

Appendix A

Community Outreach and Interagency Coordination Materials

A.1 Project Website

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Appendix A.1

Project Website

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River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study

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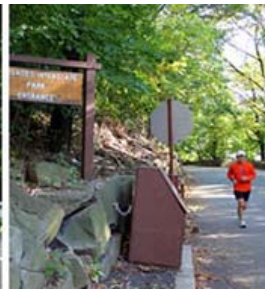
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UPDATES

Visit our [Library](#) to download the online survey results and presentation materials from the Technical Advisory Committee Meetings and Public Information Meetings.

WELCOME!

Welcome to the official website for the River Road/Hudson Waterfront Corridor Strategy: A Phase Two Study. This site has been created to provide information and facilitate public input into the study process. We invite you to learn more about the study, be informed of project updates and upcoming meetings, and most important, to get involved and provide us with your valuable feedback.

OVERVIEW

Bergen County, in cooperation with the North Jersey Transportation Planning Authority (NJTPA) has initiated the River Road/Hudson Waterfront Corridor Strategy: A Phase Two Study. This corridor study will plan and develop improvements to mobility, accessibility, safety, and quality of life along the River Road Corridor in the Boroughs of Edgewater and Fort Lee, Bergen County, New Jersey.

Appendix A.2

County Meetings



DRAFT MINUTES OF MEETING

Time and Date:	9:30 AM, Thursday January 12, 2012		
Location:	Bergen County Planning Department One Bergen County Plaza Hackensack, NJ 07601		
Project:	River Road/Hudson Waterfront Corridor Strategy: A Phase Two Study County of Bergen, NJ		
Purpose:	Project kick-off meeting between the County and the consulting team		
Attendees:	Ken Aloisio	Bergen County Planning	201-336-6454
	Alan Camlet	Bergen County Planning	201-336-6446
	Christopher Helms	Bergen County Planning	201-336-6443
	Donna Orbach	Bergen County Planning	201-336-6438
	Nancy Dargis	Bergen County Engineering	201-336-6812
	Megan Kelly	NJTPA	973-639-8414
	John Kovar	The Louis Berger Group, Inc	973-407-1625
	Alicia Meyers	The Louis Berger Group, Inc	973-407-1620
	Bettina Zimny	The RBA Group	973-946-5716

Meeting Purpose:

To provide an overview of the project, and to discuss a work plan, various protocols, and potential schedule for the project.

Summary of items discussed:

1. Ken Aloisio will be the Bergen County project manager and point person for the project.
2. John Kovar will be the consulting team's project manager. He described that the final product of the project will be a set of four improvement packages for each subtask with order of magnitude costs for each proposed improvement. The subtasks are the Sidewalk/Pedestrian Facilities Plan, Bicycle Plan, Transit Access Plan, and Transit Oriented Development (TOD) Plan.
3. A Bergen County Master Plan is currently being developed. A Complete Street Policy is being investigated for inclusion in the Master Plan, but as of now the County does not have a policy in place. This study should consider such a policy where it is appropriate.



4. This study is separate from the *Bergen County's Hudson River Waterfront Walkway Design and Implementation Strategy Plan* (Hudson River Waterfront Walkway Plan). The Hudson River Waterfront Walkway Plan is more of a recreational amenity than a transportation route and should still be considered during this study, but the two studies are not the same.
5. There are a large group of bicyclists that actively use the River Road corridor. Representatives from these groups should be included in the Technical Advisory Committee (TAC). This should also include groups from New York that use the corridor. Bike shops in the area should be used to get the word out about the public meetings.
6. The *River Road/Hudson Waterfront Circulation Study* (Hudson River Circulation Study) found the biggest problem for pedestrians in the area was accessing the far side bus stops along the corridor. It was noted that it is important to get NJ Transit representation as part of the TAC.
7. It is understood that there will be some overlap between the pedestrian, bicycle, and transit recommendations, and there should be coordination during the development of each of these plans.
8. Bettina Zimny asked the County if there were any recommendations from the original Waterfront Circulation Study that should or should not be pursued further. The County thought the consulting group did a good job on the original study; however, the team was unable to look at the proposed improvements in more detail because an accurate survey of the corridor was not available. The County would like more detail for the proposed improvements. They would like some "out of the box" recommendations for pedestrians aside from connecting sidewalk gaps and correcting intersection crossing times. They also noted that the original study looked at vertical connections from the corridor. These improvements may be included as long-term recommendations, but the County would like to focus on more short and mid-term improvements.
9. The public outreach for the study will include three TAC meetings and three public meetings. A TAC meeting will be held ahead of each public meeting.
10. The County would like to see a large turnout for the public meetings. They would like to see some bold ways of letting the public know about the meetings. The project team should consider having the first public meeting during both the afternoon and evening and assessing the turn out during these times.
11. The flyers and welcome signs for the public meetings should include English, Spanish, Korean, and Japanese text. The presentations and other documents should be in English.
12. The project website should include an interactive comment section.
13. The possibility of having a webcast of the public meetings was discussed. Megan Kelly noted that NJTPA has a film crew that could help with the project if needed.
14. *The Northeast New Jersey Metro Mobility Study* (Mobility Study) should be ending in the spring. A separate Bergen County Bus Rapid Transit (BRT) study should be starting this spring. The Transit Access Plan should be coordinated with these two studies.
15. The Transit Plan should look at opportunities for improvements for a BRT system (i.e. signal pre-emption and coordination) and look at priorities for "station" locations.



16. It was noted that the NJ Transit bus stops are set by the municipality, and there are specific rules for relocating bus stops.
17. Bettina Zimny noted that the Rutgers Voorhees Transportation Center will be holding Complete Streets Workshops, and they may be able to conduct a workshop for Bergen County.
18. The County would like the project team to come up with a few different alternatives for the corridor improvements that can be presented to the County Engineer for review.
19. The latest 2010 Census data should be used for the study.
20. A copy of Bergen County's green Direct Voucher was given to John Kovar. An original voucher should be submitted with three copies of each invoice to Ken Aloisio. A progress report should be included with the invoice that details the work accomplished for the period, work anticipated for the next period, problems encountered, and the percentage of the project completed at that time.

The following action items were agreed to:

1. AmerCom will begin the survey work.
2. The consulting team will begin the collections of data sets.
3. The County will provide the following information to the consulting team, if available:
 - a. Site plans, traffic studies and intersection improvement plans for any proposed developments in the study area;
 - b. Traffic signal timings;
 - c. As-built plans; and
 - d. A copy of the Hudson County Bike Plan.
4. Bettina Zimny will provide information to the County about the Complete Street Workshops that the Voorhees Transportation Center conducts.

MEETING AGENDA

River Road/Hudson Waterfront Corridor Strategy A Phase Two Study County of Bergen, NJ

**January 12, 2012, 9:30 AM
County Offices**

1. Introductions
2. Project Overview
3. Project Work Plan
4. Issues and Concerns
5. Available Information
 - a. Traffic Signal Timings
 - b. As-Built Information
 - c. Traffic Counts
 - d. NJTPA/NJ Transit Northeast NJ Metro-Mobility Study
6. Schedule – Key Dates
 - a. Existing Data Collection – April 2012
 - b. Sidewalk/Pedestrian Plan – August 2012
 - c. Bicycle Plan – October 2012
 - d. Transit Access Plan – December 2012
 - e. TOD Study – December 2012
 - f. Project Complete – 16 Months - May 2013
7. Invoicing Requirements
8. Next Steps

MEMORANDUM OF MEETING

FROM: Mark Keener

TO: File

DATE: August 1, 2012

PROJECT: River Road Corridor Study RBA Project #J4561.00
Bergen County, Department of Planning & Economic Development

ATTENDEES: Alicia Meyers, Michael Tweed, Mark Keener, Alan Camlet

Meeting Purpose:

To gain insight from the County's Department of Planning & Economic Development regarding recent and proposed development sites, future trends and interests, and County goals along the River Road corridor.

Summary of Items Discussed:

1. The only thing major development currently underway is the iPark development on the former Unilever site at the southern end of the corridor by new Borough Hall and complex: mixed use residential, some commerce and a proposed Ferry station stop. Over the 4 years since the project was initially brought forward, the program has evolved, rebalancing to adjust to economic conditions – fewer rentals/more condos/different commercial mix. Development is a mixed-use, primarily residential (~495 units) with a retail/office component (~100,000 SF). The retail component is constantly changing.
2. Hudson River Waterfront Walkway will be connected in front of iPark development, but there are still areas that are not connected and will never be connected (Hess). Hess is unlikely to relocate and will continue to be an interruption even if the rest of the river's edge offered continuous access.
3. This is the pattern of redevelopment of the formerly industrial waterfront. The incremental transformation of large sites over several decades is one reason that there is so little continuity or connection between developments along this reach of the Hudson.
4. Immediately to the north in Fort Lee at the GWB are two large developments on what Bergen Co. Planning refers to as the Hemsley Tract/Site. These two 50-story residential towers will have a huge impact on the corridor.
 - Two separate developers: Hudson Lights and Fort Lee Redevelopment.
 - Two 50-story residential towers with a park and 200,000 SF of retail.

- Will probably break ground in the fall.
 - To moderate traffic impact, developers are working with NJT. Approach includes private shuttle service to ferry.
 - Will add a lot of traffic to SB River Road to Lincoln Tunnel.
 - River Road expanded 1995; already LOS E.
5. Traffic from north does not necessarily flow to GWB. A long construction project (Hamilton Bridge over the Harlem River) will reduce capacity for until the end of 2013. As a result, a lot of additional commuters are traveling down River Road to the Lincoln Tunnel. This area of River Rd. is also a regional shopping destination – especially on weekends.
 6. North of Route 5 has a lot of single family homes, but occasionally there are new infill-scale projects. There are now a lot of 30-40 unit townhome developments.
 7. When discussing other hotspots in the area, Alan noted that some time ago there was a large hotel (Northstar) proposed at the site right where the abandoned rail tunnel (to Fairview) emerges in Edgewater near Old River Road. That project was initiated by major Edgewater developer Fred Daibes, Daibes Enterprises, (owns land in front of tunnel). The current site is a construction storage yard. Though the site proposal did not go through it could possibly be redeveloped in future.
 - Mayor in Edgewater at the time did not want Hudson-Bergen Light Rail.
 - Edgewater Commons was first big development in 1995: big box development (Target, etc.).
 - Poor use of land/space.
 - Commercial sites that could (over time) be redeveloped or expanded include Binghamton Shopping Center, Glenwood Mall, and Edgewater Commons.
 - Near Gorge Road is a cleared parcel that is a superfund site that sits above a moving plume
 8. Mark Keener asked if there were places that could be developed as super stops. Alan noted:
 - There is a lot of ROW up and down corridor that could be used for bus turnouts, etc. ≈10' beyond curb or more.
 - City Place – land to the south is severely contaminated. There is a remediation plan in place, but could take years and years.
 - iPark location has a lot of ROW in front of development and includes Borough's complex.
 9. Mark asked Alan what in the regulatory structure of Fort Lee and Edgewater would get in the way:
 - Politics.
 - Edgewater is not very forward thinking and does not take advantage of waterfront community. The community is not that into transit, and in his opinion the ferry does better than what is reported.

10. Investment and planning as pursued here has resulted in 19 zoning districts along the alignment and development that could be “almost anywhere” – meaning that the adjacency of the Hudson River and Manhattan have shaped the intensity, but not the character of development.
11. Ferries do it better. Given constraints, ferry commuting makes a lot of sense. How to improve access? What are the ways to make more economical?
12. Alan suggested that to get Edgewater Borough on board with an idea show them something that is successful somewhere else; something that can be implemented in phases and will accommodate development community in the area. Take the discussion to likely redevelopers and to municipal leadership. Bring transferable examples that demonstrate trade-offs and gains associated with transit improvements.
13. Alan suggested sitting down with Fred Daibes the major developer in Edgewater. Daibes lives in the Borough and his offices are also in Edgewater (1000 Portside Drive).
 - Daibes is paying and redeveloping Veterans Park.
14. North of Route 5, the County has opted to go east on roadway when needed land within ROW.
15. People in area want improvements to corridor and should be open to some ideas for improvements.

Action Item: Alan to send renderings and site plans to project team of iPark development.



MINUTES OF MEETING

Time and Date: 2:00 PM, November 20, 2012

Location: Bergen County Planning Department
One Bergen County Plaza
Hackensack, NJ 07601

Project: River Road/Hudson Waterfront Corridor Strategy: A Phase Two Study
County of Bergen, NJ

Purpose: Project meeting between the County and the consulting team

Attendees:

Ken Aloisio	Bergen County Planning	201-336-6454
Alan Camlet	Bergen County Planning	201-336-6446
Christopher Helms	Bergen County Planning	201-336-6443
Donna Orbach	Bergen County Planning	201-336-6438
John Kovar	The Louis Berger Group, Inc	973-407-1625
Alicia Meyers	The Louis Berger Group, Inc	973-407-1620
Bettina Zimny	The RBA Group	973-946-5716
Mike Dannemiller	The RBA Group	973-946-5716
Tiffany Robinson	The RBA Group	973-946-5685

Meeting Purpose:

To provide a status update of the project, and to discuss the concepts developed for the project as well as the presentation format for the TAC and PIC.

Summary of items discussed:

1. J Kovar provided an overview of the concepts developed for the corridor and discussed the projects team initiative in developing a complete concept for the length of the corridor instead of developing spot treatments.
2. Concepts were developed for Long Term (5+ year time frame), Mid-Term Improvements (3-5 year time frame) and Short-Term Improvements (0-3 year time frame). LBG presented the concepts developed. A summary of the concepts is shown below.

Long Tern Concepts - General

- Dedicated on road and off road bike facilities
- On road bike lanes will be continuous and buffered with limited exceptions, from other vehicle traffic (5' bike lanes)
- Off road Shared /use Path (SUP) along the east side (NB) is to be continuous and separated by 6' buffer or 2' barrier (10' SUP)



- Lanes to be 11' wide
- Signalized intersections to include left turn bike boxes
- Signal timing changes for pedestrian crossings
- All striping to be high visibility reflective markings
- Changes include roadway widening, right of way acquisitions, drainage and utility impacts, etc.

Site Specific Improvements for the Long Term Concept

- Consider Transit bump out south of Old River Road (NB)
- Removes existing concrete medians from Old River Road to Thompson Lane
- Consider Transit bump-out south of Old River Road (SB) and north of Old River Road (NB)
- Between Trader Joe's driveway and Binghamton Way SUP along the ground with bike lanes within the existing stripes
- Pedestrian hybrid beacon at Garden Place
- Between Garden Place and Route 5, one lane in each direction with alternating turn lane, bike lanes and SUP
- North of Route 5 remove right turn lane
- Remove parking north of mid-block crossing
- SUP by Community Center drops below street along parking lot
- Pedestrian hybrid beacon at North Street.
- Pedestrian hybrid beacon / transit bump-out at Maple Street
- Striped transit stop between Leary Lane and Burdett Court
- Pedestrian hybrid beacon between Henry Hudson Drive and Old Palisade Road

Mid-Term Improvements - General

- Improvements can be made as part of future repaving. Would include signing and striping changes. All striping to be high visibility reflective markings
- Additional segments of Shared Use Path is eliminated
- Missing sidewalk connection are made
- Missing curb ramps improved
- Bike lanes do not provide buffer (5), but select segments could be colored
- Minor construction such as modifying curbs, minor widening and minor right of way impacts
- Project corridor would include bike and pedestrian accommodation for the length of the corridor
- Signalized intersections to include left turn bike boxes
- Signal timing changes for pedestrian crossings
- Travel lanes are to be 10' wide

Site Specific Improvements for the Mid-Term Concept

- Just north of Vreeland Terrace (by Trader Joe's) NB bike lanes turn to shared lane markings and sidewalk proposed is within the existing shoulder area
- Between Binghamton Way and just north of Route 5 SB, shared lane marking are used
- Pedestrian hybrid beacon at Garden Place
- Remove parking north of existing mid-block crossing



- Bike lanes provided from Route 5 to Glenwood Ave
- Pedestrian hybrid beacon at North Street
- Pedestrian hybrid beacon / transit bump-out at Maple Street
- Striped transit stop between Leary Lane and Burdett Court
- Pedestrian hybrid beacon between Henry Hudson Drive and Old Palisade Road

Short-Term Improvements - General

- Improvements can be made with minor improvements to the corridor. Would include signing and striping changes. These changes could be made with minimal design effort and would provide “quick-fixes” to identified problems.
- No roadway widening is to occur.
- Transit modifications could be included
- Existing lane widths remain
- Signal timing changes for pedestrian crossings
- Provide shared lane markings and sidewalk connections

Site Specific for Short Term Improvements

- Transit bump-out at and mid-block crossing at Maple Street
- No sidewalk connection along NB River Road from Maple Street to Henry Hudson Drive.

3. The County noted that in locations where a call-out for an easement is made that can be considered an area where sidewalk and bike facilities can be located without having to acquire ROW.
4. For the purpose of the TAC and PIC it was determined that the presentation should focus on the long term improvements and present alternatives in critical areas where the long term concept may not be acceptable to the public.

The following action items were agreed to:

1. LBG to finalize concepts.
2. The County to examine available ROW in critical areas.
3. The County to provide traffic volumes and the Synchro files for the area in the vicinity of Route 5.

memorandum



Department of Planning & Economic Development
One Bergen County Plaza • 4th Floor
Tel: (201) 336-6446

To: Nancy Dargis, PE; Joseph Femia, PE; Robert Garrison, Esq.; Donna Orbach, PP, AICP; Chris Helms, PP, AICP; Alan Camlet; Megan Kelly; The Louis Berger Group, The RBA Group

From: Ken Aloisio, PP, AICP

Date: 4/4/13

Re: Follow-up to meeting held on 4/1/13

The following items were discussed and agreed upon:

Overall Concept of bike lanes on River Road is acceptable as long as vehicle capacity is not reduced. To this end, the concept will be modified as following:

- **Acceleration and Deceleration Lanes** will be maintained. Where they meet bike lanes, additional pavement markings and signage will be used. The RBA Group will review the safety of bike lanes near acceleration and deceleration lanes.
- **Lane Configurations** will be maintained, including at the intersection of River Road and State Route 5. The taper from two northbound lanes to one will remain north of the intersection and bike lanes will be replaced by shared lane markings (“sharrows”) for this segment.
- **Concrete Medians** will be shown as removed. However, where signal equipment exists in the median, median removal will be part of long-term improvements only. Where a median provides a pedestrian refuge island in crossings of sixty (60) feet or more, a portion of it will be maintained and the cross-section will be widened to accommodate it.
- **Hybrid Beacon** shown north of Henry Hudson Drive will be moved further north to the intersection of River Road and Old Palisade Road in order to be located at a legal crossing. The bus stop being relocated from south of Henry Hudson Drive to just north of it will be moved further north, closer to the hybrid beacon.

Eleven (11) Foot Travel Lanes may be shown as a reduction of one foot per lane (from twelve) is not thought to diminish vehicular capacity.

Hybrid Beacons shown on the concept will be operable only by pedestrians actuating a push-button; they will remain dark at all other times. Each hybrid beacon will be located at a legal crossing or existing crosswalk and at or near an existing or relocated bus stop.

George Washington Bridge South Side Walkway will be accessed from southbound Hudson Terrace by a crosswalk and hybrid beacon. However, the RBA Group will examine the conceptual crosswalk and hybrid beacon for sight distance issues. They will also investigate other concepts, including a two-way (“contraflow”) cycle track on the northbound side of Hudson Terrace for a short distance.

Right-of-Way and Property Acquisition can only be assessed generally because of the conceptual nature of this study. Should this project advance to design, a more detailed assessment of property needs would be done then.

Appendix A.3

Technical Advisory Committee Meetings



COUNTY OF BERGEN
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

One Bergen County Plaza • 4th Floor • Hackensack, N.J. 07601-7076
Tel. (201) 336-6446 • Fax (201) 336-6449

Kathleen Donovan
County Executive

Robert Garrison, Esq.
Department Director

TO: X
X

FROM: Robert Garrison, Esq., Director
County of Bergen, Department of Planning and Economic Development

DATE: June 6, 2012

SUBJECT: **River Road Corridor Study**
REF: ***First Technical Advisory Committee (TAC) Meeting***

Bergen County recently hired the consulting firm, The Louis Berger Group, Inc. to develop a series of multi-modal strategies to improve mobility, accessibility, safety, and quality of life along the River Road Corridor in the Boroughs of Edgewater and Fort Lee in Bergen County, New Jersey. This corridor has faced substantial growth and redevelopment over the years, and Bergen County and the local communities place a high value on preserving and enhancing quality of life while accommodating this redevelopment and growth. As part of this emphasis on quality of life, the County realizes that it is important to implement a series of improvements and strategies to better accommodate pedestrians, bicyclists, and transit riders within the corridor.

You have been chosen to be a member of the Technical Advisory Committee (TAC) for this study based on your past experience and interest in the process and the River Road corridor. The TAC will meet three times over the next year, and the Committee will act as the project's "Steering Committee" providing oversight and guidance for the project.

The first TAC Meeting for the above referenced project will be held on **Tuesday, June 19th** at the **Meeting Room at the Edgewater Community Center, located at 1167 River Road**. The meeting has four purposes: (1) review the project approach and schedule; (2) review the project goals and objectives; (3) review and discuss opportunities and constraints and (4) solicit feed back and information from the group prior to the public information meeting. **This meeting will be held between 2 and 4 PM.**

We look forward to your participation and input and your continued support and dedication to improving the quality of life for residents and community character within this corridor.

Again, thank you for your participation in this very important project.

Robert Garrison, Esq.
Director, Department of Planning and Economic Development

cc: Donna Orbach, Bergen County
Chris Helms, Bergen County
Kenneth Aloisio, Bergen County



**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Technical Advisory Meeting
Minutes of Meeting**

LOCATION: Edgewater Borough Community Center
1167 River Road
Edgewater, NJ

DATE: Tuesday, June 19, 2012

TIME: 2:00 PM to 4:00 PM

PURPOSE: Technical Advisory Committee (TAC) Meeting #1

ATTENDEES:

<u>Name</u>	<u>Affiliation</u>
▪ Greg Franz	Edgewater Borough
▪ Thomas Quinton	Edgewater Borough DPW
▪ Joe Klimaszewski	Edgewater Borough Police Department
▪ Matt Perasso	Edgewater Shade Tree Board
▪ Brian Intindola	Edgewater Borough/ Neglia Engineering
▪ Michael Berliner	Edgewater Borough/ Neglia Engineering
▪ Edward Mignone	Fort Lee Borough Engineer
▪ Peggy Thomas	Fort Lee Borough
▪ Timothy Ford	Fort Lee Borough Police Department
▪ John Ordonez	Fort Lee Borough Police Department
▪ Jim Gilligan	NJ TRANSIT Bus Planning
▪ Tom Schulze	NJ TRANSIT
▪ Mike Viscardi	NJ TRANSIT
▪ Augie Pagnozzi	NY Waterway
▪ Nora Shepard	Meadowlink
▪ Kinga Skora	Meadowlink
▪ Mike Kruimer	East Coast Greenway Alliance
▪ Charles Brown	Rutgers VTC
▪ Steve Lanset	NJ Sierra Club
▪ Cyndi Steiner	NJ Bike & Walk Coalition
▪ Megan Kelley	NJTPA
▪ Scott Rowe	NJTPA
▪ Jonathan Sagalow	NJTPA
▪ Nancy Dargis	Bergen County Engineering
▪ Joseph A. Femia	Bergen County Engineering
▪ Kenneth Aloisio	Bergen County Planning
▪ Chris Helms	Bergen County Planning
▪ Donna Orbach	Bergen County Planning
▪ Mike Dannemiller	The RBA Group
▪ Tiffany Robinson	The RBA Group
▪ Bettina Zimny	The RBA Group
▪ John Kovar	The Louis Berger Group
▪ Alicia Meyers	The Louis Berger Group
▪ Denysse Roman	The Louis Berger Group



The first Technical Advisory Committee (TAC) meeting for River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study was held at the Edgewater Borough Community Center on Tuesday, June 19, 2012. A copy of the sign-in sheet is attached.

Kenneth Aloisio, the Project Manager from Bergen County, opened the meeting with an introduction of the project. He explained that this project is the second phase of a project that studied the River Road Corridor in both Hudson and Bergen Counties. This phase of the study is a “blank slate” and will focus on non-motorized modes of travel within the Bergen County limits of the corridor.

John Kovar, the consultant Project Manager from The Louis Berger Group, introduced the consultant project team from The Louis Berger Group and The RBA Group. John Kovar, Mike Dannemiller, and Mark Keener, both from The RBA Group, gave a presentation to the group explaining the study area, the previous study, and the existing conditions regarding pedestrian, transit, bicycle, and transit oriented development (TOD). The objective of the project is to develop a menu of improvements for the corridor that can then be prioritized by the County and the TAC.

The project timeline is 18 months, and it is the role of the TAC members to be the eyes and ears of the project and to guide the Project Team by providing information regarding what they know and have experienced in the corridor that would be beneficial to the project. The project should be completed by May 2013.

After the presentation, Mr. Kovar asked the TAC members to discuss their likes or dislikes of the corridor and what issues or concerns they view as important to the municipality or organization they represent. The following items were noted during this discussion:

- Charles Brown - Rutgers VTC
 - Asked how many fatalities occurred out of the crashes recorded (The project team is awaiting more crash information from the Boroughs)
- Nora Shepard - Meadowlink, Safe Routes to School (SRTS) Coordinator
 - Is this school community a busing or walking community?
 - A health director or transportation direction from the school systems should be added to the TAC.
- Fort Lee Police
 - Pedestrian safety is a huge problem the department faces
 - There have been several pedestrian fatalities in the Borough
 - Participate in a pedestrian decoy program resulting in a large amount of tickets (Sometimes use the crosswalk at Hudson Terrace)
 - Have difficulty enforcing motorists stopping for pedestrians.
 - Have issues with pedestrian jaywalking
 - Lots of congestion in the area with the George Washington Bridge as a bottle neck resulting in cut through traffic and motorists not stopping for pedestrians
 - An office suggested widening the roadway



- Steve Lanset - NJ Sierra Club
 - Noted that there are conflicts with designing roads for bicycles/pedestrians and designing roads for cars
 - Should consider narrow vs. wider roads and complete streets; it may help slow traffic and assist in enforcement.
 - The choice is to expedite vehicles through the corridor or design the roadway to get people out of vehicles
 - Difficult choice, but the group needs to decide on its goals for the corridor.
- Christopher Helms – Bergen County Planning Department
 - Need to increase pedestrian visibility as you come down Main Street from Fort Lee into the corridor.
 - Should identify areas that are best for pedestrian crossings.
- - Tom Schultze - NJ TRANSIT
 - It is difficult to walk and drive through the corridor
 - The corridor is poorly designed for everyone; examples of haphazard driving locations, poor sidewalk conditions.
- John Kovar – The Louis Berger Group
 - Suggests the concept of travel time predictability
 - If driver expects a certain amount of delay then it is more acceptable than if it's unexpected
- Resident
 - Vehicles observed passing on the right in wider portions of the roadway
 - Sidewalks too narrow; suggests widening sidewalks
 - Lots of missing sidewalk segments especially around City center
 - Need to address adjacent development
 - Estimate 3,000 new housing units coming soon
 - Hudson County is striping 5 foot bike lanes in its section of River Road
- Jim Gilligan – NJ TRANSIT
 - Having difficulty accommodating bus riders at busy bus stops (ex. 30-40 people vs. 3-4 people)
 - Concerns, especially at mid-block bus stops, where safety is an issue for crossing River Road during return trips
 - Unique names of developed areas is confusing; too many names of complexes
 - Interest in having a meeting with NJ TRANSIT and consultant team
 - Exceeding goals of 8 stops/mile; may be at 12/mile
 - NJ TRANSIT wants to expedite improving transit access
 - Towns initiate requests for stops; process for shelters, etc.
 - Shelters and sidewalks adjacent to bus stops are not large enough to accommodate the large numbers of users
 - A new bus stop is proposed and added for each new residential building
 - Towns initiate the requests for new bus stops, but have to provide amenities if present
 - Some suggestions for mass transit improvements; low floor buses, signal priority for buses



- Donna Orbach - Bergen County Planning Department
 - Past developers would not dedicate land for light rail extension from Hudson County and opportunity was lost.
 - Light Rail may continue in other Bergen County areas, but not Edgewater
 - New study beginning that will focus on Bus Rapid Transit (BRT) from County perspective and Edgewater could be a good first location
 - BRT is “Light Rail in rubber wheels”

- Edgewater Public Works
 - Interested in mid-block Crossings
 - Identified locations (Massa Lane, Gorge Road and Admiral’s Walk), but there were sight distances issues; would like to find a way to install crosswalks
 - Interest shown in countdown signals
 - Enforcement with bicyclists is an issue; Bike single file rule ignored
 - The section between Massa Land and Rusty Kale’s is a dangerous spot

- John Kovar – The Louis Berger Group
 - Suggested HAWK Signals as a solution for pedestrian mid-block crossings

- Joseph Femia – Bergen County Engineering
 - Mid-block crossings, including HAWK signals must comply with spacing and design standards
 - Concerned with slowing traffic on River Road

- Police Officer
 - Overpasses and widening the road are solutions

- Discussion on Bicycle Lanes (led by Michael Dannemiller – The RBA Group)
 - Possibility of creating adjacent separate paths; ex. in Weehawken along Light Rail
 - At a minimum separating with white stripe
 - Concern with consistency in width of travel lanes
 - Add paint for bikes; ex. Sharrows
 - East Coast Greenway (ECG) is designated route from Maine to Florida and George Washington Bridge (GWB) is connection between New York and New Jersey
 - Towns in NY have enforced non single file riders; Nyack and Piermont
 - Facilities should be for both A and B cyclists and other C and D on paths
 - A and B riders don’t want to be on separate road
 - C and D riders probably on off road
 - TAC confirmed that all types of bike users to be accommodated in corridor
 - Hudson River Waterfront Walkway (HRWW) too congested for bicycles due to other walkers, baby carriages, and long dog leashes

- Mike Dannemiller – The RBA Group
 - Let’s aim to accommodate moderate cyclists
 - 30% of cars around schools are for getting to schools



- Bettina Zimny – The RBA Group
 - What are some bike opportunities in the corridor? Ancillary bike facilities?
 - TMA has interest in future bike sharing program
 - Bike parking with security is an issue
 - NYC will have bike share at ferry terminal
 - TMA has interest in future bike share
 - If create a program in New Jersey, there should be coordination between the systems
 - Demand should be evaluated for lockers and bike racks

- Ken Aloisio - Bergen County
 - Appreciated education and information on bicycle planning and design

- Discussion on transit Oriented Development (TOD) (led by Mark Keener – The RBA Group)
 - Prior study mentioned moving Edgewater Ferry Terminal
 - Relocation will be unlikely because of water depth and land availability
 - Nobody wants to give up valuable land
 - Edgewater Terminal has no weekend service due to cost issue; Not subsidized
 - Can study address mixed-use development for future? (County vs. local jurisdictions)
 - Capacity issue already exists, but where are these areas/opportunities to redevelop in the future to accommodate large numbers of boarding transit, etc.
 - Municipality should have guidelines for developers to follow
 - What do we want Edgewater and Fort Lee to look like in 10 years?

- Augie Pagnozzi – NY Waterway
 - Ferry peak hour is 7:30 – 8:30 AM; To meet demand economically is not good; geography limits optional routes (ex. Palisades)

- General Discussion
 - Should other stakeholders be explored? Ex. Fisherman’s Association?
 - Noted need to show cost/benefits of TOD in order to create change
 - Interest in integrating GREEN
 - Interest in beyond home rule approach in northern New Jersey (cited role/involvement of NJTPA as key)
 - NJTPA can facilitate through studies and help jurisdictions define roles (ex. Implementation programs through TMAs, NJDOT, planning assistance program)
 - Bergen County has limited jurisdiction; just the roadway, and local municipality has control over land uses
 - Get community, municipality, and County together to talk about shared issues
 - Can the Municipality Land-Use Law (MLUS) change to address special area needs on a more regional basis; beyond jurisdictions or municipal site planning limitations (Cumulative growth issue no broad planning)



Public involvement will be an important part of this project. There will be three (3) public meetings. The first public meeting will be held in June and will introduce the project to the public. This meeting will also help identify the public's issues within the corridor. The second meeting will introduce potential improvements to the public, and the third meeting will help to get a consensus on what the short term and long term priorities are for the corridor. It is important that the TAC members identify any new stakeholders for future public meetings and focus groups.

- **Next Steps for the Project:**

- The 1st Public meeting will be held from 3:30 PM to 7:30 PM. on Thursday, June 28th in the Meeting Room of the Edgewater Borough Community Center. Presentations will be held at 4:30 PM and 6:30 PM.
- The TAC members should identify any new stakeholders for future public meetings and focus groups
- The next TAC meeting will be held in the fall to introduce potential improvements and get feedback. The date of this meeting will be sent out to the TAC once it is confirmed

THE LOUIS BERGER GROUP, INC. PREPARED THE MINUTES OF THE MEETING.

1

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #1
Tuesday, June 19, 2012
2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
Tiffany Robinson	RBA Group	973-946-5685	trobinsen@rbagroup.com
Nora Shepard	Meadowlark	201-939-4242	nshpard@ezride.org
Mike Dannemiller	RBA Group	973-946-5626	MDannemiller@rbagroup.com
Bettina Zimny	RBA Group	973-946-5716	BZIMNY@RBAGROUP.COM
Steve Lanset	NJ Sierra Club	201-860-9870	SLanset@hotmail.com
Alicia Meyers	The Louis Berger Group Morristown, NJ	973-407-1620	ameyers@louisberger.com
Denysse Roman	The Louis Berger Group Morristown, NJ	973-407-1571	deroman@louisberger.com
Jodi Kovar	LBG	973-407-1625	JKovar@louisberger.com
CYNDI Steimer	NJBWC	973-886-4142	Steincy@gmail.com
Brian Intubera	NEHA Engineering Edgewater	201-959-8805	bintindata@nehaengineering.com
M. Berliner			mberliner@nehaengineering.com
Kelin Morgan	Hudson Waterfront Corridor Strategy	201-963-3871	kelinm@hudsonwaterfront.com

responsible

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #1
Tuesday, June 19, 2012
2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
Augie Pagnozzi	NY WATERWAY	201-725-5060	Pagnozzi@NYWATERWAY.COM
Matt Perasso	Edgewater Shore Tree Board	917834-454	
MIKE VISCARDI	NJ TRANSIT	973-491-7183	MVISCARDI@NJTRANSIT.COM
Joe Klinaszewicz	Edgewater Police	201-943-2200	chiefklinik@edgewater.nj.us
TIMOTHY FORD	FORT LEE POLICE	201-592-3504	tford@fortlee.org
PO Ordonez	FORT LEE Police	201-592-3700	JORDONEJ@FORTLEE.NJ.US
Mike Krumer	East Coast Greenway Alliance	732-586-3981	Kliner54@optonline.net
Nancy Dargis	BC Engineering	201-336-6812	ndargis@co.bergen.nj.us
Edward Mignone	Board of Fort Lee	201-592-3500	e-mignone@fortlee.org
Joseph A. Femola	BC Eng.	201-336-6805	jfemola@co.bergen.nj.us
Kinga Skora	meadowlink 144 Park Pl. Wood-Ridge	201-939-4242	kskora@meadowlink.org ezride.org

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #1
Tuesday, June 19, 2012
2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
Jim Gilligan	NJ TRANSIT BUS PLANNING	973 491-7763	jjgilligan@njtransit.com
Dona Orbach	Bergen County Planning	(201) 336-6438	dorbach@co.bergen.nj.us
GREG FROST	BOROUGH OF EDGEWATER	201-943-1700	greg@edgewaternj.org
Sarah Line	NJTPA	973-639-8424	sline@njtpa.org
John Sica	NJTPA	↓	jsica@njtpa.org
Chris Helms	Bergen County Planning	(201) 336-6446	chelms@co.bergen.nj.us
Thomas Quirton	Edgewater DPW	201-943-1700 Ext 5000	thomasq@edgewaternj.org

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #1
Tuesday, June 19, 2012
2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
Megan Kelly	NJTPA	973-634-0414	mkelly@njtpa.org
Tom Schulze	NJT	973 491 8912	TSCHULZE@NJTRANSPORTATION.COM
Charles Brown	Rutgers - VTC		Charles.brown@ejb.rutgers.edu

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #1
Tuesday, June 19, 2012
2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
←	309 Main St Peggy Thomas Fort Lee	201 592 3544	p-thomas@fortlee.nj.gov



COUNTY OF BERGEN
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

One Bergen County Plaza • 4th Floor • Hackensack, N.J. 07601-7076
Tel. (201) 336-6446 • Fax (201) 336-6449

Kathleen Donovan
County Executive

Robert Garrison, Esq.
Department Director

TO: Gregory S. Franz, Borough Administrator
Borough of Edgewater

FROM: Robert Garrison, Esq., Director
County of Bergen, Department of Planning and Economic Development

DATE: December 6, 2012

SUBJECT: **River Road Corridor Study**
REF: ***Second Technical Advisory Committee (TAC) Meeting***

Bergen County recently hired the consulting firm, The Louis Berger Group, Inc. to develop a series of multi-modal strategies to improve mobility, accessibility, safety, and quality of life along the River Road Corridor in the Boroughs of Edgewater and Fort Lee in Bergen County, New Jersey. This corridor has faced substantial growth and redevelopment over the years, and Bergen County and the local communities place a high value on preserving and enhancing quality of life while accommodating this redevelopment and growth. As part of this emphasis on quality of life, the County realizes that it is important to implement a series of improvements and strategies to better accommodate pedestrians, bicyclists, and transit riders within the corridor.

You have been previously identified as a member of the Technical Advisory Committee (TAC) for this study based on your past experience and interest in the process and the River Road corridor. The TAC is acting as the project's "Steering Committee" providing oversight and guidance for the project.

The second TAC Meeting for the above referenced project will be held on **Tuesday, December 18th** at the **Meeting Room at the Edgewater Community Center, located at 1167 River Road**. The meeting will (1) review and discuss project opportunities and constraints, (2) review conceptual improvements developed for the corridor and (3) solicit feedback and information from the group prior to the next public information meeting. **This meeting will be held between 2 and 4 PM.**

Please RSVP to Ken Aloisio at kaloisio@co.bergen.nj.us or at (201) 336-6446 by Friday, December 14th.

We look forward to your participation and input and your continued support and dedication to improving the quality of life for residents and community character within this corridor.

Again, thank you for your participation in this very important project.

Robert Garrison, Esq.
Director, Department of Planning and Economic Development

cc: Donna Orbach, Bergen County
Chris Helms, Bergen County
Kenneth Aloisio, Bergen County



**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Technical Advisory Meeting
Minutes of Meeting**

LOCATION: Edgewater Borough Community Center
1167 River Road
Edgewater, NJ

DATE: Tuesday, December 18, 2012

TIME: 2:00 PM to 4:00 PM

PURPOSE: Technical Advisory Committee (TAC) Meeting #2

ATTENDEES:

<u>Name</u>	<u>Affiliation</u>
▪ Greg Franz	Edgewater Borough
▪ David Jordan	Edgewater Borough Council
▪ Alex Hanna	Edgewater Borough Police Department
▪ Edward Mignone	Fort Lee Borough Engineer
▪ Timothy Ford	Fort Lee Borough Police Department
▪ Thomas Ottina	Fort Lee Borough Police Department
▪ Mike Viscardi	NJ TRANSIT
▪ Nora Shepard	Meadowlink
▪ Ken Brund	Fort Lee Regional Chamber
▪ Helen Marigue	Hudson River Waterfront
▪ Louis Wassong	BTCNJ
▪ Ted Semegran	BTCNJ
▪ Cyndi Steiner	NJ Bike & Walk Coalition
▪ Matt Perasso	Weichert Realtors
▪ Councilman Bartolomeo	NJ Walk
▪ Michael LaFazo	PANYNJ – Traffic Engineering
▪ Megan Kelley	NJTPA
▪ Nancy Dargis	Bergen County Engineering
▪ Joseph A. Femia	Bergen County Engineering
▪ Kenneth Aloisio	Bergen County Planning
▪ Donna Orbach	Bergen County Planning
▪ Mike Dannemiller	The RBA Group
▪ Tiffany Robinson	The RBA Group
▪ Bettina Zimny	The RBA Group
▪ Mark Keener	The RBA Group
▪ John Kovar	The Louis Berger Group
▪ Alicia Meyers	The Louis Berger Group
▪ Denysse Roman	The Louis Berger Group

The second Technical Advisory Committee (TAC) meeting for River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study was held at the Edgewater Borough Community Center on Tuesday, December 18, 2012. A summary of the discussion is below..

- John Kovar – Introductions and Scope



- Ken Aloisio – Survey Insights
 - River Road intersection – drivers speed up to go uphill and frequent close calls (bike-car)
 - Crown Court, Leary Lane – visibility limited to crosswalk
 - Admirals Walk – difficult turn
 - “Bikers don’t ride single file”
 - Would walk more but conditions are poor
 - Transit – just too expensive
 - Routes and schedules are confusing
 - Need shelters and parking
- John Kovar - Walk-Through of Concepts:
 - Bus stops/super stop
 - Reduce acceleration/deceleration lanes

Note: Fort Lee border – Sidewalk is 5’ higher, roadway will match via reconstruction (by Main Street) – 1-2 year timeframe. Auto body shop will convert to 40-unit housing

- Questions
 - Online ticketing? – not yet
 - Have school locations been ID throughout the corridor? – yes
 - Is there a plan to change speed limit? – no
 - Physical changes – narrow lanes
 - Any LOS analysis?
 - Route 5 area – 2,500 foot change is being analyzed NOW
 - Will a SYNCHRO model be done? – No (out of scope)
 - ROW impacts? – Yes, some (mostly isolated and minimized)
 - Is ROW quantified? – Yes
 - Survey – is a small group (180)
 - Consider “intelligent” traffic lights
 - Lane reduction = “Bad” idea due to traffic impacts
 - Bike accommodation = getting cars off the road and transit improvements will help traffic flow
 - Most dangerous segment – steep hill south of GWB. Will there be change to speed limit?
 - Bike/ped access to transit will create mode shift and reduction in parking demand
 - GWB cable replacement – access and schedule? (to be determined)
 - Drawings – add photos of each area so non-tech folks can follow along (expand labels)
 - River Road at Edgewater Boro Hall – is design incorporated? i.e., Gorge Road – will be 2 lanes wide
 - Sight distance to hybrid beacons



- January 18, 2013 Public meeting -- please advertise!
- Donna – Research “Trampe Bike Lift” (pedal/cable surface hill climb assist) used in Trondheim, Norway and include in Design Guidelines

THE LOUIS BERGER GROUP, INC. PREPARED THE MINUTES OF THE MEETING.

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #2
Tuesday, December 18, 2012
2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
Nora Shepard	Meadowlark	201-939-4242	nsheward@ezride.org
Alicia Meyers	Louis Berger Group	973-407-1620	ameyers@louisberger.com
Thomas Ottina	Fort Lee Police	201-592-3700 Ext. 5177	TOTTINA@FortLeePolice.org
TIMOTHY FORD	FORT LEE POLICE	201 592 3504	TFORD@FORTLEE POLICE.ORG
NANCY DARGIS	Bergen County Engineering	201-336-6812	ndargis@co.bergen.nj.us
Joe Femia	" " "	201 336 6805	jfemia@co.bergen.nj.us
EDUARDO MIGNONE	Fort Lee Engneer	201-592-3500	e-mignone@fortleej.org
MATT PERASSO	Weichert Realtors	917-834-0454	MPerasso@Weichert.com
CYNTHIA STERNER	NJ Bike & Walk Coalition	973-986-4142	CYNTHIA-STERNER@NJBIKWC.ORG
Maria Tardis			
Councilman Bartolomeo	NJ WALK.		
GREGORY FRANZ	Borough of Edgewater	201-943-1700	gregf@edgewaternj.org
MIKE VISCARDI	NJ TRANSIT	973-491-7183	MVISCARDI@NJTRANSIT.COM

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #2
Tuesday, December 18, 2012
2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
Bethina Zimny	The RBA Group 7 Campus Drive Parsippany, NJ	973-946-5716	BZIMNY@RBAGROUP.COM
Mike Donnemiller	The RBA Group	973-946-5626	MDonnemiller@rbagroup.com
Tiffany Robinson	The RBA Group	973-946-5685	trobins@rbagroup.com
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Denysse Roman	The Louis Berger Group	973-407-1571	deroman@louisberger.com
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Ken Aloisio	County of Bergen	201-336-6454	kaloisio@co.bergen.nj.us
Donna Orbach	County of Bergen	201-336-6438	dorbach@co.bergen.nj.us
Ken Bruno	Fort Lee Regional Chamber KAB Computer Services	201-232-4165	Ken@kabcomputers.com
Alan Mangione	Hudson River Waterfront Gateway	201-967-3511	al@mangione.com
Megan Kelly	NETPA	973-637-8414	mkelly@njtpa.org
Michael LaFazio	PANYNJ - Traffic Engineering	973-565-7832	mlofazio@panynj.gov

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
 Edgewater and Fort Lee Boroughs, Bergen County

Technical Advisory Committee Meeting #2
 Tuesday, December 18, 2012
 2:00 PM to 4:00 PM

Sign-In Sheet

Name	Affiliation/Address	Telephone Number	E-mail Address
M. Berlier	NEA BofE		
Alex Hanna	Edgewater P.D.	201-943-2900	hanna@edgewater.org
DAN JORDAN	Edgewater Council	201-665-1016	DJORDAN8169@GMAIL.COM
TED SEMEGRAM	BTCAIT	201 452 7264	TED_SEMEGRAM@HOTMAIL.COM

Appendix A.4

Public Information Center Meetings

COME TO A PUBLIC INFORMATION MEETING FOR THE RIVER ROAD/HUDSON WATERFRONT CORRIDOR STRATEGY A PHASE TWO STUDY



FOR MORE INFORMATION:



Bergen County invites you to share your experiences and ideas about the River Road Corridor in the Boroughs of Edgewater and Fort Lee. The study, funded by the North Jersey Transportation Planning Authority, has been undertaken to develop a series of improvements and strategies to better accommodate pedestrians, bicyclists, and transit riders within the River Road Corridor. Participants will help identify problems and areas of concern and suggest potential solutions for the study area, which begins at Old River Road in the Borough of Edgewater and ends at Bruce Reynolds Boulevard in the Borough of Fort Lee.

Should you have any questions or need additional information regarding this study, please visit:
<http://www.co.bergen.nj.us/planning/RiverRoad2>

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FUNDED BY THE NORTH JERSEY
TRANSPORTATION PLANNING
AUTHORITY

What: Public Information Meeting

**When: Thursday, June 28th, 2012 from 3:30 PM to 7:30 PM
Presentations will be made at 4:30 PM and 6:30 PM**

**Location: The Meeting Room at the Edgewater Community Center
1167 River Road, Edgewater, NJ 07020**

리버로드 간선도로(River Road Corridor) 기획2 단계 연구 공개 정보 모임에 오십시오.



FOR MORE INFORMATION:



버건 카운티(Bergen County)는 리버로드 간선도로(River Road Corridor)에 대한 여러분들의 경험과 아이디어를 나누고자 여러분들을 초대합니다. 이 연구는 북부 저지 교통 기획기관(North Jersey Transportation Planning Authority)에 의해 지원 되었으며, 리버로드 간선도로(River Road Corridor)내에 보행자, 자전거 및 대중교통 이용자들을 더 좋게 수용할 수 있도록 일련의 개선과 전략의 개발에 착수하게 되었습니다.

참가자들은 에지워터 버러(Borough of Edgewater)의 올드 리버 로드(Old River Road)에서 시작하여 포트리 버러(Borough of Fort Lee)의 부르스 레이놀즈 블르버드(Bruce Reynolds Boulevard)에서 끝나는 이번 연구에 우려의 영역과 문제점을 식별하고 잠재적 해결책을 제안하는데 도움이 될것입니다.

질문이 있거나 이 연구에 관한 추가 정보가 필요하시면 아래 사이트를 방문하시기 바랍니다.

<http://www.co.bergen.nj.us/planning/RiverRoad2>

SPONSORED BY:



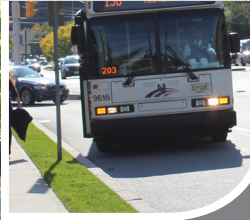
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TRANSPORTATION PLANNING
AUTHORITY

내용: 공개 정보 모임

시간: 2012년 7월 28일 목요일 3:30 PM부터 7:30 PM 까지.
프리젠테이션은 4:30 PM과 6:30 PM에 있습니다.

장소: 에지워터 커뮤니티 센터 (Edgewater Community Center) 미팅룸(Meeting Room)
1167 River Road, Edgewater, NJ 07020

VEN A UNA REUNIÓN DE INFORMACIÓN PÚBLICA PARA LA ESTRATEGIA DE LA LÍNEA DE COSTA EN EL CORREDOR DE LA RIVER ROAD / HUDSON SEGUNDA FASE DE ESTUDIO



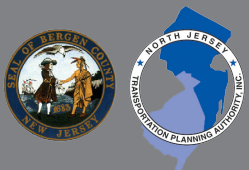
PARA MÁS INFORMACIÓN:



El condado de Bergen le invita a compartir sus experiencias e ideas sobre el Corredor de la River Road en los barrios de Edgewater y Fort Lee. El estudio, financiado por la Autoridad de Planificación de Transporte Norte de New Jersey, se ha comprometido a desarrollar una serie de mejoras y estrategias para adaptarse mejor a los peatones, ciclistas y usuarios del transporte en el Corredor de la River Road. Los participantes ayudarán a identificar problemas y áreas de preocupación y sugerir posibles soluciones para el área de estudio, que comienza en Old River Road, en los barrios de Edgewater y termina en Bruce Reynolds Boulevard, en el municipio de Fort Lee.

Si tiene alguna pregunta o necesita información adicional con respecto a este estudio, por favor visite: <http://www.co.bergen.nj.us/planning/RiverRoad2>

PATROCINADO POR:



BERGEN COUNTY AND
FUNDED BY THE NORTH JERSEY
TRANSPORTATION PLANNING
AUTHORITY

Asunto: Reunión de Información Pública

Cuándo: Jueves, 28 de Junio 2012 3:30 PM - 7:30 PM
Las presentaciones se realizarán a las 4:30 PM y 6:30 PM

Ubicación: La Sala de reuniones en el Centro comuntaio de Edgewater 1167 River Road, Edgewater, NJ 07020



**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Public Meeting
Minutes of Meeting**

LOCATION: Edgewater Borough Community Center
1167 River Road
Edgewater, NJ

DATE: Thursday, June 28, 2012

TIME: 3:30 PM to 7:30 PM

PURPOSE: **Public Information Meeting #1**

The first public information meeting for the River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study was held at the Edgewater Borough Community Center on Thursday, June 28, 2012. The meeting was open to everyone, including non-residents. Presentation boards were set up throughout the room displaying information the project team has collected about the existing condition of the corridor pertaining to bicycle, pedestrian, and transit usage. Presentations were made by the consultant team at 4:30 PM and 6:30 PM that gave an overview of the study. A copy of the sign-in sheet is attached.

An overview of the study to the public, and participants helped identify areas of concern and suggested potential solutions for the study area.

A basemap of the corridor was displayed, and participants were asked to mark on the map areas of concern in the corridor and suggest potential solutions for the study area. A survey was distributed to attendees to gather additional input about the corridor. Attendees were also encouraged to ask questions or make comments to the project team. The following comments and questions were noted during the meeting:

Public Comments and Questions

- Who has jurisdiction of the roadway?
 - The County has jurisdiction over the roadway, but the local municipalities control the land uses and zoning
 - It should be noted that this project will not focus on widening the roadway for capacity increases
 - The County is receptive to a broad range of solutions that focus on bicycle and pedestrian travel, and transit users before and after they board transit

- Project limits of the study
 - A cyclist representative suggested changing the northern project limits \pm 1 mile north to Route 9W where there are more cyclists
 - There is a lack of pedestrian facilities north of the current project limits
 - The County stated that the northern limits could be discussed



- How will the County address proposed future developments that will generate more traffic within the corridor?
 - County noted that home rule limitations apply to the corridor; the municipalities control land uses and zoning along the corridor
 - Agreed that municipalities need to address contiguous jurisdictions and focus on more regional approach corridor-wide
- Concerns with evacuation routes and potential future disasters; River Road would not be able to accommodate demand
- Gaps in the Hudson River Waterfront Walkway from Bayonne to Fort Lee should be addressed
- The new developments in Fort Lee at the northern end of the corridor is a big issue for the study area proposed congestion
- County noted that Bus Rapid Transit (BRT) may also be an option for the corridor; a study for the entire County is currently underway
 - Noted benefits and operational
- Cited need for more bus transportation in the corridor
 - Example: Route 158 and Route 188 (not enough frequency)
 - Route 188 only 4-5 times per day with delays of $2 \pm$ hours to Port Authority
- What is the status of Hudson-Bergen Light Rail (HBLR) in the project area?
 - NJ TRANSIT has no plans or projects for extending the HBLR north on River Road to Edgewater. It had been considered in the early planning for the HBLR, but opportunity to reserve right-of-way from developers was lost
 - Multiple attendees noted that the HBLR would have been desirable in the project area
- Can assessment be imposed on developers?
 - Example: Transportation Districts (like Meadowlands)
 - Would need to change current policy and laws
- The County is working on a Master Plan to help educate municipalities and provide ideas for more regional solutions
- How can Hudson River Waterfront Walkway (HRWW) be used as a solution?
 - Keep bikes and pedestrians on walkway and fill gaps
 - Current vision of HRWW serves different trip needs; this study will look at HRWW, but will focus on River Road needs
- Hudson County will be striping bike lanes along River Road within Hudson County. The Hudson County Engineer will send the striping plans to Bergen County



- There should be more mid-block crosswalks
 - There are a lot of people crossing street mid-block to get to the bus stops
- Investigate traffic calming techniques that would work for the corridor
- There should be bus pull-offs within the corridor to help with the congestion
- There are not many safe crossing opportunities north of Route 5
- Signage should be reviewed and corrected, especially signs pertaining to the ferry and the hospital
- There is a lack of bicycle amenities in the corridor
 - Stores and businesses throughout the corridor should have more bike amenities
- Suggestion of a bike path within Veterans Park
 - The park is now part of the Green Acres program, so it would be very difficult to construct a bike path within the park
- Shared Lane Markings, or “Sharrows,” should be striped along the corridor
- Need better advertisement for next public meeting; some suggestions:
 - Sending flyers home with students may not be so effective
 - Need to look at demographics
 - Cable TV/public station
 - Local blogs
 - Add event calendars for local newspapers/blogs
- The Independent Coalition for a better Edgewater is an outlet that can be used for outreach
 - Should coordinate with businesses to get their opinions/word out about project
- **Next Steps for the Project:**
 - The next Public Information Meeting will be held in the fall. Information about the meeting will be sent out to the project mailing list and will be posted on the project website: <http://www.co.bergen.nj.us/planning/RiverRoad2/index.html>

THE LOUIS BERGER GROUP, INC. PREPARED THE MINUTES OF THE MEETING.

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

P. 1 of 2

Public Information Meeting #1
Thursday, June 28, 2012
3:30 PM to 7:30 PM

Sign-In Sheet

Name	Address	Telephone Number	E-mail Address
JACK ENNIS	31 ANNEX AVE	551-574-6967	JENNIS@NJRR.CO
JUDITH BIMALY	1203 RIVER RD	201 886 1437	jbimaly@gmail.com
Donna Orbach	Bergen Co.	201-336-6438	dorbach@co.bergen.nj.us
Megan Kelly	NJTPA	973-634-8414	mkelly@njtpa.org
Tommy Q.	21 Edgewater Pl	201 945 3782	ThomasQuinton1993@gmail.com
Chris Helms	1 Bergen Co. Plaza 4th Fl Hackensack, NJ 07601	(201) 336-6446	chelms@co.bergen.nj.us
Ken Aloisio	1 Bergen County Plaza, 4th Fl, Hackensack, NJ	201.336.6454	kaloisio@co.bergen.nj.us
PEGGY WONG	8550 BLVD. EAST, NORTH BERGEN	(201) 854-0774	pwong8550@gmail.com
TED SEMEGIAN	160 BEACON ST, HAWORTH, NJ	201 387 0136	TED_SEMEGIAN@HOTMAIL.COM
Jeff Perlman	NJTPA	973-639-8445	jperlman@njtpa.org
CYNDI STEINER	NJBWC	973-886-4142	Steiner@gnat-coe
David Kromick	P.O. Box 9053 North Bergen	201-869-6218	jktejas@aol.com att: Dave

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

p. 2 of 2

Public Information Meeting #1
Thursday, June 28, 2012
3:30 PM to 7:30 PM

Sign-In Sheet

Name	Address	Telephone Number	E-mail Address
OTHIMAR METZLER	636 ABBOTT AVE RIDGEFIELD	201 941 2527	O. Metzler@verizon.net
LOIS Goldman	NJTPA / Weehawken		
GREG FRANZ	55 ROVER RD EW 07020	201-943-1700	gregfr@edgewater.nj.us
Jonathan Woolley	2000 Linwood Av. Ft. Lee	201 947 7316	jwtf/nj@aol.com
LARUE MOLINA	104 NELSON CT EDGEWATER NJ 07020	917 306-7683	larue_molina@yahoo.com
Nicole Tafelice	1132 KESWICK PI. FORT LEE, NJ 07024	201-245-4298	NicoleTafelice@aol.com
Katie Jones	359 Undercliff Ave Edgewater		
Alicia Meyers	The Louis Berger Group	973-407-1620	ameyers@louisberger.com
John Kauer	46 Leas Berger Group	973-407-1000	JKauer@louisberger.com
Denysse Roman	The Louis Berger Group	973-407-1571	deroman@louisberger.com

COME TO THE 2ND PUBLIC INFORMATION MEETING FOR THE RIVER ROAD/HUDSON WATERFRONT CORRIDOR STRATEGY A PHASE TWO STUDY



FOR MORE INFORMATION:



Bergen County invites you to share your experiences and ideas about the River Road Corridor in the Boroughs of Edgewater and Fort Lee. The study, funded by the North Jersey Transportation Planning Authority, has been undertaken to develop a series of improvements and strategies to better accommodate pedestrians, bicyclists, and transit riders within the River Road Corridor. Preliminary concepts for the River Road Corridor will be presented at this meeting, and participants will be asked to provide input and feedback about the concepts. The study area begins at Old River Road in the Borough of Edgewater and ends at Bruce Reynolds Boulevard in the Borough of Fort Lee. Should you have any questions or need additional information regarding this study, please visit: <http://www.co.bergen.nj.us/planning/RiverRoad2>

SPONSORED BY:



BERGEN COUNTY AND
FUNDED BY THE NORTH JERSEY
TRANSPORTATION PLANNING
AUTHORITY

What: Public Information Meeting

**When: Thursday, January 17th, 2013
4:00-6:00PM (Presentation at 4:00PM)
6:30-8:30PM (Presentation at 6:30PM)**

**Location: The Meeting Room at the Edgewater Community Center
1167 River Road, Edgewater, NJ 07020**

VEN A LA SEGUNDA REUNIÓN DE INFORMACIÓN PÚBLICA SOBRE EL ESTUDIO DEL CORREDOR DE LA RIVER ROAD!



PARA MÁS INFORMACIÓN:



El condado de Bergen le invita a compartir sus experiencias e ideas sobre el corredor de la River Road en los barrios de Edgewater y Fort Lee. El estudio, financiado por la Autoridad de Planificación de Transporte del Norte de Jersey, se ha comprometido a desarrollar una serie de mejoras y estrategias para adaptarse mejor a los peatones, ciclistas y usuarios del transporte en el corredor de la River Road. Conceptos preliminares para el Corredor de la River Road se presentará en esta reunión, y a los participantes se les pedirá que realicen sugerencias y comentarios acerca de los conceptos. El área de estudio comienza en Old River Road, en el municipio de Edgewater y termina en Bruce Reynolds Boulevard en el municipio de Fort Lee.

Si tiene alguna pregunta o necesita información adicional con respecto a este estudio, por favor visite: <http://www.co.bergen.nj.us/planning/RiverRoad2>

PATROCINADO POR:



BERGEN COUNTY AND
FUNDED BY THE NORTH JERSEY
TRANSPORTATION PLANNING
AUTHORITY

Asunto: Reunión de Información Pública

Cuándo: Jueves, 17 de Enero 2013

4:00 PM – 6:00 PM (Presentación comienza a las 4:00 PM)

6:30 PM – 8:30 PM (Presentación comienza a las 6:30 PM)

Ubicación: La Sala de reuniones en el Centro comunitario de Edgewater 1167 River Road, Edgewater, NJ 07020

리버로드 간선도로(River Road Corridor) 2번째 연구정보 공개모임에 오십시오.



FOR MORE INFORMATION:



버겐 카운티(Bergen County)는 리버로드 간선도로(River Road Corridor)에 대한 여러분들의 경험과 아이디어를 나누고자 여러분들을 초대합니다. 이 연구는 북부 저지 교통 기획기관(North Jersey Transportation Planning Authority)에 의해 지원되었으며, 리버로드 간선도로(River Road Corridor)내에 보행자, 자전거 및 대중교통 이용자들을 더 좋게 수용할 수 있도록 일련의 개선과 전략의 개발에 착수하게 되었습니다.

이번 모임에서는 에지워터 버러(Borough of Edgewater)의 올드 리버 로드(Old River Road)에서 시작하여 포트리 버러(Borough of Fort Lee)의 부르스 레이놀즈 블르버드(Bruce Reynolds Boulevard)에서 끝나는 리버로드 간선도로(River Road Corridor) 예비구상이 발표되며, 참가자 여러분들께 이번 예비구상에 대한 생각과 의견을 부탁드립니다. 질문이 있거나 이 연구에 관한 추가 정보가 필요하시면 아래 사이트를 방문하시기 바랍니다.

<http://www.co.bergen.nj.us/planning/RiverRoad2>

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TRANSPORTATION PLANNING
AUTHORITY

내용: 공개 정보 모임

시간: 2013년 1월 17일 목요일

4:00 PM - 6:00 PM (프리젠테이션은 4:00 PM)

6:30 PM - 8:30 PM (프리젠테이션은 6:30 PM)

장소: 에지워터 커뮤니티 센터 (Edgewater Community Center) 미팅룸(Meeting Room)
1167 River Road, Edgewater, NJ 07020



**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Public Meeting
Minutes of Meeting**

LOCATION: Edgewater Borough Community Center
1167 River Road
Edgewater, NJ

DATE: Thursday, January 17, 2013

TIME: 4:00 PM to 6:00 PM & 6:30PM to 8:30PM

PURPOSE: **Public Information Meeting #2**

On January 17, 2013, a Public Information Meeting was held to review the proposed alternatives for the River Road/Hudson Waterfront Corridor. There were two sessions 4:00 PM to 6:00 PM (afternoon presentation) and 6:30 PM to 8:30 PM (evening presentation). During each of these sessions, a presentation was given followed by breakout sessions that allowed participants to group themselves according to interest. The groups were broken into: 1) Pedestrian/Transit 2) Bicycle 3) Other/Land Use. The following notes are representative of those taken during the presentation and feedback during the breakout sessions:

I. Afternoon Presentation

1. Q. Where are ADA issues exactly?
2. Q. Will residents or buildings be displaced? A. No
3. Current pedestrian signals do not all operate well
4. Q. 3.5 fps @ signal is this slow enough?
5. Q. How many hybrid signals are being proposed and have you determined the placement and spacing between them? A. Several i.e.: Maple Ave. "super stop"
6. There are two opportunities to create separate highways to take traffic off of River Road that we are not looking at: water taxis and under River Road, hugging the waterfront, similar to the West Side Highway
7. Project should be extended through Hudson County. (Bergen County noted that this project came out of the previous dual county project).



8. Developers need to contribute to the future of the corridor. If municipal boards adopt plans they have the authority to require developers to action.
9. Q. Is there an opportunity to use innovative tools like moving crosswalks to get people across the street faster? A. Not being considered now.
10. By Washington School – No Room – 2 lanes only.
11. A/B riders will use the road no matter what.
12. Q. Can the Rt. 5 center lane be variable and have a movable barrier [similar to the Tappan Zee Bridge]?

II. Afternoon Breakout – Bicycle Group

13. Q. Compromise – If the right of way is narrow, what should give?
 - Buffer
 - NB Bike Lane
 - SB Bike Lane
 - Keep shared use path continuously
14. Zoning Authority – Is not granted to Counties they can only review site plans
15. Q. What about a Pedestrian Bridge at Gorge Road/City Place?
16. Consider Old River Road – alternate alignment
 - Look at adjacent roads and properties if the roads are less busy check for transitional properties
17. Q. What about River Palm – traffic slows down there
18. Q. What about “the blue house”? Will it be impacted?
19. Q. Should synch timing at both crosswalks.

III. Afternoon Breakout – Other/Land Use Group

20. Increase pedestrian timing at signals to allow for longer crossing times
21. Is there an opportunity to use innovative tools like moving sidewalks?
22. Transit Alt. E – if you’re planning to have a superstop at Hudson, then you don’t need the bus stop at North Street.
23. Many people make a left turn at North Street as a shortcut to Route 5 via Underhill Avenue



24. Bus headways are good morning and evening but need better availability outside of peak commute hours
25. From Rusty Kales (Maple Street) to the George Washington School (Orchard Street) there are issues with drunk drivers. They leave the bar drunk and race down to Orchard Street where they encounter their first light and often come to a screeching halt.
26. Put utilities, starting at Russell Avenue and going south on River Road, underground.
27. Edgewater should take the condemned house by eminent domain
28. New housing development for adults with special needs coming in at 69 Main Street (formerly owned by Prestige Auto. The site will be a 15-story, 140-unit high-rise apartment building. One of the difficulties with site regulations is that residents won't be able to make a left onto River Road (northbound). They'll have to make a right onto River Road (southbound), make a left onto Palisade Terrace, turn left onto Undercliff Avenue and turn left onto Orchard Street – all to go northbound on River Road. One of the issues with this is that you're not allowed to make a left onto Orchard Street from Undercliff Avenue during school drop-off/pick-up hours which may at the very least conflict with the morning commute.
29. School's main entrance is on Undercliff Avenue
30. Edgewater View/Edgewater Residential

IV Afternoon Breakout – Pedestrian Group

31. No participants attended this breakout session

V Afternoon Session Wrap-Up

32. Q. Is there a fund developers have to pay into for road improvements? A. No.
33. Development rights? Fines to be paid in "land transfer"? (across from River Palm)
34. Route 5 area flex lane? 3rd lane to follow traffic demand? All the way south – flex lane (Repeat of #11)
35. Q. How can public see next steps? A. Project website
36. Should highlight the cost effectiveness of doing these changes.
37. At next PIC, we will prioritize next steps and discuss next steps for getting these projects funded.



38. Bergen County noted that before they find \$ to make these changes, they need to do final design. This study cannot do final design.
39. Attendees want to make sure there is an electronic trail of their conversation posted
40. Meeting summaries will be included in the final report
41. Need to expand the width of the hill (near PIP entrance).
42. Q. What are next steps after the report is done? “Where do we go from here?”
43. What is the repaving schedule? Can striping enhancements be done in conjunction with repaving? Bergen County noted that they could find out where we are in the pavement cycle.
44. Does the pavement NEED to be black? It is very hot in summer Note: Aggregate can be changed – i.e.; “Malden Rose Stone”
45. Can you think outside the box?
46. Get people from above the Palisades down to the waterfront i.e., funicular (Bergen County noted that they didn’t see anyone championing for this concept after the completion of the Phase I report). Could only get through federal \$.
47. Study doesn’t suggest any new park and rides.
48. More jitneys to go up into the Cliffs

VI Evening Presentation

49. Q. Is safety a goal?
50. Q. Lighting? Will there be enhancements? A. To be covered in final report.
51. Q. Will this plan definitely happen?
52. Q. Visual aids to slow traffic? A. 11’ lanes and reduced acceleration/deceleration zones. We haven’t proposed specific traffic calming measures. Becomes an enforcement issue. We’ve made Boroughs aware of the speeding issue.
53. Q. Can you add a median with trees to serve as a refuge and focus on a shared use path only?
54. Q. Are there plans to relocate utilities or take ROW? A. That level of detail is not covered. Yes, will need some property takings for long-term; didn’t take any buildings but did impact parking, etc.



55. Q. Did you coordinate with Hudson County?
56. Q. What is the political impetus to doing this job? Is it economic development, quality of life? A. We'd love to see local politicians get more involved but this was done strictly to address the issues of mobility, and safety for non-motorized users of the corridor.
57. Q. Is it safe to say this was done without the consideration of the HRWW? A. Yes, River Road serves a different purpose than the HRWW. It's used to get people to shopping, errands, etc.
58. Q. Was there a Traffic Impact Study done before narrowing the road, especially by Route 5/Whole Foods? A. We've only reduced lanes from 12' to 11' – won't have an impact on capacity.
59. Q. How many studies are planned? A. No more planned. first study was joint with Hudson County
60. Some of the things we heard during Phase I: 1) difficulty using transit and had issues getting to transit and doing so safely. 2) ability to bike on River Road
61. Q. Did this concept take into account the previous traffic studies/recs? A. The jughandle came out of the previous study.
62. Q. Will these improvements make River Road be a "Complete Street"? A. Adopting a CS policy for Bergen County is in the works
63. Note: HRWW is mainly for local residents.
64. Commuting bicyclists and recreational bicyclists are a bad mix.
65. Local buses have too many stops – bikes can beat the bus.
66. Buffer is a good idea – improves visibility.

VII Evening Breakout – Bicycle Group

67. Road Diet under GWB ramps.
68. Crossing Beacon at Henry Hudson Drive – mid-term.
69. There may be federal funding for these enhancements.

VIII Evening Breakout – Other/Land Use Group

70. No direct public transit (one-seat ride) down Road to Hoboken.
71. Get rid of all the cars and focus on making transit run more efficiently.



72. Traffic light proposed at intersection of Church Hill Road (North Bergen) and River Road by the developer of Church Hill Estates.
73. Direct pedestrians and bicyclists to the HRWW with signage at all points along River Road where there is access to the walkway.
74. Add bus shelters to the bus stops along River Road between Hudson Cove and North Street. These are heavily used bus stops.
75. For those accessing the bus stops, crossing really takes place at the intersection of Hudson Cove and River Road rather than North Street. Move proposed Pedestrian Hybrid Beacon from North Street to here.
76. Consider eliminating bus stop on River Road near North Street given the close proximity of the next stop at Hudson Cove.
77. 10-story housing development by Fred Davies on Archer Street and River Road.
78. Add light at River Road and Grand Cove Way for residents needing to make a left onto River Road from Grand Cove. Light on River Road would maintain green until triggered by car needing to exit from Grand Cove Way.
79. Add traffic light at the intersection of Annett Avenue/Yorkview Drive and River Road. Get Edgewater Colony to create a right angle intersection at Annett Avenue so that residents can make a safe left turn onto River Road.

IXI Evening Breakout – Pedestrian Group

80. Comments varied greatly from do not eliminate any bus stops to eliminate any unnecessary one to save time.
81. Do not reduce River Road to one lane fronting the Whole Foods
82. Add sidewalks throughout the corridor as soon as possible. Consider connections to Riverwalk

X Evening Session Wrap-Up

83. Project team will check out travel time based on reducing the lanes in front of Whole Foods.

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Public Information Meeting #2
Thursday, January 17, 2013
4:00 PM to 6:00 PM

Sign-In Sheet

Name	Address	Telephone Number	E-mail Address
Mike & Lume Krumer	33 Parkerson Rd Edison NJ	732 586-3981	Kliner54@optonline.net
Bob Fischer	283 Herrick Ave / Teaneck NJ 07666	617-308-0436	citibob@citibob.net
Donna Orbach			
J. Luis Vidal	840 River Rd. Edgewater	(201) 321 9234	LVIDAL@NS.RR.COM
Denysse Roman	The Louis Berger Group		deroman@louisberger.com
Sheldon Gelman	37 Hooks Lane Edgewater	201-224-4157	s.gelman@verizon.net
Kevin Dolan	669 Undercliff Ave Edgewater	201-224-3238	
Fern Norris	1375 River Rd. Edgewater	201-224-3124	Fernnr@aol.com
CAROL ELLIS	19 Colony Rd Edgewater	201 886 8302	
LINDA R. OLIPHANT	1375 River Road Apt 4C Edgewater	201 224 9660	
Doug Borden	6600 Blvd - E. Apt. 126 West New York	(201) 456-6688	dougborden2@yahoo.com

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Public Information Meeting #2
Thursday, January 17, 2013
4:00 PM to 6:00 PM

Sign-In Sheet

Name	Address	Telephone Number	E-mail Address
Judith Bihaly	1203 RIVER RD 21K Edgewater		jbihaly@gmail.com
Linda Kelleman	6640 Blvd East #5H West New York NJ		
Lou Wassong	120 Vreeland Ave Rutherford, NJ 07070		louwassong48@gmail.com
David Kronick	7855 Blvd E., No. Bergen		
Peggy Gaffney	6600 BLVD East, WNY		jetsam6600@hotmail.com
Kathy Friedman	8550 Blvd East #2E North Bergen, NJ		Kathykomments@gmail.com
TEO SANCHEZ	160 BSAON ST HAWORD, NJ		TEO_SEM_EGRAN @HOTMAIL.COM
Ed Towbis	7855 Blvd East North Bergen NJ 07047		
JOHN CICHOWSKI	THE RECORD		cichowski@northjersey.com

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Public Information Meeting #2
Thursday, January 17, 2013
4:00 PM to 6:00 PM

Sign-In Sheet

Name	Address	Telephone Number	E-mail Address
Chris Murphy	manager for 825 River Road	201 921 1007	cmurphy@impact.co
Robert Miller	BTCNJ	201 784 1263	Robesaab@HOTMAIL.com
Tony Bartolomeo	Council		
John Ford	Strictly Bicycles	201 944 7074	Strictlybicycles.com
Elizabeth Hydecker	377 Undercliff Ave	201 328-2388	thinkid@yahoo.com

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

Public Information Meeting #2
Thursday, January 17, 2013
6:30 PM to 8:30 PM

Sign-In Sheet

Name	Address	Telephone Number	E-mail Address
Arslanyan	1055 River Rd PH-11 Edgewater		
Jeffrey Miller	5 Cliff Rd C3 Woodland Park NJ		
TOM TANSEY	61 UNDERCLIFF AVE EDGEWATER NJ		
V. Fernandez	24 Grand Cove Way		
Tina Munson	270 RR		
Steve Vaccaro	57 Woodkull Rd Edgewater NJ		
Rick ANTOSIK	18 Coway Rd Edgewater NJ 07020		R-ANTOSIK@MUN.NJ
Jonathan Woolley	2000 Linwood Av., Fort Lee, N.J.		
Diane Goodwin	46 Hillside Ave Englewood NJ	201 519 6611	diane.goodwin@cyber.com
Nile Nasser			soyptance@midway.com
ANNA CHYSIKOS	1203 River Rd		

Appendix A.5

NJ TRANSIT Meetings



**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
NJ TRANSIT Meeting
Minutes of Meeting**

Date and Time: July 13, 2012 at 10:00 AM

Location: NJ TRANSIT
1 Penn Plaza
Newark, NJ 07105

Project: River Road/Hudson Waterfront Corridor Strategy:
A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County, NJ

Purpose: Meeting to discuss NJ TRANSIT issues and needs throughout the corridor

Attendees:

County of Bergen
Ken Aloisio 201-336-6454
Donna Orbach 201-336-6438

NJ TRANSIT
Jim Gilligan 973-491-7763
Tom Schulze 973-491-8911
Mike Viscardi 973-491-7183

RBA
Mark Keener 215-751-1133
Tiffany Robinson 973-946-5685
Michael Tweed 215-751-1133
Bettina Zimny 973-946-5716

The Louis Berger Group, Inc
John Kovar 973-407-1625
Denysse Roman 973-407-1571

A meeting was held to discuss the issues and needs of NJTRANSIT within the corridor. The sign-in sheet of this meeting is attached. The following key items were discussed:

- Mr. Kovar introduced the project team and gave a background of the project and its objectives.
- NJ TRANSIT has agreed to provide results from the Northeast New Jersey Metro Mobility Study. This study examines the existing bus transit network and service, identifies areas of improvement, and recommends options for meeting current and future needs of the residents and employees of the greater Bergen-Passaic area.



- Jim Gilligan outlined the bus routes and ridership along the River Road corridor and the parallel roadways that act as supplements to River Road. It was noted that one of the main concerns for bus riders is having to cross River Road. It was confirmed that the buses do continue north of the George Washington Bridge. Jim also stated that local jitneys help support the ridership along the corridor. The demand is heavy 7 days a week. During the weekday demand is in the southbound direction and northbound in the evening.
- The busiest segment of the corridor is between, the former Edgewater Borough Hall by Hilliard Avenue to Gorge Road. There are approximately 12,500 bus customers through the corridor with about 3500 riders in the AM peak period and 3000 in the PM peak period. Corridor growth has been from 6% to double digits and NJ Transit provides articulated buses through the corridor. North of Gorge Road, 2 to 3 minute headways are used and south of this location headways are not managed as the demand is so high. Through the corridor the reverse commute has dried up.
- With each residential development that is built the ridership along the corridor increases. When the new development Hudson Lights in Fort Lee is constructed, it will generate more riders, which in turn may create a problem when buses reach further south down the corridor. The County is going to check if the project limits should be extended and continue north of the George Washington Bridge.
- Suggestions were made to improve the signage inside the buses. NJ TRANSIT has updated the maps on its bus schedules to include each residential complex. It was suggested that the signage should have a similar layout including details under each stop by using a color coding system as well as having this available in different languages. NJ TRANSIT has plans to equip buses with more technology such as GPS tracking systems. NJ TRANSIT has been exploring combined fares to reduce dwell times.
- Another suggestion was to consolidate bus stops. Each time a new residential complex is constructed, a bus stop is requested in front of the complex to better appeal to the new residents. This in turn has increased the travel time for buses to get through the corridor. Consolidating bus stops may decrease travel time, but it will increase dwell time at each bus stop. Each alternative should be further explored. Plans should be presented to NJ TRANSIT in a way that can get the developers and residents on board to improve the overall corridor, which may include consolidation of more than one element.
- Bus bump outs and mid-block crossings were a couple of the ideas suggested in order to improve the corridor. This could be coordinated with new developments to build bump outs. In order to accommodate the demand, NJ TRANSIT may have more than one bus during rush hour but if the bump outs can only hold one bus, the remaining buses will still be in the road disturbing traffic. Additionally, articulated buses are used through the corridor which would require larger than normal bump outs.



- Tom Schulze would like any improvements being made in Hudson County to be discussed in the report being developed for this project to have an idea of what improvements should be met or matched at the Bergen County border.
- In order to improve the dwell time for buses, it was suggested to include another conductor on the bus to check tickets. Another idea is to have concierge in the hotels and apartment complexes sell tickets. Ticket machines at each bus stop may be a costly alternative.
- It was recommended that the project team ride the bus in the AM peak hour, 7:30 AM. A video of the ride may be recorded to include in future presentations.
- The idea of creating “Super-Stops” was discussed. These could provide express bus service and include additional amenities to service the customer as well as have additional branding.
- NJ TRANSIT is amenable to improve transit service through the corridor but noted that the communities as well as the political influences need to be engaged to receive acceptance of such changes.
- Wayfinding was suggested to be incorporated into the Transit portion of the study. This could include colored stops

Action Items:

- LBG will send a request to NJ TRANSIT for needed information regarding the River Road Study.
- NJ TRANSIT will provide the Northeast New Jersey Metro Mobility Study as well as the Boarding Study. All information requests shall be sent to Jim Gilligan.
- The project team will ride the bus in the AM peak hour and video record the ride for the presentation.

THE LOUIS BERGER GROUP, INC. PREPARED THE MINUTES OF THE MEETING.



**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
NJ TRANSIT Meeting
Minutes of Meeting**

Date and Time: December 5, 2012 at 1:00 PM

Location: NJ TRANSIT
1 Penn Plaza
Newark, NJ 07105

Project: River Road/Hudson Waterfront Corridor Strategy:
A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County, NJ

Purpose: Meeting to discuss NJ TRANSIT issues and needs throughout the corridor

Attendees:

County of Bergen
Ken Aloisio 201-336-6454
Donna Orbach 201-336-6438
Chris Helms 201-336-6443

NJ TRANSIT
Jim Gilligan 973-491-7763
Tom Schulze 973-491-8911
Mike Viscardi 973-491-7183
Paul Spiegel 201-403-5628
Alan Maiman 973-4917765

RBA
Tiffany Robinson 973-946-5685
Bettina Zimny 973-946-5716

The Louis Berger Group, Inc
John Kovar 973-407-1625
Denysse Roman 973-407-1571

A project meeting for the River Road/Hudson Waterfront Corridor Study, Phase II was held on Wednesday December 5, 2012 at NJ TRANSIT's headquarters in Newark. The project meeting was conducted with the project team and NJ TRANSIT in order to get their approval for the proposed transit alternatives along the corridor prior to presenting to the TAC.

- Municipalities create stops not NJT; Edgewater reshuffled their bus stops.
- AR James Media contracted with Edgewater for advertising in bus shelters; these generate revenue; advertisers provide & maintain shelters. Need to obtain a \$400 permit from NJDOT to put shelter no matter what road it is put on.



- NJT modeling person coming up with growth #s to see what the growth will be after housing units come in. There's been a double-digit growth in a 5 year window. The biggest growth has been between Old Edgewater Town Hall and Gorge Road.
- In the future will need to look at wayside fare collection for this corridor. Currently this isn't programmed for this corridor – nor are superstops.
- Standard shelters fit 5 people – NJT doesn't have shelters larger than this
- NJT noted that south of Gorge Road, you need > 180' to handle stacking of three (3) 60' buses.
- As per Jim Gilligan, when providing transit accommodations, NJT's priorities are ranked in the following order:
 1. proximity
 2. security
 3. safety
 4. convenience
 5. then views, other
- NJT prefers far-side stops (operationally) so that the bus can clear the light and not block traffic. Customers may prefer other configuration (near-side) closer to the crosswalk.
- NJT agrees that in this corridor stop consolidation is preferable.
- New ferry probably won't have parking
- NJT has been working with Ferry to coordinate schedules. Flow will be heavier going north (for ferry users getting on bus going north). Should consider northbound canopy shelter and slide it closer to Boro Hall.
- Hotel customers – after 10am they don't have direct access to the bus stop; need wayfinding signs to direct people to the bus stop and should make sure that the path of travel is lit
- Elected officials need to be reminded that :
 - Having all these stops is the cause for slow travel throughout the corridor
 - NJT can't sustain this level of service for the corridor
- Need to educate Edgewater Planning/Zoning officials – perhaps create a checklist to help them with new development requests and put the onus on the developers to include amenities
- Need to have traffic signage for bicyclists. Bicyclists need to understand that they should be yielding to the bus
- Michael Viscardi, NJT, noted that 12' lane is preferable for bus travel. This is due to the fact that buses are 10' wide and if lanes are only 10' that doesn't leave much space for buses to pass each other.
- Since bus pullouts don't get plowed, need to remind the town of their responsibility to plow.
- Buses are allowed to stage in the Edgewater Community Center from 6am-9am; NJT is not favorable about using the location for internal circulation outside of these hours because they don't want to mix seniors and children.
- All in all, Jim Gilligan, NJT really likes alternatives presented. Project Team should focus on:
 - Bike signage
 - Planning/zoning board education
 - Wayfinding assistance
 - Sidewalks
 - Lighting



- Shelter – what else can be done beyond standard shelters
- Need to consider material used for bus cutouts. For any construction involving concrete, need to consider conduit. Solar isn't powerful enough for a ticket vending machine (tvm). TVMs also need a clear position for cellular connection.
- NJT noted that when considering alternatives like a HAWK signal, need to consider height of signs. 13'2" typical height; 14' new double-decker buses (multi-stories -80 seats).
- Edgewater should require AR James Media to provide static signage at bus stops

THE LOUIS BERGER GROUP, INC. PREPARED THE MINUTES OF THE MEETING.

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Edgewater and Fort Lee Boroughs, Bergen County

NJ Transit Meeting
Wednesday, December 05, 2012

Sign-In Sheet

Name	Address	Telephone Number	E-mail Address
John Kovar	LBG		JKovar@louisberger.com
Jim Gilligan	NJ TRANSIT Bus Planning	973-491-7763	jjgilligan@njtransit.com
MIKE VISCARDI	NJ TRANSIT CAPITAL PLANNING	973-491-7183	MVISCARDI@NJTRANSIT.COM
Donna Obaech	Bergen County Planning	201-336-6438	dorbach@co.bergen.nj.us
Ken Aloisio	Bergen County Planning	201.336.6454	kaloisio@co.bergen.nj.us
Denysse Roman	LBG		deroman@louisberger.com
Tiffany Robinson	The RBA Group	973-946-5685	trobins@rbagroup.com
Bettina Zimny	The RBA Group	973-946-5716	BZIMNY@RBAGROUP.COM
CHRISTOPHER HELMS	BERGEN CO. DEPT. OF PLANNING	(201) 336-6443	chelms@co.bergen.nj.us
PAUL SPIEGEL	NJT	201.403.5628	pspiegel@NJTRANSIT.COM
Tom Scholze	NJT	973 491 8912	TScholze@NJTRANSIT.COM
Alicia Meyers	LBG	973-407-1620	ameyers@louisberger.com

ALAN MAIMAN

NJT Bus Planning

973-491-7765

~~jjgilligan~~

Amaiman@njtransit.com

Appendix A.6

Online Survey Results

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
 Boroughs of Edgewater and Fort Lee, Bergen County, NJ
 Survey Results



1. INTRODUCTION

2. GENERAL TRAVEL #1




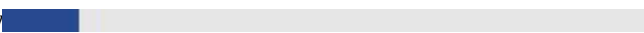

1. Which categories best describe you? (Check all that apply)	% of Respondents	Number of Respondents
Working for pay OUTSIDE the home	58.55%	113
Working for pay INSIDE the home	9.84%	19
A homemaker	7.25%	14
Going to school	4.66%	9
Looking for work	4.15%	8
Retired	13.99%	27
Other (Specify)	1.55%	3
	Number of respondents	161
	Number of respondents who skipped this question	18

3. GENERAL TRAVEL #2



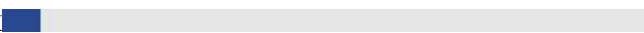
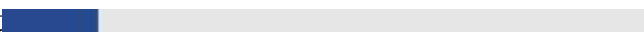


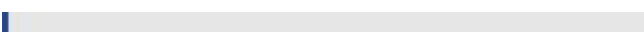
2. What primary mode of transportation do you typically use for your commute?	% of Respondents	Number of Respondents
Bike	9.23%	18
Walk	8.72%	17
Drive	58.97%	115
Carpool	3.08%	6

Transit		18.46%	36
Other (Specify)		1.54%	3
		Number of respondents	160
		Number of respondents who skipped this question	19

4. WALKING #1

3. In the last year, how often did you walk (For commuting, recreation, errands, etc.) within the study area?	% of Respondents	Number of Respondents
Never		20.25% 32
Less than once a month		23.42% 37
Less than once a week		18.99% 30
Less than once a day		12.03% 19
Nearly every day		25.32% 40
		Number of respondents 158
		Number of respondents who skipped this question 21

5. WALKING #2

4. Why do you walk? (Check all that apply)	% of Respondents	Number of Respondents
For exercise/health reasons		28.62% 81
For shopping/errands		23.32% 66
To get to school/work		6.36% 18
To get to transit		14.84% 42
For pleasure		24.03% 68
I don't walk		1.77% 5
Other (Specify)		1.06% 3

Number of respondents	125
Number of respondents who skipped this question	54

6. WALKING #3

5. What are your three (3) favorite places to walk along the River Road corridor?

1)	77
2)	58
3)	41
Number of Respondents	77
Number of respondents who skipped this question	102

6. Name the reasons why you like walking to these areas.

1)	72
2)	51
3)	39
Number of Respondents	72
Number of respondents who skipped this question	107

7. WALKING #4

7. Please identify up to three (3) areas along the River Road corridor where you think walking conditions should be improved.

1)	73
2)	46
3)	28





Number of Respondents 73
 Number of respondents who skipped this question 106

8. Please provide specific suggestions for improvements in each of these areas.



- 1) 65
- 2) 42
- 3) 32

Number of Respondents 65
 Number of respondents who skipped this question 114

8. TRANSIT #1

9. Why do you use transit within the study area? (Check all that apply)	% of Respondents	Number of Respondents
For shopping/errands 	27.97%	33
To get to school/work 	25.42%	30
I don't use transit 	35.59%	42
Other (Specify) 	11.02%	13
	Number of respondents	99
	Number of respondents who skipped this question	80

9. TRANSIT #2

10. What Transit Operator do you use for your commute? (Check all that apply)	% of Respondents	Number of Respondents
NY Waterway 	23.26%	20
		

NJ TRANSIT Bus	46.51%	40
NJ Transit Rail	3.49%	3
NJ Transit Light Rail	23.26%	20
Other (Specify)	3.49%	3
	Number of respondents	55
	Number of respondents who skipped this question	124

10. TRANSIT #3

11. What reasons, if any, are preventing you from using transit?

Number of Respondents 64

Number of respondents who skipped this question 115

11. TRANSIT #4

12. Please identify three (3) areas along the River Road corridor where you think transit could be improved.

1) 50

2) 22

3) 15

Number of Respondents 50



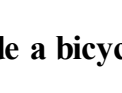


Number of respondents who skipped this question 129

13. Please provide specific suggestions for transit improvements in each of these areas.

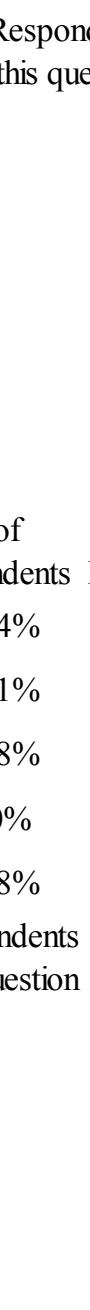
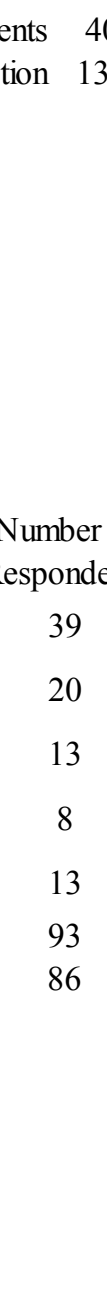


1) 40

2)	24
3)	17
Number of Respondents	40
Number of respondents who skipped this question	139

12. BICYCLING #1





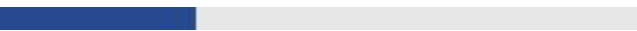

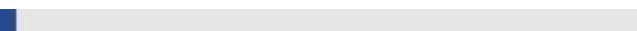
14. In the last year, how often did you ride a bicycle?	% of Respondents	Number of Respondents
Never 	41.94%	39
Less than once a month 	21.51%	20
Less than once a week 	13.98%	13
Less than once a day 	8.60%	8
Nearly every day 	13.98%	13
	Number of respondents	93
	Number of respondents who skipped this question	86

13. BICYCLING #2







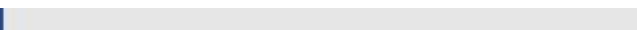
15. Please rate your bicycling comfort/skill level:	% of Respondents	Number of Respondents
I'm extremely cautious/I only ride on bike paths or sidewalks 	29.07%	25
I only bike on neighborhood roads 	24.42%	21
I bike on any road, as necessary to reach my destination 	33.72%	29
I don't know how to bike 	12.79%	11





Number of respondents	86
Number of respondents who skipped this question	93

14. BICYCLING #3

16. Why do you bike? (Check all that apply)	% of Respondents	Number of Respondents
For exercise/health reasons 	29.17%	56
For shopping/errands 	12.50%	24
To get to school/work 	6.77%	13
To get to transit 	5.73%	11
For pleasure 	31.25%	60
I don't bike 	11.98%	23
Other (Specify) 	2.60%	5
	Number of respondents	91
	Number of respondents who skipped this question	88

15. BICYCLING #4

17. What prevents you from biking more often? (Check all that apply)	% of Respondents	Number of Respondents
Destinations are too far away 	4.26%	13
Too many cars/speeding 	18.03%	55
Drivers don't share the road 	13.77%	42
I have to carry things 	4.92%	15
No bike paths, lanes or routes 	18.69%	57
Not enough time 	3.61%	11
I travel with small children 	1.31%	4

Lack of secure bicycle parking		8.20%	25
Insufficient Lighting on streets/paths		5.57%	17
Weather		4.26%	13
Bikeways/roads in poor condition		10.49%	32
Other (Specify)		6.89%	21
		Number of respondents	88
		Number of respondents who skipped this question	91

16. BICYCLING #5

18. Please identify your favorite three (3) places to ride a bicycle in the area.

	1)	40
	2)	21
	3)	12
	Number of Respondents	40
	Number of respondents who skipped this question	139

19. Name the reasons why you like biking in these areas.

	1)	39
	2)	22
	3)	12
	Number of Respondents	39
	Number of respondents who skipped this question	140

17. BICYCLING #6

20. Please identify three (3) areas along the River Road corridor where you think bicycling conditions should be improved.

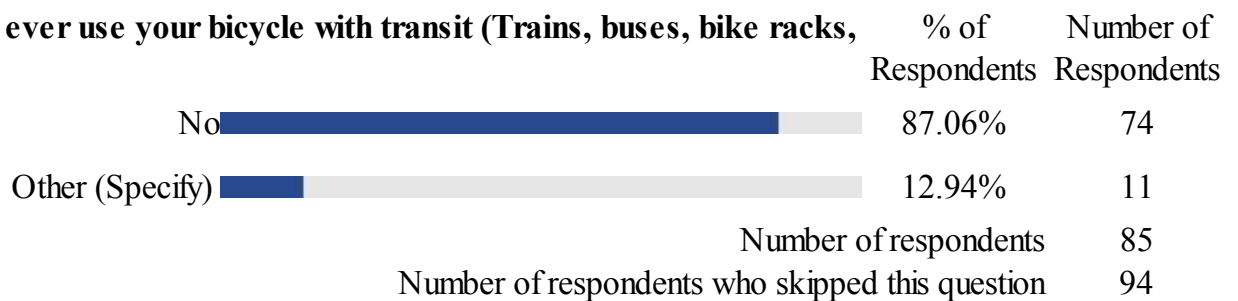
1)	49
2)	22
3)	13
Number of Respondents	49
Number of respondents who skipped this question	130

21. Please provide specific suggestions for bicycling improvements in each of these areas.







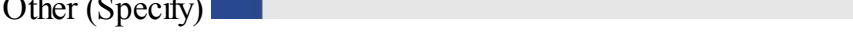
1)	46
2)	23
3)	17
Number of Respondents	46
Number of respondents who skipped this question	133

18. BICYCLING #7

22. Do you ever use your bicycle with transit (Trains, buses, bike racks, etc.)?



19. BICYCLING #8

23. What Transit Operator do you use to transport your bike? (Check all that apply)	% of Respondents	Number of Respondents
NY Waterway 	23.08%	6
NY Waterway Shuttle 	3.85%	1
NJ TRANSIT Bus 	23.08%	6
NJ TRANSIT Rail 	15.38%	4
NJ TRANSIT Light Rail 	26.92%	7
Local Jitney 	0.00%	0
Other (Specify) 	7.69%	2
	Number of respondents	11
	Number of respondents who skipped this question	168

20. BICYCLING #9

24. What reasons, if any, are preventing you from transporting your bicycle on transit?

Number of Respondents	43
Number of respondents who skipped this question	136

21. ADDITIONAL COMMENTS


25. Please provide any additional comments below:

Number of Respondents	31
Number of respondents who skipped this question	148

26. Please provide your information below. This information will not be used for anything but informational purposes. (Optional)

Name	37
Address	36
Phone Number	24
Number of Respondents	41
Number of respondents who skipped this question	138

27. Check if you would like to be added to the mailing list to receive project updates and meeting information. (Optional)

	% of Respondents	Number of Respondents
Other (Specify) 	100.00%	32
Number of respondents		32
Number of respondents who skipped this question		147

22. THANK YOU

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Boroughs of Edgewater and Fort Lee, Bergen County, NJ
Survey Results

What are your three (3) favorite places to walk along the River Road corridor?		
1)	2)	3)
The area just south of Morlot Avenue	The area near the Fair Lawn-Hawthorne border	Near the stores between Morlot and Lafayette
Behind palisade hospital	Starbuck coffee	Bus stop
Waterfront from 60th down to Lincoln Harbor	Edgewater Commons	Walking path
City Place	Frank's Waterside	East Newark
Promenade	Harrison	Weehawken
Kearny	Edgewater	North Bergen
Fort Lee	Behind Hudson pointe	Whole Foods area
None - It's a miserable place to walk	Weehawken	BY WHOLE FOODS
Behind bulls ferry	Edgewater Commons	Restaurants (various)
West New York	Edgewater Commons	River Walk between Whole Foods and Binghamton's
West New York	From Target to Mitsuwa	N/A
City Place	BY Edgewater Commons	Around the promenade
City Place	The whole River Road is a great place to ride a bicycle	To do errands
Behind Whole Foods	HRWW area	Between stores
The Hudson River Walkway	Waterfront	FROM BULLS FERRY TO GWB
BY NY WATERWAY IN WNY	In the Weehawken park on River Road north of the Lincoln Tunnel	By the Binghamton Boat walkway
The whole waterfront greenway is a pleasure to walk or ride on a bike	River Walk between Marina and Whole Foods	Ferry
Don't	AROUND THE BRIDGE	The river walk
GWB area	Undercliff road	Downtown area
A&P/Wells Fargo	Hoboken	Around Palisades Park
River Road	Ambiance of the town	Weehawken sports complex
By whole foods in either direction	City Place	To nail salon or pizza
Along the waterfront	FROM BULLS FERRY TO NY WATERWAY	Palisades Park
Marina area	Hudson River Waterfront	To the ferry in Edgewater
BY THE BRIDGE	On Undercliff Ave	Walkway by Trader Joe's
River walkway	Library	Palisades interstate park
Weehawken	River walk	Anything past Target
Along the area from the tennis courts to one or two miles south	The river walk	Edgewater Commons to Whole foods
View river sites	Near trader joes	Shopping areas
River Road itself	Independence Harbor to Old River Road and all Malls	Colony
FROM BULLS FERRY TO WHOLE FOODS	Between Thompson Lane and Edgewater Commons	From independence harbor to Mitsuwa
Fort Lee Historic Park	Movie Theater Area	To River Road to GW Bridge
Alpine to Englewood Cliffs	Near Veteran's park- where they recently put in sidewalk	Near Whole Foods (along river)
By the Whole Foods store	To whole foods	River Road to ferry
Waterfront	Behind Bulls Ferry/ Jacobs Ferry	Veterans Field circular track
Edgewater Commons	To food shopping center Whole Foods, etc	The strip mall that has target
Mitsuwa	Walkway by Independence Harbor	River Walk behind Hudson Cove
The river walk	Independence harbor to city place	Riverbend
Near wholefoods	Hess terminal to the Pathmark/Target	Waterfront boat marina
Prefer Hudson River Walkway but it is not finished!	Whole Foods Area	Waterside restaurant to Jacobs ferry
Hudson River Walk	From Route 5 to Independence Harbor	The Asian Shopping Center (proper name unknown)
Whole Food Area	Walk from Edgewater Commons to City Plaza	
Along the Hudson near Whole Foods	Restaurants	
River walk	Hudson Harbor	
Behind Whole Foods	Around whole foods	
In front of or to veterans field	To and From Citi Place	
Walkway near the new Edgewater ferry	River Road going south near Rusty Kale's	
Behind Independence Harbor	From Massa Lane to the Ferry	
Veterans park	Path to whole foods	
Walkway by Whole Foods	Hudson River Walkway along Shelter Bay	
Hudson River walkway	Trader Joes	
Independence harbor to mitsuwa	From my home at 1203 River Road to the GW Bridge	
Hillard Ave to the Hess terminal	From Hudson Harbour south on River Road as far as Trader Joe's	
Riverwalk	Edgewater Commons	
City Place	Bagel place	
From Route 5 to Edgewater Commons	Ferry down to Hoboken	
Hudson River Walk both north and south	Port Imperial	
Target	Shopping area	
Shopping Center		
Outside independence harbor		
River walk - wish it continued ALL along River Road		
Hudson Park		
To the palisade park		
River Road to GWB		
Whole Foods		
Edgewater		
Hudson River Walkway behind Whole Foods parking lot to the Edgewater ferry		
By Whole Foods		
From Route 5 to my home at 1203 River Road		
Veteran's Park (when open)		
Behind Wholefoods		
The patch in front of Chase Bank (across from Lukoil) because the sidewalk is bigger and there is grass		
Whole Foods		
Waterside to Weehawken ferry		
The Riverwalk		
Along water front		

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Boroughs of Edgewater and Fort Lee, Bergen County, NJ
Survey Results

Name the reasons why you like walking to these areas.		
1)	2)	3)
Pleasure	Exercise	Views
Access waterfront, ferry, recreation and light rail	Nice venue to eat and drink	Avoid traffic to save time
Traffic is too bad to drive	Shopping	Pleasure
Activity	To Work	Those areas are reasonably cohesive
Exercises	There are no cars on the walkways	Away from traffic
To go shopping	View	Safe
Near home	Great views of NYC	PEACEFUL
Nice clear path	PEACEFUL	It's a good alternative to drive
There are walkways	It's beautiful	Convenient
Shopping	Good shopping	I like looking at New York
Shopping	Pleasurable	Friendly people
To get from one shop to another	I love the Hudson River	Cleanest
No traffic	Clearly designated walking areas	Shopping
PEACEFUL	Safety	Things to see
It's healthy	Pleasure	Shopping
Views to NYC	Community	Nice on a Sunday
Convenient	Experience the flavor of the town and surrounding areas	WORKOUT
Scenery	Close to each other	Safe place to walk
I like to walk my dog there	ENJOYMENT	Travel
Scenic and removed from traffic	To not have to drive	Unobstructed views no traffic
Views of NYC	Books	Only way to get to the NJ Transit bus
CLIMATE	Unobstructed views no traffic	Run errands
Pleasure	More convenient than driving	Fresh Air
Wildlife	Exercise with baby	To get food
No vehicle traffic place to sit and rest	Health	Nature
Beautiful scenery	The sidewalk is spacious and clean, not right on top of cars	Walking is easier than finding parking in the lot and then finding parking on my street
Variety	NYC view	Just like walking to get the sights and sounds
SCENERY	Safety	I run because its my preferred method of moving around
Quiet, few cars	To get to Veterans Park	Quiet
View of NYC	Relaxing	Lovely along the river
Stroll	Exercise	Beauty/view of New York
Pleasure	I can get coffee 24/7 and general things from Target (6 days a week)	Scenic
Shopping	To shopping	Continuity of walkway
Unobstructed views no traffic	Good exercise	Visit friends
Location of stores	Has a sidewalk	Parking
Exercise	I walk	Slight seeing
Views	Pretty view	Safe area to walk around
Beauty of scenery	Light exercise	Near our apartment
No cars/ traffic to worry about	Good shopping	Shopping plazas (via bicycle)
Views	Walking to local watering hole	
Proximity to the river	Cool breeze in the summer	
Convenience	Challenging	
Close to shopping center (Duane Reade, whole foods)	Quiet	
The River Views	Shopping	
Exercise	Parking	
The view is spectacular	Pleasure/Recreation	
The river	River Road - to have a goal to reach a place and purchase something	
Shopping	Pleasure	
I can get groceries from four very different grocery stores	Views of the city	
Its great to walk around there along the river	Views of the city	
Safe crosswalks	In transit to or from the Port Imperial Ferry (via bicycle)	
Saves on gas		
Scenic		
I bike		
Shopping		
Relax		
Nice seeing neighbors and other "walkers"		
Beauty/view of GW Bridge/lack of traffic		
Scenic		
Safe		
Water views		
View		
Exercise		
Parking		
Access to public transport		
Park and River Walk - peaceful		
Exercise		
I don't feel like I'm so on top of the cars racing down River Road.		
Exercise		
Near our apartment		
In transit to or from Hoboken (via bicycle)		

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Boroughs of Edgewater and Fort Lee, Bergen County, NJ
Survey Results

1)	2)	3)
Fort Lee to Edgewater hill	Edgewater downtown area	Near Morlot
Near Maple Avenue	Near Lafayette Avenue	East Newark
Behind palisade hospital	Harrison	Private walkways in Edgewater they don't allow public to access
Additional sidewalks and bikeways south of 60th St.	Between hospital and edge water	Southbound side of River Road -- almost entire distance
River Road past the GW Bridge/New development and entering Edgewater	Industrial area near Hess in Edgewater	Rock Harbor
North of the promenade	Area between Japanese mall and Binghamton's	Old River Road
Kearny	Right by 115 River Road	MATSUWA TO A LITTLE PAST BINGHAMPTON
Edgewater	Every area with a blocked sidewalk	By the bagel store by route 5
Between North Street & the Marina	The bike ped access to the GW is too narrow and crowded	Unfinished sections of river path in Edgewater and north Bergen
Between bulls ferry and Hudson pointe	By the Hess station near Trader Joe	Mitsuwa to Trader Joe's
Weehawken next to the park and baseball field	City PI area	Between Bulls Ferry and Edgewater Commons
North Bergen/Edgewater boarder	Where Edgewater meets North Bergen	Around Route 5 the cars move so fast I always worry while crossing that someone will make a left while I'm crossing (when I'm supposed to be crossing)
Actual River Road near movie theater	Le Jardin TO GWB	Binghamton Shopping Center
River Road after route 5	By Lancer Lane narrow sidewalks	Crosswalks are a joke can't Get across River Road
Connect the walkways along the river from Mitsuwa to Whole Foods	Unfinished sections of river path in Edgewater and north Bergen	Hess Oil
Every single part that lacks a clearly marked bike lane, dedicated or shared	Bike lane for whole road	By Trader Joes complex
River Front	Independence Harbor to CVS	River walk (several areas)
Everywhere that doesn't have sidewalk	Palisade Park area	Trader Joe's Intersection
The parts of the pavement along River Road that have giant potholes	Fort Lee hill	River walk needs to be extended to Hudson county
Across from Bulls Ferry Road	Driving backs up	Also by traffic lights there should be longer crossing times
Between Trader Joe's shopping center and Target	The sidewalk is always dirty on the west side of River Road near the Persian restaurant/ Villa Valentina and pet shop and north of that area	River Front
Up on the north section where there is interrupted access and the path is often washed out	Northbound (Edgewater) starting near Le Jardin Restaurant & up	Up by the curve by the new development
Starting from City PI all the way north	From Ft Lee Historical Park down to Route 5	Need a sidewalk to extend along River Road after Le Jardin to get to Vela Homes. It ends at Le Jardin!
All the places that need upgrading for biking to make it safe	Behind Edgewater Movie Theater	I don't know
Entrance to Pathmark Plaza	Pathway to Park	By Rte 5 - it is terrifying crossing there because people try to make the left up Rte 5 and speed to catch it
Along the river	North of mitsuwa	Riverwalk
FROM WHOLE FOODS TO Le Jardin	Along the River walk near the Hess tanks	Don't know the name of area
By Sabor restaurant	The area across from Edgewater Commons	
North of route 5 on east side to Fort Lee border	Waterford Towers area	
The whole length	River Road at Trader Joe's	
Unfinished sections of river path in Edgewater and north Bergen	All conditions, walking and bicycling should be kept to a minimum from Route 5 north and south of Fort Lee. Bicycles, in particular, present a real hazard.	
Bustop near trader Joes	Walkway on both side of the roads between Whole foods and city place	
Hudson River Walkway	Especially where there aren't crosswalks	
Between Thompson Lane and Edgewater Commons	River front	
Garden place and River Road	By Le Jardin	
Walking is fine	Between Russell Avenue and Trader Joes	
Right in Lukol Station there is no sidewalk- I have to walk onto River Road with my stroller!	No crosswalk at Massa lane to the park	
Veterans Park Area south bound in Edgewater	Vela condos	
Crossing over to Trader Joe's area	Near moorings lane	
We need sidewalks throughout River Road...	Need a better crosswalk along River Road to intersection where EVG and post office are.	
For those people catching buses, there is very little room to walk	I don't know	
Behind City Place	Near Trader Joes- no walkway on the east side of River Road- forces people in street	
In front of Admiral's Walk	Along the whole stretch of River Road between the Hill and Hudson County	
The western side of River Road between Edgewater Commons and Thompson Lane	Don't know the name of area	
South of city place	Not enough signs	
Outside of Independence Harbor		
The turn onto Crown Ct. It is difficult at night (and even in the day) for drivers to see the pedestrians making this crossing. Also since the turn is angled, there is an increased danger because drivers do not have to slow down as much. It can be difficult for pedestrians to determine if it is safe to cross because not all motorists use their turn signals properly.		
Gorge Road/City Place Intersection		
River Road should be a busy neighborhood boulevard rather than a through route for speeding traffic		
Opposite Edgewater Commons		
I think, given the fact that River Road is a County Road, with not too much room, and with truck traffic the conditions are fine.		
River walk - just too cramped		
All over		
River Road		
Along River Road anywhere		
Glenwood Road to Veterans Park (near community center)		
North of Leary Lane		
East side north of Le Jardin... There no side walk!!!		
Hess oil tanks		
In front of Le Jardin		
Area just south of the Edgewater Colony area in the Van Dolf marina area where the walkway is fenced off in with permanent fencing in several places. This is terrible as it breaks the continuity of the walkway		
Hudson River Walkway needs to extend from Trader Joes parking lot to Target shopping center where it starts again		
I don't know		
From Bruce Reynolds to Rt 5		
On the east side of River Road in front of park		
Between Edgewater Municipal Complex and Weehawken		
By Lukol- the sidewalk stops! Forces strollers in street		
Old River Road		
Across from the galaxy where there's no walkway		
Gong uphill to the George Washington Bridge		
Don't know the name of area		
They are not safe for walking		

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Please provide specific suggestions for improvements in each of these areas.		
1)	2)	3)
Need markings to show cyclists could use the road	Need street cleaning	Need trash cans
Crossing at these locations can be difficult	Wider side walks	Better signage
Sidewalk improvements on west side of River Road, especially in front of Bull's Ferry	Part of walkway has collapsed behind apts near watermark	Eliminate the "gaps" throughout Edgewater
Road width expansion	Make private walkways not allowed (which is already the law)	More traffic lights with more time to cross
Need new bicycle lane and pedestrian lane	More pedestrian crossings	Increase the number of small trees and plants on sidewalks and street dividers
Bike lanes	Paint a dedicated or shared bike lane for the whole distance	White using lane at night must wear reflective gear
Crosswalks - nowhere near enough of them	Dedicate larger area of the GW bridge to bike ped	Where Edgewater meets North Bergen - BETTER STREET PAVEMENT
Finish park hard to walk along River Road between bulls ferry and Hudson pointe without fear of bike hitting you	Superfund site is making us all ill...	HIGHER CURBS
Always seems to be construction materials but no construction happening	Signs every few miles notifying drivers of bike lane	Put those rails to keep cars from possible jumping curbs
More walkways	Entrance to Pathmark Plaza - better timing of lights	Repair / fix / complete unusable sections
Wider sidewalks	IMPROVEMENTS TO HUDSON RIVER WALKWAY I.E. CONNECTING STRANDED PARTS	A few walking bridges over River Road would be great... at Mitsuwa and between City Place and Old River Road
A bike trail should be built	Define sidewalks	Upkeep and maintenance
Complete and clean the sidewalks for improving the flow	Provide walking path	Cyclist should walk bikes down Fort Lee road... cars pull out of side streets
Repave all of River Road	Repair / fix / complete unusable sections	Have police ticket PLEASE all car speeders and cars that make illegal lefts (where there is a double-yellow marks)
A walking path should be easily accessible	Bike lanes	Clean up the parking lots/sidewalks
Put barriers up against geese!!!	Bike lanes	Monitor crosswalk 30 yards S of 1077 River Road
Wide bike lanes	Sidewalks on east side of River Road	Make a sidewalk
Old River Road - more lights	Who is responsible for sidewalk in between Villa Valentina/ pet shop/ restaurant and River Walk apts.?	I would like to see fewer breaks in the riverfront walking path. Some are due to things like the Hess terminal being in the way while others are due to lack of upkeep
Give people the ability to the river and view	More safe crossing	Longer crossing time at intersections, lights are too short to cross some of these intersections
WIDER SIDEWALKS	Clean up the sidewalks	Better walking conditions around ferry terminals and light rail
Widen sidewalks	Reduce speed limit and in force it	Allow for commercial development along sections of the road to encourage foot traffic
Sidewalks!!!	Additional stoplights	Bicycle lanes should be available in all of the metropolitan area
Outlaw bicycles from road	Make an path from the riverwalk to get around the tanks area	Stop over development
Repair/fix/complete unusable sections	Continue the sidewalk on the southbound side	Strict enforcement of traffic laws by Edgewater Police
Wider sidewalks	More Police enforcement at intersections to stop speeding and running of red lights	Lower speed limit for cars/enforce no phones/texting ((drivers are distracted)
Sidewalks	Very wide sidewalks like the ones in palisade park or Cliffside park	Need wider roadway if possible
Traffic light at garden and River Road	Create walkways on both sides - make sure they are well lit	Extend sidewalk
I would like to see wider bike lines and have them all along the length of road	Bicycle lanes should be available in all of Bergen and Hudson counties	I don't know
Stop allowing for new construction which not comply with current zoning	Improve aesthetics	Please enforce with speeding tickets- and for Rte 5- make an arrow light and turn the arrow to red when cars can't turn anymore up Rte 5
Put a sidewalk on both sides of the Lukoil station so strollers don't have to walk into street	Use of River Road limited to cars and huge delivery trucks unless emergency or necessary	A fully connected and fully open Riverwalk accessible 24/7 end-to-end
Appropriate Sidewalks are needed	Add traffic lights ? so folks can cross River Road	Remove bird drops
Need wider roads/lanes	Put a crosswalk or light	
Sidewalks	Sidewalk ends in places, requiring you to cross the street	
Clean up the River	Need bike paths	
Get a traffic light between Admiral's Walk , (1077 River Road,) and adjacent condo property	Better marked crosswalk between stretch from Russell Ave to Grand Cove	
A sidewalk	Repair crevices	
Extend walkway	Police authority for the walkway	
By Shadyside across the street from Ind harbor	Add a sidewalk to the Trader Joes side of River Road, or some kind of elevated foot path	
Blinking pedestrian crossing lights? Move the crosswalk a little further up on Crown Ct.? Not sure about this one.	24 -foot wide shared-use path from the Hill near the Bridge to Hudson County	
Walkway Overpasses	Remove bird drops	
On street parking	Hidden away, so use more directional signs	
Putting in sidewalks		
Keep bicycles off River Road.		
Riverwalk needs to be made more like Hudson county. Reclaim some land and build wider walkways		
Bicycle lanes should be available on River Road from Hoboken to the GWB		
Stop over development		
Another light after Orchard Street		
Sidewalk needed		
Lack of a sidewalk on the east side of road		
Install a side walk. The road needs to be expanded		
Continuous sidewalks, wider paths		
Need sidewalks		
Break down these fences to allow continuity. These fences go against the true objective of a continuous walkway.		
Extend Hudson River Walkway		
Smoothen walking surfaces		
Provide sidewalks that connect the entire stretch		
There is no side walk, you walk on uneven grass or have to cross River Road!		
Complete a well lit walkway		
Put a sidewalk please by the Lukoil in the stretch of dirt		
No sidewalk for pedestrians up old River Road		
Add a walkway so we're not close to the cars on the highway		
Separated bicycle path AND separated walking path on the hill to the Bridge		
Remove bird drops		
Too much duck droppings, have them cleaned		

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What reasons, if any, are preventing you from using transit?

Public perception of public transit
 Transit Hours
 Connectivity to surrounding area via sidewalks and trails
 Insufficient lighting at bus stops
 Inadequate bus stops

We live in Bergen County, and WANT to use the HBLR to get into Hoboken, Jersey City and New York. BUT it doesn't quite work out well: Port Imperial is hard to drive to and incredibly expensive to park at because of limited space and the ferry terminal being right there.
 What about Tonnelle Ave station? The roads to Tonnelle Ave Station are so slow, and parking/light rail costs enough, that it is cheaper and more convenient to just drive all the way to Jersey City and park in a private lot for \$10.
 The bus from Tonnelle Ave Station to Hackensack is atrocious. This is because it starts in Journal Square and fights traffic along the Palisades along the way. I once waited a full hour for the bus, then three came along all at once. Never again... Start a bus right at Tonnelle Ave Station if you want people to actually use it when heading to Bergen County.
 Biking to Bergenline Ave is possible, but still not easy or convenient (hills, excessive congestion and diesel pollution on Bergenline Ave). Again, it's more convenient just to bike all the way to Jersey City.
 So in the end... I WANT to use the HBLR from Bergen County. But it just doesn't work out.
 If the HBLR Northern Branch Corridor Project were ever built, that would finally provide us in Bergen County an easy way into Hudson County and NYC via public transportation. Stations in from Leonia on North would be incredibly convenient for a large number of Bergen County residents on bike and in car.
 As things are now, we head to NY as fast as possible to gain access to the MTA's efficient North-South subway lines. By providing efficient North-South transportation in NJ, we will see more people staying longer in NJ on their way into the City, and the increase in business that will come with that. This will be of benefit to all towns along the HBLR corridor, including the study area.

The bus system is terrible all over New Jersey

Inconvenient
 Delays for bus traffic at Lincoln Tunnel / construction
 A train or trolley would be useful, but here isn't one
 I would use bus more but the schedule is totally unreliable
 Light rail too far from home; doesn't go where I want to go.
 Too expensive
 Unpredictable, and expensive for the level of service available.
 I would use ferry if free shuttle went to Hudson points. I believe many residents would use this daily.
 The LR leaves you to far away from the walkway and also would be better if it were extended into Edgewater

None
 Not frequent
 None, I own a car
 I prefer to walk or ride my bicycle

Convenience
 No "good" transportation from Boulevard East/ Palisade Ave to River Road so I drive
 It is easier to drive my car. I am not sure which buses to take. If I take buses and shop, it might be hard to carry all my packages home on transit. With my car, I have a place to hold my packages.
 None - it depends upon where the client is.
 Have a car
 They do not provide enough handicapped spots for us who are handicapped
 The light rail in Weehawken is not easily accessible to the greater population of Weehawken.
 No bus shelter at the stop (across from new Borough Hall). Pedestrian pathways are never plowed on time (in winter).
 Nothing prevents me from using transit. As stated I do use transit
 Waterway - too expensive. Way too expensive! This was an excellent idea that is just too expensive. Priced out!
 Do not live in area. Only bike through for recreation.
 They do not have a route that covers my origin / destination.
I HAVE MY OWN VEHICLE AND BESIDES FERRY TO NYC, ID RATHER WALK OR BIKE
 Not enough routes or buses going from Edgewater to the South, and no light rail past the Ferry going North, expanding up Gorge Rd. and along River Road. to the and past the Bridge
 Live locally
 None
 Edgewater ferry does not run at convenient times... needs to run off peak even if off peak stops at Port Imperial. And Edgewater ferry is too infrequent so if I miss the bus, I have to wait 30 minutes. NJ Transit takes too long coming home. So usually, I take Port Imperial Ferry. I wish the Light Rail came to Edgewater!!!
 Expensive, times do not coincide with my schedule
 Would prefer to walk or bike
 I work within 5 miles of my home. If shopping, I need my car.
 None
 No need to unless going to NYC which I do not that often
 The schedules are difficult to find and interpret -- and the wait is too long.
 Schedule
 NJ Transit bus line 158 has horrible service.
 Bad timing to Washington Heights. Buses don't run often enough.
 Schedule and ease of use
 Transit only runs until about midnight. When I go to the city, I usually stay there past midnight. So instead I drive for a half hour (on NJTP which is not cheap) to the Harrison PATH station, pay \$11 to park, and \$2ish to get to NYC.
 Also due to the fact that this requires driving, one person must always be a designated driver.
 Trust me, I'd much rather pay the \$4.25 and leave from the bus stop one block from my house. If there were regular buses throughout the night, I would pay more for a night-bus home.
 It doesn't go to my workplace because it is located in a office park.
 Does not come enough between rush hours.
 Ferry: this is a great way to get into the city. However, it only operates during rush hours. It is also expensive.
 Bus: this is a more economical way into NY. However, the buses are notorious for missing their scheduled times.
 Traffic lights are not coordinated and buses have to make stops for poorly coordinated traffic lights. makes commute slow
 None
 Very high price of ferry and cost of parking.
 bus connections to ferry and light rail inconsistent and should be free
 Nothing right now.
 None
 I wish NY water way would run ferries after 8 PM to Edgewater ferry and weekends. Why no weekends?
 Not convenient for schedule or shopping, primarily go to Edgewater to shop and it would be difficult to carry packages, etc back to the bus stop and on the bus.
 Too much traffic at times
 Need more hours for Ferry (Edgewater to NYC34th street). Need more options to get to Edgewater ferry.
 None.
 It's not fast enough (bus). If the Light Rail was in Edgewater, I'd use it all the time.
 I like the control of having a car. I can come and go as I please. I am also disabled so I need to have the car.
 The bus doesn't run often enough unless it is rush hour. There is no reason to use it if I am going down the street to shop. I would only use it to get into the city.

HANDICAPPED/INCONVENIENT
 The buses never have seats. Mainly take the ferry every day to work.
 Most of my business is recreational and accessed usually by bicycle.
 Stops are too close together

**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
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Please identify three (3) areas along the River Road corridor where you think transit could be improved.		
1)	2)	3)
North of Port Imperial	Harrison	East Newark
Fort Lee GWB terminal	Bike lanes	Shopping areas
Everywhere	The intersection of River Road and tunnel at point imperial	Everywhere
Bus timing could be improved along entire corridor, but it is critical at the south end where buses fill up and cannot take additional passengers.	GW Bridge	Cars speed - WHOLE ROAD
I wish light rail were more accessible by mass transit	Everywhere	FROM GULF STATION TO A LITTLE PAST BANK OF AMERICA NEAR BORDER OF WEST NEW YORK
A light rail leg near the river farther north than it currently goes.	There do not seem to be vans - WHOLE ROAD	From Edgewater to Hackensack, Paramus and that way
Kearny	FROM CITY PLACE TO GULF STATION	158 bus needs to come more frequently
Light rail into Bergen County	Up Gorge Rd.	Bus Lines too Long
All of it	Edgewater Ferry has no parking and is not frequent enough	Put no parking, no standing signs South of this driveway (1077 River Road) Traffic is difficult enough without trying to see through the cars and trucks that park there.
In Ft lee past edge want where River Road turns into a single lane road	Across from City Place the bus stops are awkward- there are no sidewalks	By CVS
Light rail further north?	Bus Lines Too Long	An express route from River Road via RT 4 to the Garden State plaza mall
Connect Hudson/Bergen	I take my life in my hands exiting Admiral's shared driveway with adjacent condos. Cars speed on River Road and it's almost impossible to make a left turn. That is our only exit to go south.	Free parking on river front
Up and down the roads from Blvd East/Palisade Ave to River Road	Movie Theater	Transit good
More clearly mark bus routes to NYC	Keep NJ Transit buses to their schedules	Bike lanes, bike lanes, bike lanes
Everywhere	More stops	Don't know the name of area
Getting in to the park	Buses to River Road	
Weehawken and north along River Road	Transit good	
River Road	Add a bus that goes from Edgewater to GWB port authority!!	
I do not see enough buses along River Road - WHOLE ROAD	Extend light rail to Edgewater/Fort Lee area	
Areas where it goes from two lanes to one and vice versa	Put an overhead across from Hudson Harbor bus stop	
FROM BRUCE REYNOLDS TO RIVER PALM TERRACE	Better bike lanes on the road through Weehawken	
Past the Ferry	Don't know the name of area	
From palisade avenue, Englewood cliffs, along Hudson terrace and on to River Road		
Provide bus drop offs		
Extend the Light Rail to Edgewater!		
Across from Vespas- near Grand Cove SO many people illegally cross there- so dangerous!		
Widen road on River Road in Edgewater northbound		
To the ferry and shopping areas		
Bus Lines Too Long at Light near Edgewater Movies		
From Admiral's Walk North to veterans field. Make sidewalk wide to accommodate strollers and children		
The whole area		
Ind Harbor		
Anywhere within 1 mile of Hillard Ave.		
Full length of River Road		
N/A		
Increase and subsidize ferry service		
More shelters		
River Road		
Transit good		
Wish there was a light rail connection all the way up to fort levee		
All along the corridor		
Edgewater Ferry		
Stated prior. Area just south and north of Edgewater van Doff marina area.		
Bike Lanes needed		
Run the Edgewater ferry on the weekends!!!		
Entire Stretch		
Edgewater (Rt. 5 junction) to Fort Lee Main Street		
Across from city place there should be a place to wait for bus		
Bike lanes on the road in Edgewater		
Don't know the name of area		

**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
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Please provide specific suggestions for transit improvements in each of these areas.		
1)	2)	3)
Maybe some kind of frequent bus from Port Imperial to Ft. Lee that serves the shopping areas???	Decrease fares	Shuttles to light rail
Small commuter bus in area	Fix access into Port Authority Bus Terminal and Lincoln Tunnel.	No trucks
More local bus routes	More frequent buses to light rail especially during off peak hours	Light rail
DEDICATED BUS LANES DURING RUSH HOUR.	Reduce fare	Gorge Road
Extending light rail	Edgewater Ferry - the hours are very limited Please increase the coverage, or	Add less expensive transit with sufficient handicapped spots with signage indicating same
Need new roads	Finish project that has been under construction for over a year and a half	More traffic policing - I seem some every so often (Friday usually)
It's a corridor - could we have more than just the 158 covering it?	Additional routes	TRAFFIC DURING RUSH HOUR IS UNBEARABLE IF YOU ARE STUCK ON River Road FROM 530-630 AND SOMETIMES TILL 7
More frequent buses	Ferry Road	Bus, light rail...
Bully Ferry	Add less expensive transit with sufficient handicapped spots with signage indicating same	Light Rail to Southern Edgewater!!
Add less expensive transit with sufficient handicapped spots with signage indicating same	Allow vans or run city sponsored jitneys (more)	Discounts on residents who live in towns that provide Ferry service to NYC
Why a transit line was not planned for when River Road was built is a crime. There should be a light rail running along the highway to allow for easy access to shopping. It's become a traffic nightmare.	LIGHTS ARE TOO SHORT ON River Road	Another Ferry terminal
Please extend the light rail north, and/or create a dedicated bus lane.	Survey the need of the residents, i.e. where do we need to go.(work, college)	Ferry Service
Ensure more buses	Synchronize lights on total road	A traffic calming island of trees installed in the middle of the road
Make the number of lanes consistent along River Road	Parking at Edgewater Ferry	Stop over development
TOO MUCH CONGESTION	Add sidewalks to BOTH sides of River Road near City Place	None
More access to places	Expand Ferry Services hours and include Weekends	Introduce express bus with limited stops
See #12	Train	
Expand upper part to two lanes each direction	Ferry Service	
Edgewater Ferry at off peak times should stop at Port Imperial if necessary	More police enforcement of speed limits	
Please add a walking bridge across River Road near the bus stop by Grand Cove or add another traffic light	Expand the roads	
More buses	None	
More buses	Add a bus to go from edge water to GWB...why do we have to thru Weehawken?	
More bus service for commute into NYC. Too many buses are full before completing route	More shuttles from Fort Lee to Edgewater ferry	
Ferry service	Extend light rail to Fort Lee	
24/7 bus		
Increased trolley and jitney services eliminating the need to cross River Road		
N/A		
See above		
River Road needs to have the speed limit lowered to 25mph		
Stop over development		
None		
Add light rail connection to Fort Lee		
Wider lanes more traffic lights		
Edgewater Ferry: more hours of operation		
Open Sat & Sunday ferry operation		
Provide 1-2 boro shuttles that loop up/down from Bruce Reynolds to Gorge		
Build an express roadway that bypasses River Road, hugs the cliffs and joins with mid point on Rt. 5		
Add bike lanes on the road to and from the GWB		
Reduce # of stops		

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Please identify your favorite three (3) places to ride a bicycle in the area.

1)	2)	3)
West Side Bike Path along the Hudson River in NYC	Route 4 (when the cars are jammed). This is the best-graded road up and down from Ft. Lee	Saddle Brook Path through Paramus
River Road from Fort Lee to Jersey City	Hudson river bike path	Parks
Entire Corridor - Hoboken to Fort Lee	Passaic Ave	Jersey City
None	New York	Hoboken
Liberty state park	River Road in Hudson County	Henry Hudson Drive loop
Schuyler Ave	The whole River Road	Overpeck
Weehawken	River Road north	Everywhere
On the Hudson River Walkway :)	Ice cream loop - Haagen-Dazs to Ben & Jerry's	by GW Bridge
Waterfront in Weehawken	Local Roads	North end of River Road in Fort Lee
Liberty State Park	Everywhere	To the parks
Hudson River Walkway	Riverfront	The park
Ft Lee to the Lincoln Tunnel	Palisades Ave above River Road	Trader joes back area
The whole waterfront greenway	Around the neighborhood	
River Front	Palisades Park	
GWB to Hoboken ferry	NYC bike path along Hudson	
Hudson County Park	Local quiet streets	
Everywhere	Along River Road from Edgewater to Hoboken	
Every where	The water front	
Along the river going both north and south--preferably south to Hoboken and Jersey City.	Whole foods back area	
Braddock Park	Port Imperial section of Hudson River Walkway	
Rt 5 Climb from River Road	Underhill road because River Road has no bike lanes	
Palisades interstate Park River Road		
To the water front		
Parks off of River Road		
Hudson River Walkway!!		
Route 9W		
Parks		
From Edgewater to Hoboken		
Elsewhere		
Local residential streets		
Riverwalk - whole length		
County Parks		
River walk		
The shopping areas		
North Hudson Park		
North of Massa lane		
Parks		
Paved bike trails. Not on car roads.		
Palisades Interstate Park in Ft. Lee		
The new bike lanes in north Bergen are fantastic		

Name the reasons why you like biking in these areas.

1)	2)	3)
Safety, convenience, roads take me where I need to go	The city skyline view	Go to Path
Excellent route to get to Liberty State Park	Great scenery secure	Bike lanes (especially in Hoboken)
The flat grade	Shopping	It's a direct route to where I want/need to go.
I do not find the walkway suitable for biking	Road Calming	It's better than using public transportation
Great scenery secure	Bicycle friendly	Connections to good food
Exercises	Scenic	It is safe for bikes
Bike lane	It's better than using a car	Add less expensive transit with sufficient handicapped spots with signage indicating same
No inconsiderate traffic	Decent biking on most of the road	Wide roads
Wide open	It is safe for bikes	Wide roadway, shaded, fun decent / challenging climb
Walkways	Add less expensive transit with sufficient handicapped spots with signage indicating same	Good workout
No traffic or hills	Safe	I love riding my bike. I wish it were more like Europe
Convenient access to shopping	Nice paths	More lighting
It's beautiful	Wide 2 lane roadway, easy for cars to pass, spectacular view	
Touring	Safeness	
Great scenery	Safe	
It is safe for bikes	Safe	
Add less expensive transit with sufficient handicapped spots with signage indicating same	Exercise	
Nice	Its convenient	
A much nicer ride for my family to Hoboken and Jersey City.	Safer	
Early AM is wonderful	Quiet	
Challenging climb, smooth asphalt, wide roadway	It is not on the main road and is safer and scenic	
Little traffic	Less traffic and safer	
Scenery		
Less traffic		
Beautiful		
Mostly wide shoulders or dedicated biking lanes		
Less cars		
Long Distance		
Less traffic		
Safer due to less traffic		
No cars		
Pleasure		
Its faster		
Pleasure		
Scenic		
Less cars		
Safety		
It is not on the main road and is safer		
It's safer		

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Please identify three (3) areas along the River Road corridor where you think bicycling conditions should be improved.		
1)	2)	3)
River Road north of Port Imperial	River Road south of Port Imperial (this isn't quite as bad as the northern segment, but still not great)	Roads that go up and down to Palisades from River Road. Especially north of Gorge Rd.
Fort Lee hill to Edgewater	Through Edgewater	Parks
South of 60th St. where the current bike lane ends.	Passaic Ave	N/A
The entire stretch should have bike lanes, from Weehawken north.	Area near southern entrance of Palisades Interstate Park isn't very bicycle/pedestrian friendly in general	Crazy wide bus stop
North of the promenade	N/A	By Trader Joe
Schuyler Ave	Right Turn only lanes	Everywhere
Edgewater	By the Hess Tanks	Gorge Rd / Rt 5
Pretty much everything from Rusty's south	Everywhere	And on the walkways that people can walk on
Almost everywhere	Along the river in Hoboken.	Everywhere
Pretty much everywhere in Bergen county's section	All curves in River Road	Also the avenue parallel to River Road
N/A	Two lane section leading up to GWB	Fence to keep bikers in lane
Edgewater to Fort Lee	On Undercliff Ave no bike lanes	Vela area
The hill just south of Ft Lee historical park	Mituswa North to Trader Joe's	Don't know the name of area
Every area without a dedicated bike lane, shared lane or wide defined shoulder	Everywhere	
River Road South	From WNY down River Road	
Narrow points along road	Marked path for bikers from Ft. Lee hill to route 5	
The Galaxy	Driver's don't SHARE roadway nor are they careful (phone/texting)	
All areas	All along River Road	
Everywhere	Moorings area	
North where the path is dilapidated.	River Road through Weehawken	
Shadyside	Don't know the name of area	
Nearly all of the 4 lane roadway is difficult to share with cars		
Along River Road where there are no sidewalks		
Outlaw bicycles on total length of River Road		
Bike lanes leading to parks and shopping centers		
All along River Road... especially City Place to CVS and beyond		
The entire length needs much wider biking lanes that are more clearly spelled out		
Going up hill on River Road- so steep and so little shoulder		
Edgewater to Hoboken		
Everywhere		
River Road.		
All of it, it's a hazard to bikers and auto drivers		
The whole length should have bike lanes on both sides		
Bicycles have no business on River Road		
Path from Edgewater south to Hudson county		
From Fort Lee all the way to Hoboken		
From Hoboken to Englewood		
Biker lanes provided all along River Road.		
The entire length of River Road		
The intersection of River Road and Leary Lane, in particular		
All along River Road		
Le Jardin area		
Cyclists jam the roads for cars.		
Edgewater going south.		
From Veterans Field all the way up the City Place		
Rt 5 to Bruce Reynolds Blvd		
Throughout the whole thing		
On River Road through most of Edgewater		
Don't know the name of area		

Please provide specific suggestions for bicycling improvements in each of these areas.		
1)	2)	3)
The road as it stands is four lanes, heavy traffic, and no "extra" room for bikes. This is the worst of all cases: as an experienced daily biker, I avoid this kind of road at all costs. I don't blame the "bad drivers" in this case, I blame the road. But the right-of-way has plenty of extra space. Widen the road and add generous bike lanes, maybe even a separate bike road alongside, and it will be a great place to bike.	Bike lane or shoulder markings in South part of Edgewater	Evaluate these roads for bike safety, and direct bikers toward the safest ones as a way to get up and down off of River Road.
Sharrow markings	A better buffer between travel lane and bike lane	Better pavement marking for bike lane (NYCDOT uses green pavement)
Continuation of the current bike lanes.	Bicycle parking	No trucks
Current bike lanes are not continuous - this is badly needed	Narrow some of the wide intersections	Slow the cars down
Need new bicycle lane and pedestrian lane	Have bike rental stations	Rehabbing sections of walkway that are falling into the river
Add bike lanes in both directions	Possible widening of the really narrow sections?	N/A
Rest bike paths, as well maintained as the roads.	N/A	Prohibit bikers from using the roads during rush hour
Paint the floors for bike lanes	Law enforcement should ticket reckless bikers who ignore traffic signals	Sharrows
Bike lanes	Bike lanes	If lane ends and a sidewalk ride is necessary, don't put obstacles in the path
N/A	Do not end bike lanes	Add less expensive transit with sufficient handicapped spots with signage indicating same
Fine bikers for not biking in a single file.	Add less expensive transit with sufficient handicapped spots with signage indicating same	Add climbing bike lanes
A dedicated bike lane	Connect the spur on River Road in Hoboken so bikers don't have to deal with the car traffic.	Provide biking incentives
Create and define dedicated bike lanes or shared lanes	More space	Traffic calming islands with trees and more police enforcement of speeders
Bike lanes	Climbing bike lane leading up to GWB	Strict enforcement of biking rules with summons issued
Consistent width shoulders	Provide more bike lanes	Better roads
Consistent lanes	Bike lanes	Dedicated bike lanes are desperately needed throughout River Road from Hoboken to GWB
Roads should be wider with a bike lane	Bicycle parking available in nearby business and public areas	Don't allow bike in car lane
Add less expensive transit with sufficient handicapped spots with signage indicating same	Biking permitted in path only during rush hours	
Make the northern paths more accessible and better maintained.	Lack of bike paths + many bikers = mayhem	
Add bike lanes, lights	More lights from Bruce Reynolds to Massa lane, it's pitched black	
Road diet, add bike lanes that replicate Vehicular Cycling techniques	More lighting	
Pave the sidewalks and put side walks	Dedicated bike lanes are desperately needed throughout River Road from Hoboken to GWB	
Outlaw bicycles on total length of River Road	Don't allow bike in car lane	
Finish the River Walkway		
The entire length needs much wider biking lanes that are more clearly spelled out		
Is it possible to widen River Road up the hill?		
Bike Lanes!!		
Dedicated bike lanes. Not sharrows. Sharrows are not helpful.		
Add bike paths, most bicycle riders do not follow traffic rules and in some areas it is almost impossible to share the road safely		
Keep them off River Road.		
Build bicycle path and provide lighting		
bike lanes just like in New York and Copenhagen and Amsterdam		
Bike lane along river not roadway		
Biking rules posted along River Road.		
Bike Lanes?		
We need a light at this intersection!! People have been killed here!!		
More Bike lanes like the one north of Massa lane		
Bike paths		
Keep bikes off the roadways!!!		
Continuous paths.		
Add a bike lane, simple		
Provide Bike Lane		
It would be nice to have a bike lane, probably not practical		
bike lanes please!		
Dedicated bike lanes are desperately needed throughout River Road from Hoboken to GWB		
Don't allow bike in car lane		

River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Boroughs of Edgewater and Fort Lee, Bergen County, NJ
Survey Results

What reasons, if any, are preventing you from transporting your bicycle on transit?
NJ Transit's bicycle policy for standard-frame bicycles.
Jitneys across the GWB are convenient and fast, but they have no ability to carry bikes.
NJ Transit busses across GWB have sporadic bike racks on the front, which makes it unpredictable.
I once took my bike on a NJT bus across the GWB, loaded it on a front rack. But my bike was too big for the rack, and I was afraid the bike would fall off on the bridge. The driver was as careful as he could be, and we took it off in Ft. Lee to avoid an accident.
Light Rail prohibits bikes at many of the times I need to go somewhere.
No regular way to sue transit plus bike
Not conducive times I travel not allowed and no racks .
Difficulty in transporting bike.
Not enough room
I am told I can't take my bike on the PATH trains during rush hour; can't get it through turnstiles.
Too difficult for other passengers not enough space
Too crowded
No bike rack and over crowding on the trains and light rail
Unknown whether and when I can (bus). I don't ride the ferry often enough to consider that (see my comment regarding the ferry service)
Too crowded not enough in cars
N/A
No bike racks on NJ Transit buses in northern NJ. I have ridden on the light rail with my bike.
No secure place to store my bike.
Not familiar with transporting bikes on transit.
There are no bike racks on the busses
Lack of experience
add less expensive transit with sufficient handicapped spots with signage indicating same
Too darned expensive.
Unlike in civilized cities, one can't attach a bicycle in front of a NJ Transit bus.
Just haven't done it.
Weekday and weekend peak hour restrictions and lack of bicycle specific storage areas (space efficient vertical racks).
No way to do so
Don't bike
I used to ride my bike to work when I worked in Weehawken. However, I think River Road is EXTREMELY unsafe for biking. Cars go to fast and do not pay attention. Bike lanes are almost non-existent. And the River Walkway which should be completed is not. So I stopped biking. If I could bike straight through to either ferry on the Walkway, I would do it.
The cars make me nervous- they go way too fast
No place to lock the bike at my destination
NJT Rail is really anal about bringing your bike on the train
N/A
Not relevant
Restrictions on bicycle hours, safety concerns once I get there, taking bicycle in bus is not always convenient
Some of the older coaches don't have bicycle racks on them and it is inconvenient to place your bike on these old coaches where you have to place your bike on the bottom of the bus. When you place your bike on the bottom of the bus you run the risk of damaging the paint on your bike. The newer buses with the front bicycle racks are awesome.
Extra charge for bikes
None
No need
My bike is worth \$2500 dollars. I need a safe place to chain my bike with camera or surveillance.
Never attempted to try
The only transit in service on the weekends is a bus, and that's not an option
My disability
I don't have a bike. I don't ride a bike so there is nothing to transport.
Extra cost on the ferry, I don't think you can take a bike on the bus.
Don't own a bike

**River Road / Hudson Waterfront Corridor Strategy: A Phase Two Study
Boroughs of Edgewater and Fort Lee, Bergen County, NJ
Survey Results**

Please provide any additional comments below:

I bike every day, and have quite a lot of ideas of how safety and convenience can be improved for biking in Bergen County. I would be happy to work with these groups further on coming up with plans that will improve safety and accessibility for bikes, pedestrians and automobiles.

Bikers should be prohibited from travelling on heavily trafficked roads. They are a nuisance and a danger to drivers. NJ Transit should dedicate more buses to the River Road route. During rush hour, one can't help but notice the multitude of workers and shoppers waiting for a bus across from Edgewater Commons.

Unfortunately, nothing can be done about the big hills, which is the reason why I don't ride much around here.

I would love to ride my bike on River Road, but the lanes are inconsistent and the sidewalks are narrow and dangerous

I am a runner and have often seen the runners on River Road. When I get my mileage up, I often think it would be great to run down there, but I am nervous about the traffic. Not only does it seem kind of dangerous to run with all that traffic, but the noise from the traffic and the sound of cars whooshing by would take away some of the peace of the experience of running.

I used to ride a bike distances when I was younger and lived in the county. I see people riding their bikes when I am driving and sometimes think it would be nice to take a bike ride on that road, but the bikers make me feel extremely nervous as my car passes so close to them. I ALWAYS wish that there was a larger bike lane that kept bikers safe and helped motorists keep a distance from the bikers.

Add less expensive transit with sufficient handicapped spots with signage indicating same

I plan on biking my three children to school every day this coming year from our home in Weehawken to school in Hoboken. I'm concerned about the traffic getting down to the waterfront (no bike lanes, cars don't share the road), and I'm concerned about River Road in Hoboken, where the path is intermittent and slim where it does exist.

I do not live in the study area but frequent the area several times a year for recreational road cycling. It is a spectacular area to ride but I much prefer to ride above River Road up on Palisades Ave which has only two very wide lanes and has spectacular views. River Road has heavy traffic with narrow lanes which is very unnerving for even this very experienced cyclist.

1. Synchronize lights on total length of road to allow smooth flow of non stop traffic
2. Expand by eliminate domain and widen upper part to two lanes both directions.
3. Outlaw ALL bikes from road.
4. Provide bike path elsewhere.

INSTEAD OF WASTING TAXPAYER MONEY ON MORE "STUDIES" JUST FIX THE UNUSABLE SECTIONS OF THE HUDSON RIVER PATHWAY THAT THE DEVELOPERS WERE SUPPOSED TO PUT IN AND MAINTAIN WHERE THE SECTIONS ARE MISSING OR IN TOTAL DISREPAIR.

DO THAT FOR A FRACTION OF THE COST OF A MAJOR STUDY, ETC, ETC.

ALSO IT SHOULD BE TAXPAYER FREE AS THE DEVELOPERS AGREED TO ESTABLISH AND MAINTAIN THAT PATH IN ORDER TO GET TOWN APPROVAL TO BUILD.

WHAT IS WRONG WITH YOU PEOPLE? THE BIKE PATHWAY IS THERE JUST NOT FINISHED DUE TO TOWN LAXITY IN GETTING SERIOUS ABOUT FORCING DEVELOPERS TO FINISH WHAT THEY PROMISED. GET REAL PEOPLE!!

It amazes me that even though Edgewater is so close to NYC, the transit options often take over an hour. I think commuting options are poorly planned and a lack of compromise on the Edgewater Ferry has led to no service at off peak hours. If the Edgewater Ferry ran off peak via Port Imperial, that would be acceptable. If there was parking nearby, that would be acceptable. If the River Walkway was finished, that would be acceptable. River Road should be two lanes on both sides at all points. And the Light Rail should have been planned to come to Edgewater. Very poor planning and execution has led to terrible traffic and a bad commuting experience which will just get worse with more and more construction. Finish the Waterway. Extend the Ferry to off-peak hours.

There are many problems not only cycling but walking in Edgewater. an example is that people park in driveways and have cars blocking the sidewalk, making pedestrians forced to walk in the street. keep things simple and enforce the parking, garbage and trash laws for cyclists and pedestrians as well

This was a ridiculous survey. The problem along the area you define is congestion from car traffic. Not interested in walking or biking paths.

I love Edgewater and think it has so much potential. If we put more efforts into making the sidewalks cleaner (across from Veteran's Field- near Villa Valentina) and if we added more sidewalks (near City Place) that would be a great help.

Also, the area near Whole Foods desperately needs an additional light or foot bridge. So many people run across that road and I always worry about getting hit.

Finally, the light going into the McDonalds' is also a dangerous place. Cars try so hard to make the left turn going into the Pathmark/ McDonald's complex that I have seen a few accidents (or near accidents).

Thanks for trying to improve!

Much more interested in walking than biking

Wish I could safely walk and cross River Road with my grandchildren

Need more safe crossing spots and sidewalks

Install a traffic light (1077 River Road ext)

Lower speed limit

Monitor crosswalks

As a summary:

- If you are at all able to make a 24 hour bus or other transit option to anywhere within about a mile of my house, I will use it (probably on weekends mostly)
- Bus thing again. I'm not looking to get blackout drunk every weekend and vomit all over the bus, I'd just like to have more than one beer and not have to worry about being unsafe on the road.
- In the unlikely event you have enough money to make bike lanes in my area, that would be nice.
- There are many discontinuities along the river walk that could be improved

I believe it to be a very bad idea to construct a bicycle lane on River Road. For one thing, it is THE main corridor between the GW Bridge and the tunnel and in spots it is narrow and/or winding. For another, bicyclists ride all over the road irrespective of where they are supposed to ride. However, the overriding reason, in my mind, is that in proportion to their numbers bicyclists represent a very, very small percentage of people that use River Road. To inconvenience everyone, and perhaps even provide more of an unsafe travel condition for everyone, I think is absurd. Moreover, there is no justification for slowing down the enormous volume of traffic along River Road just so that a few bicyclists can ride their bikes!

Its about time more of NJ gets up to speed with Europe and NYC and begins seriously building an adequate bicycle infrastructure so that more and more Americans will be able to use their bicycles not just for pleasure but for daily routines. If the system is in place people will use it, please get this plan going we have some serious catching up to do. I cycle everyday my bike is my vehicle but not everyone is as fit and bold as I am to bike routinely. Sometimes I get scared too against these polluting tank like machines called cars. If a bicycle lane is in place I feel more secure and there is a sense that the road was meant to be shared by fossil fueled power machines and human powered machine. If this goes through please help other towns acquire bicycle lanes especially in Bergen and Hudson counties where there is more of an urban type setting. For example, Hackensack, West New York, Fort Lee, Union City, North Bergen all of these small cities where there are so many people living would be ideal, because so many locations are close to each other such as schools, work, shopping areas. They are like mini cities.

River Road has become very noisy with traffic and traffic sometimes at a stand still. I understand the need for revenue to keep the town going but enough is enough with the building of apartments and concrete structures. Nothing will deter the trend as greed is inherent in Edgewater politics.

Most Bikers along River Road are rude, think they are entitled to being rude and believe their enjoyment is more important than safety and lives.

Maybe something can be done to protect drivers and pedestrians.

With the additional traffic along River Road, pedestrians must be extra cautious - drivers are going too fast/texting/on phones - and making turns on red lights without stopping. Drivers routinely ignore the pedestrian crossing signs. How about a little more enforcement of law that are in place?

The intersection at Leary Lane and River Road has historically been a very dangerous one. It is a blind spot for both people pulling out of the Lane and people coming down River Road. The "mirror" that was put up to enable drivers to "see" what is coming down River Road, is completely insufficient. This is evidenced by the fact that several cyclists have been hit and even a few killed here simply because the county WILL NOT put speed bumps on River Road (to slow the oncoming traffic) and/or some kind of light to regulate this dangerous intersection. I personally have been witness to and even involved in such accidents and in the 3 years I have lived here I have yet to see the County take action. How many people have to die at this intersection before someone decides it's worth the money and time to take preventative measures??

We need to install a side walk south of 424 River Road on the west side, north of the trader joes shopping lot (east side).

I think the goal is to run/walk from Fort Lee to Weehawken without interruption.

Love the area but very congested with traffic in certain areas very dangerous to ride bike or even walk.

Thank you four this survey. I look at walkway everyday hoping that the fencing obstructions that break the continuity of the walkway are disturbing. Please get these fences down and make the walkway continuous. The area from Edgewater Colony on south just at the two marinas: Van Doff and North Hudson Yacht club adjacent.

Edgewater seriously needs to come up with public transportation options besides the bus with all the new construction that is being allowed from Weehawken down to West New York. There is only one primary way in and out of Edgewater, and that's River Road. Traffic over the last 2-3 years at rush hour is ridiculous with all the cars stacking up from Bruce Reynolds in Ft. Lee all the way down to Rt. 5 where it opens up into 2 lanes.

As a driver, I am disturbed by how many bikers (especially children) do not wear helmets. Some bikers follow the rules of the road and some do not, so it is difficult to know what they are going to do!

I think that we should make an additional lane in front of the park just south of Hudson Harbour. That way the people in Hudson Harbour, Hudson Cove and Shelter Bay do not have to wait in the same lane as all the people headed north. Also a turning lane from north of Hudson Harbour up to Fort Lee would help a lot. It wouldn't take as much space as adding one lane in each direction and would help ease the traffic. Please study those ideas!!

Build an express roadway that bypasses River Road between the rt.5 junction hugs the cliffs and joins with mid point on Rt. 5. The quality of life within that stretch because of the 158 bus is poor. One lane in either direction so the traffic gets backed up.

Please, more police on River Road. I walk with my small children and end up feeling nervous about the fast cars on River Road!

Also- across from Grand Cove there needs to be a pedestrian cross or bridge

I cycle and there are an ever increasing number of cyclists on River Road. On many sections (near the galaxy apartments, through most of Edgewater) there's not even a shoulder to ride on. It's very dangerous. We need a dedicated bike lane going from Hoboken to the GWB and back.

Really need to improve bus transit

Appendix A.7

County Engineering Department Comments on Preliminary Concepts

Memo

To: Ken Aloisio, PP
From: Nancy Dargis, PE
Cc: Joseph Femia, PE
Re: Edgewater/Fort Lee-River Rd Corridor Study
Date: March 8, 2013

County Engineering Dept. comments to 'Improvement Concept 1' River Road/Hudson Waterfront Corridor Strategy: A Phase Two Study plans (not dated) as prepared by The Louis Berger Group, Inc with RBA are as follows:

General Comments pertaining to the entire corridor:

- There are many areas where easements are required to install the improvement concepts depicted. The ROW/easement lines should be shown on the plan in a linetype and width that is visible. It is very hard to see on these plans. A clear concept plan with required easement width to implement the final approved concept plan for every parcel throughout the corridor would be very useful. It could be used as a guideline when site plans are before the Borough/County. The site plan applicant can be required to provide the easement width as per the concept plan as a condition of approval. If easements are not acquired through a site plan application, the Borough bears the responsibility for obtaining them.
- The County Engineering Dept. is not agreeable to reducing the number of travel lanes, width of road, or elimination of acceleration or deceleration lanes throughout this corridor. This corridor was built/widened in the 1990's and the explosion of redevelopment that followed has considerably strained the level of service at each intersection. By request from Borough officials, adjustments have been made through the years to fine tune the timing of the signals, add turning arrows, lengthen turn lanes, etc to maximize the capacity of each intersection to the greatest extent possible with current technology. This corridor is an important emergency route for emergency vehicles as well as an exit route for any disaster situation. It is also a major commuter route leading to the ferries or the GW bridge. The corridor is not yet at full build-out, and as redevelopment continues to add more vehicles, this Department's obligation is to make sure that the corridor can handle the volume to the

greatest extent possible while also ensuring the safety of pedestrians/bicyclists within the roadway. This Dept. is in favor of bicycle recreational components along this County road, but only if the concepts do not adversely impact the usage of the road for the majority of users, which, in the case of River Road, is motorists. The recreational component must be implemented beyond the existing lane configuration.

It is apparent that the pedestrian and bikeway concepts can be implemented in certain areas that have existing shoulders or wider easement areas, without any detriment to the motorist. The areas that need additional easement width to accommodate the concept should be highlighted to establish the ROW/easement standard on which to move forward.

- Typical cross-sections of bike treatment should be consistent with width of road and number of lanes. Sheet 4 of 7 detail does not depict the correct cross-section, sheet's 5, 6, & 7 have no cross-section.

The proposed plan depicts the following lanes to be eliminated:

- Northbound 100' right turn lane into City Place
 - Southbound 200' right turn lane to Gorge Road westbound
 - Northbound merge lane from City Place onto River Road
 - Northbound merge lane from Edgewater Commons onto River Road
 - 2 northbound through lanes to 1 northbound through lane from north of Garden Place through County signals at River Rd/Hilliard Ave, River Rd/Dempsey Ave, River Road /Rte 5 , and then continuing northward.
 - 2 southbound through lanes to 1 southbound through lane from County signal at River Rd/Rte 5 through River Rd/ Dempsey Ave, River Rd/Hilliard Ave, to Garden Place and then back to 2 through lanes.
 - Northbound right turn lane into Hudson Cove
- Specific comments to the intersection concepts are as follows:

Intersection of:

River Road /Old River Road / Main Street-

Intersection is under construction for widened roadway and redesigned signalization per site plan for I-park. Northbound roadway incorporates an additional lane through the intersection, with median adjustments along the northbound side of the median to allow for additional queuing for the 2 left turns at Gorge Rd, which has existing inadequate capacity. Proposed plan does not reflect this design. Proposed

plan shows the roadway being shifted to the east, which is not achievable with the new design at River Rd/Old River Rd/ Main St.

River Road / Gorge Road /City Place-

Proposed plan shows medians within the intersection being eliminated. This proposed design would require the re-signalization of the entire intersection whereas there is existing signal equipment on the medians. With the elimination of the medians, the intersection would not be able to be redesigned to current ADA standards. NJDOT recommends maximum crosswalk lengths of 60'. Any width of road that creates a crosswalk over that length requires medians for the pedestrian to have a "rest area". The proposed crosswalk is approximately 70'-80' in length with no median.

Proposed plan also eliminates the northbound 100' right turn only lane into City Place, and the 200' southbound right turn only lane onto Gorge Road to gain roadway space for bike lanes. By eliminating the lanes but allowing the turn maneuver, vehicles wanting to make the turn are blocked from doing so because of the traffic queue in the right through lane. Both directions have had right turn arrows added for the lane to accommodate the vehicle volumes and maximize the capacity of the intersection. Eliminating these queue lanes, would greatly affect the capacity of the intersection.

Proposed plan also shows the elimination of the merge lane exiting from City Place. This exit lane is under yield control. Yielding into the through lane at the point proposed, rather than further north as is currently designed, could cause a conflict situation with the eastbound Gorge Rd motorist turning on a green arrow. (there should be no conflicting maneuvers expected when turning on a green arrow).

River Road / Thompson Lane-

No comment.

River Road / Edgewater Commons-

Proposed plan shows elimination of merge lane exiting from Edgewater Commons. This exit lane is under yield control. Yielding at the point proposed, rather than further north as is currently designed could cause a conflict with eastbound Old River Rd left turns, although these left turns are not made on a green arrow.

River Road / Archer Street-

No comment.

River Road / Russel Ave-

No comment.

River Road north of Grand Cove Way-

2 northbound through lanes transition to 1 northbound through lane. 1 northbound lane remains to Rte 5 and northerly thereof. This is not feasible whereas the volume through this area is very high and a bottleneck will be created. This section has the Edgewater Town Center which has a wide Bergen County Easement acquired through the site plan process, and already has a wide sidewalk that can be a shared use path. This existing condition does not seem to be taken into account in the design. There are a few more properties in which easements would be needed to achieve the desired bike lanes/shared paths in this area without affecting the lane configuration. Considering that easements are needed all along the corridor, the road width should not be reduced in this area only because of required easements.

River Road / Route 5-

Elimination of 1 northbound lane and 1 southbound lane (from north of intersection southbound to Garden Place) is not feasible and will create a bottleneck. Capacity of intersection will be greatly diminished.

North of Route 5-

Any pedestrian hybrid beacon should be proposed at an existing legal intersection with adequate sight and stopping distances certified by a professional engineer. Crosswalks should be no longer than 60' in length to cross River Rd. The reasoning for the choice of crossing location should be explained/documented.

Hudson Terrace / Main Street-

Proposed Bergen County road alignment in this area differs from what is shown on proposed plan, and should be incorporated.

County Engineering Dept. comments to the 'Draft Technical Memorandum – Existing Conditions and Preliminary Concepts-Bicycle Plan dated February 2013' are as follows:

Page 3:

2) Bike Route 9/Route 9W

It should be noted that 9W is a State Highway.

Page 22

4.1 Best Practices Screening

References are made to Manual on Uniform Traffic Control Devices (MUTCD), the American Association of State Highway and Transportation Officials (AASHTO), and

New Jersey Department of Transportation's *Bicycle Compatible Roadways and Bikeways and Pedestrian Compatible Planning and Design Guidelines*.

Mention should also be made to NACTO (National Association of City Transportation Officials) [Urban Bikeway Design Guide](#) which has a more extensive focus on highly-developed urban areas where biking, walking, and public transit are more prevalent.

Page 24:

Mid-Term Concept

What is meant by the recommendation to, "Enhance gateway treatments at the northern entrance of the corridor near Bruce Reynolds Blvd, at State Route 5 and the southern border of the county near Churchill Rd."

Pages 25-27

Concept 1: Shared Use Path along Hudson Terrace between Fort Lee Historic Park and the GWB south sidewalk

The recommendation to extend the Shared Use Path along Hudson Terrace between the GWB and the Ft. Lee Historic Park entrance at Bruce Reynolds Way is concurred with. Please note it should be engineered to be ADA compliant

Concept 2: Crossing Hudson Terrace to access GWB sidewalks.

The installation of a hybrid beacon High-intensity Activated Crosswalk (HAWK) signal, at the Hudson Terrace intersection with the GWB south sidewalk, is problematic for various reasons. The southbound sight distance to this signal is inadequate due to the fact that the beacon is located immediately south of the GW Bridge overpass, motorists are unfamiliar with HAWK signals and the fact that their activation will be sporadic will cause confusion, the distance from this signal to the NJDOT exit ramp is only 125' which can cause potential back-ups on the ramp. In addition, in various discussions this Dept. has had with local officials and bike touring clubs regarding an appropriate place to encourage the left turn to the southerly GW Bridge sidewalk, it is highly unlikely that the skilled, recreational riders who make up the majority of those who are attempting to make this maneuver will stop to use a perpendicular crossing.

Further discussion and concepts should be developed for this focus area.

Appendix A.8

Borough of Edgewater Resolution 2013-111



THE Louis Berger Group, INC.





BOROUGH OF EDGEWATER
MUNICIPAL BUILDING
55 RIVER ROAD
EDGEWATER, NEW JERSEY 07020

201-943-1700
Fax 201-943-9242

BARBARA RAE, RMC, CMC
Borough Clerk

April 16, 2013

Donna Orbach
Department of Planning and Economic Development
One Bergen County Plaza – 4th Floor
Hackensack, NJ 07601-7076

RE: Resolution 2013-111 – Resolution Regarding the County of Bergen River
Road/Hudson Waterfront Corridor Study

Dear Ms. Orbach,

Enclosed please find a certified copy of Resolution 2013 -111, which was adopted by
the Mayor and Council on April 15, 2013.

Please note the Borough's concerns as outlined in Paragraph six (6) of said Resolution.

Sincerely,



Barbara Rae, RMC, CMC
Borough Clerk



**BOROUGH OF EDGEWATER
RESOLUTION**

COUNCILPERSON	YES	NO	ABSTAIN	ABSENT
HENWOOD	X			
DORAN	X			
MONTE	X			
VIDAL	X			
JORDAN	X			
BARTOLOMEO	X			
MAYOR				

DATE: April 15, 2013
 RESOLUTION NO. 2013-111
 INTRODUCED BY: M. Henwood

 SECOND BY: D. Jordan

Resolution Regarding the County of Bergen River Road/Hudson Waterfront Corridor Study

WHEREAS the County of Bergen has initiated a study to develop improvement strategies to better accommodate pedestrians, bicyclists, and transit riders within the River Road corridor, and

WHEREAS the County of Bergen has received a grant from the North Jersey Transportation Planning Authority to develop transportation recommendations for improvements to the River Road corridor in Edgewater, and

WHEREAS the County of Bergen has made several presentations to the community as well as provided information on the county web site at www.co.bergen.nj.us/planning/RiverRoad2, and

WHEREAS the County of Bergen provided a presentation to the Edgewater Mayor and Council on Monday April 1, 2013, and

WHEREAS the Edgewater Mayor and Council, at their meeting held on April 1, 2013, expressed their municipal objections with the County of Bergen's recommendations that include lane narrowing, lane shifting, lane closures, private property taking, and northern part of River Road north of New Jersey Route 5; and

NOW THEREFORE BE IT RESOLVED by the Edgewater Mayor and Council that the Borough objects to the County of Bergen River Road/Hudson Waterfront Corridor Study as presented to develop improvement strategies seeking to accommodate pedestrians, bicyclists, and transit riders within the River Road corridor, the Borough's objections are hereby made known to the County of Bergen and be reflected in their amended plan.

I hereby certify that the above Resolution was adopted by the Mayor and Council on April 15, 2013.

BARBARA RAE, RMC, CMC
 Borough Clerk