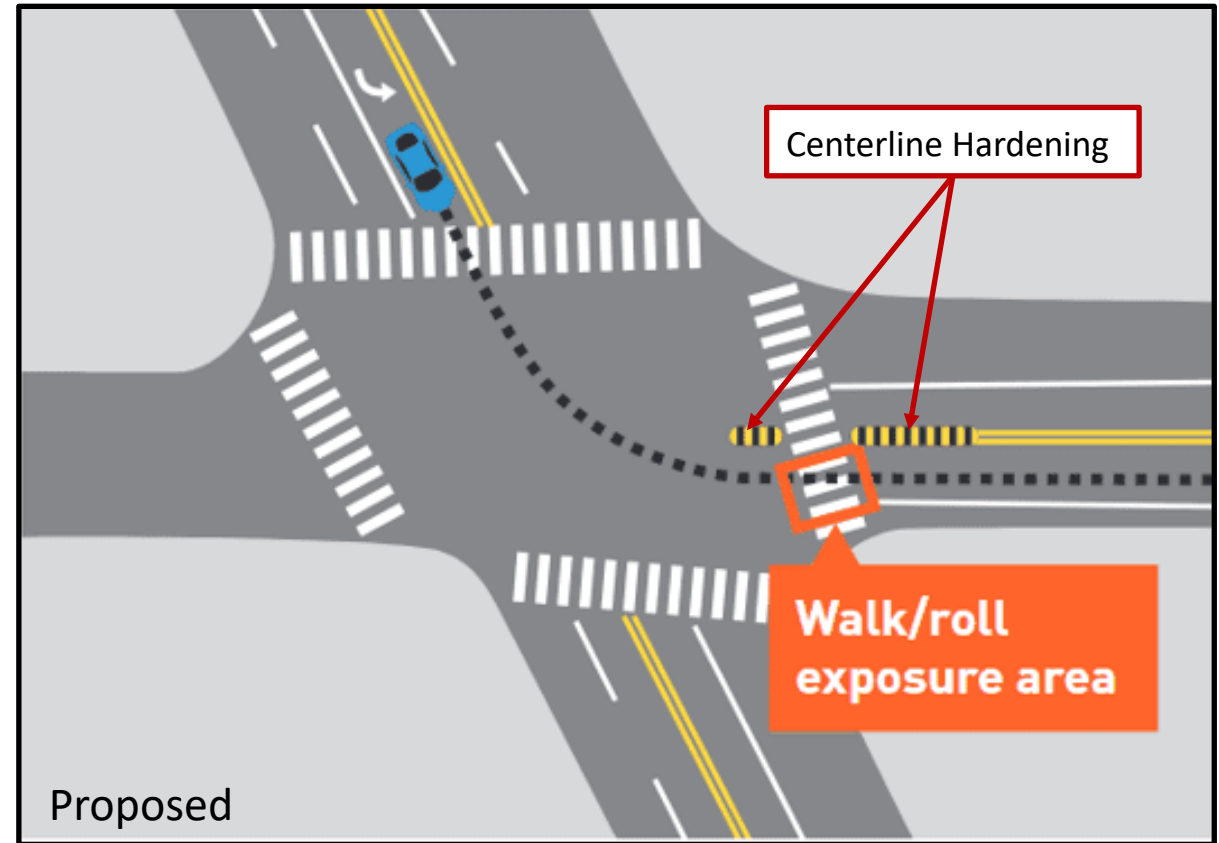
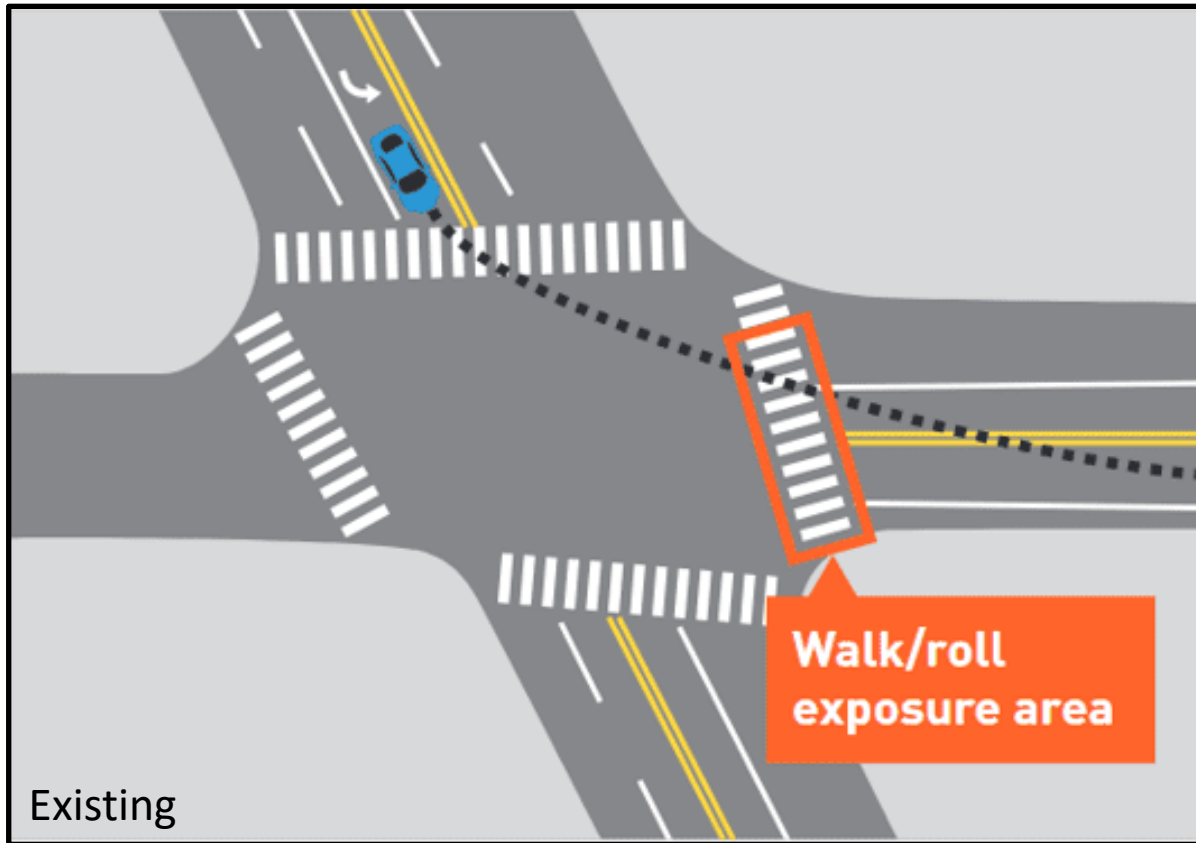


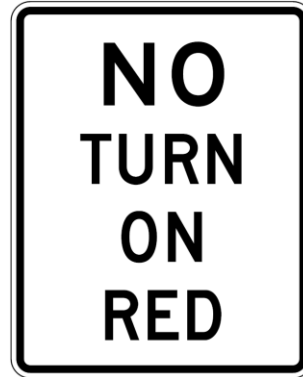
Image Source: [Seattle Department of Transportation](https://www.seattle.gov/transportation)

Additional Design Elements

Widen Sidewalk and add Bus Shelter



Signing Improvements



R10-11



R10-15a

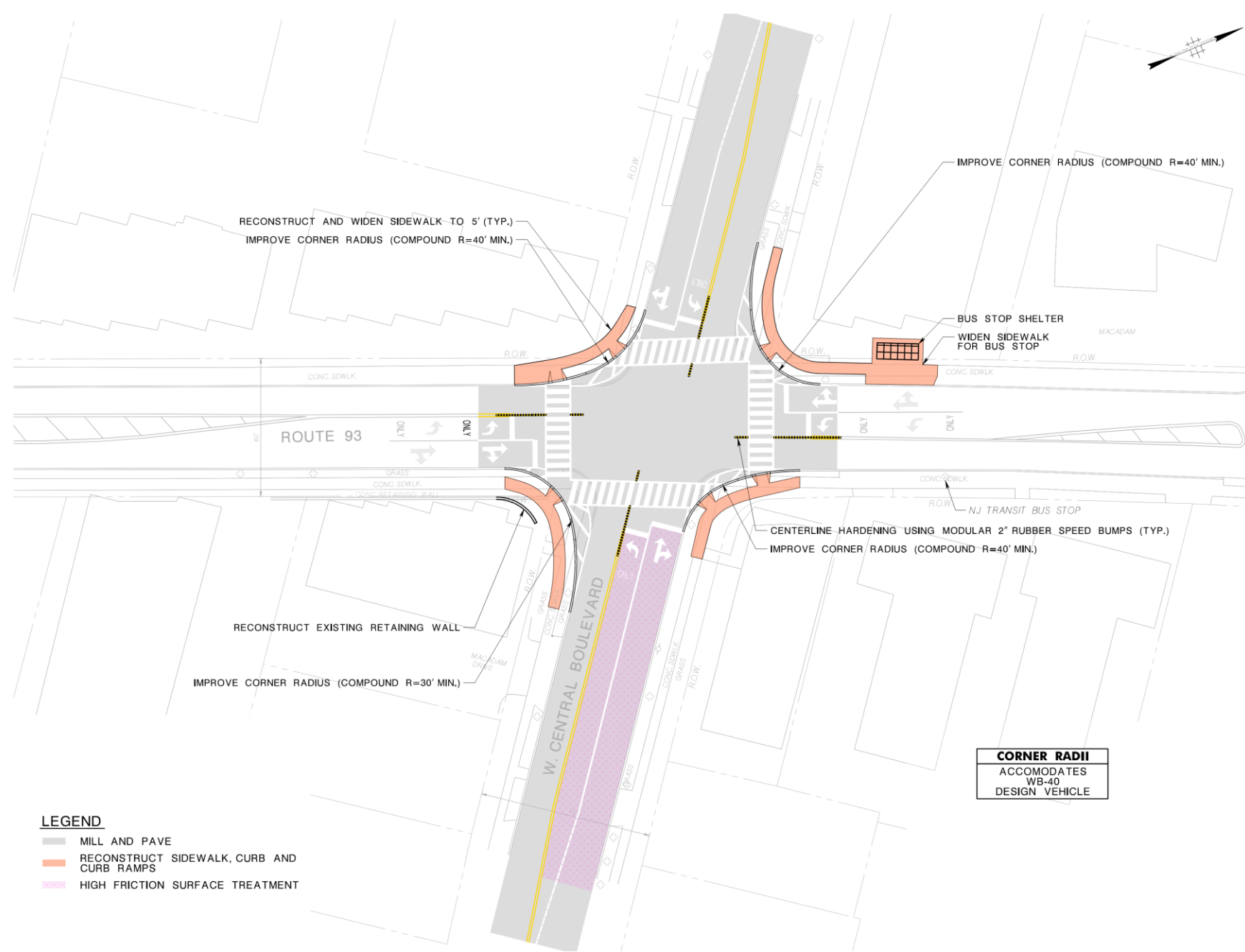
High Friction Surface Treatment



Improvements

Roadway, Curb, & Sidewalk

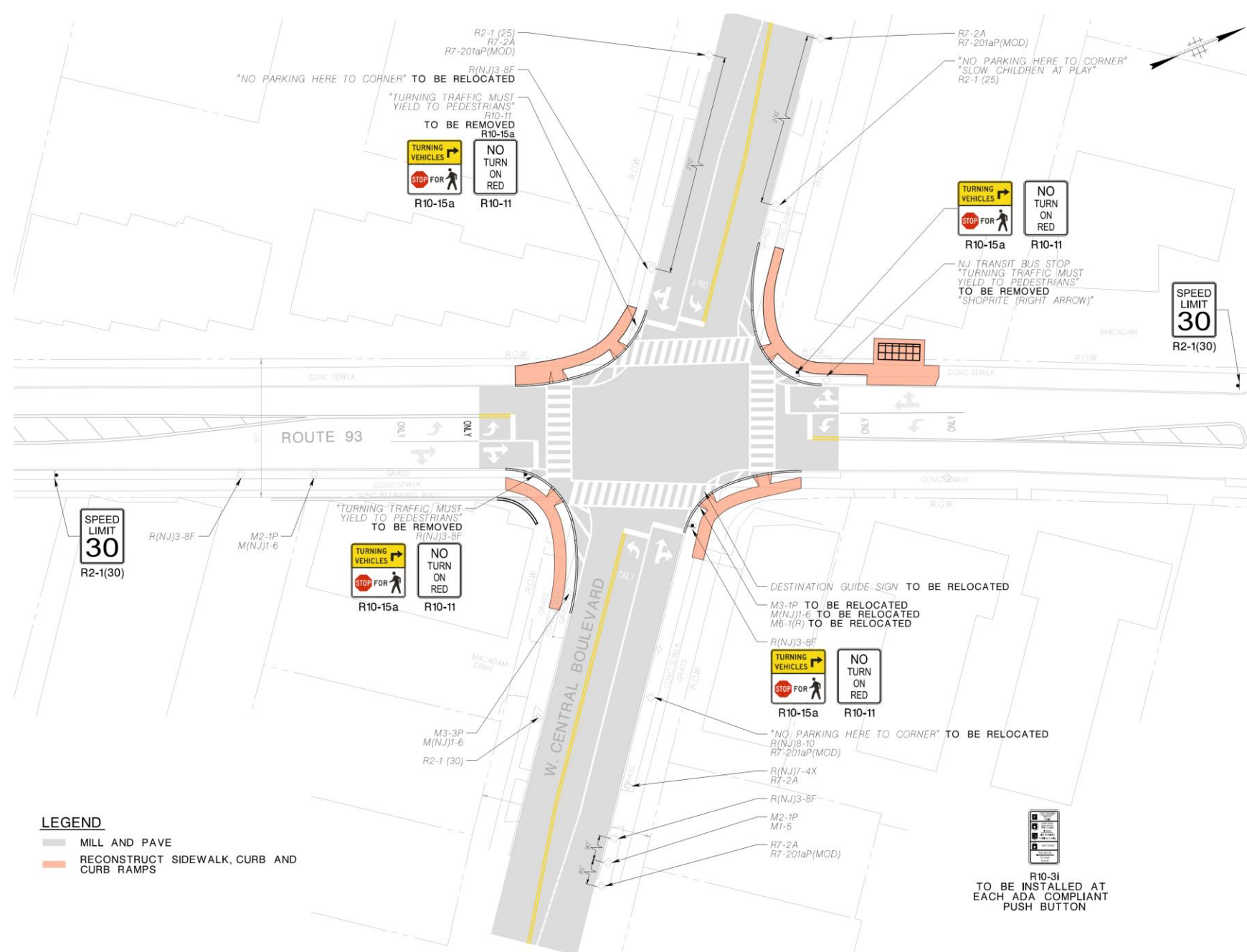
- Increased corner radii to accommodate truck traffic
- ADA compliant curb ramps
- 5' wide sidewalks
- Rt 93 southbound bus stop landing pad and shelter
- Centerline Hardening
- High Friction Surface Treatment
- Roadway paving



Improvements

Signing

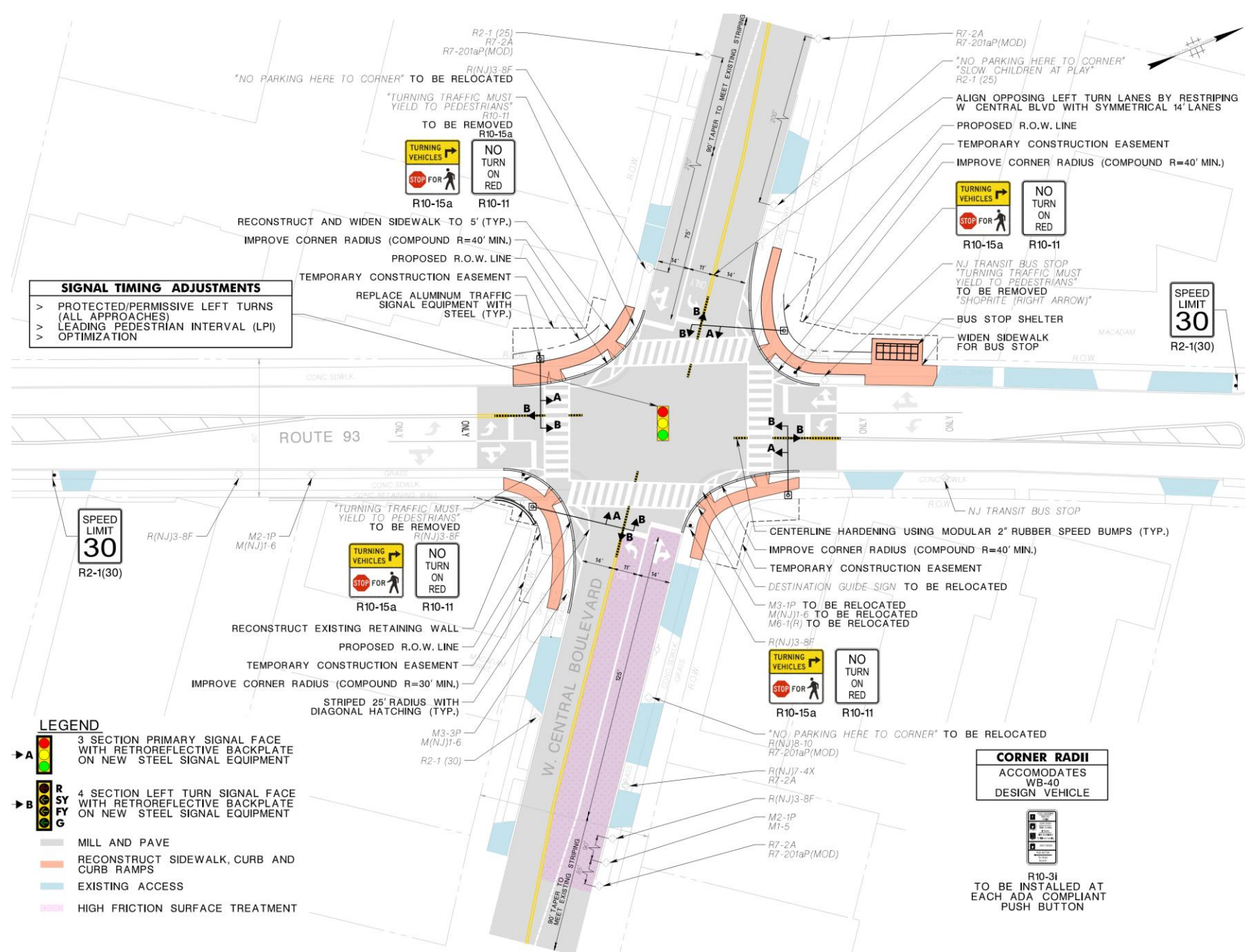
- Route 93 speed limit reduced from 35 mph to 30 mph
- Right Turn on Red (RToR) restrictions
- Enhanced pedestrian signing



Improvements

All Combined

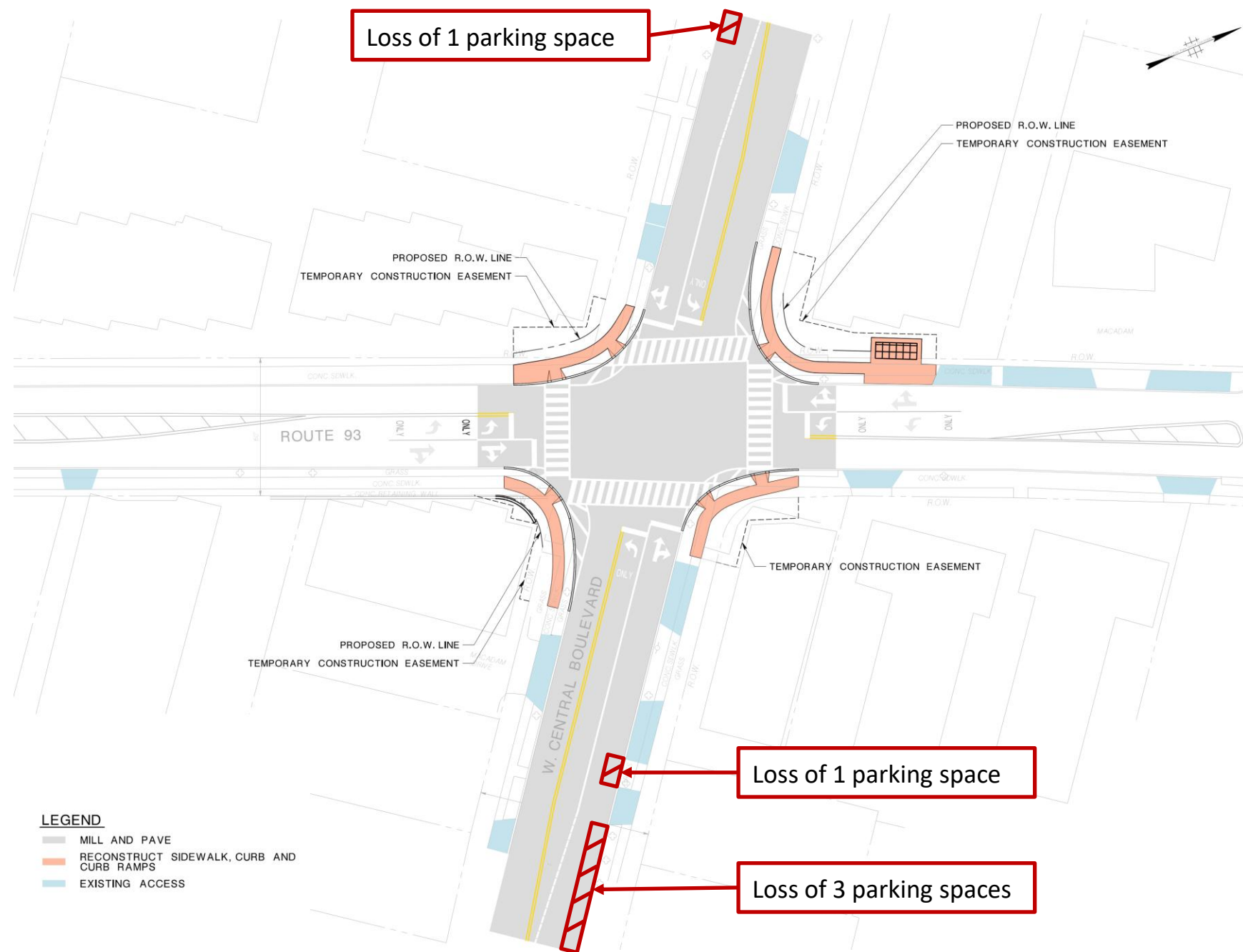
- Preliminary Preferred Alternative (PPA)
- Improves overall safety and reduces pedestrian-vehicle conflicts



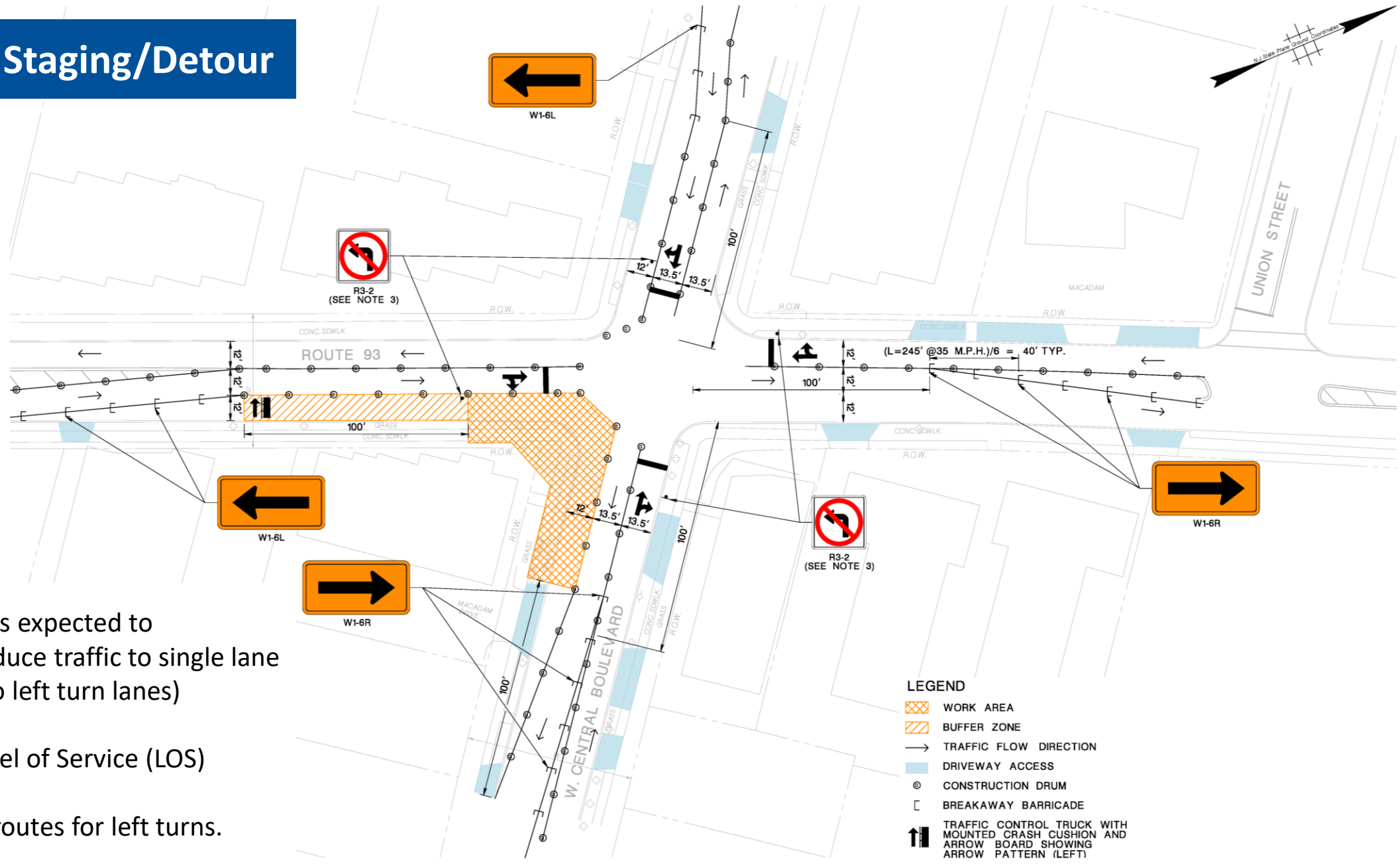
Impacts

Right of Way & Parking

- Permanent Right of Way (ROW) takings at northwest, southwest, and southeast corners
- Temporary construction easements at all four corners
- Permanent loss of 5 parking spaces along W Central Blvd



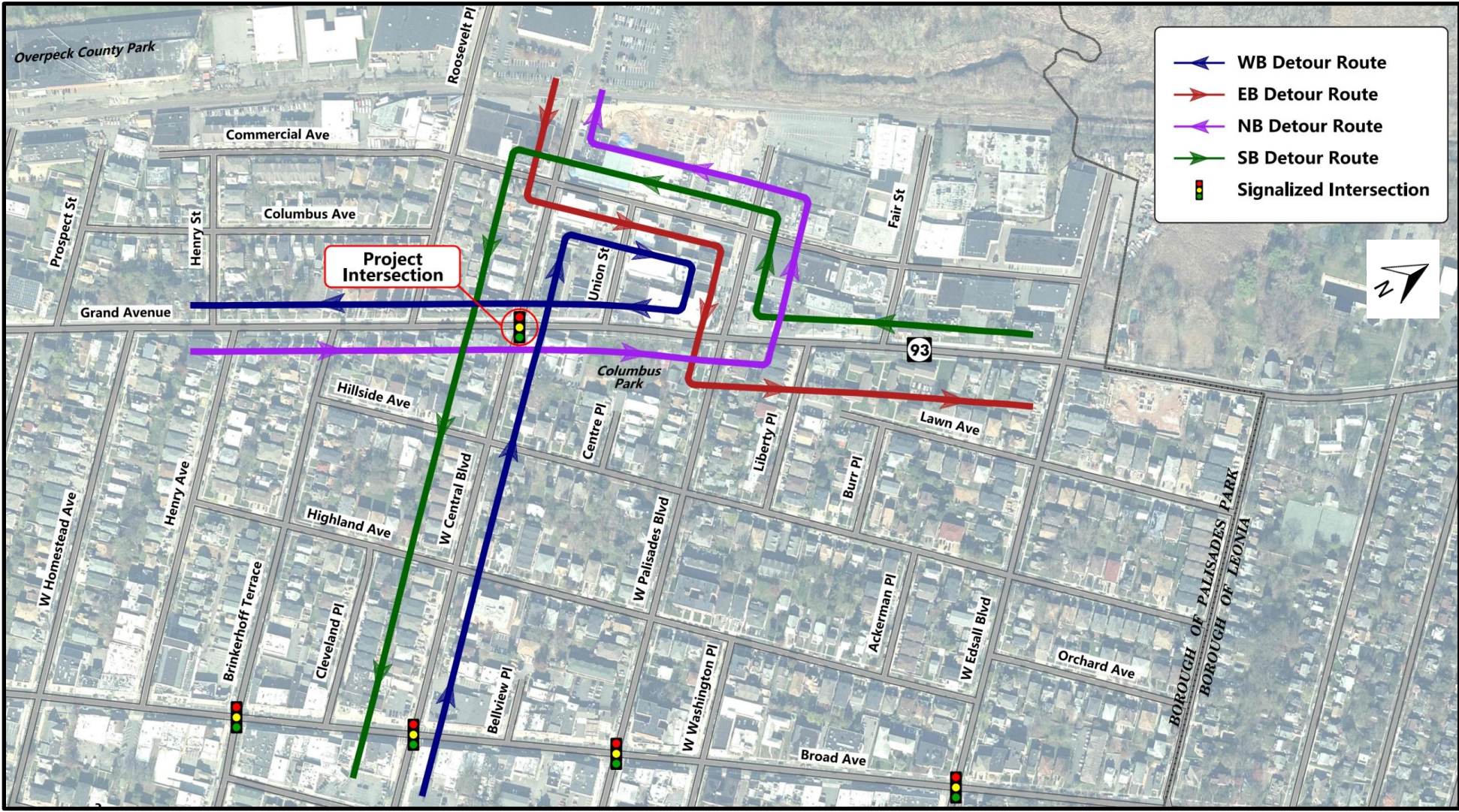
Construction Staging/Detour



- Work at corners expected to temporarily reduce traffic to single lane approaches (no left turn lanes)
- Acceptable Level of Service (LOS)
- Partial detour routes for left turns.

Construction Staging/Detour

Left turn detour routes along Commercial Ave and W Palisades Blvd.



Project Schedule

Past Meetings:

- April 16, 2025 - Initial Local Officials Briefing
- July 28, 2025 – NJDOT Core Group Meeting
- December 8, 2025 - Second Local Officials Briefing

Anticipated Schedule:

- June 2026 - Public Information Center
- Summer 2027 – Concept Development Completed

Next Phases:

- 2029 - Complete Preliminary Engineering
- 2031 - Complete Final Design
- 2032 - Begin Construction
- 2033 - Complete Construction

**Please provide your questions and comments
via the project website!**

www.rt93wcentral.com/#contact



Project Manager: **Vishal Patel**

Assistant Project Manager: **Heena Acharya**

For Further Information Contact:

Shivon Harris (ShivonA.Harris@dot.nj.gov)

Regional Manager

Office of Government & Community Relations