West Hudson Circulation Study

Technical Memorandum
Public Involvement

June 2025

Frank E. Rodgers Boulevard at Warren Street
Harrison, NJ

HUDSON COUNTY NEW JERSEY

NJTPA

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MPA MERCER PLANNING ASSOCIATES

WSP

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1. Introduction

The West Hudson Circulation and Connectivity Study aims to provide safe and efficient circulation and access to all residents, employees, and visitors who move through the community, and to strengthen connections between West Hudson and East Hudson along with the surrounding Northern New Jersey region. To inform the study, Hudson County deployed a multi-pronged community outreach approach to facilitate participation from local officials, residents, advocacy organizations, and other stakeholders through both traditional and non-traditional methods.

The Public Involvement Plan presented a robust process that encompassed a variety of ages, abilities, and access points, aimed to enhance public awareness, and prevent conflicts and misinformation during the development of the West Hudson Circulation & Connectivity Study. It provided an opportunity to work with a range of stakeholders and gain a clear understanding of localized interests and transportation challenges, which helped inform the development of the West Hudson Circulation and Connectivity Study recommendations.

A concerted effort was made to engage all community members, recognizing the strong presence of Limited English Proficiency (LEP) populations and the varying circulation needs across the study area's urban and suburban contexts.

Ultimately, a combination of qualitative and quantitative community input was used to develop a detailed and comprehensive West Hudson Circulation and Connectivity Study.

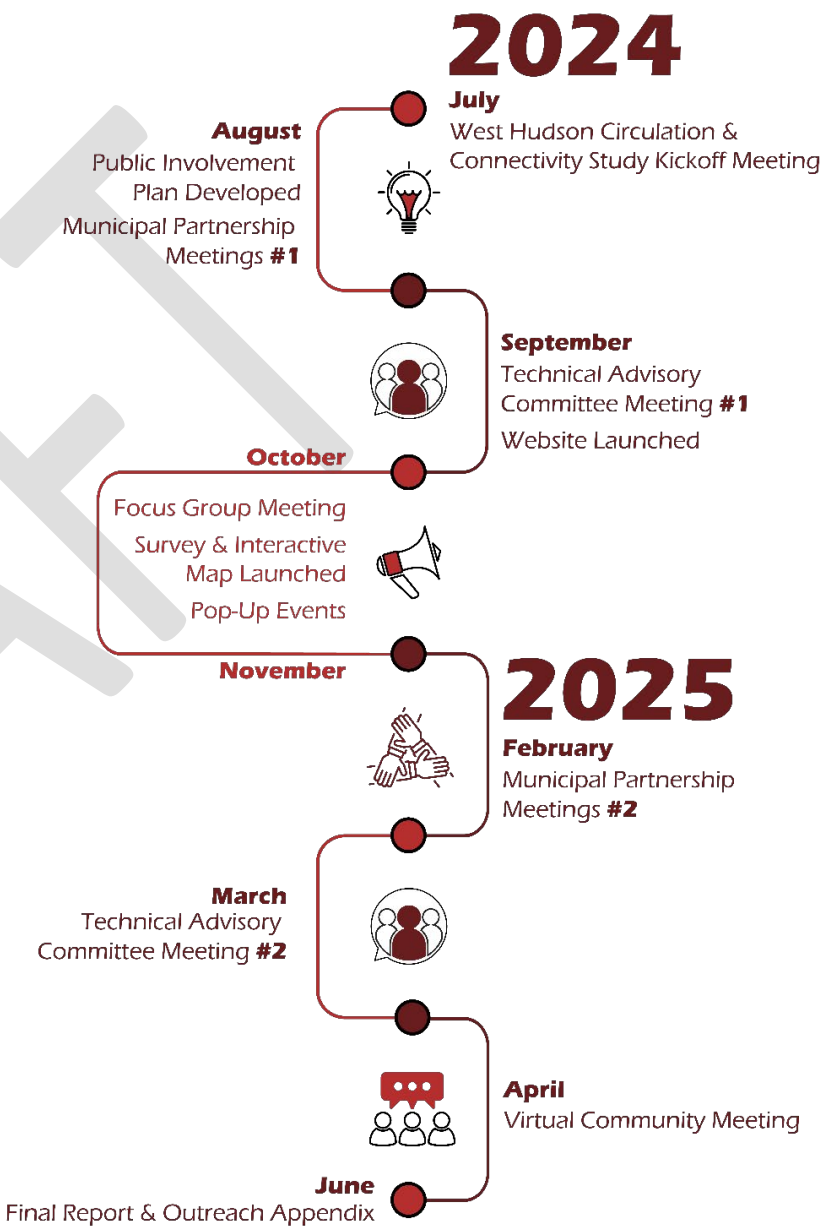


Figure 1 – Public Involvement Timeline

2. Public Involvement Overview

The community involvement process began with the development of branding for study materials and the launch of a website where stakeholders could find information about the Study's purpose, project updates, resources, and ways to get involved.

Along with the website, a brief online survey with an interactive mapping component was released to help inform the transportation and circulation vision. The survey gathered insights about network deficiencies and opportunities, helping the project team understand residents' preferences for future travel, the factors influencing their decision to live in the area, and their experiences with ease of travel both within the study area and beyond. The mapping component enabled participants to highlight location-specific concerns, identify destinations they frequently visit, and compare their current travel mode with their desired future options to get there. The survey and mapping exercise was translated into Spanish and Portuguese based on the Limited English Proficiency (LEP) demographics of the study area.

The project team held a virtual focus group discussion with strategic stakeholders who were either actively involved in or had a vested interest in transportation decisions in Hudson County. To supplement online activities, the project team also facilitated three "pop-up" engagement kiosks to engage with traditionally hard-to-reach populations at community events. The Hudson TMA also helped distribute materials about the project and the survey at their various events. Finally, a virtual community/public meeting was organized towards the end of the planning process to solicit feedback about the draft study recommendations.

The Technical Advisory Committee (TAC) and Municipal Partnership meetings were convened two times during the project. They served as a technical resource, providing necessary background documentation, insights into on-the-ground conditions, and feedback on the draft strategy recommendations, as well as localized implications and ramifications. They served as an effective sounding board, aiding in the development of the Public Involvement Plan, shaping outreach approaches, and promoting and assisting with outreach activities.

Ultimately, more than 350 stakeholders participated through the various outreach activities, sharing their concerns, experiences, and insights related to circulation, mobility, and connectivity within West Hudson and beyond.

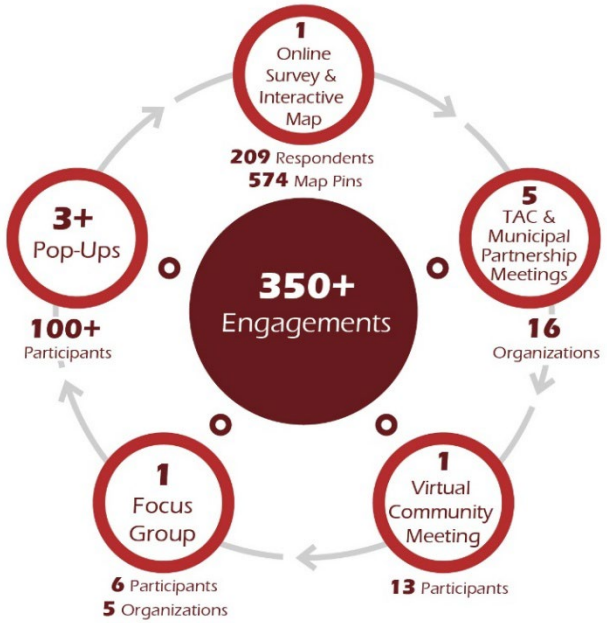


Figure 2 - Engagement by Numbers

Thematic Categories

Over ten months of public engagement, the project team gathered insights from a broad range of stakeholders to improve mobility for pedestrians, bicycles, cars, trucks, and transit within and around West Hudson. The feedback was organized into three overarching thematic categories:

Street Design and Infrastructure

This theme focuses on street design elements that improve safe and efficient travel by foot, bike, vehicles, and transit, making it easier for people to move both within the study area and to surrounding destinations. While behavior and design are linked, highlighting design-specific feedback will help identify physical changes to directly inform the Circulation Study.

Behavior and Enforcement

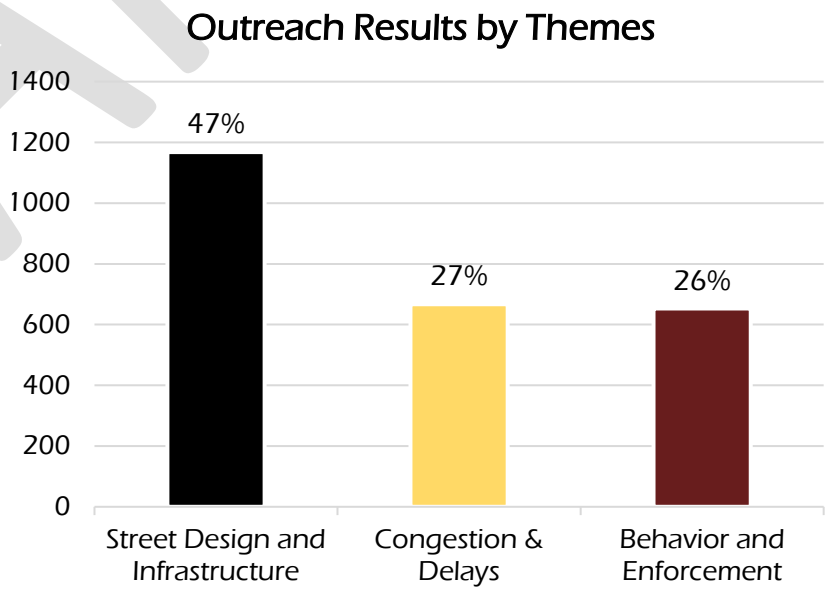
This theme pertains to the behavior of different street users and their impact on circulation and safety. Issues include speeding, running red lights, and failing to yield to pedestrians and cyclists, all of which heighten the risk of crashes. These behaviors contribute to a widespread perception of unsafe road conditions and a lack of effective enforcement across the County.

Congestion and Delays

This theme pertains to traffic congestion and its impact on mobility, reliability, and overall travel experience within the study area. Several issues include heavy traffic volumes, frequent bottlenecks at key intersections, and event-related surges that disrupt circulation. These conditions often lead to delays, unpredictable travel times, and a general feeling of stress or discomfort when moving through the area.

Key Takeaways

Insights gathered through community engagement were crucial in shaping study recommendations and formulating the West Hudson Circulation and Connectivity Study. Online and in-person outreach feedback has been consolidated and organized into the three thematic categories. **Street design and infrastructure** issues were the most frequently cited concerns, accounting for 47 percent of all responses. These were followed by **congestion and delays** at 27 percent, and **behavior and enforcement** at 26 percent.



The following concerns and opportunities were heard consistently throughout the public involvement process:

- Under the congestion and delays theme, the most frequently cited concern was the impact of heavy traffic on residents and visitors, accounting for 24 percent of all responses. Many participants expressed frustration about having to leave early, adjust their travel plans, or risk being late to work due to traffic congestion. Additionally, congestion was linked to a perceived lack of travel safety. The West Hudson Circulation Study should prioritize strategies to reduce traffic, such as implementing one-way streets and expanding transportation alternatives.
- Under the **street design and infrastructure** theme, the desire for designated bike lanes, a cohesive bike network, and other bike infrastructure improvements was another primary concern, accounting for 17 percent of all responses. Participants highlighted the general lack of protected bike lanes and other bike infrastructure, specifically the need for North-South and East-West connections. The study should prioritize strategies to enhance the bike network, including the addition of more connected bike lanes and trails throughout the County.
- Excessive speeding by vehicles, under the behavior and enforcement theme, was cited as the other major concern at 10 percent of all responses. Participants also raised concerns about vehicles not yielding to pedestrians and cyclists, as well as illegal parking, which accounted for another 10 percent of all responses. Additionally, concerns were raised about bike and scooter users not following traffic rules, particularly riding on sidewalks.
- Improving the state of pedestrian infrastructure, including maintaining sidewalks, adding pedestrian beacons, providing accessibility at crosswalks and curbs, and reducing long crossing distances, was among the other top concerns under the **street design and infrastructure** theme, at 10 percent of all concerns. The study should prioritize enhancements to pedestrian infrastructure that create safer, more accessible, and comfortable walking environments by reducing the risk of accidents and minimizing pedestrians' exposure to traffic.
- Eight percent of all responses highlighted concerns related to limited transit options within the study area and for travel to other destinations in the region, like Jersey City and Newark. There is a need for improved access to transit service information and for developing an integrated platform, such as a mobile app, that consolidates all available transit options. Participants emphasized the need to improve West-East connectivity, particularly to Jersey City. Enhancing the overall transit experience was also desired, including improved bus stop amenities like shelters, benches, and clear signage.
- Improving first- and last-mile connectivity to the PATH station in Harrison, especially for those without a car and/or living in the more suburban areas of North Kearny. Desire for protected bike lanes, particularly improving North-South connections to enhance access to the PATH station in Harrison, as well as East-West routes to destinations in South Kearny, Jersey City, and Newark.

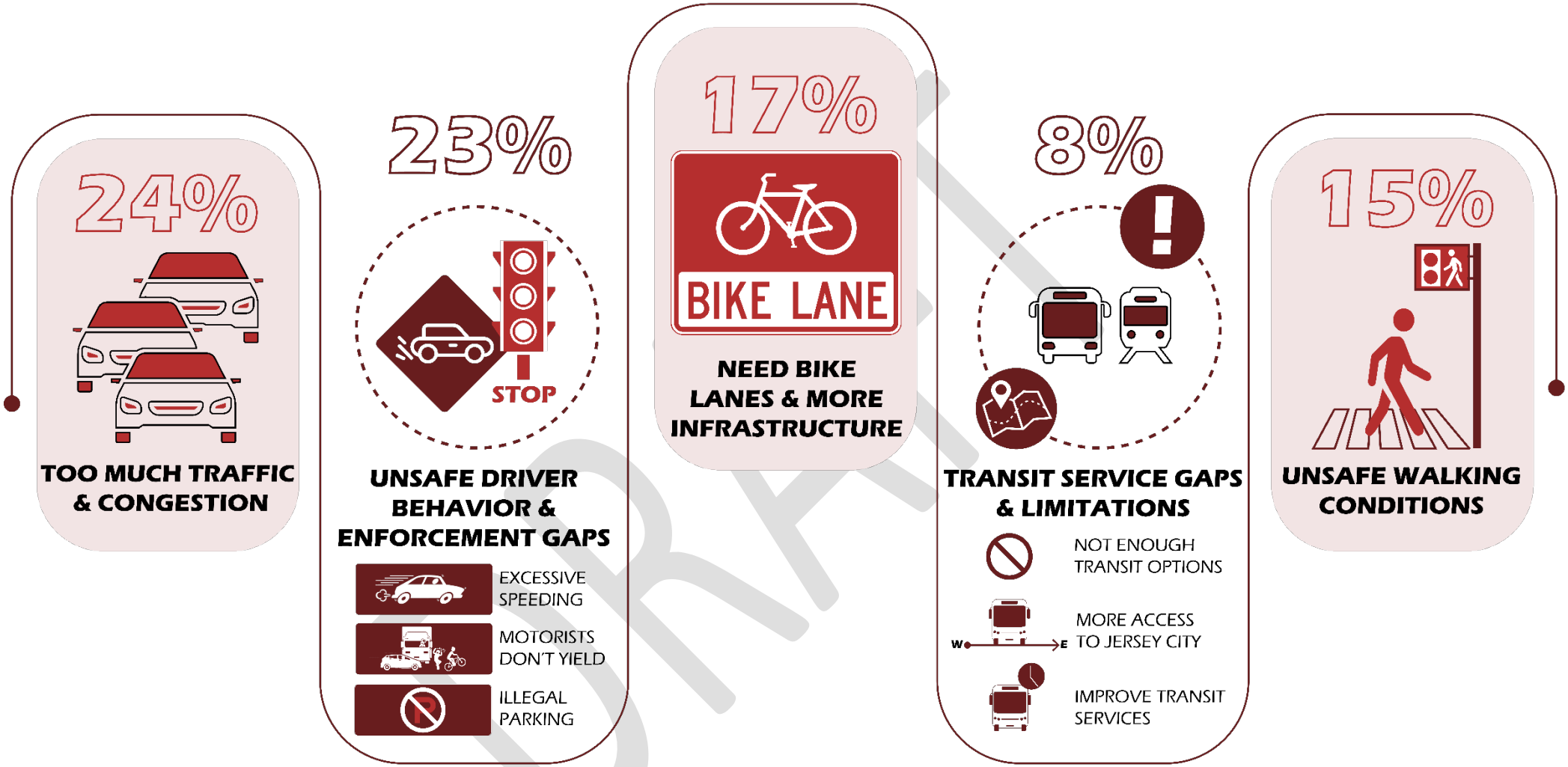


Figure 3 - Most Frequently Noted Concerns Across All Outreach Activities

3. Public Involvement Summary

Municipal Partnership & Technical Advisory Committee Meeting

Discussions during the Municipal Partnership and Technical Advisory Committee (TAC) meetings gathered qualitative input by collaborating with the project team to develop and implement the Public Involvement Plan and refine a vision for the study. They also served as a technical resource, providing necessary background documentation, insights into on-the-ground conditions and experiences, and feedback on the localized implications of draft strategy recommendations. Each group met two times throughout the course of the study, providing invaluable information and feedback to the project team. Municipal Partnership meeting participants included public officials and key staff from each of the municipalities in West Hudson, while the TAC included key stakeholders from state, regional, county, and municipal governments, as well as advocacy organizations with expertise in transportation.

TAC MEMBERS

- EZ RIDE
- Hudson County Department of Planning & Business Opportunity
- Hudson County Division of Planning
- Hudson County Division of Engineering
- Hudson TMA
- NJ Bike & Walk Coalition
- New Jersey Department of Transportation
- NJ TRANSIT
- North Jersey Transportation Planning Authority
- New Jersey Sports and Exposition Authority
- Port Authority of New York and New Jersey
- River Terminal Development Co. (and Kearny Urban Enterprise Zone)
- TRANSCEND
- Municipalities: Borough of East Newark, Town of Harrison, & Town of Kearny

Communications

Website

The West Hudson Circulation and Connectivity Study website provided information about the study's purpose, project updates, resources, and ways to get involved, including pop-up events, a focus group, and a community meeting.

Social Media

The West Hudson Circulation and Connectivity Study project team created content for Hudson County's official social media feeds to promote the survey and map, as well as the focus group and community meeting. Additionally, palm cards were handed out to participants and passersby during the pop-up events to broaden the survey's reach and engagement. Content was created in English, Spanish, and Portuguese.

Communications Sharekit

The project team developed user-friendly "Communications Sharekits," which included pre-written text and graphics for emails and newsletters, as well as flyers and social media posts that project partners shared for various outreach activities. Hudson County coordinated with strategic partners, such as three municipalities, the TMAs, and community organizations, to distribute these materials and expand project outreach to a broader audience. The materials were provided in English, Spanish, and Portuguese.

Figure 4 - Communications Materials

Virtual Focus Group

The West Hudson Circulation and Connectivity Study project team facilitated a virtual focus group discussion on Wednesday, October 10, 2024, from 7:00 PM – 8:00 PM, with strategic stakeholders who were either actively involved in or had a vested interest in transportation decisions in Hudson County. The purpose of the focus group was to gather feedback on perceptions and experiences faced when using the transportation network, and to identify areas of concern and opportunity.

The focus group included "grasstops" representatives from organizations serving or advocating for community members, bringing a broad range of perspectives into the conversation. The focus group explored experiences with circulation and mobility challenges, identified key destinations for residents, workers, and visitors, and discussed who or what is underserved by the current transportation network, along with areas where access needs improvement.

The Hudson County Division of Planning Project Manager, Kevin Force, kicked off the focus group by introducing members from NJTPA and the project team.

Project team members then provided an overview of the meeting agenda, project scope, and goals. They discussed transportation challenges in the three municipalities—Harrison, East Newark, and Kearny—and presented findings from the demographic and crash data analyses.

After the presentation, the project team moderated a discussion among focus group participants, asking three questions:

What are the top circulation and mobility issues within and around the study area?

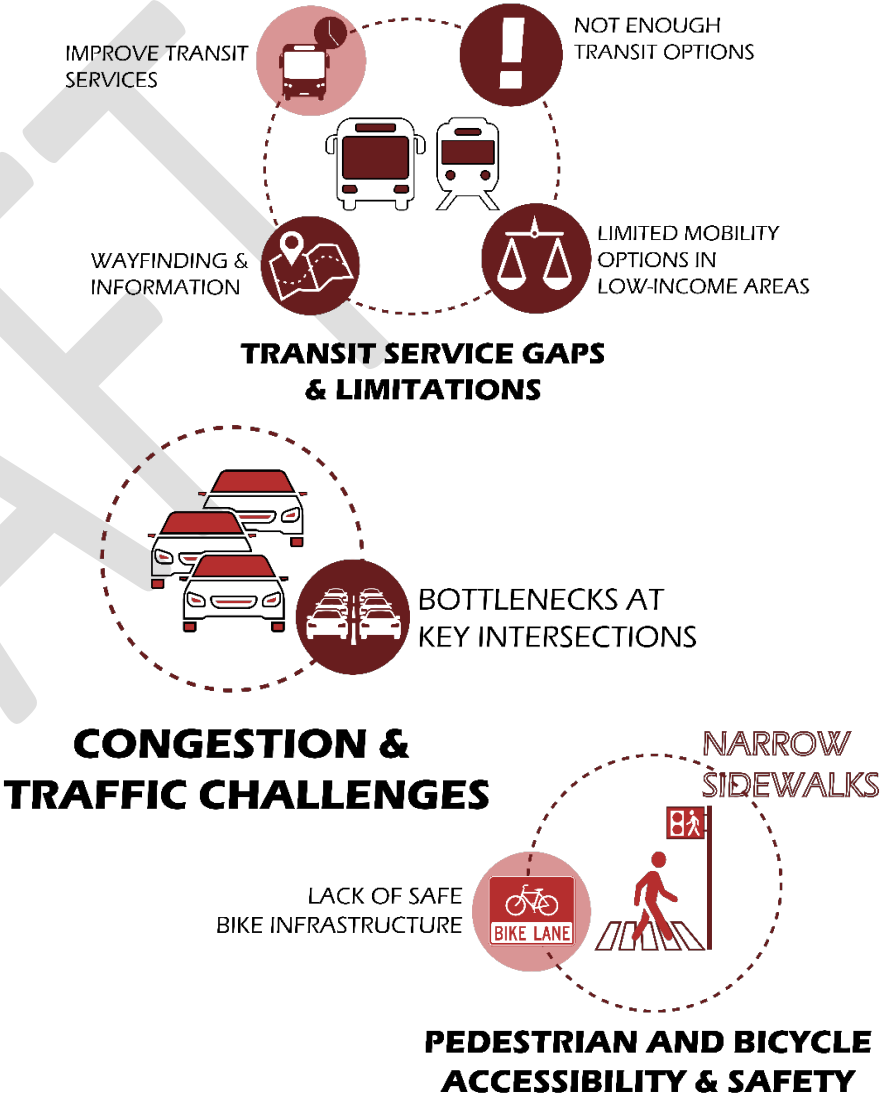


Figure 5 - Key takeaways from Virtual Focus Group

Who/what is underserved by the existing transportation network in West Hudson? What modes of travel would you suggest/prefer to improve access?

- Immigrant populations
- Zero-vehicle households
- College and school-aged children
- Individuals with disabilities - Kearny Senior Bus Service and County Senior Bus Service currently provide transportation options; however, eligibility criteria restrict access to these services based on age. Expanding bus service options for people with disabilities could enhance accessibility. Additionally, implementing audible pedestrian signals for the visually impaired will help improve navigation and safety.

What would you say are the key destinations for residents, workers, and visitors?

Health & Medical Services

- Jersey City

Work/School

- Newport (Jersey City)
- Rutgers University (Newark)
- NJIT (Newark)
- Essex County College (Newark)
- Hudson Community College (Jersey City)
- Franklin Elementary School (Kearny)
- South Kearny (Kearny)
- Newark Liberty International Airport (Newark)
- Port of Elizabeth (Newark)

Entertainment/Recreation

- Harrison Waterfront
- Passaic River Waterfront
- West Hudson Park (Harrison)
- Neighborhood Parks

Shopping

- Walmart (Kearny)
- Kearny Commons (Kearny)

Other

- Hoboken
- Newark
- Ironbound (Newark)
- PATH Station (Harrison)
- Frank E. Rodgers Boulevard (Harrison)
- Kearny Avenue (Kearny)

The destinations identified during the focus group were combined in the map with the online survey responses shown later in this Appendix.

Pop-up Engagement

The public involvement process included pop-up engagement events across the three municipalities to connect with community members. The project team collaborated with local officials and TAC members to identify the ideal locations to maximize participation.

The pop-ups featured a cube tower display that can be easily moved around during the event. Each cube presented different project-related information. Activities at the pop-ups invited passersby to share their travel preferences and experiences. Project team members engaged with attendees by explaining the project's goals and benefits, encouraging participation in the activities, and gathering feedback on transportation and mobility challenges in the study area. To promote further engagement, palm cards were handed out with information about the online survey and mapping tool. All materials and activities were available in English, Spanish, and Portuguese.

The participants were asked the following questions:

- **Which of the following do you use MOST when you travel in West Hudson?**
- **How do you want to get around West Hudson in the future?**
- **How easy is it to get around West Hudson using these different types of transportation?**
- **Map it! - Tell us about your experiences, concerns, and hopes for getting around West Hudson.**

(See the Resources Section for pop-up materials.)

Figure 6 - Pop-up Cubes

Key Takeaways

Participants expressed significant concerns about accessibility and mobility across all travel modes, with public transit being the most difficult to use. Forty-seven percent of respondents reported challenges accessing public transit, relaying the need for improved transit access and expanded pedestrian and bicycle infrastructure.

Looking ahead, walking emerged as the most preferred future mode of travel, with 88 percent of participants ranking it highest, followed by public transit. In contrast, biking and scooter use were the least preferred future travel modes. However, the strong demand for protected bike lanes highlighted concerns about safety and the current lack of adequate cycling infrastructure, which could impact the desire to use that mode.

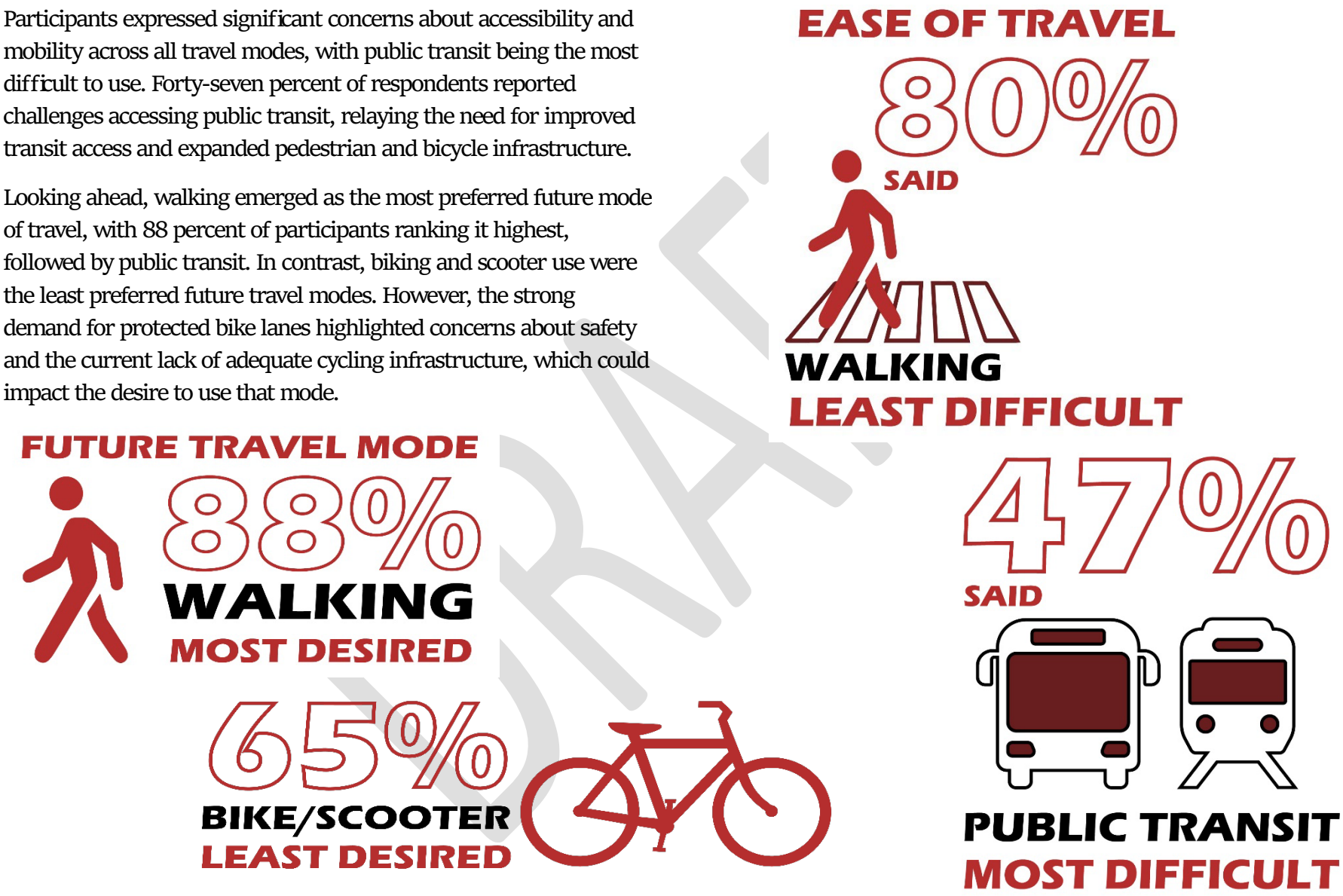


Figure 7 - Key Takeaways from Pop-up Events

Figure 8 - Pop-up Locations and Schedule

Pop-up Result Analysis

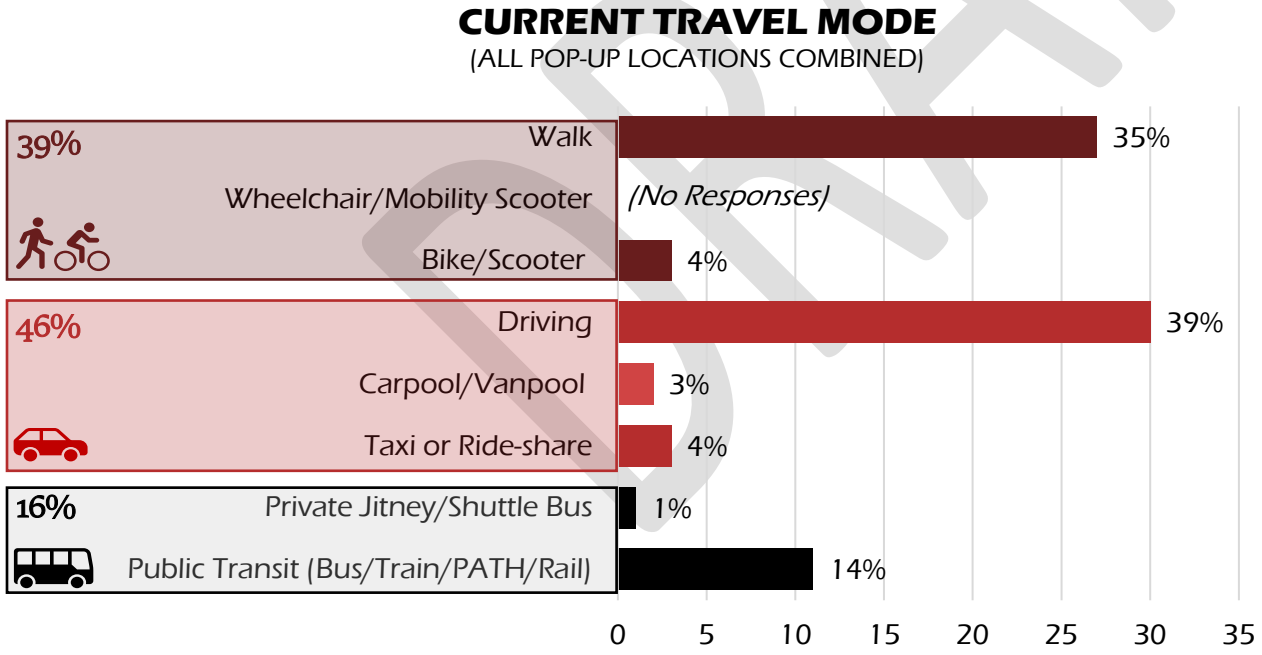
The pop-up events engaged approximately 100 stakeholders representing a broad range of ages, races, and ethnicities.

Which of the following do you use MOST when you travel in West Hudson?

Participants were asked to place up to two sticky dots to indicate the travel modes they use most frequently within the study area. When responses were aggregated:

- **Active transportation** (walking, biking, etc.) accounted for 39 percent of responses.
- **Vehicular travel** (driving alone, carpooling, etc.) accounted for 46 percent of responses.
- **Public transportation** accounted for 16 percent of responses.

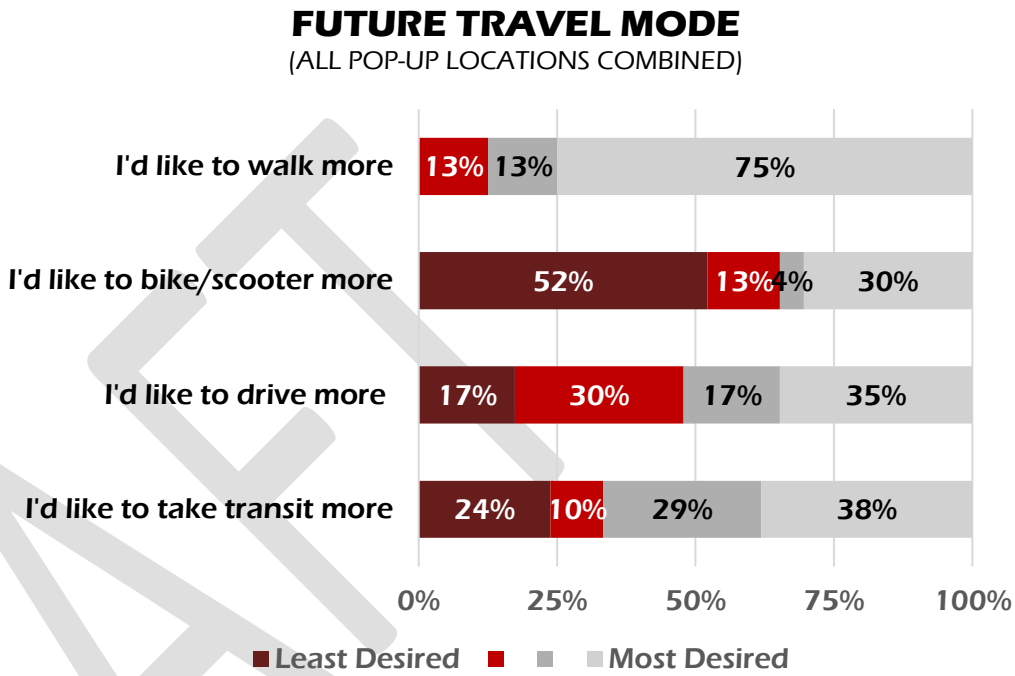
Driving was the most commonly selected mode overall, with nearly 39 percent of participants identifying it as their primary means of transportation, followed by walking at 35 percent and public transit at 14 percent.



How do you want to get around West Hudson in the future?

Participants were asked to rank their desired future travel modes, with 1 being "Most Desired" and 4 being "Least Desired".

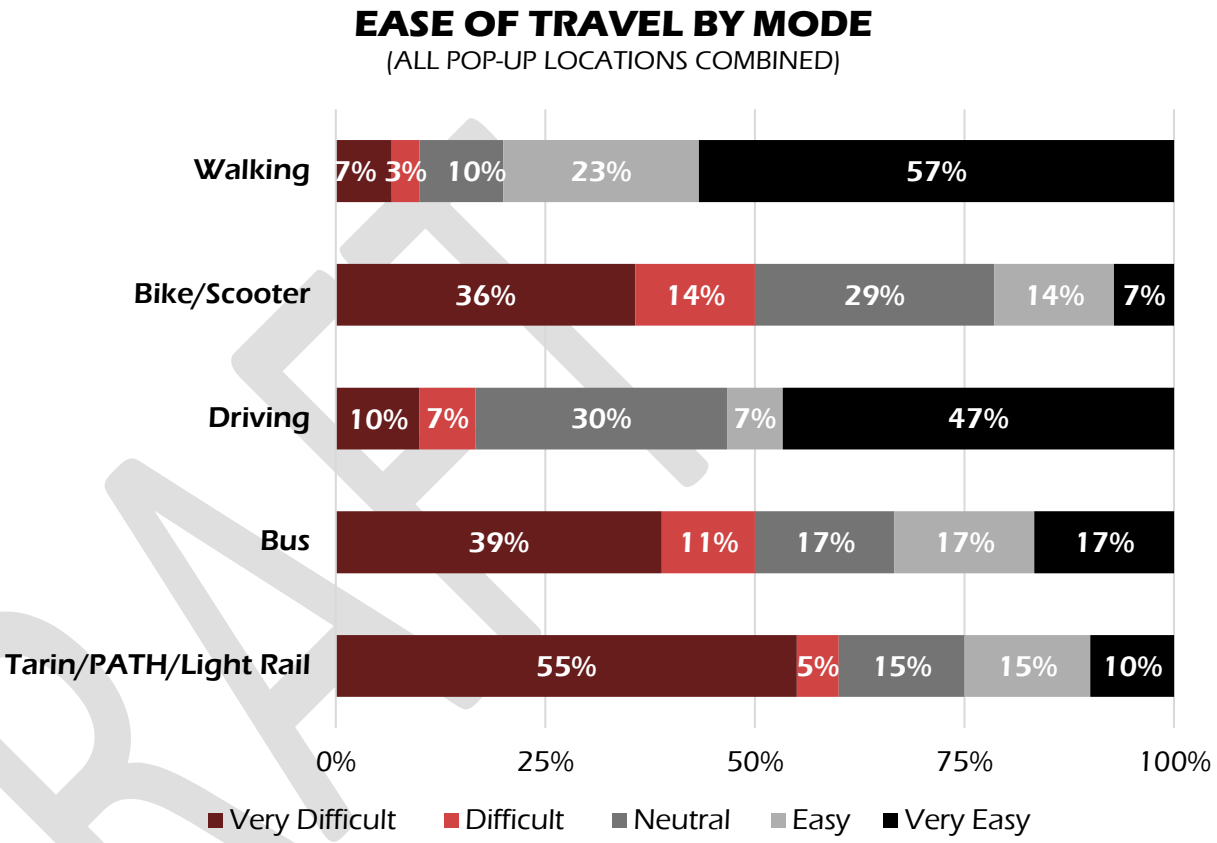
Walking was the top choice, with 88 percent of participants ranking it as their first or second "Most Desired" future travel mode, followed closely by the desire to take transit (67 percent). In contrast, 65 percent chose a bike or scooter as their third and fourth "Least Desired" future travel mode.



How easy is it to get around West Hudson using these different types of transportation?

Participants were asked to place a sticky dot to indicate their perception of ease of travel across various transportation modes, ranging from "Very Difficult" to "Very Easy".

Combining data from all pop-up locations revealed that over half of the participants (60 percent) found taking public transit (Train, PATH/Light Rail) difficult or very difficult, followed closely by bike and scooter use, with 50 percent identifying it as a challenging mode. In contrast, walking was considered the easiest way to get around, with almost 80 percent of respondents selecting walking as the easiest mode of travel.



Map it! - Tell us about your experiences, concerns, and hopes for getting around West Hudson.

Participants were invited to share their experiences and concerns by marking specific locations on a map and providing written comments about the study area.

Across the three pop-up events, participants submitted a total of 56 written comments and marked 20 locations[1] on the map. The highest concentration of map-based feedback was around the PATH station in Harrison, the intersection of Frank E. Rodgers Boulevard and I-280, and Belleville Turnpike. Additional comments were clustered along Kearny Avenue and Passaic Avenue, indicating key areas of concern within the study area.

All written responses were categorized by major themes: **Street Design and Infrastructure**, **Behavior and Enforcement**, and **Congestion and Delays**. When aggregated, 67 percent of all responses related to **street design and infrastructure**, with the most significant concerns being the need for bike lanes and unsafe walking conditions. Thirty-two percent of responses related to the need for improved transit services, including better access to the PATH station and a desire for more reliable and frequent service. Another prominent concern was excessive traffic, accounting for 12 percent of all responses. Although not the top issues, it is worth noting that nearly 11 percent of respondents raised concerns about excessive speeding and vehicles not yielding to pedestrians and cyclists.

[1] *Over 35 dots were placed on the maps, but same/proximate locations were consolidated for analysis purposes. Also, multiple people submitted comments on single locations.*

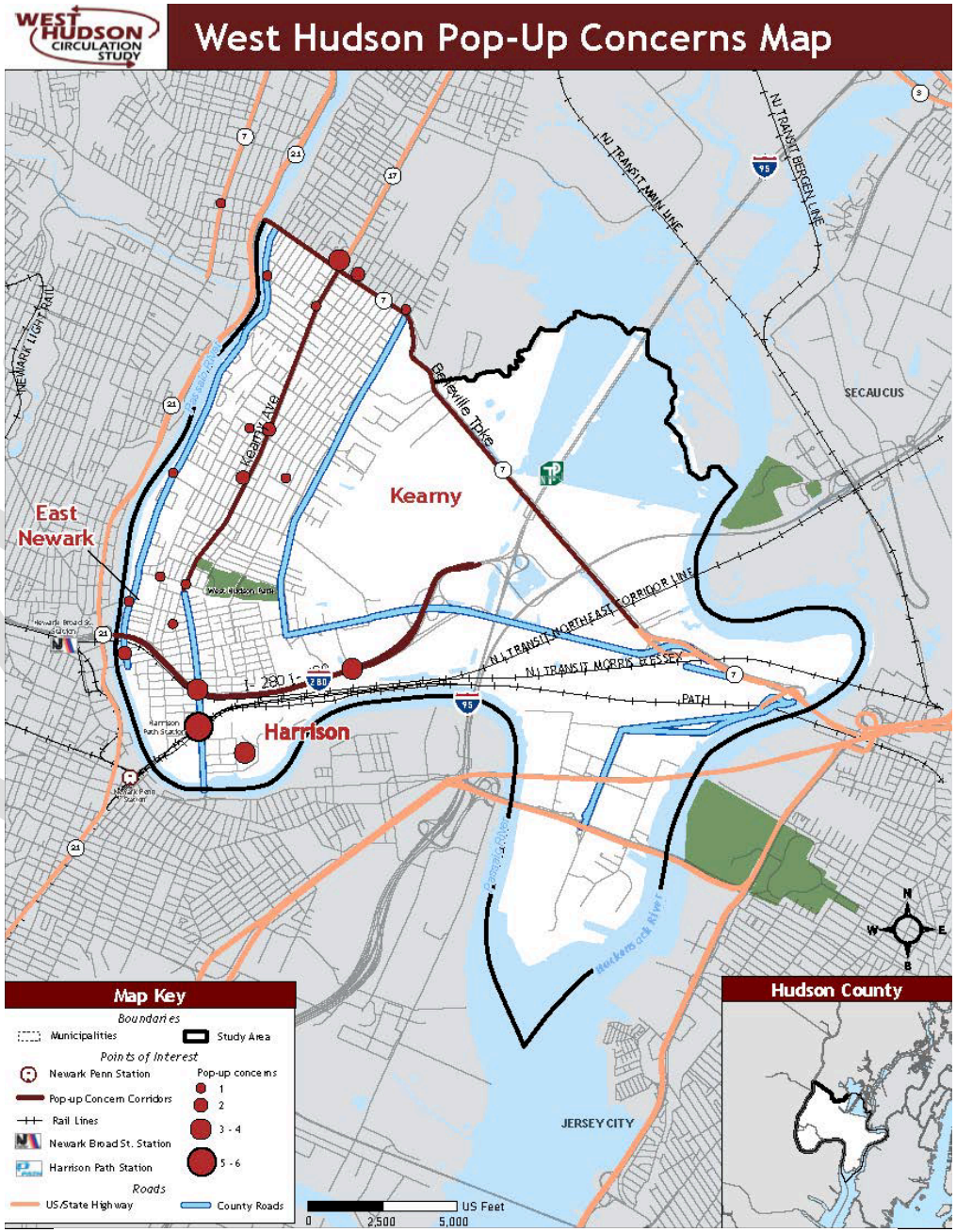
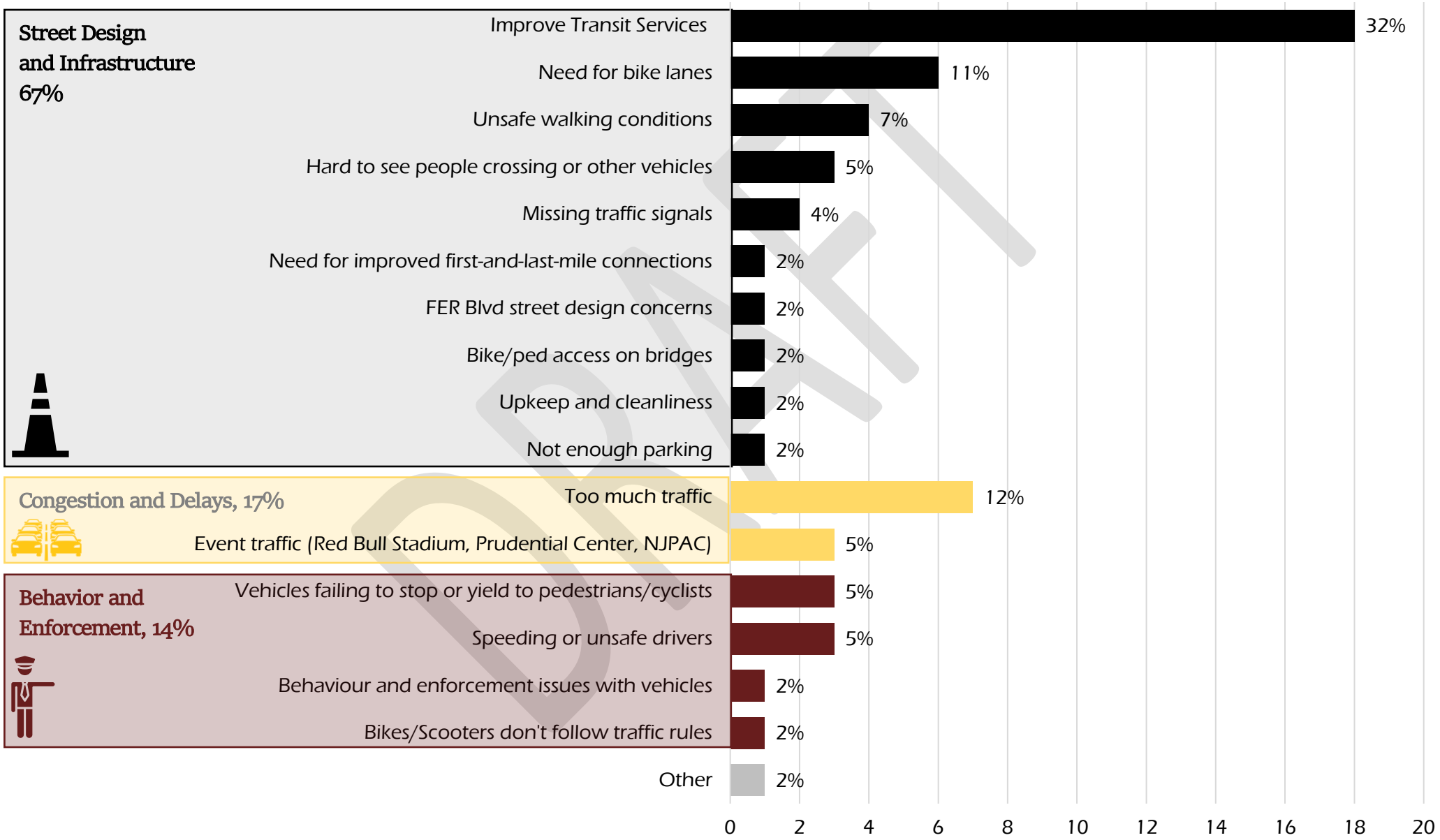


Figure 9 - Pop-up Mapping Exercise

IDEAS & CONCERNS TO IMPROVE CONNECTIVITY IN WEST HUDSON

(All POP-UP LOCATIONS & WRITTEN COMMENTS COMBINED)



** Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.*

Survey & Map Results

The Public outreach process involved an online survey and interactive map to help inform the transportation and circulation vision and collect more information about network deficiencies and opportunities in West Hudson. The survey collected information about participants' current travel habits, preferred modes of travel for the future, perceived ease of travel when using these modes, and conditions that impact their travel within the study area. An interactive mapping component allowed participants to pinpoint location-specific concerns by transportation mode, explore other untapped opportunities, and identify key destinations. The survey included optional demographics questions and was available in three languages: English, Spanish, and Portuguese.

The survey and map launched in October 2024 and concluded in January 2025. Ultimately, the online survey and map yielded 209 validated responses. Responses were considered valid if participants 1) submitted the survey, 2) placed pins on the maps, and 3) answered any of the demographic questions, and/or answered all questions up to and including future transportation desires and perceived ease of travel.

(See the Resources Section for images of the online survey and map tool.)

Major Themes

Through both survey responses and mapping inputs, concerns related to **street design and infrastructure** were the most significant, followed by **congestion and delays**. Responses highlighted concerns about traffic congestion, as well as the desire for bike lanes and a cohesive bike network.

Street Design and Infrastructure

Respondents expressed a strong interest in having designated bike lanes and a connected bike network. They also emphasized the need to improve transit services, calling for more transit options within the study area, better bus service, and stronger connections to Jersey City and other nearby cities.

Congestion and Delays

Respondents identified congestion as a major concern in the study area, citing heavy traffic and associated delays that affect both residents and visitors. Many shared frustrations about having to leave earlier, adjust their travel plans, or risk being late to work. The high volume of traffic also contributes to a general sense of unsafe travel conditions.

Behavior and Enforcement

Motorist behavior towards users of other travel modes was another significant concern. Respondents emphasized the need to address excessive speeding, vehicles failing to yield to pedestrians/cyclists, and illegal parking.

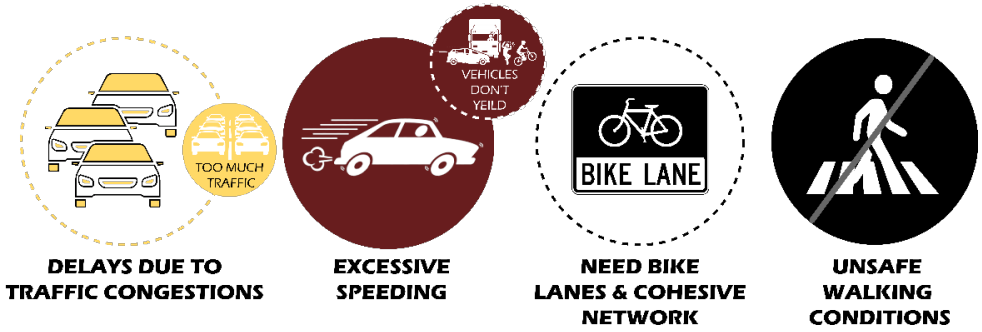
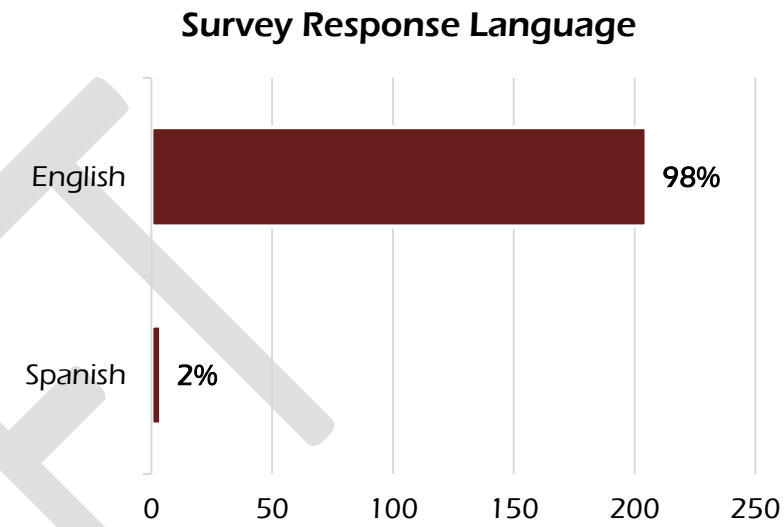


Figure 10 - Key Takeaways from Survey and Mapping Exercise

Survey Respondent Demographics

The survey included optional demographic questions, of which the questions on race and ethnicity and age received the highest number of responses, at 51 percent, followed closely by access to a vehicle at 50 percent. Response rates for other demographic questions ranged from 42 to 48 percent. Among those who did respond to the optional demographics, participants were predominantly White or Caucasian, followed by Asian/Southeast Asian, with a higher representation of males than females. Over half of the participants fell into middle-aged and millennial age groups and belonged to a higher income bracket with access to a vehicle.

Due to low response rates for optional demographic questions, survey questions and map pins were not further evaluated or cross-tabulated based on demographic profiles. Note that those respondents who answered the questions with "Prefer Not to Say" as their response were excluded from the overall results/response rate.



The above chart depicts the languages in which the respondents opted to take the survey.

What is your home ZIP code?

As part of the demographic questions, participants were also asked to share the Zip Code of where they live, work, and/or attend school.

With a 60 percent response rate, nearly 71 percent of respondents reported living within the study area. The remaining respondents reported living in nearby Hudson County communities such as Jersey City, Hoboken, Weehawken, and others.

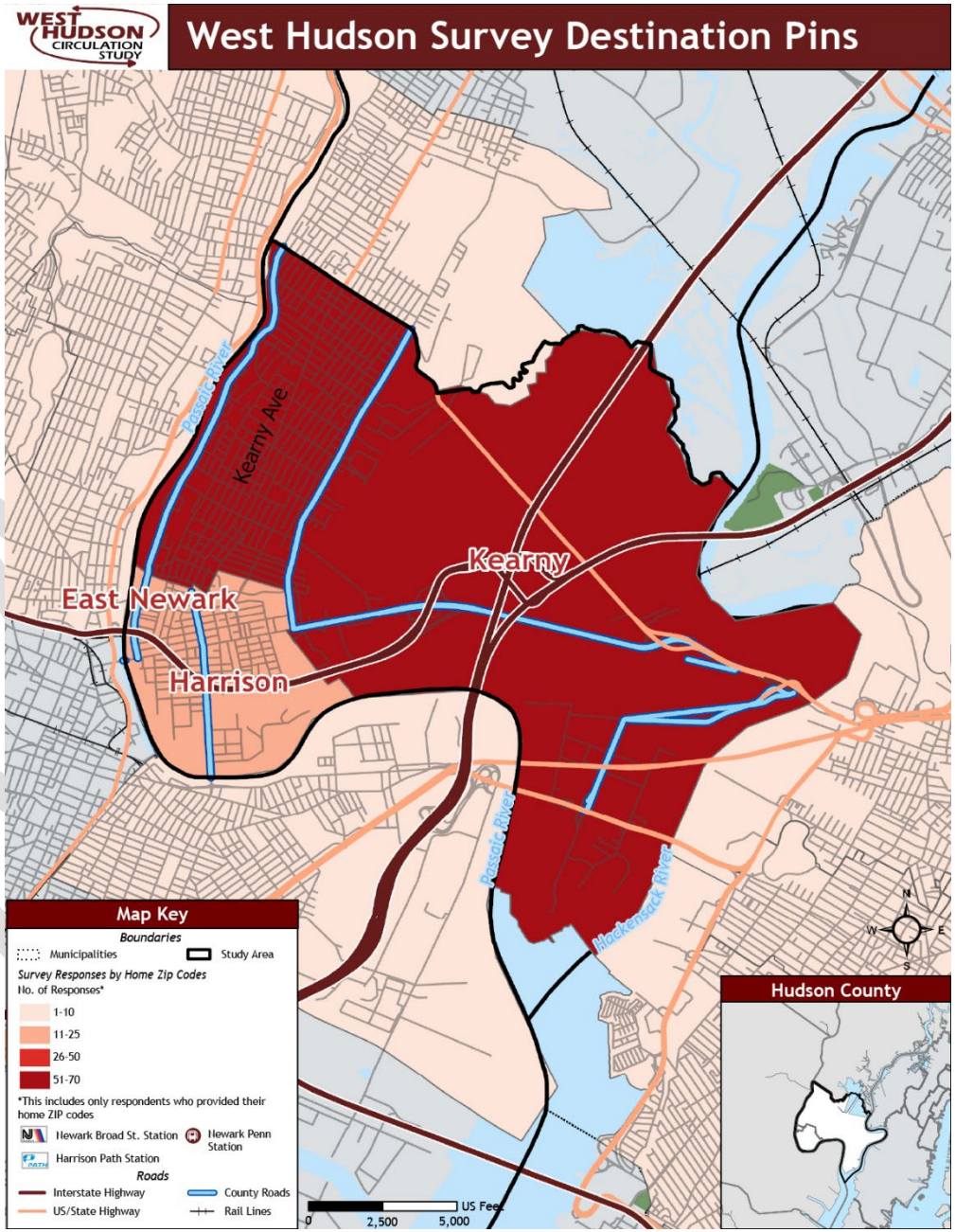


Figure 11 - Survey Responses by Home Zip Code

What is the ZIP code where you work/attend school? ***(if applicable)***

Among the 41 percent of respondents who answered the question about work location, 30 percent reported working within the study area. This was followed by 21 percent working in New York City, and 12 percent each in Jersey City and Newark. Additional work locations included other Hudson County municipalities such as Secaucus, Bayonne, among others.

Among the 14 percent of respondents who provided zip codes for where they attend school, most reported attending schools in Jersey City and Newark, with some also attending schools within the study area.

In addition to these open-ended responses, participants were also invited to place a pin on a map to show where they work or attend school as part of a separate exercise to identify key destinations.

Nine percent of survey respondents placed a total of 19 pins, both inside and outside the study area. Notably, 70 percent of these pins were located within the study area, while others were placed in Newark, Montclair, and Jersey City.

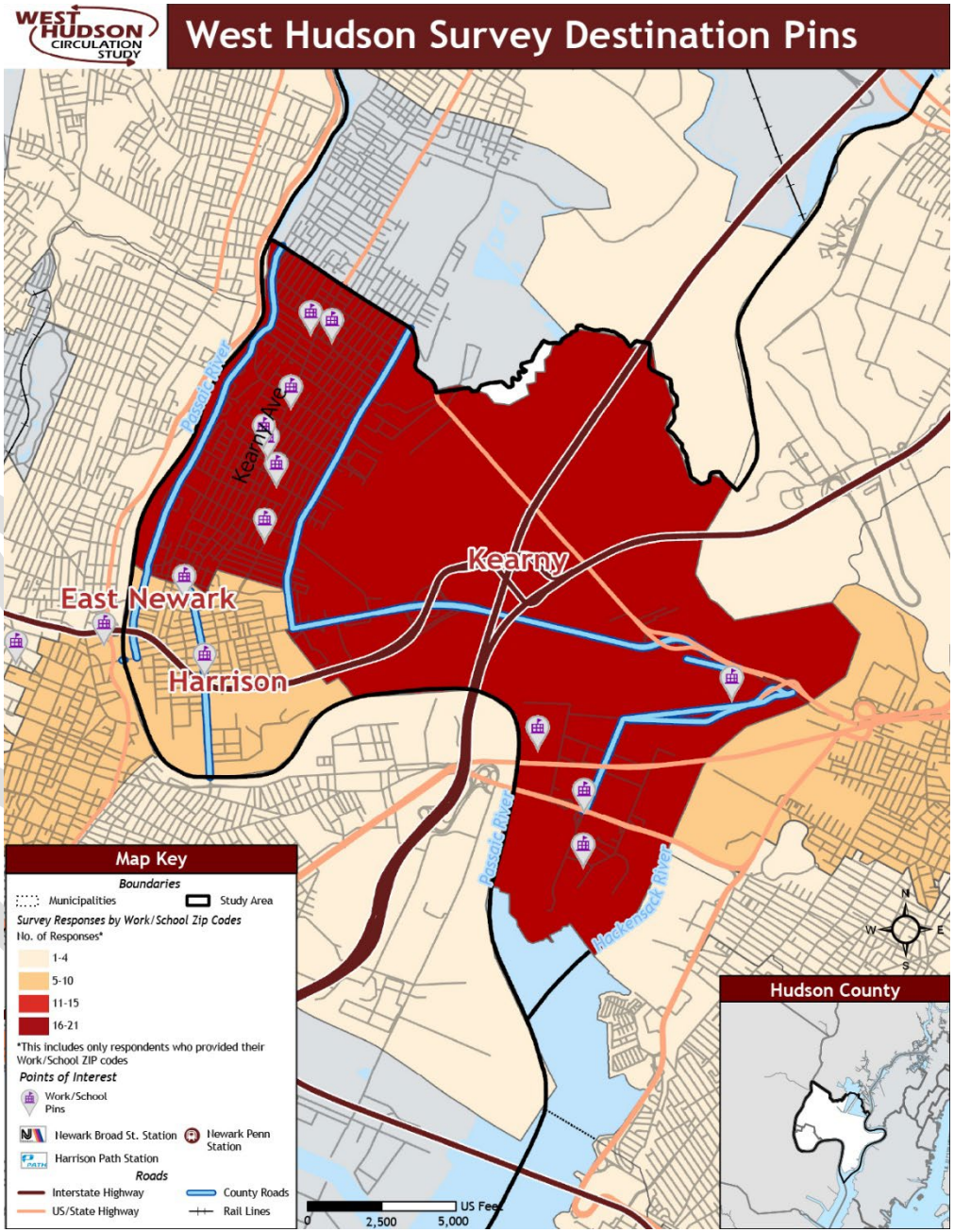


Figure 12 – Survey Responses & Mapped Work/School Locations by Zip Code

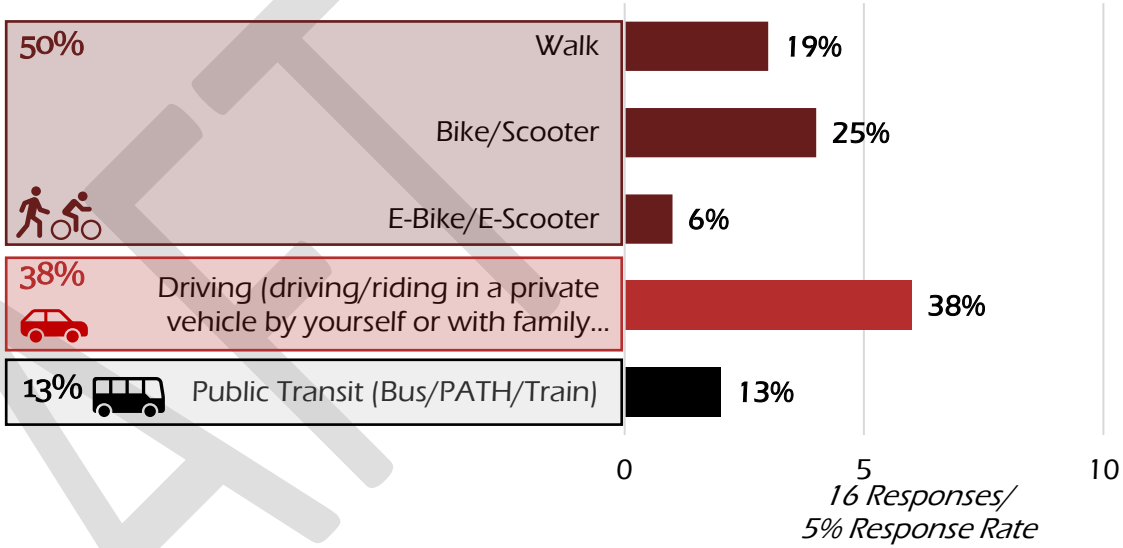
Which of the following do you use MOST to travel to this destination?

When asked which transportation modes they use most often to reach work or school (with the option to select up to two), 50 percent of respondents reported using active transportation, with 31 percent biking or using a scooter and 19 percent walking. In comparison, 38 percent said they drive, while only 13 percent reported using public transit to reach these destinations.

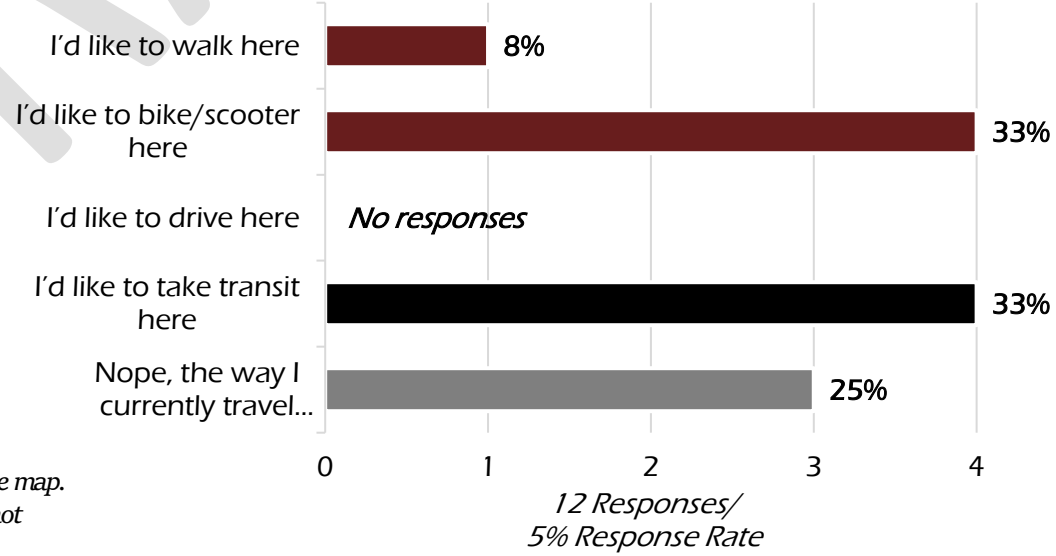
Would you like to get here a different way?

When asked if they would prefer to travel to work or school differently in the future, 33 percent of respondents expressed interest in alternative modes, either wanting more ways to get there by bike or scooter or by public transit. In contrast, only 25 percent said they are satisfied with their current mode of travel, suggesting a desire among many for more accessible or appealing transportation options.[1]

WORK/ SCHOOL MAP PINS AND CURRENT TRAVEL MODE

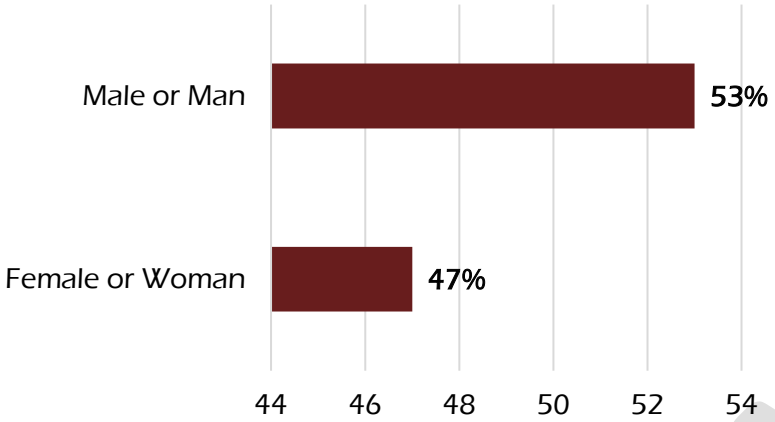


WOULD YOU LIKE TO GET HERE A DIFFERENT WAY?



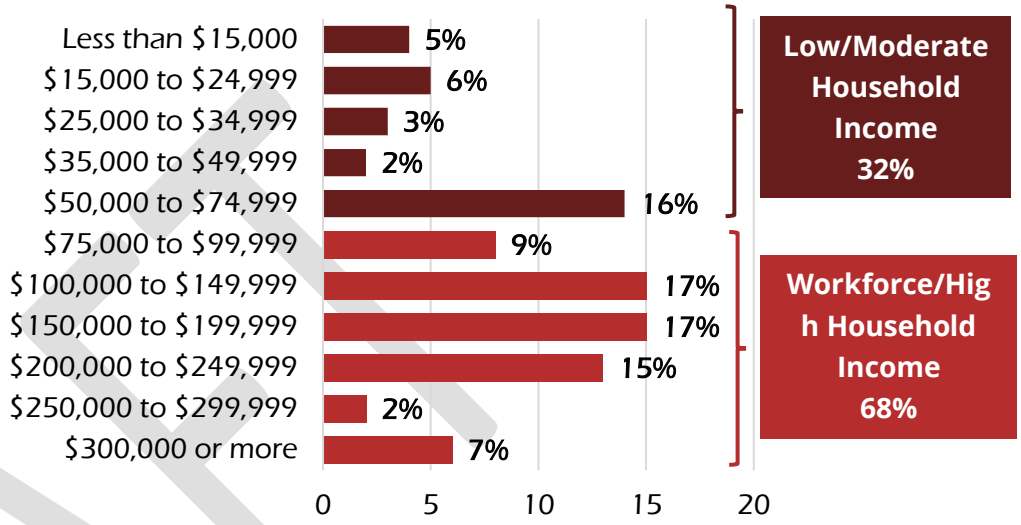
[1] *The two questions were only asked of participants who placed a pin on the map. Respondents who shared destinations through open-ended comments did not receive the follow-up question.*

GENDER



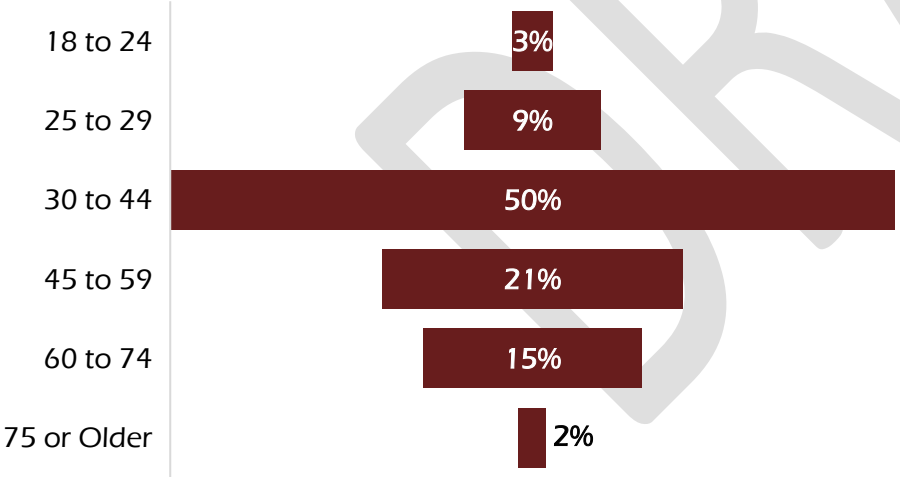
100 Responses/
48% Response Rate

HOUSEHOLD INCOME



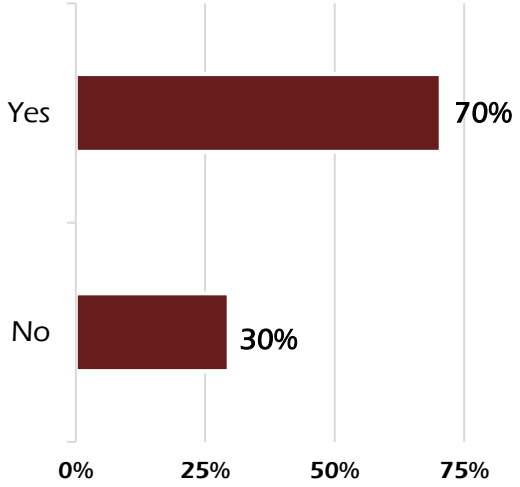
87 Responses/
42% Response Rate

AGE



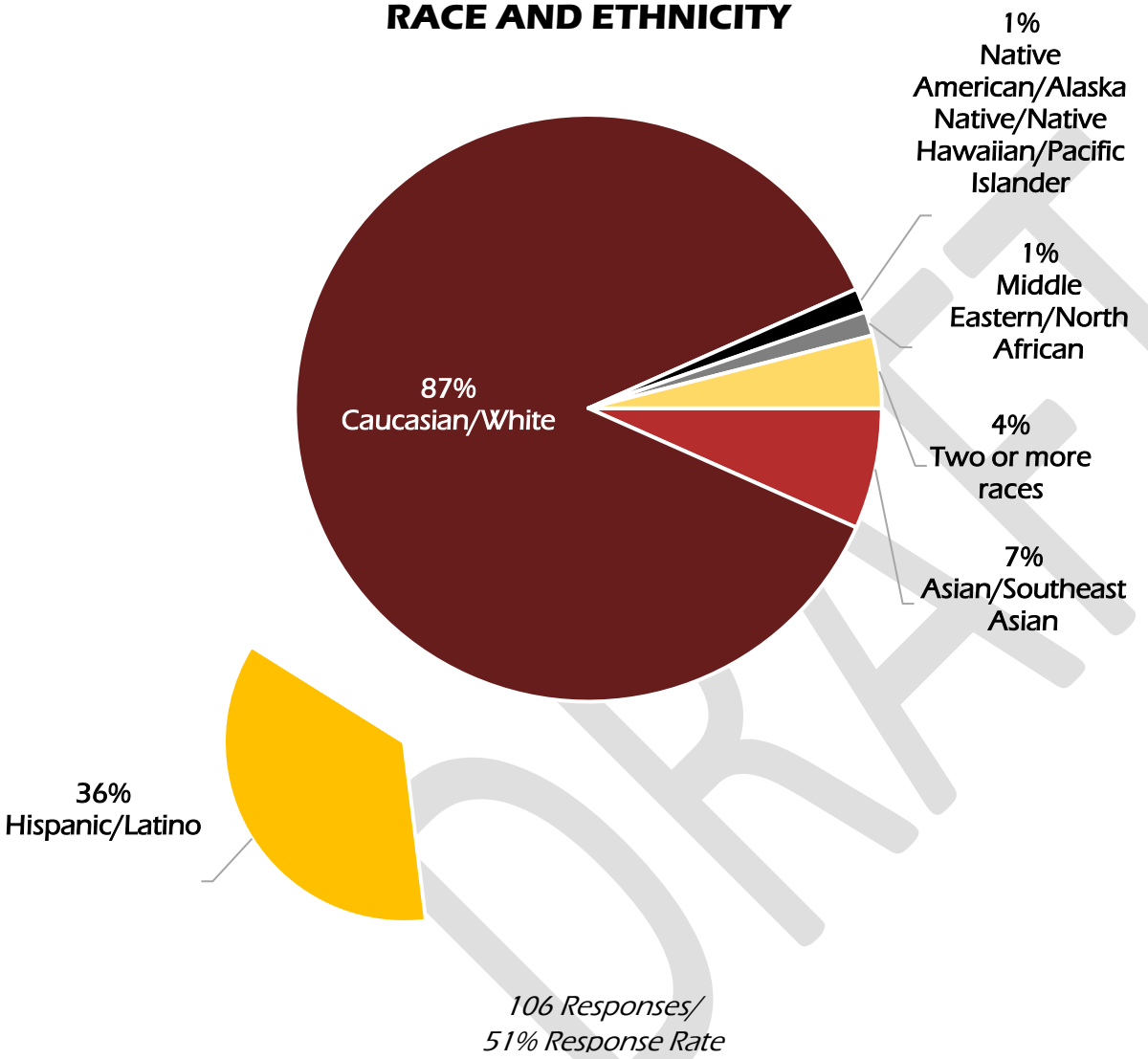
106 Responses/
51% Response Rate

ACCESS TO PERSONAL VEHICLE



105 Responses/
50% Response Rate

RACE AND ETHNICITY

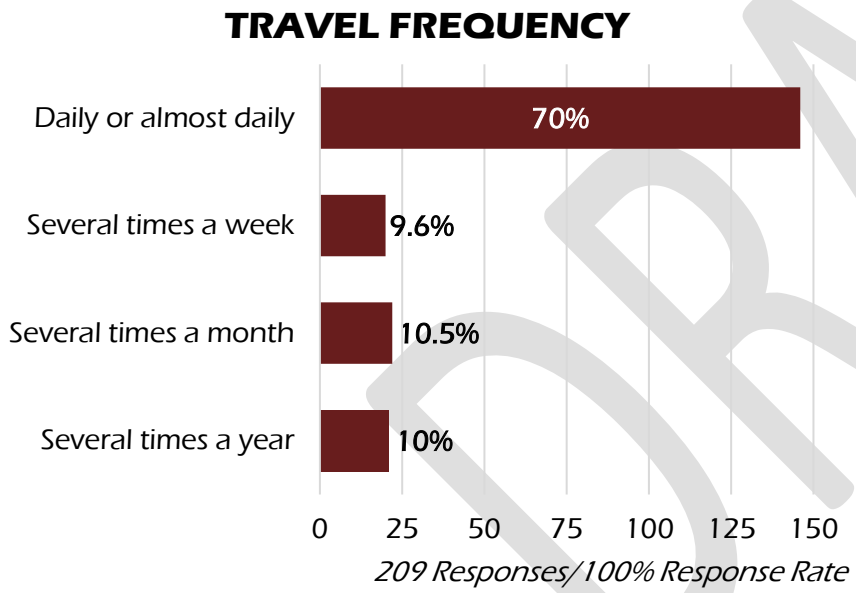


106 Responses/
51% Response Rate

Survey Question Results

How often do you travel in West Hudson (East Newark, Harrison, & Kearny)?

Respondents were asked to indicate how often they travel within the study area, and all participants were required to answer this question. Approximately 70 percent of respondents travel in and around the study area daily. The remaining 30 percent were almost evenly split, with travel frequencies ranging from once a week to once a month. Those who chose "Never" were disqualified from continuing the survey.



Which of the following do you use MOST when you travel in West Hudson?

Respondents were asked to choose up to two options for this question, and all participants responded. About 69 percent of respondents selected two options, while 31 percent chose only one.

Travel Mode Classifications

For the purpose of the subsequent survey analyses, classifications were used to aggregate travel mode results as follows:

Active Transportation includes walking, bike, scooter, e-bike/e-scooter, wheelchairs, and mobility scooters

Vehicle-oriented Transportation includes driving alone, taxi/ride sharing, and carpool/vanpooling

Public Transportation includes bus, train, PATH, light rail, and jitneys/shuttle buses

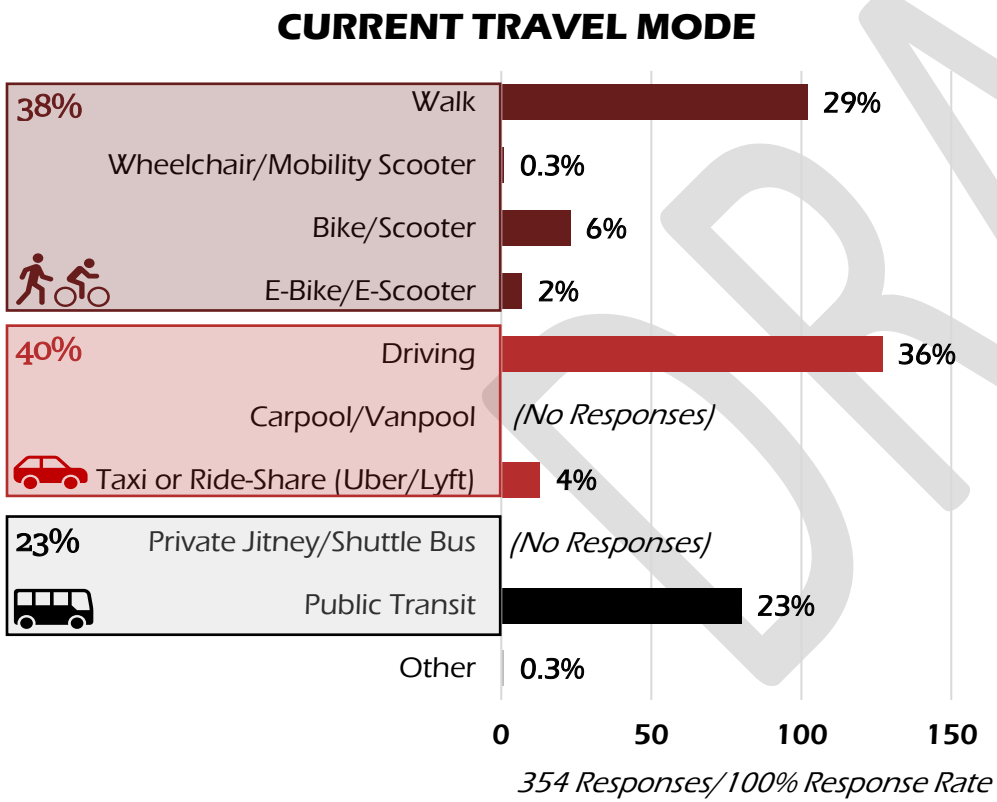
When aggregated:

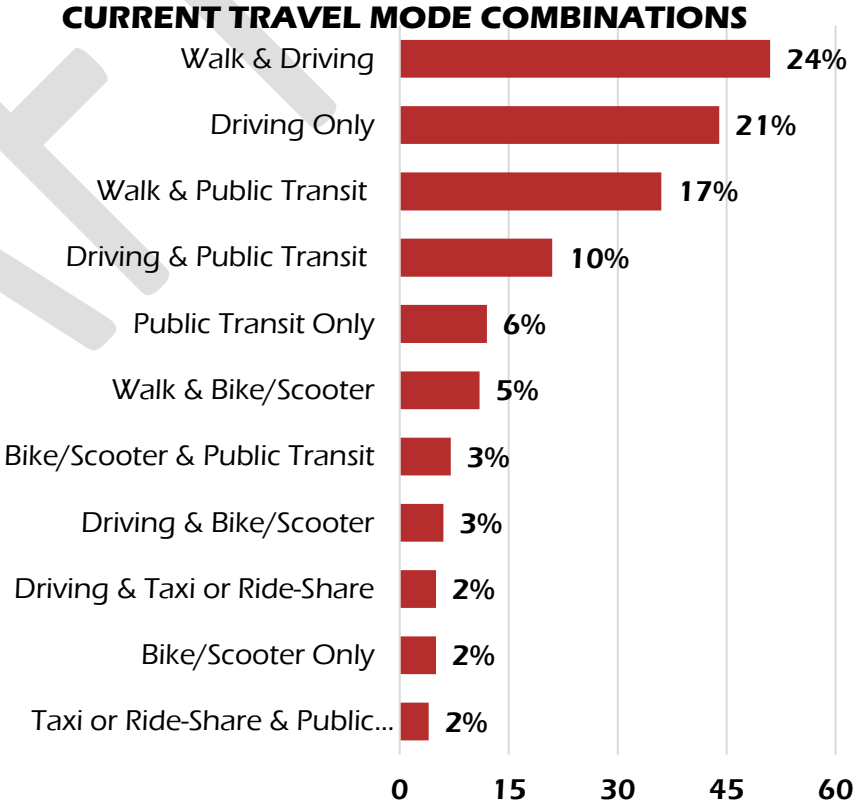
- **Active Transportation** modes represented 38 percent of responses.
- **Vehicle-oriented transportation** modes represented 40 percent.
- **Public Transportation** modes represented almost 23 percent.

Approximately 29 percent of respondents indicated walking as one of their top modes, followed by 36 percent for driving, 23 percent for public transit, and 6 percent for biking or scootering. The remaining possible travel modes ranged from approximately 1 to 2 percent.

Current Travel Mode Combinations

Further analysis revealed that among respondents who selected either one or two travel modes, approximately 24 percent chose a combination of walking and driving. This was followed by 21 percent who rely solely on personal vehicles. Additionally, 17 percent of respondents combined walking with public transit, while 10 percent use a combination of driving and public transit.



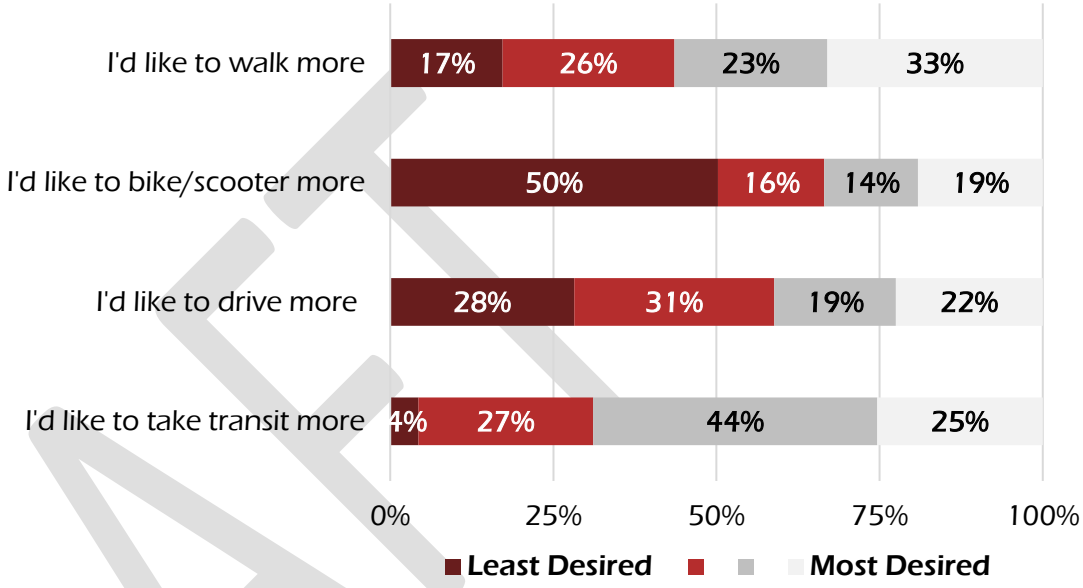


How do you want to get around West Hudson in the future?

Respondents were asked to rank their desired future travel modes, with 1 being the "Most Desired" and 4 being the "Least Desired". All participants responded.

Public transit emerged as the most preferred option, with nearly 69 percent of respondents ranking it among their top two desired future travel modes. In contrast, biking/scootering and driving were the least favored, with 66 percent and 59 percent of respondents, respectively, placing them among their bottom two choices.

FUTURE TRAVEL MODE



209 Responses/100% Response Rate

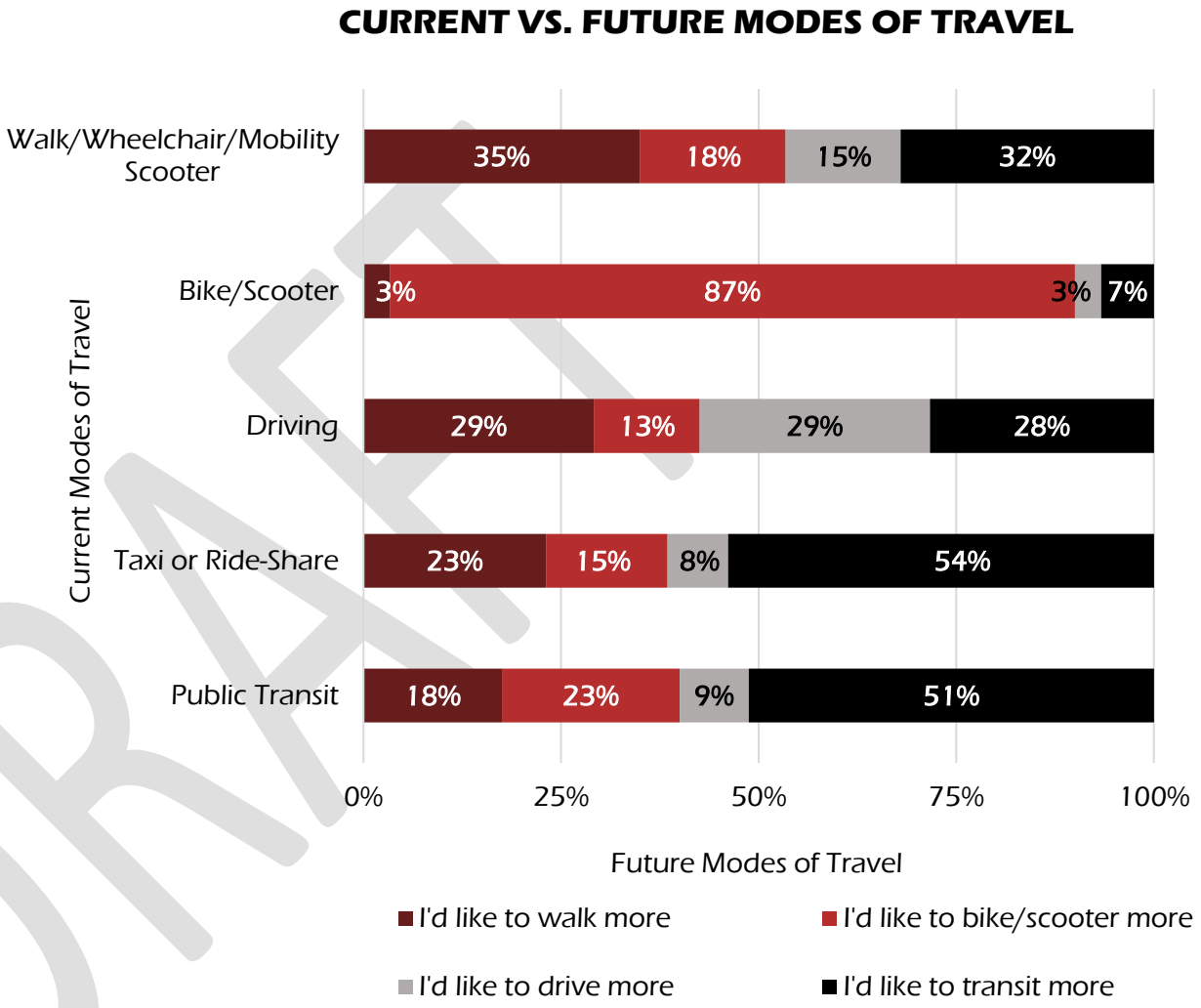
Current vs. Future Modes of Travel

In a crosstab analysis of current travel modes and preferred future travel modes, the majority of respondents, regardless of their current travel mode, expressed a strong desire to walk and use transit more. The desire to walk more was especially prominent among those who already walk, while the desire to use transit more was highest among those who currently rely on taxis or ride-shares, followed closely by current public transit users. The desire to use transit more aligns with other outreach findings that highlight the need to expand transit options and improve connectivity within and beyond the study area.

Of those who currently bike or use scooters, 87 percent indicated a strong preference to continue or increase use of that mode in the future.

It is notable that among those who currently drive, 29 percent expressed a desire to both walk and drive more, closely followed by 28 percent who indicated a preference to take transit more often.

Overall, the travel mode analysis highlights a strong interest in improving transit options and enhancing pedestrian infrastructure in West Hudson.



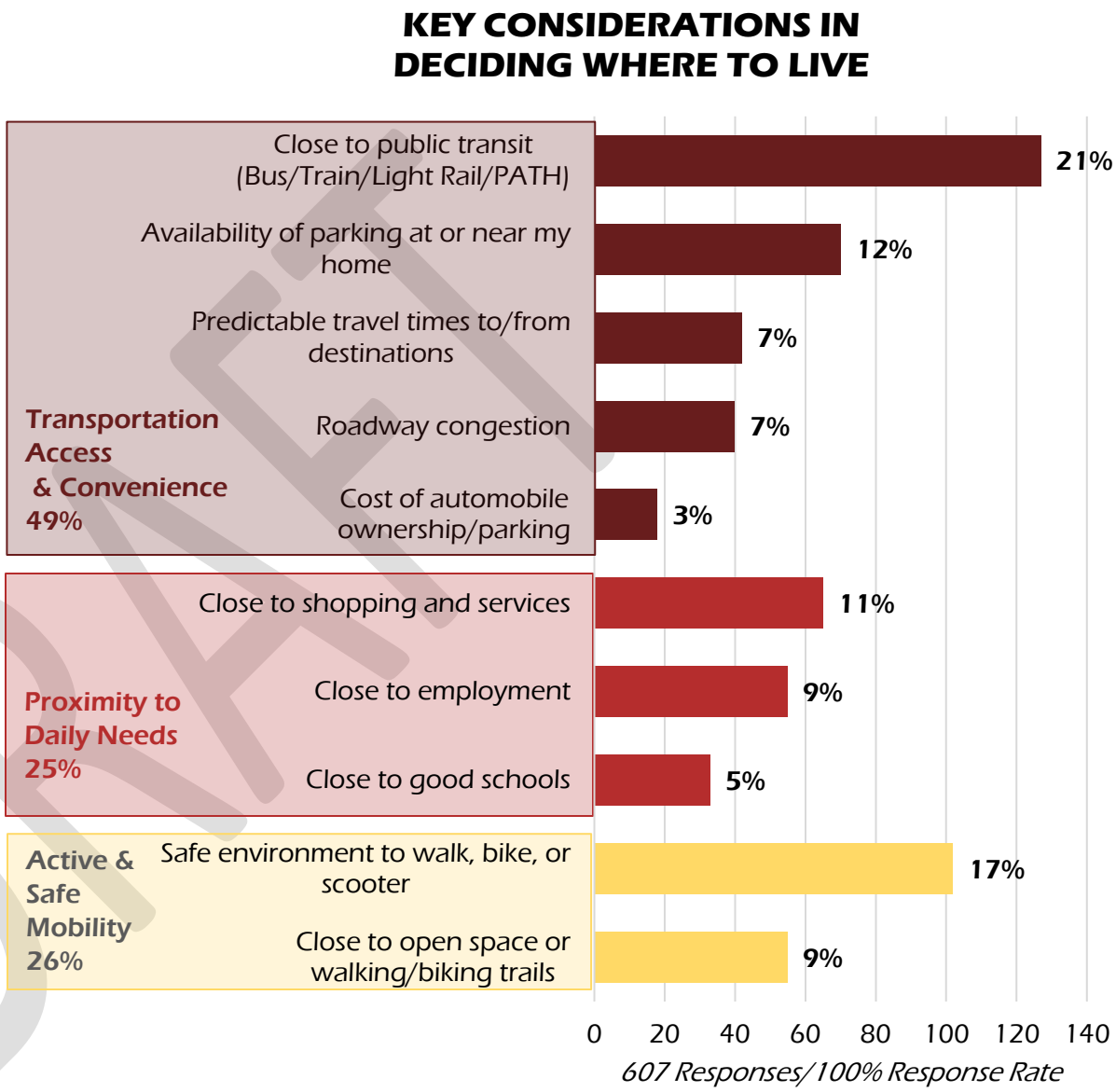
Which of these are important to your choice of where to live?

Respondents were allowed to select up to three options for what is important in choosing where to live. All participants responded. Among them, 94 percent selected three options, 2 percent selected two options, and 4 percent just made one selection.

Nearly 49 percent of respondents chose transportation access and convenience as one of their primary reasons for living in the area, with 21 percent specifically citing access to public transit as their top choice, followed by the availability of parking near their home. In addition, active and safe mobility was another important factor, with 17 percent of respondents emphasizing the importance of a safe environment for walking and biking.

This finding supports a recurring theme heard throughout the outreach activities, public transit is a critical factor in how people decide where to live. The strong desire for active and safe mobility reflects a broader interest in creating walkable, bike-friendly communities where people feel safe getting around without a car.

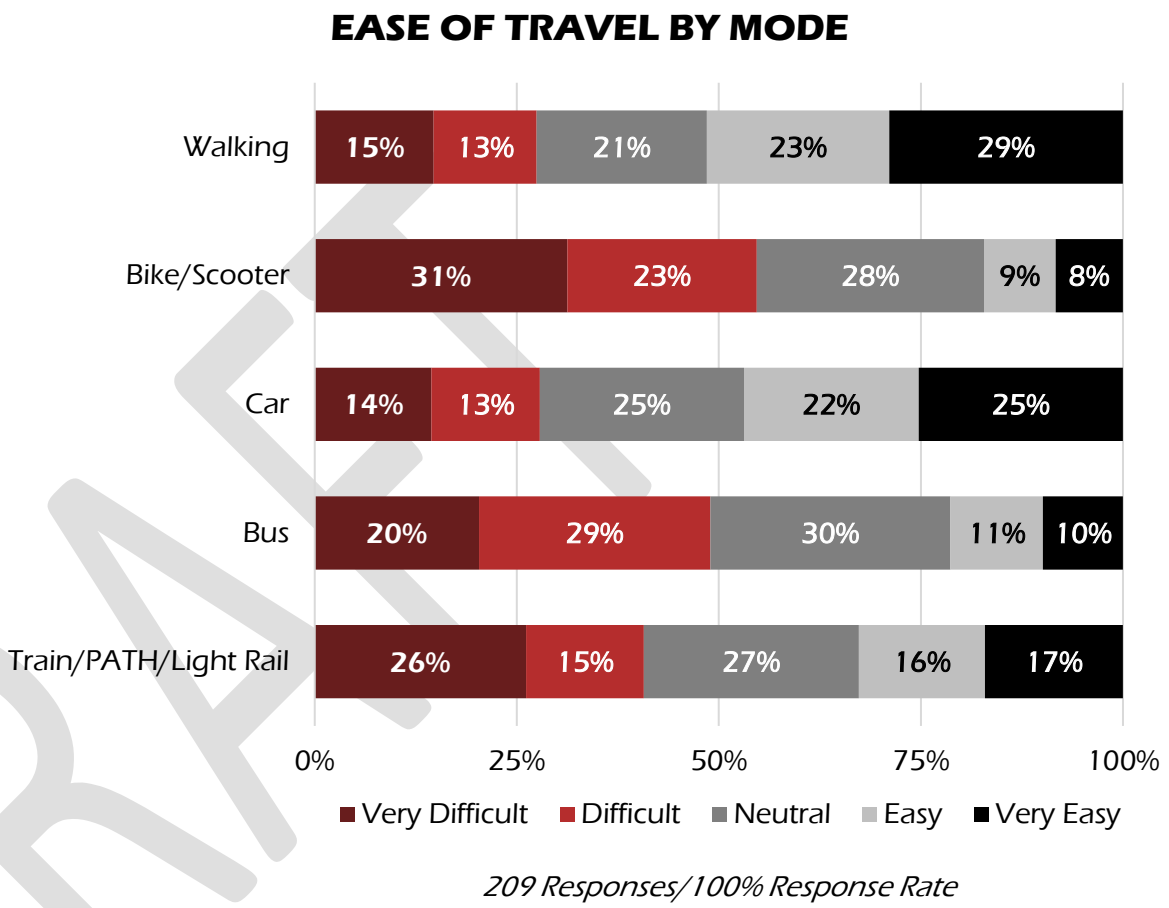
Overall, these insights highlight the importance of transit-oriented development, safer streets, and stronger connections within and beyond the study area.



How easy is it to get around West Hudson using these different types of transportation?

Respondents were asked to rate their perception of the ease of travel using different travel modes, with 1 being "Very Easy" and 5 being "Very Difficult".

Over half of the respondents identified biking as the most difficult mode of transportation to use, followed closely by public transit, which 54 percent identified as a challenging mode. Nearly half of respondents also identified taking the bus as difficult or very difficult, supporting comments heard throughout outreach about limited North-South and East-West transit accessibility. In contrast, walking and driving were perceived as the easiest ways to get around, with about 50 percent of participants selecting them as the easiest travel modes.

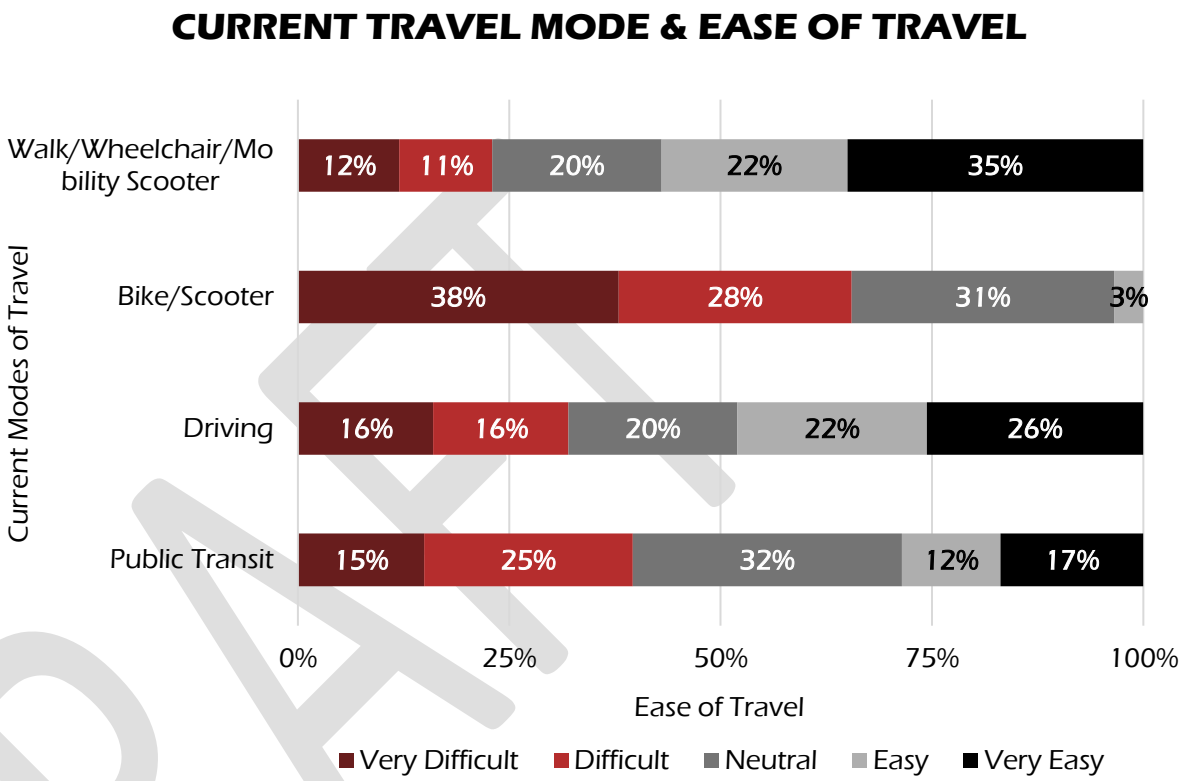


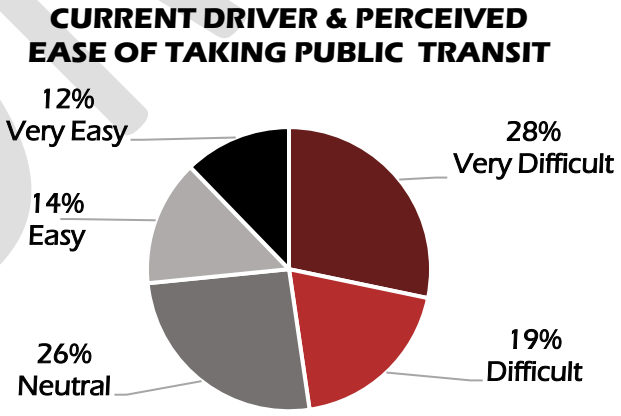
209 Responses/100% Response Rate

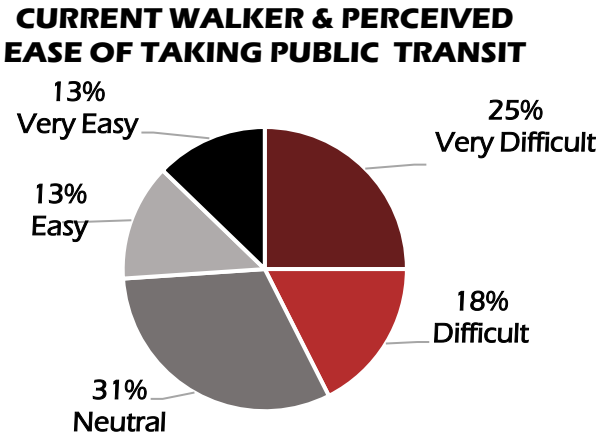
Current Travel Mode & Perceived Ease of Travel

A crosstab analysis of current travel modes and perceived ease of travel reveals that walking is generally seen as the most accessible and easy mode of travel, while biking is perceived as the most difficult, highlighting a strong need for safer and more supportive bike infrastructure. Public transit users leaned toward it being a more difficult mode of travel, reinforcing recurring themes from all outreach activities around the need for improved transit infrastructure, service, reliability, and coverage. Driving perceptions were mixed—many found it easy, but nearly a third still reported challenges, likely tied to traffic congestion and parking issues.

Forty-seven percent (first pie chart on the left) of those who drive perceive using public transit as a challenging mode of travel. Similarly, 43 percent of all walkers identified public transit as a challenging mode to use within the study area. These findings highlight consistent concerns about transit accessibility, convenience, or reliability across different user groups.







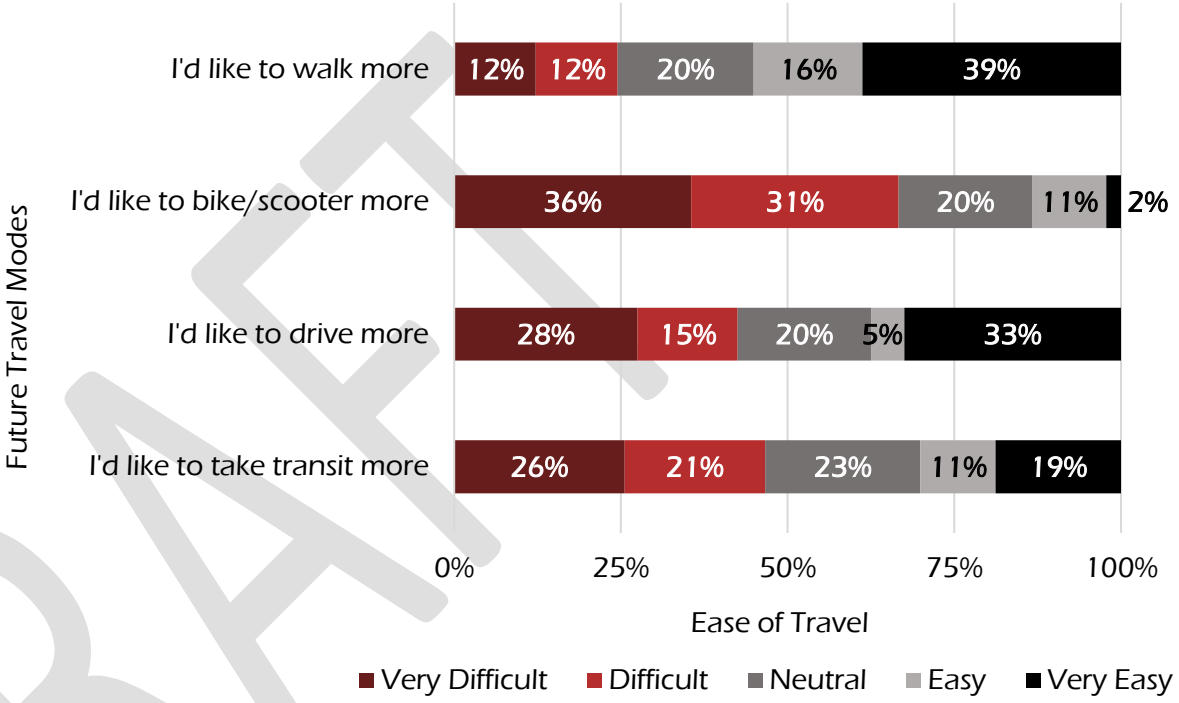
Future Travel Mode & Perceived Ease of Travel

A crosstab analysis of desired future travel modes and perceptions of ease of travel reveals that most respondents who want to walk more also find walking to be the easiest mode, suggesting a supportive walking environment. In contrast, those who wish to bike or scooter more overwhelmingly perceive it as the most difficult mode. Similarly, respondents who want to take transit more find it challenging. Even among those who wish to drive more, many described driving as a difficult or unpleasant experience.

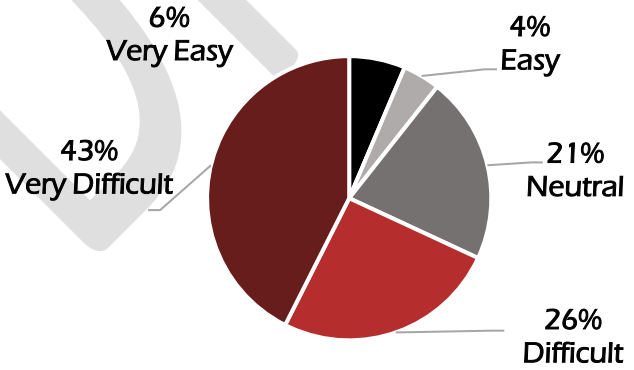
The results indicate a desire for better transit options and better street design and infrastructure, particularly for biking and transit, to support more convenient, safe, and desirable travel experiences.

At 69 percent (*pie chart on the left*), those who want to walk more perceive biking and scootering as a challenging mode of travel. Similarly, 44 percent of all who want to drive more identified public transit as a challenging mode to use within the study area (*pie chart on the right*). These findings highlight consistent concerns about expanding transit options and bike/scooter infrastructure.

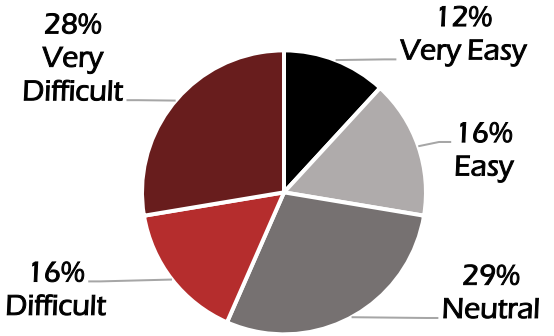
FUTURE TRAVEL MODE & EASE OF TRAVEL



DESIRE TO WALK MORE VS PERCEIVED EASE OF BIKING/SCOOTERING



DESIRE TO DRIVE MORE VS PERCEIVED EASE OF TAKING PUBLIC TRANSIT



What conditions regularly impact your ability to travel safely and efficiently around West Hudson?

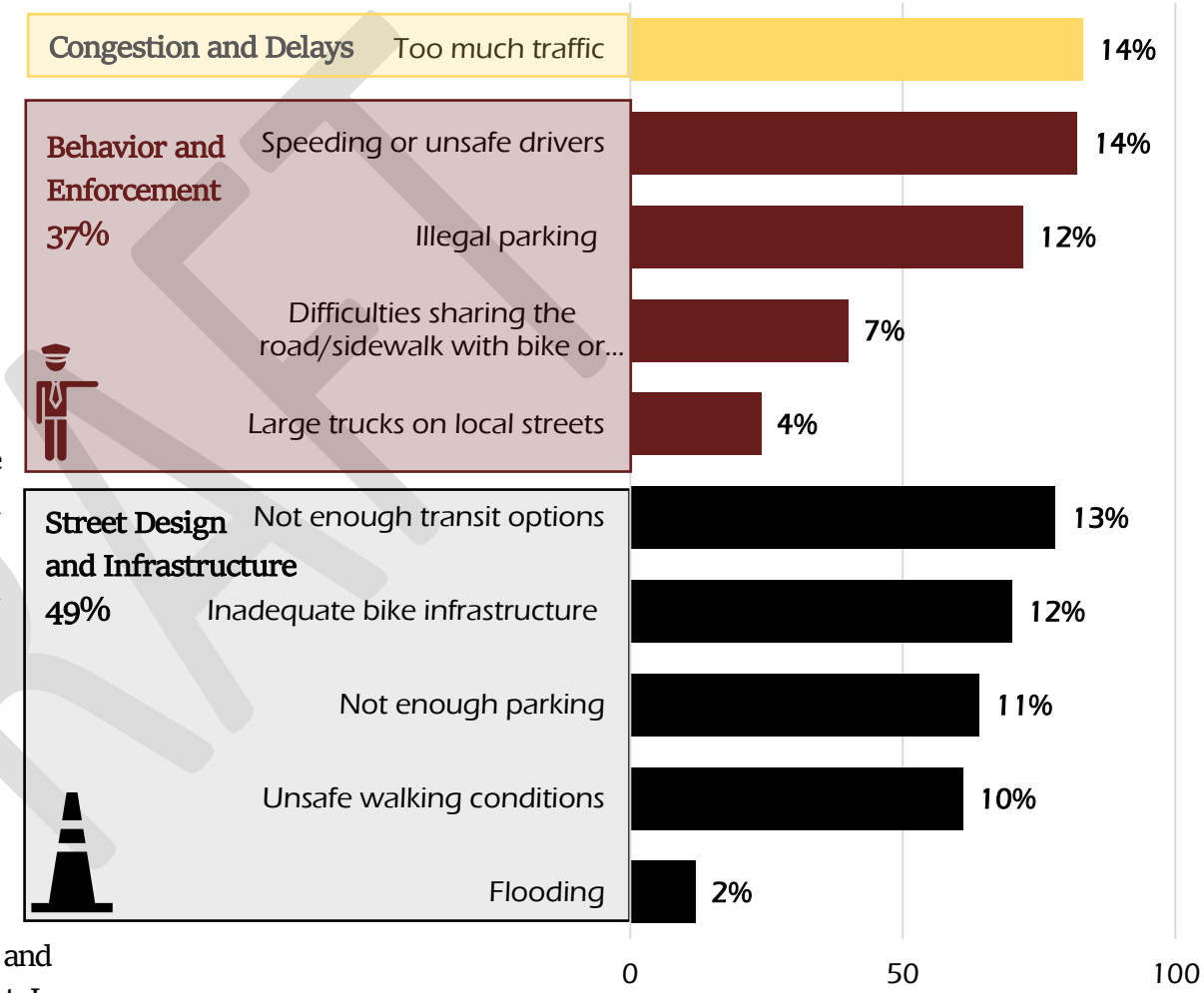
Respondents were asked to select up to three choices for this question. Ninety-six percent of the respondents opted to answer this question: 94 percent selected three options, 4 percent selected two options, and 3 percent made just one selection.

Respondents also had an opportunity to share other reasons not listed in the options. In most cases, respondents wrote out answers that were already listed as survey choices, which were reclassified accordingly.

At approximately 14 percent each, traffic congestion and excessive speeding or unsafe driving were identified as the top two conditions impacting participants' mobility within the study area. These were closely followed by concerns about limited transit options (13 percent), as well as illegal parking and inadequate bike infrastructure, both at 12 percent.

When aggregated, responses related to **street design and infrastructure** improvements, including desire for more transit options, better bike/scooter infrastructure, and improved walking conditions, accounted for approximately 49 percent of all responses. **Behavior and enforcement**-related concerns, such as reducing speeding and addressing traffic violations, represented around 37 percent. Issues related to **congestion and delays** made up the remaining 14 percent.

CONDITIONS AFFECTING SAFE AND EFFICIENT TRAVEL AROUND WEST HUDSON



594 Responses/ 96% Response Rate

Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

How does traffic congestion impact your daily activities?

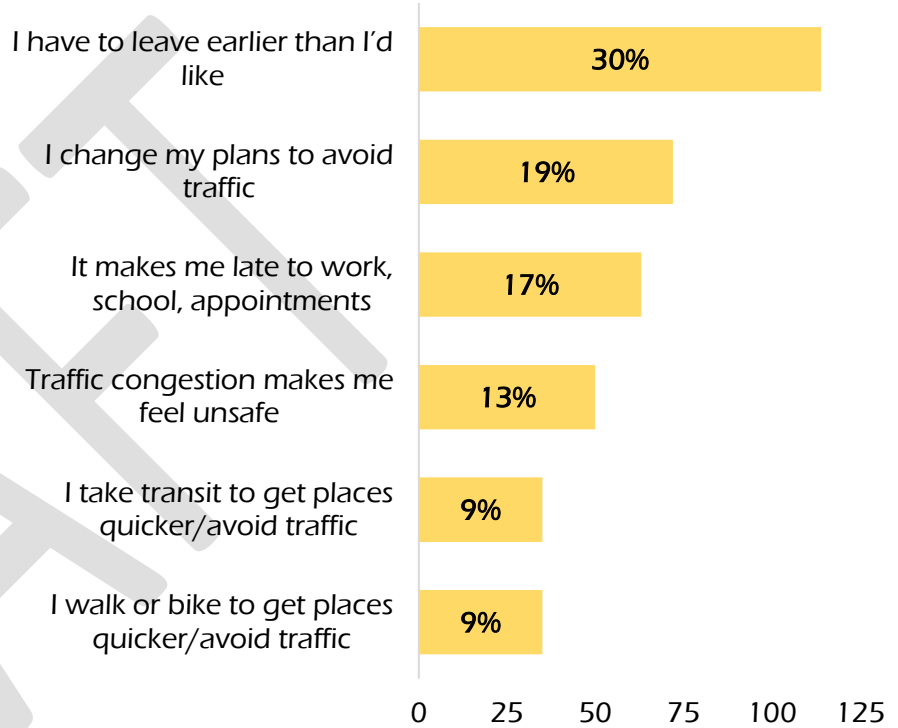
Respondents were asked to select up to two choices for this question. Ninety-six percent of the respondents opted to answer this question, with 89 percent selecting two options and 11 percent making just one selection.

Respondents also had an opportunity to share other reasons not listed in the options. In most cases, respondents wrote out answers that were already listed as survey choices, which were reclassified accordingly.

At 30 percent, participants expressed the greatest frustration about having to leave earlier than they would like, followed by having to alter plans to avoid traffic and being made late to work, school, or appointments at 19 and 17 percent, respectively. Many also reported feeling unsafe while traveling due to traffic congestion. In response to these challenges, some participants opted to walk, bike, or take public transit to avoid congestion altogether.

Overall, these findings highlight both the disruptive nature of congestion and the demand for more reliable and efficient transportation alternatives.

IMPACT OF TRAFFIC CONGESTION ON DAILY ACTIVITIES



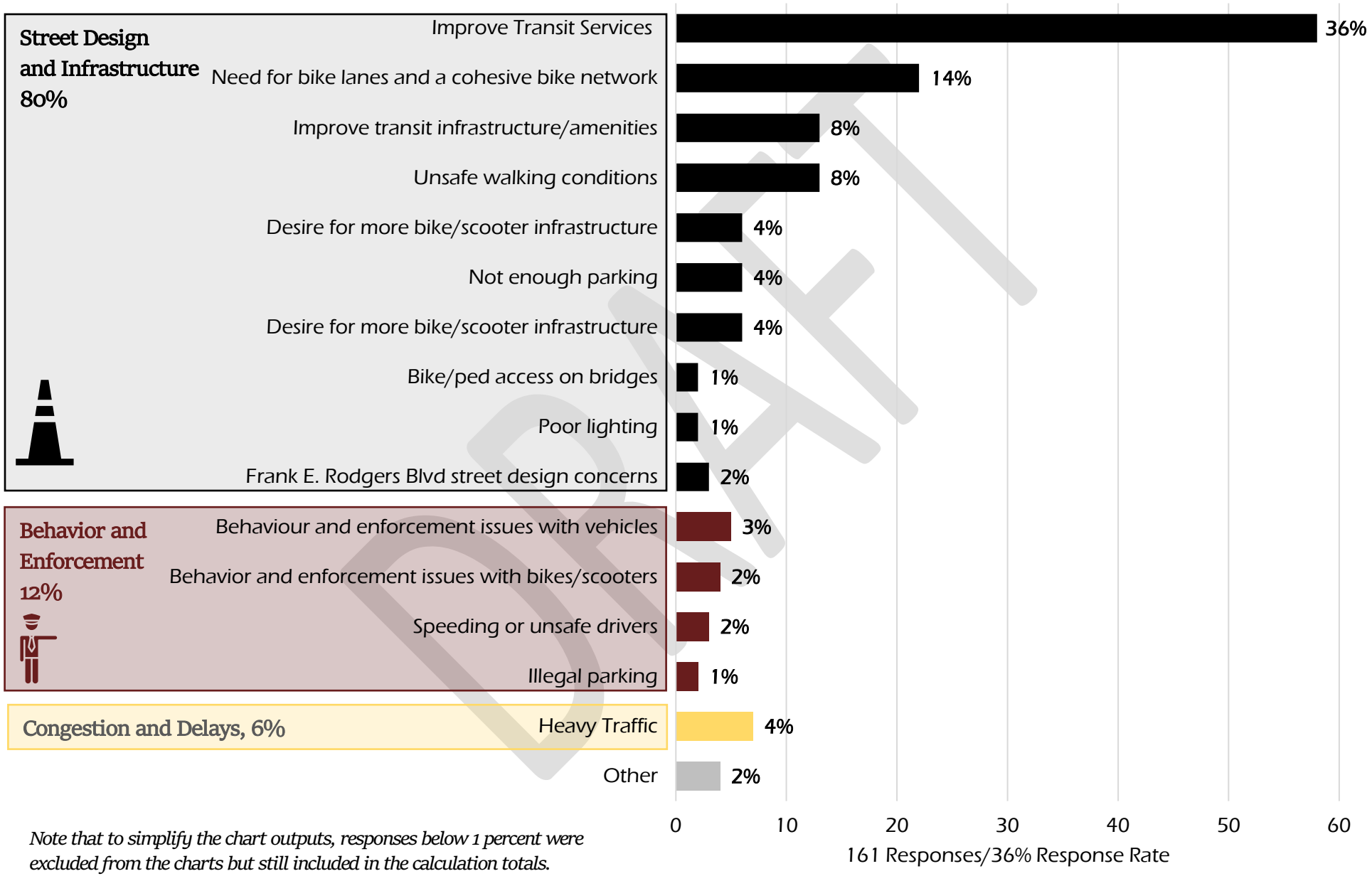
381 Responses/96% Response Rate

Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

Is there anything else you'd like to share with us about your concerns or opportunities to improve travel around West Hudson?

The survey offered an opportunity for respondents to share additional comments about their experience traveling within the study area. Thirty-six percent of respondents chose to answer the open-ended question. Eighty percent of the comments focused on **street design and infrastructure** improvements, particularly the desire to improve transit services, which yielded 36 percent of all comments. Other desires under this theme included more bike lanes and enhanced pedestrian infrastructure. About 12 percent of the comments highlighted concerns related to **behavior and enforcement**, and another 6 percent related to **congestion and delays**.

IDEAS & CONCERNS TO IMPROVE CONNECTIVITY IN WEST HUDSON



Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

Map Results

Survey respondents had the opportunity to participate in two mapping exercises. The first mapping exercise enabled participants to identify location-specific issues and opportunities. The second mapping exercise asked participants to mark the destinations they visit most frequently, both within and outside of West Hudson, including places for dining, entertainment, recreation, healthcare, and other services. For the second activity, respondents also had the option to answer a related multiple-choice question if they preferred not to pin specific locations on the map.

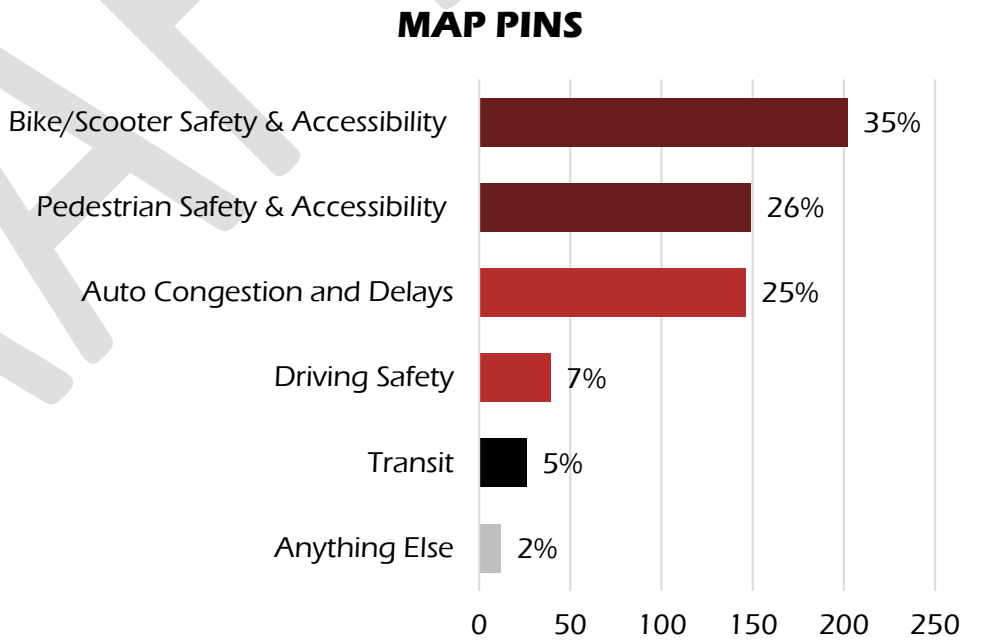
Map Your Experience – The first exercise allowed respondents to place pins identifying locations within the study area that needed improvement. Participants could select from pre-determined concerns by travel mode, but also had the option to share additional concerns and insights through open-ended comments for each pin.

Participants were prompted to provide feedback about mobility within and outside the study area by answering the specific questions listed below.

1. **What pedestrian concerns do you have for the location?**
2. **What bike and scooter concerns do you have for the location?**
3. **What driving concerns do you have for the location?**
4. **What concerns do you have about taking public transit from this location?**
5. **What congestion and delay concerns do you have in West Hudson?**
6. **Additional concerns - share more details about your experience with the location.**

Participants could select multiple choices per pin. When aggregating the multiple choices per pin, the map produced 1,222 total "response" data points.

The bike/scooter safety and accessibility concerns category received the most pins, at 35 percent of all pins. This was followed by concerns about pedestrian safety and accessibility, at 26 percent, and concerns about auto congestion and delays, at 25 percent. When aggregated, safety and accessibility for active transportation modes represented 61 percent of all map pins.



574 Map Pins/1,222 Responses/36% Response Rate

Key Takeaways

The mapped concerns exercise resulted in several key takeaways for specific locations in the study area, highlighted below.

Frank E. Rodgers Boulevard and Harrison PATH Station

There were a lot of comments along Frank E. Rodgers Boulevard in Harrison, including vehicles speeding and failing to yield to pedestrians, and double or illegal parking. Additionally, missing or broken sidewalks and crosswalks, along with generally poor road conditions, were observed.

Around the Harrison PATH Station, concerns were raised about long pedestrian crossings, as well as a desire for improved bus shelters and passenger amenities. In addition, there was also a desire for bike lanes and more bike infrastructure to improve first & last-mile connectivity to the station.

Kearny Avenue

In the upland Kearny area, concerns focused on speeding and the failure of vehicles to yield. Additionally, several participants noted a lack of transit connectivity, particularly in terms of reaching their desired destinations.

Participants also raised several concerns specific to Kearny Avenue, with most of them concentrated between Hoyt Street and Halstead Street. One of the major requests in this area was the addition of bike lanes, alongside concerns about congestion and heavy traffic, speeding, and vehicles not yielding to pedestrians.

Bergen Avenue

Along Bergen Avenue, also in Kearny, one of the main concerns is congestion and heavy traffic. This is closely followed by issues related to pedestrian safety, such as missing signage and limited visibility of pedestrians and other vehicles at several intersections. Community members also expressed a strong desire for improved transit facilities at bus stops along Bergen Avenue.

It is also important to note that several people raised concerns about signal timing/long wait times at the intersection of Kearny Avenue and Bergen Avenue, which is causing delays and potentially contributing to increased congestion.

Passaic Avenue

Similar to Bergen Avenue, one of the primary concerns along the Passaic Avenue corridor in Kearny and East Newark was excessive traffic, along with a need for bike lanes and improved vehicle safety. Participants also highlighted issues related to speeding and drivers failing to yield to pedestrians and cyclists. Notably, the majority of concerns along Passaic Avenue were concentrated at the northern and southern ends—specifically near Harrison Avenue to the south and Belleville Turnpike to the north.

Belleville Turnpike

Most concerns along Belleville Turnpike focused on traffic congestion and signal delays, with many participants noting that the roadway is consistently backed up. Pedestrian safety was another concern, particularly in relation to excessive speeding and aggressive driving. Additionally, the intersection of Passaic Avenue and Belleville Turnpike was identified as a key connection point for cyclists traveling to North Arlington and Belleville. However, due to the lack of dedicated bike lanes and the presence of aggressive drivers, cyclists are currently forced to ride on the sidewalks.

All Map Responses

Clusters were observed in the following areas within the study area:

- Frank E. Rodgers Boulevard (Harrison)
- Kearny Avenue (Kearny)
- Passaic Avenue (East Newark & Kearny)
- Bergen Avenue (Kearny)
- Harrison Avenue (Harrison)

The chart on the following page represents an aggregation of all map pin responses, including all open-ended responses and pre-determined concerns classified by major themes in the study area. Notably, 52 percent of the responses relate to **street design and infrastructure**, including the need for bike lanes and a cohesive bike network, improvements to pedestrian crossings and accessibility, enhanced overall walking conditions, and better transit connections, which rank among the top concerns in this category. Thirty-three percent of the combined map responses relate to **behavior and enforcement**, with excessive speeding, vehicles failing to yield to pedestrians and cyclists, being the top concerns.

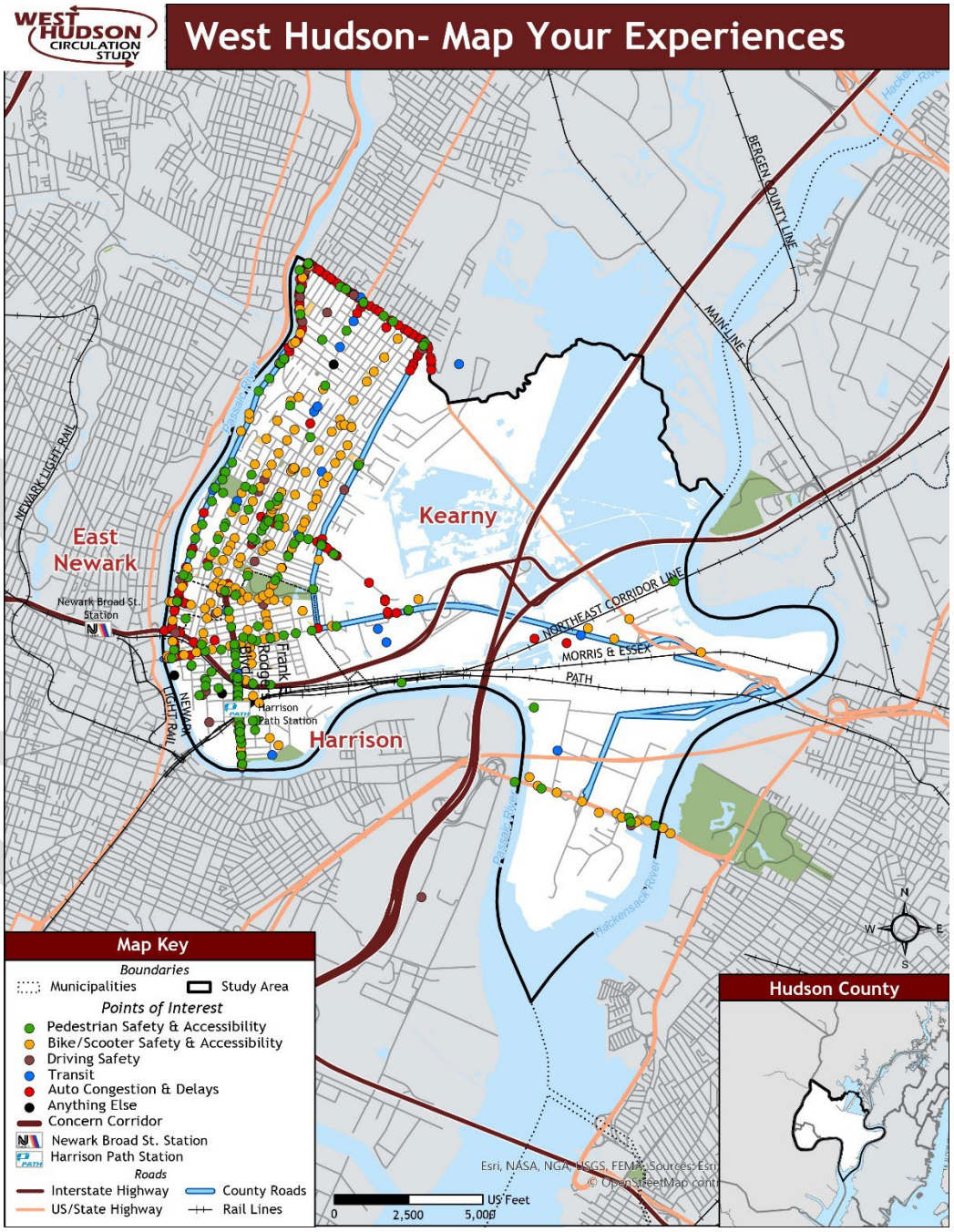
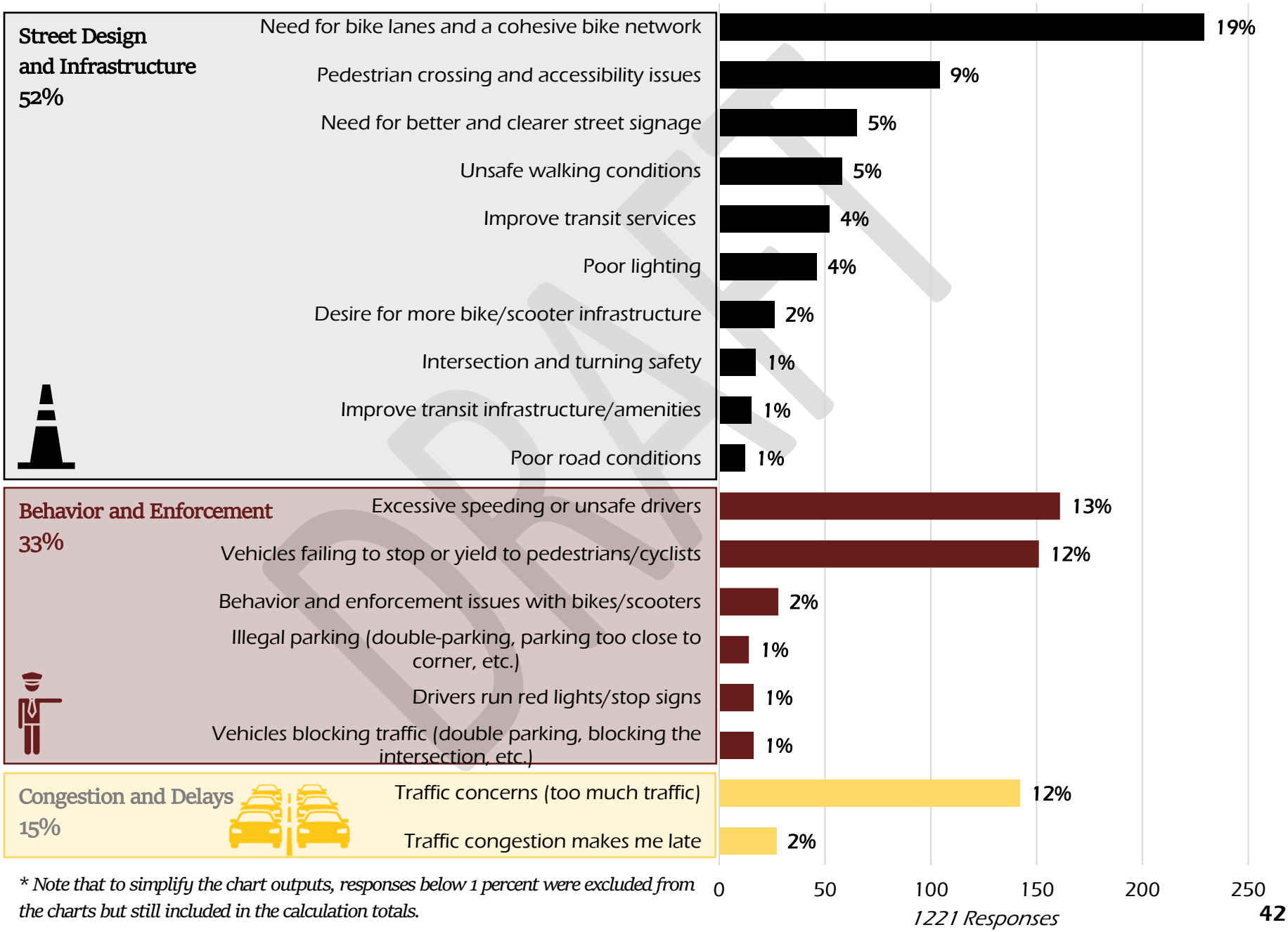


Figure 13 - Map Your Experience (All Travel Modes)

COMBINED MAP RESPONSES



** Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.*

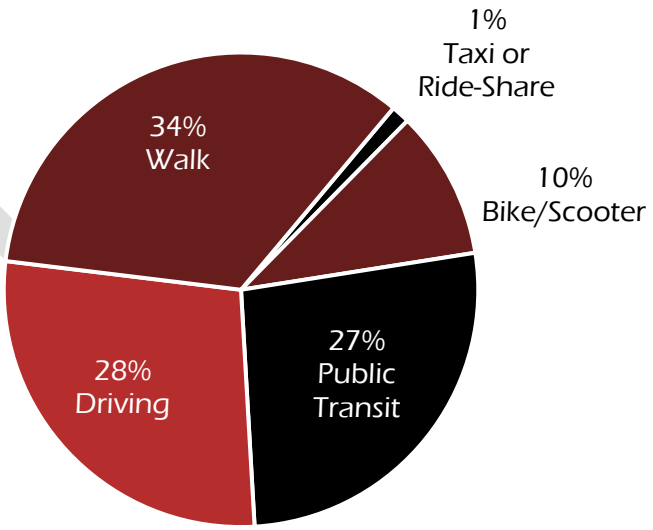
What pedestrian concerns do you have for the location?

Twenty-one percent of survey respondents placed a total of 149 map pins and 479 responses related to pedestrian safety and accessibility concerns, representing 26 percent of all pins placed.

Pedestrian Safety and Accessibility Pins & Current Travel Mode

A crosstab of the walking pins and respondent answers to the current travel mode question revealed that 34 percent of the walking pins were placed by respondents who currently walk as a primary mode of transportation. Driving and using public transit rose to the second and third most frequent primary travel modes for respondents, at 28 and 27 percent, respectively.

PEDESTRIAN PINS & CURRENT TRAVEL MODE



Pin Clusters

A significant number of pedestrian safety and accessibility pins appeared in the following areas:

- Frank E. Rodgers Boulevard (Harrison)
- Kearny Avenue (Kearny)
- Passaic Avenue (East Newark & Kearny)

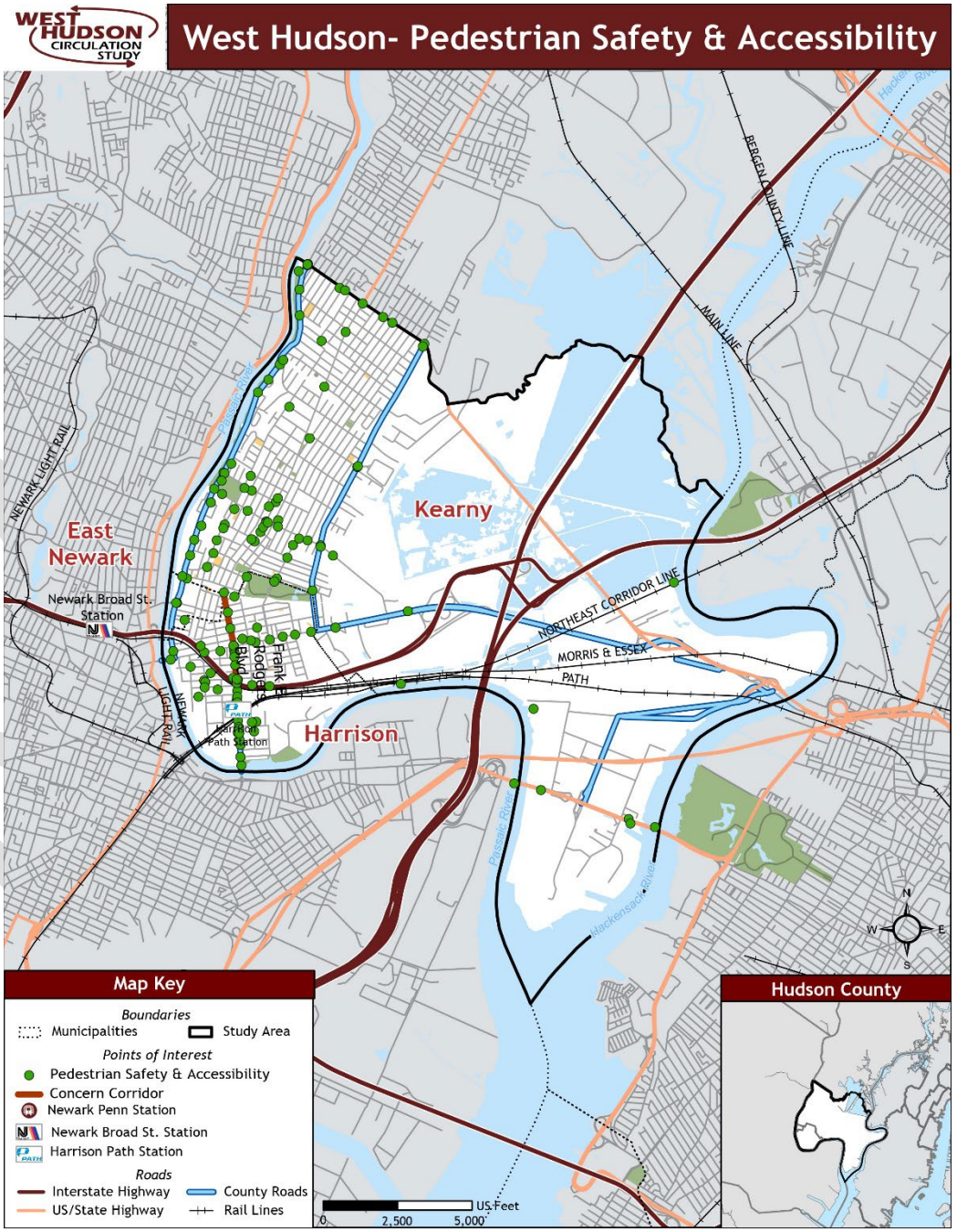
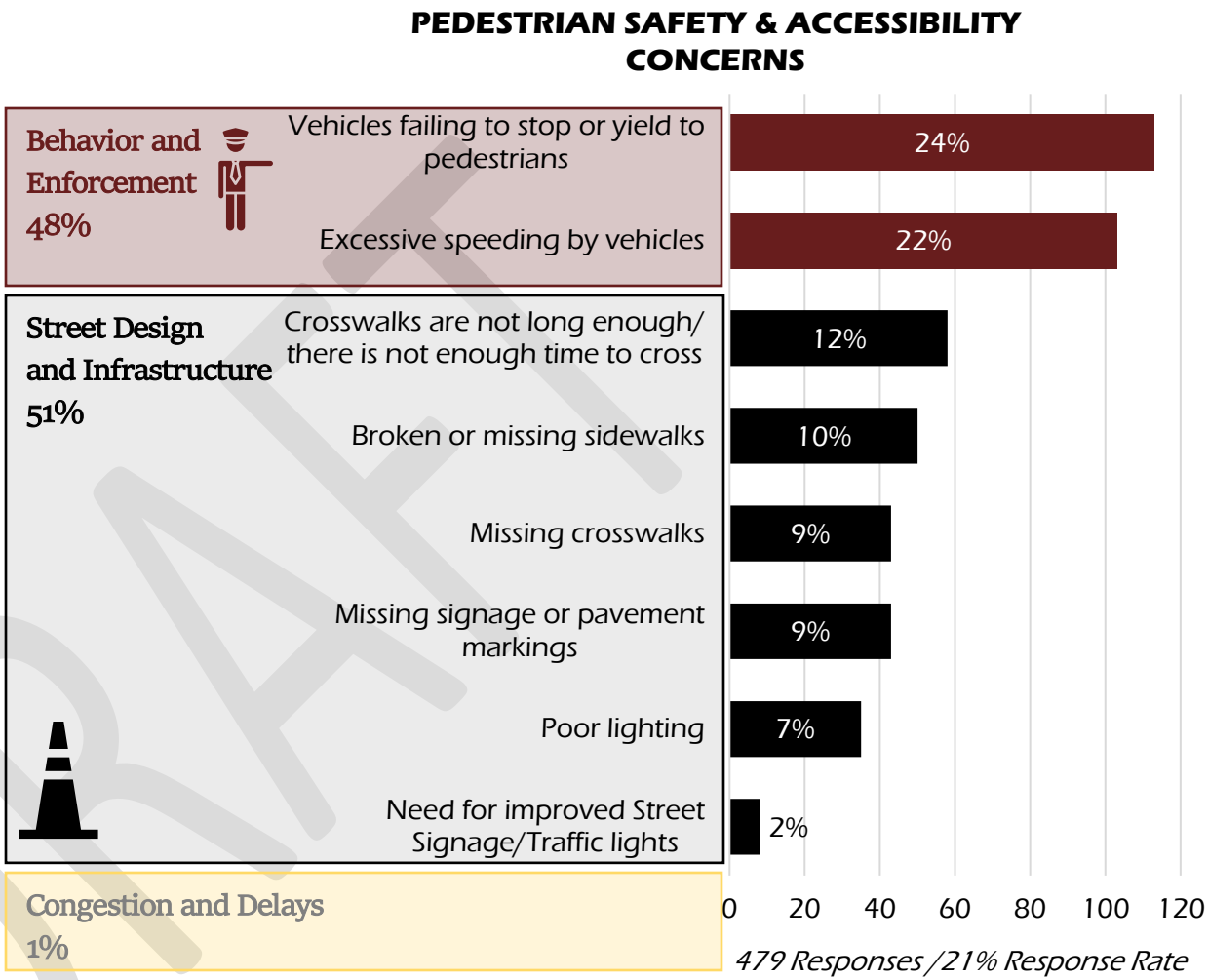


Figure 14 - Pedestrian Safety and Accessibility Map Pins

When aggregated, 51 percent of all pedestrian safety and accessibility concerns related to **street design and infrastructure**, such as broken or missing sidewalks and crosswalks, missing signage and pavement markings, and poor lighting. This was followed by concerns about **behavior and enforcement**, including vehicles failing to yield to pedestrians and excessive speeding.



** Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.*

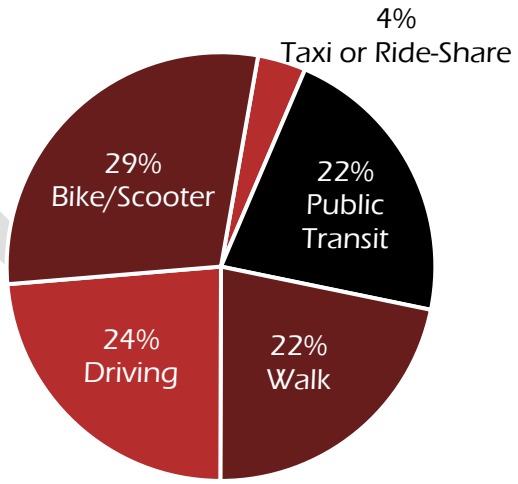
What bike and scooter concerns do you have for the location?

Fifteen percent of survey respondents placed a total of 202 pins and 354 responses related to biking/scootering safety and accessibility concerns, representing 35 percent of all pins placed.

Bike/Scooter Safety and Accessibility Pins & Current Travel Mode

A crosstab of the bike/scooter safety and accessibility pins and current travel mode shows that 29 percent of the map respondents use bikes or scooters as a primary mode of travel. Drivers, walkers, and public transit users all placed a similar number of pins related to biking and scootering, suggesting that concerns about bike and scooter safety and infrastructure are shared across different travel modes, not just by those who use them.

BIKE/SCOOTER PINS & CURRENT TRAVEL MODE



Pin Clusters

The significant clusters of bike concerns and infrastructure opportunities were identified along the following routes:

- Kearny Avenue between Bergen Avenue and Garfield Avenue (Kearny)
- Johnston Avenue (Kearny)
- Jones Memorial Bridge (Kearny)
- Frank E. Rodgers Boulevard (Harrison)
- David Avenue (Kearny)
- Harrison Avenue (Harrison)
- In general, participants saw existing and future linear parks and former rail rights-of-way as opportunities for off-road bike paths

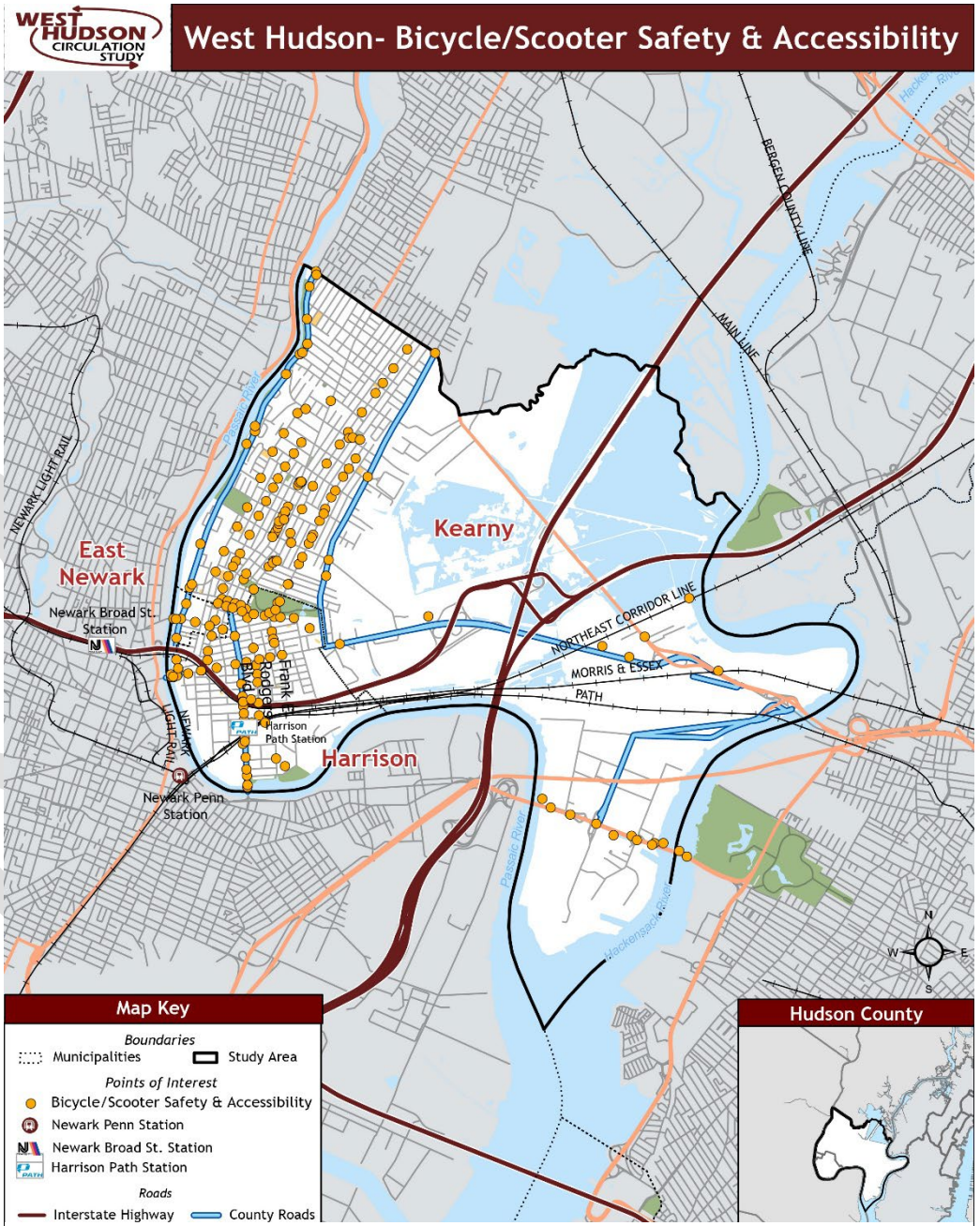
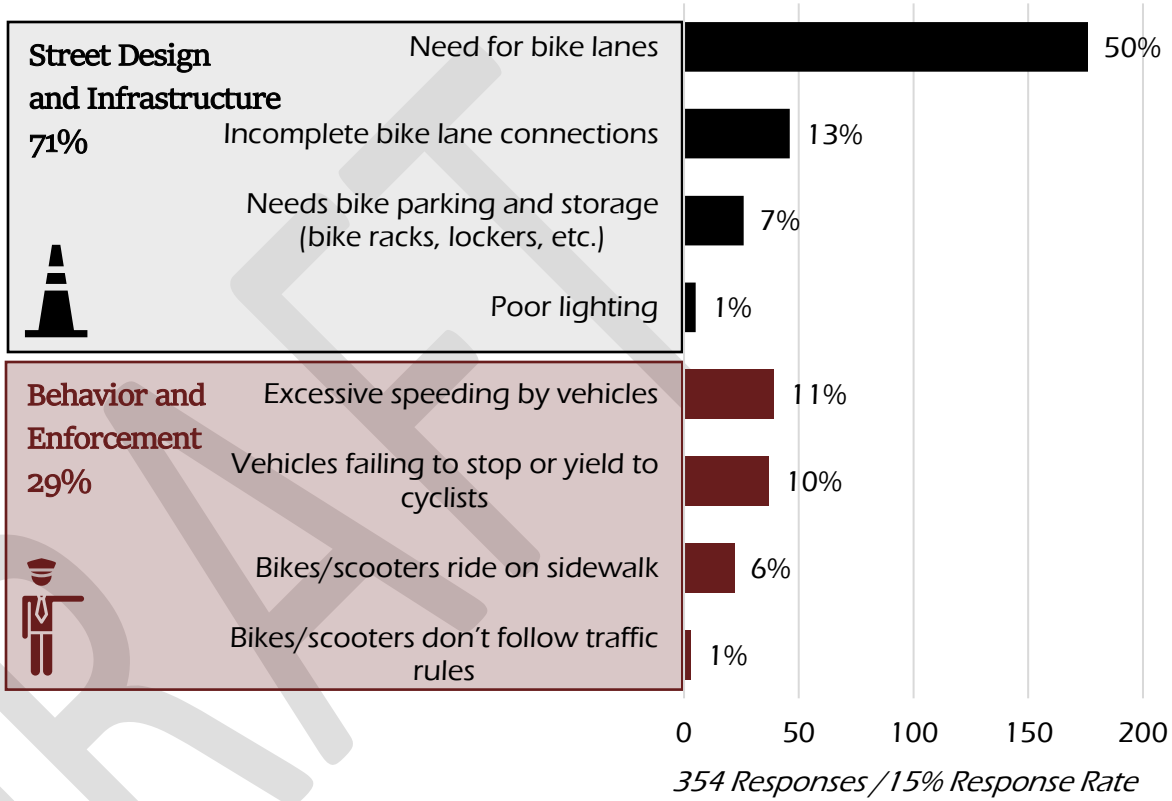


Figure 15 - Bike/Scooter Safety and Accessibility Map Pins

When analyzed collectively, 71 percent of biking and scootering concerns related to street **design and infrastructure**. Within this category, the most frequently mentioned issue was the desire for bike lanes, accounting for 50 percent of all bike/scooter responses. Within **behavior and enforcement**, concerns about excessive speeding and vehicles failing to yield to cyclists made up a combined 21 percent of the responses. The remaining 7 percent of respondents raised issues about cyclists and scooter users riding on sidewalks or not following traffic rules. These particular concerns are likely voiced by participants who primarily walk or drive, which helps to explain the high number of non-cyclists placing pins in this category.

BIKE/SCOOTER SAFETY AND ACCESSIBILITY CONCERNS



354 Responses / 15% Response Rate

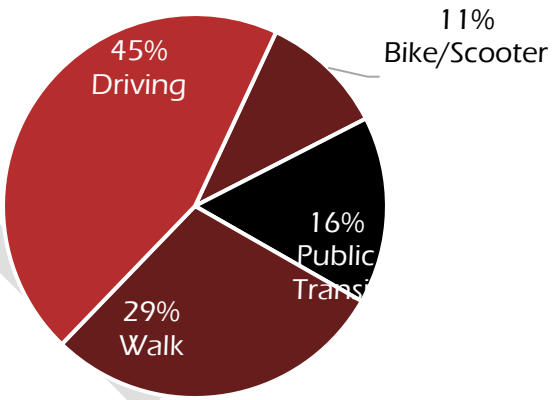
What driving concerns do you have for the location?

Eleven percent of survey respondents placed a total of 39 map pins and 97 responses related to driving safety, representing 7 percent of all pins placed.

Driving Safety Pins & Current Travel Mode

A crosstab of the driving pins and current travel mode showed that 45 percent of the pins were placed by those who currently drive as their primary mode. Those who walk represented the other predominant current travel mode, representing 29 percent of respondents who placed a driving pin.

DRIVING PINS & CURRENT TRAVEL MODE



Pin Clusters

Driving-related pins were distributed evenly throughout the study area, with notable concentrations along Frank E. Rodgers Boulevard (Harrison) and Kearny Avenue (Kearny), including the stretch between Bergen Avenue to the Jones Memorial Bridge. Additional pins were also placed along the northern and southern ends of Passaic Avenue (East Newark/Kearny).

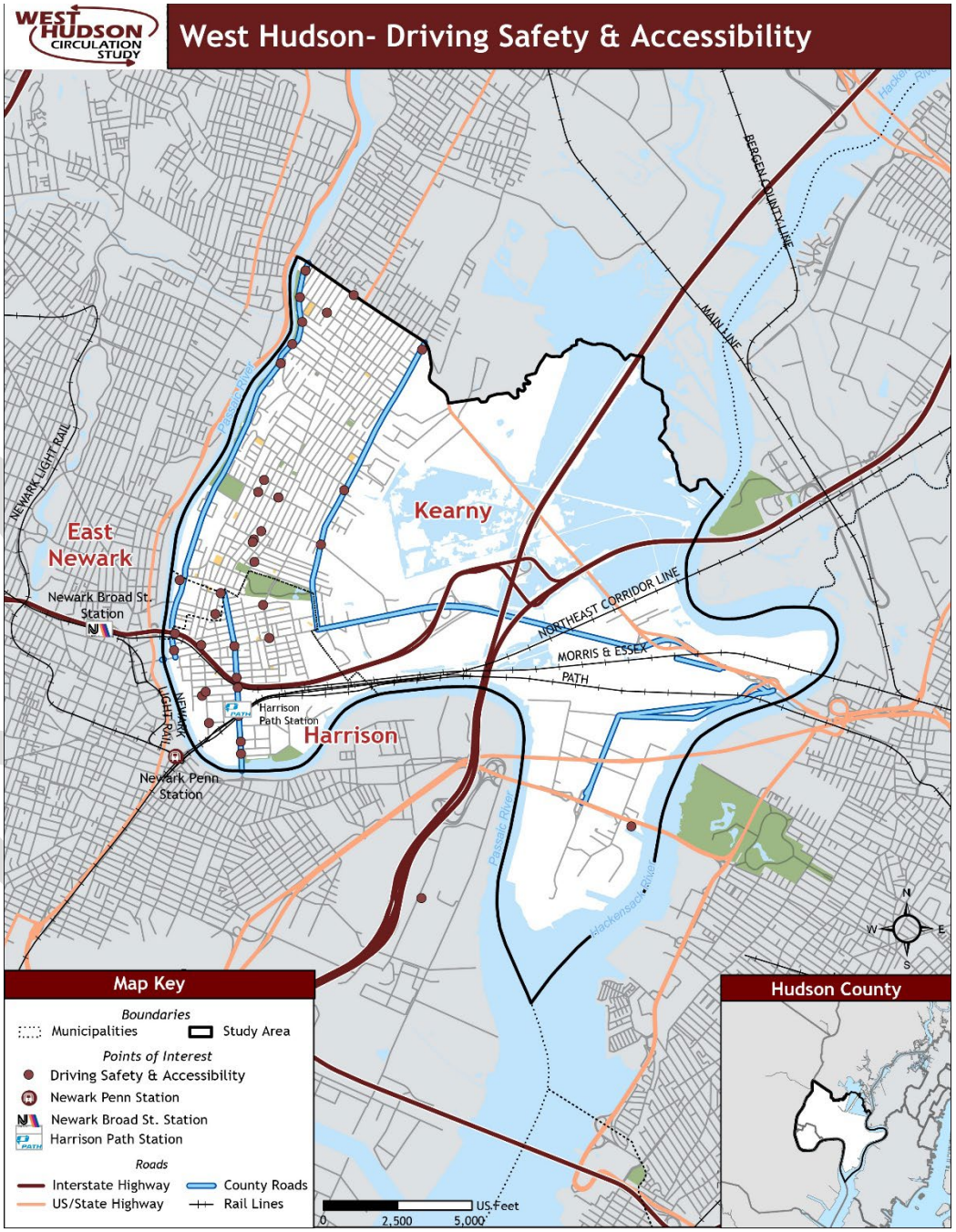
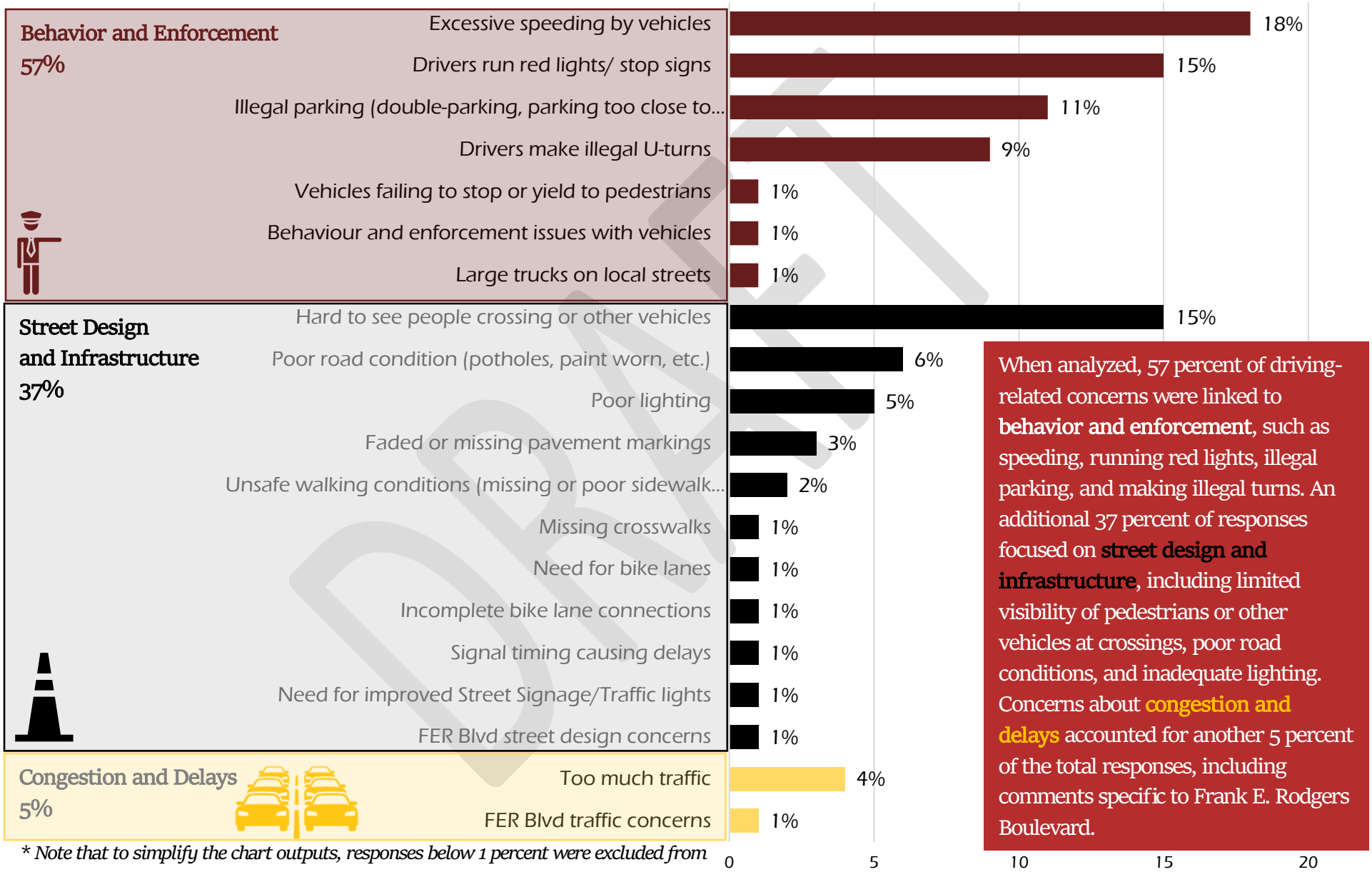


Figure 16 - Driving Safety Map Pins

DRIVING SAFETY CONCERNS



When analyzed, 57 percent of driving-related concerns were linked to **behavior and enforcement**, such as speeding, running red lights, illegal parking, and making illegal turns. An additional 37 percent of responses focused on **street design and infrastructure**, including limited visibility of pedestrians or other vehicles at crossings, poor road conditions, and inadequate lighting. Concerns about **congestion and delays** accounted for another 5 percent of the total responses, including comments specific to Frank E. Rodgers Boulevard.

** Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.*

97 Responses/11% Response Rate

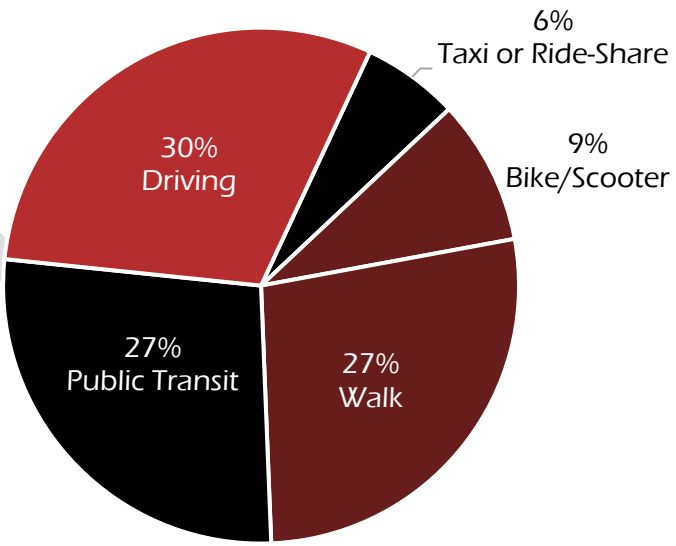
What concerns do you have about taking public transit from this location?

Nine percent of survey respondents placed a total of 26 pins and 67 responses related to transit concerns, representing 5 percent of all pins placed.

Transit Pins and Current Travel Mode

A crosstab of the transit pins and current travel mode showed that 27 percent of pins were placed by those who currently take public transit as the primary mode of travel. Driving emerged as the highest response rate at 30 percent, followed by walking, representing another 27 percent of the responses. The high percentage of drivers who placed transit pins suggests there is potential for shifting some car users to public transit if improvements are made to transit options and accessibility.

TRANSIT PINS & CURRENT TRAVEL MODE



Pin Clusters

Most of the transit-related map concerns were concentrated near Harrison PATH Station and along the two main bus corridors- Bergen Avenue and Kearny Avenue (Kearny).

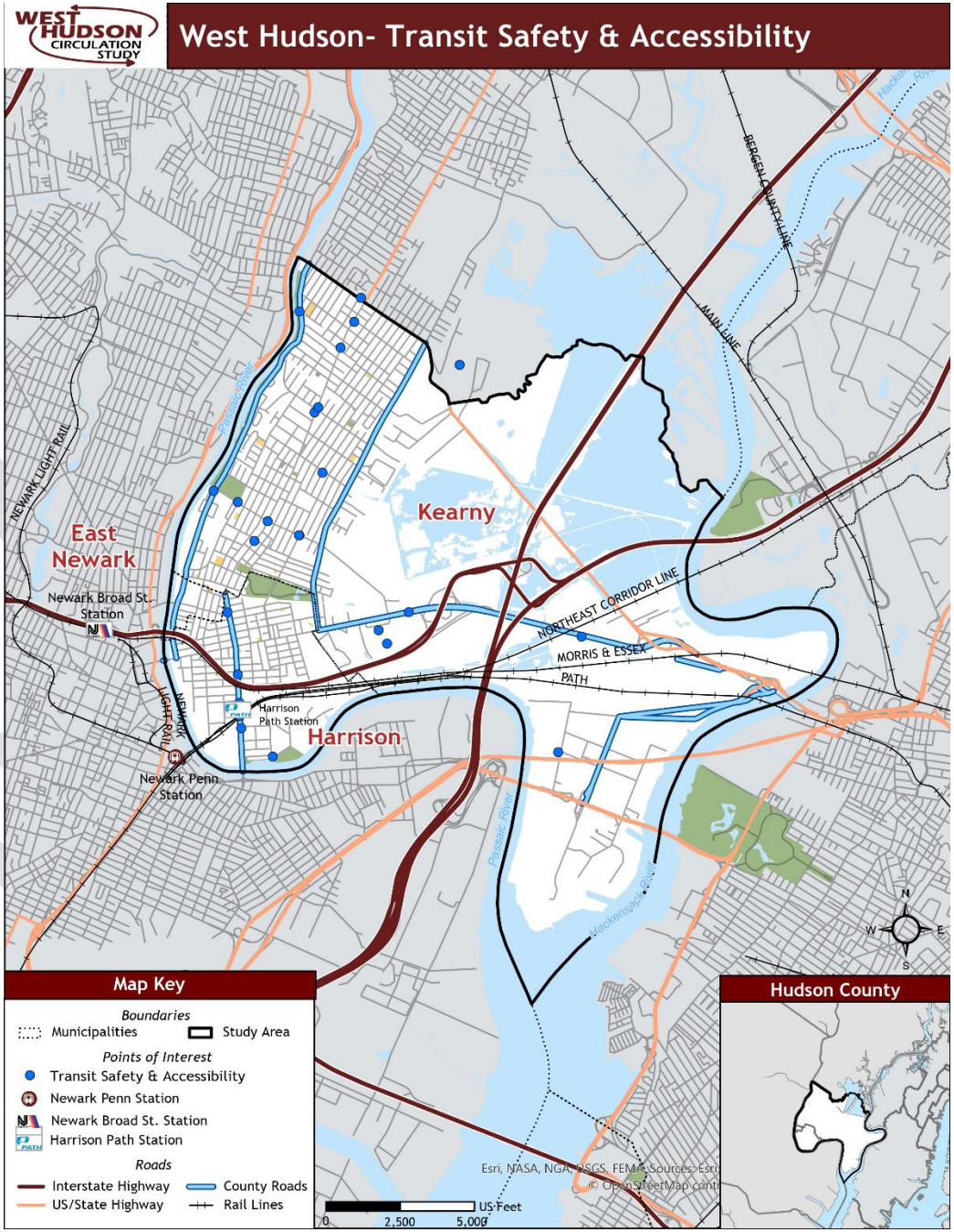


Figure 17 - Transit Pins

When aggregated, 98 percent of the primary transit concerns focused on **street design and infrastructure**. Within this category, nearly 21 percent of responses highlighted the need for better communication regarding transit arrival times and detours. Another 18 percent called for improvements to transit facilities, while lack of service to desired destinations and the need for more frequent service each received 16 percent of responses.

TRANSIT CONCERNS

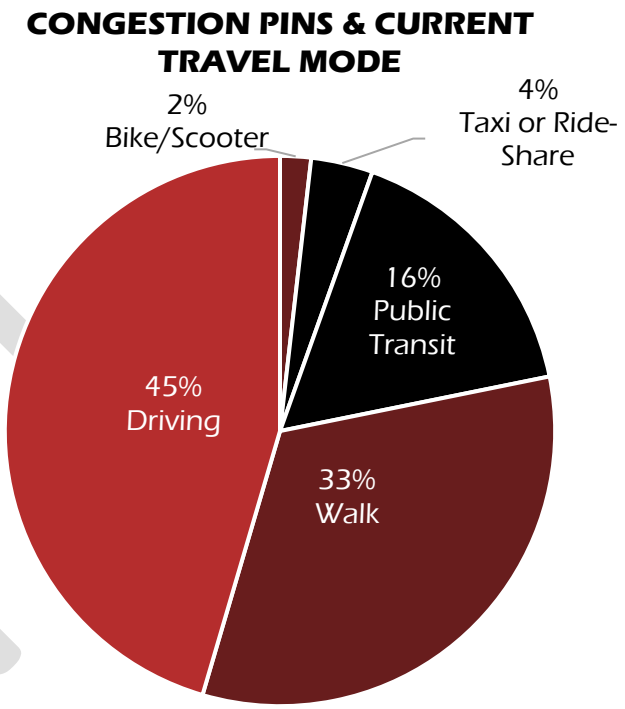
67 Responses / 9% Response Rate

What congestion and delay concerns do you have in West Hudson?

Fourteen percent of survey respondents placed a total of 146 pins and 204 responses related to auto congestion and delays, representing 25 percent of all pins placed.

Auto Congestion & Delay Pins and Current Travel Mode

A crosstab of congestion-related pins and current travel modes revealed that 45 percent were placed by individuals who primarily drive. Walking accounted for the second-highest share of congestion-related responses at 33 percent, followed by public transit users at 16 percent.



Pin Clusters

Most congestion-related pins were clustered along the Belleville Turnpike and the northern and southern sections of Passaic Avenue in Kearny. Also in Kearny, notable concentrations were observed along Bergen Avenue, particularly around the intersections with Kearny Avenue and Schuyler Avenue.

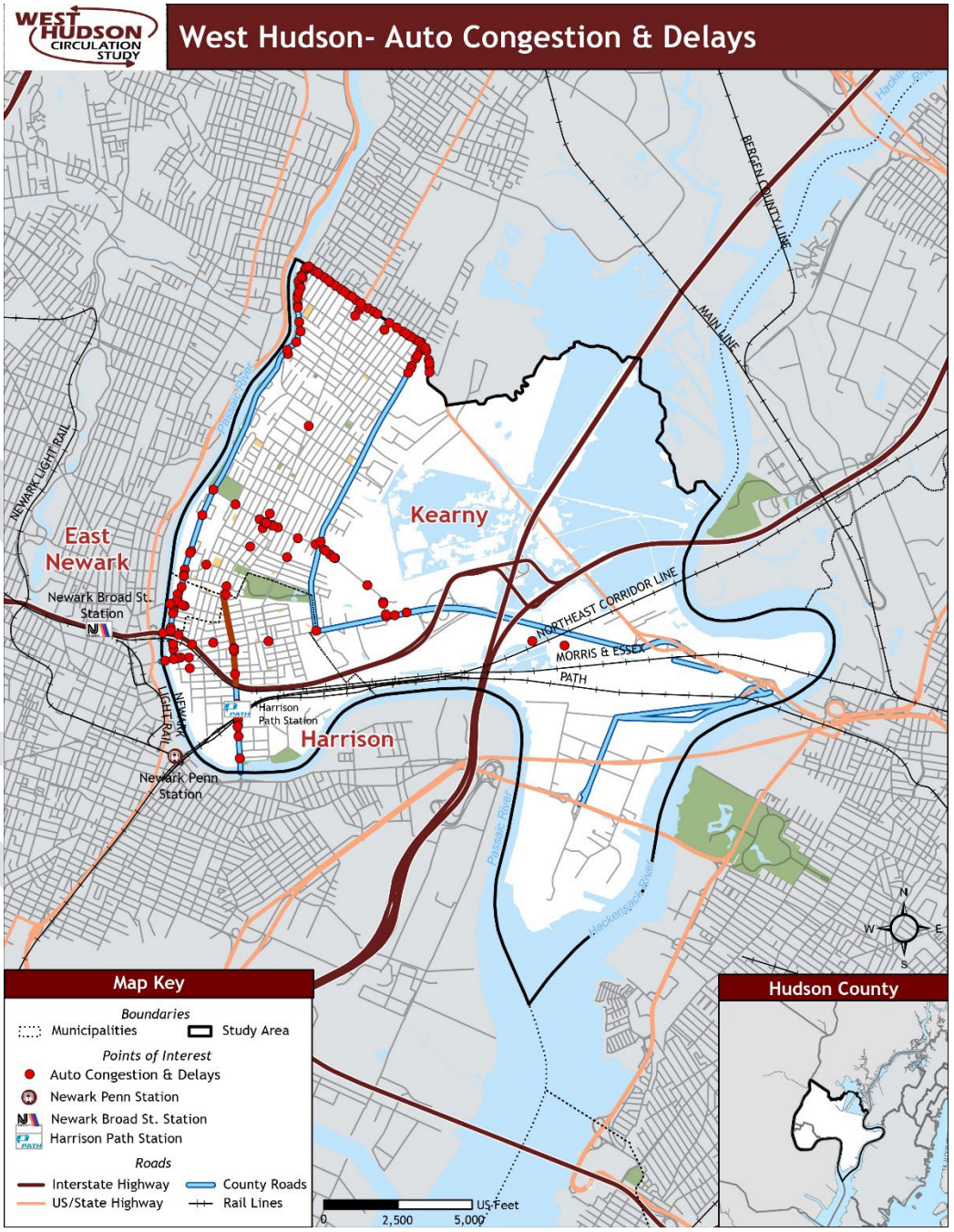
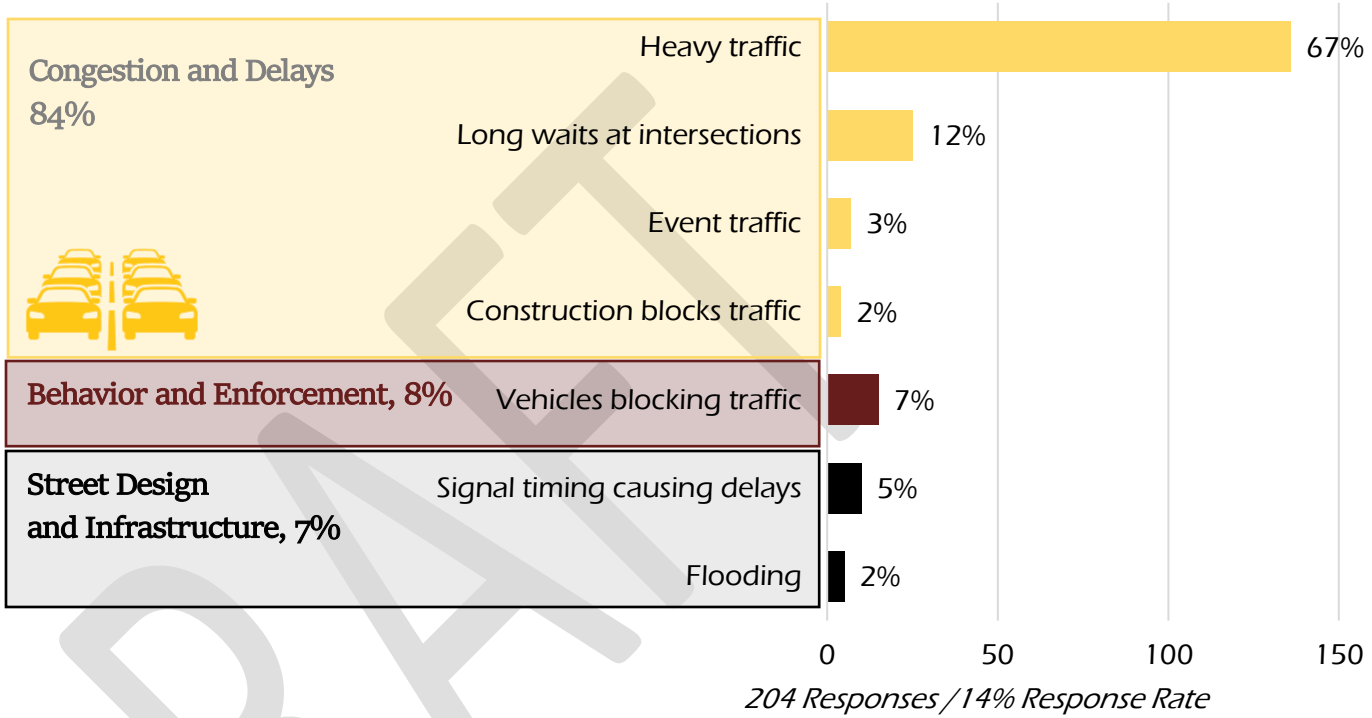


Figure 18 - Auto Congestion and Delay Map Pins

When aggregated, 84 percent of the responses were related to congestion and delays, with 67 percent of all responses specifically identifying too much traffic as the primary concern. Other frequently mentioned issues included long waits at intersections, vehicles blocking traffic, and signal timing delays. Notably, non-optimized signal timings can lead to frequent stops, backups, and driver frustration. This inefficiency can cause traffic to spill over into nearby intersections or block crosswalks and turning lanes, compounding delays for all road users.

The study should focus on improving signal timing and coordination as a key strategy for alleviating congestion and enhancing traffic flow within the study area.

AUTO CONGESTION & DELAY-RELATED CONCERNS



204 Responses / 14% Response Rate

Is there anything else you would like to share?

Three percent of survey respondents placed a total of 12 pins and 20 comments related to other improvement ideas or concerns, representing 2 percent of all pins placed.

Other Pins & Current Travel Mode

Since this mapping exercise was not related to a specific mode of travel, a crosstab analysis with the current travel modes was not conducted.

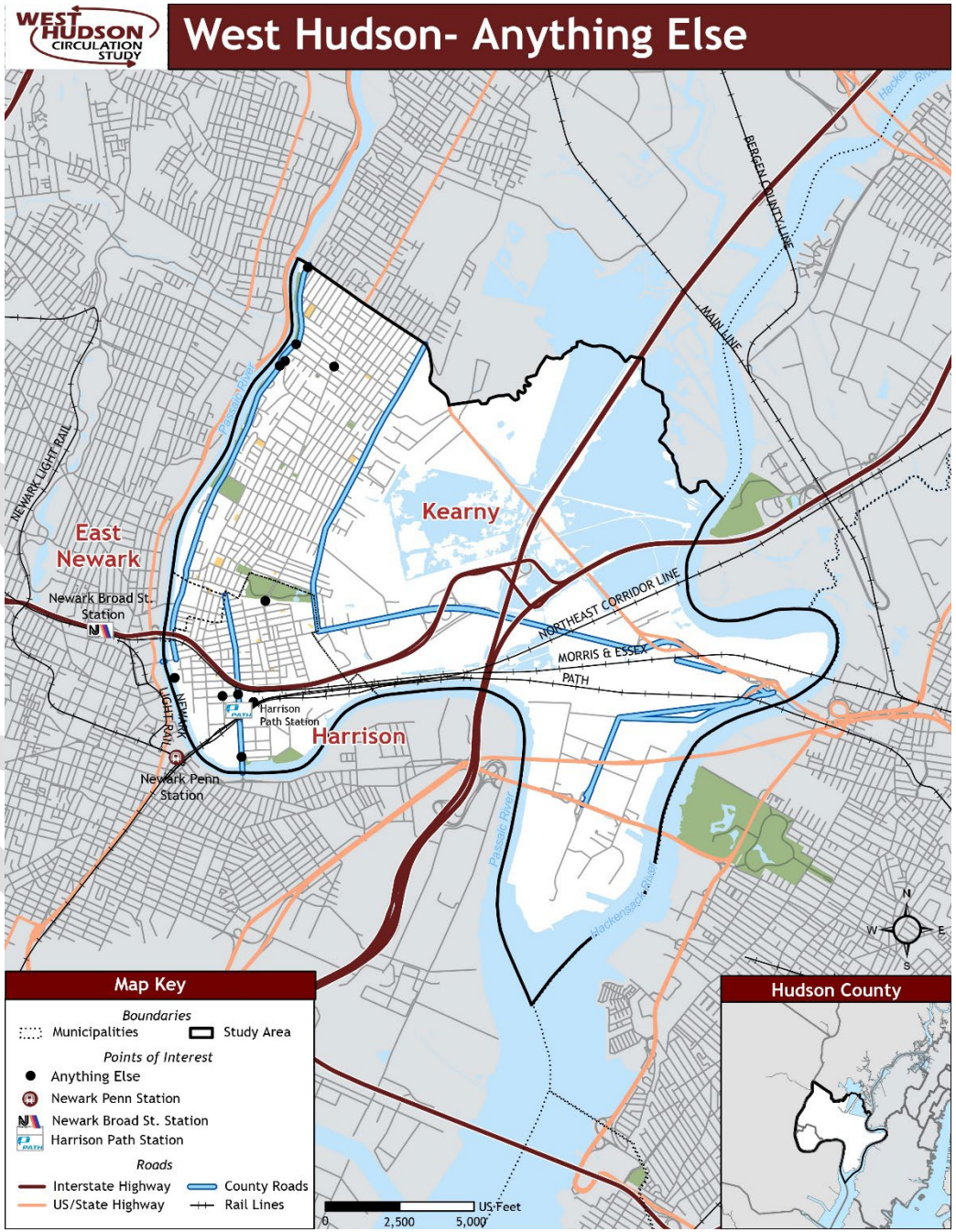
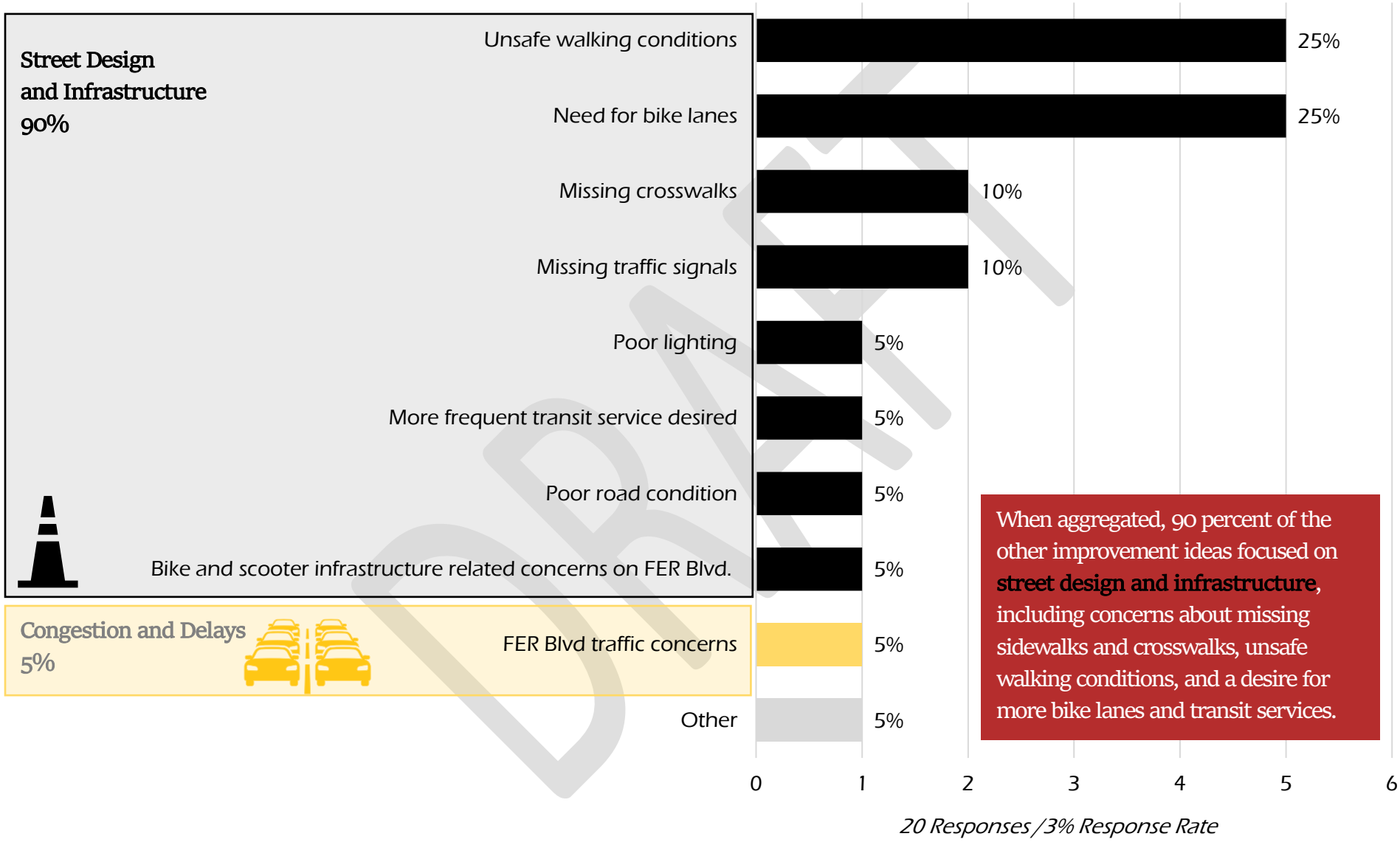


Figure 19 - Map Pins for Other Improvement Ideas

OTHER IMPROVEMENT IDEAS



Map Your Destinations

Through a second mapping component exercise in the online survey, participants were asked to identify the places they visit most frequently, both within and outside of West Hudson. These included destinations for dining, entertainment, recreation, healthcare, and other services.

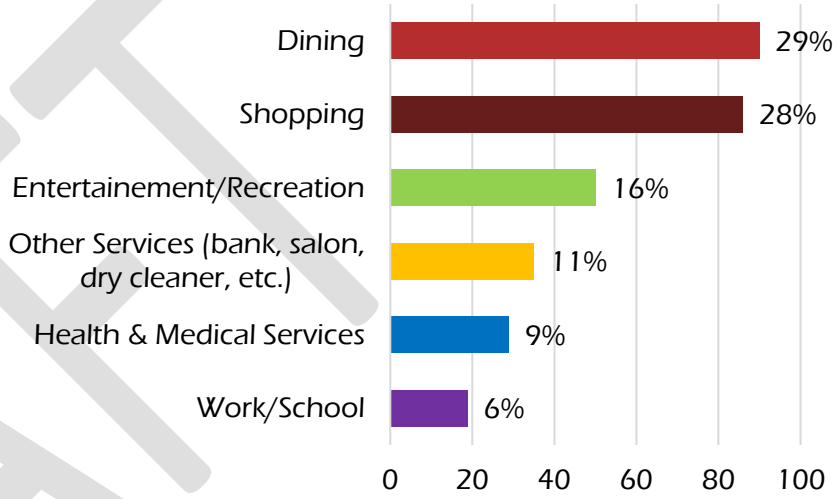
The same question was also provided in an open-ended format, allowing respondents to write in their answers. This ensured that individuals who chose not to participate in the mapping activity could still share the destinations they regularly travel to. The responses from both formats were then combined to capture a more comprehensive understanding of travel patterns in and around the study area.

As part of the mapping exercise, participants were also asked how they currently travel to each destination, how they would prefer to travel there in the future, and what improvements are needed either along their route or at the destination itself by placing pins for specific prompts:

- Dining
- Entertainment/Recreation
- Health & Medical Services
- Other Services (bank, salon, dry cleaner, etc.)
- Shopping
- Work/School[1]

DESTINATION MAP PINS

(Combined Open-ended & Map Responses)



Dining received the most pins, accounting for 29 percent of all pins, followed closely by shopping pins, which accounted for another 28 percent of all map pins.

[1] The work/school location pins and related analysis have been included in the demographic section at the beginning of the Survey Results chapter, alongside other demographic questions.

All Map Responses

Clusters of frequently visited destinations emerged in several key locations across the study area, listed below in order of response frequency:

- **Kearny Commons** (Kearny)
- **Kearny Avenue**, between Bergen Avenue and Halstead Street (Kearny)
- **Kearny Avenue**, between Liberty Street and Quincy Avenue (Kearny)
- **Harrison Avenue** (Harrison)
- **Intersection of Central Avenue & Passaic Avenue** (East Newark)
- **Red Bull Arena** (Harrison)
- **West Hudson Park** (Harrison)
- **Walmart Supercenter** (Kearny)
- **Gunnel Oval Complex** (Kearny)
- **Kearny Riverbank** (Kearny)
- **Alaris Health of Kearny** (Kearny)
- **Saint Cecilia's Church** (Kearny)
- **Franklin Elementary School** (Kearny)
- **Roosevelt Elementary School** (Kearny)
- **Kearny High School** (Kearny)
- **Saint Michael's Medical Center** (Newark)
- **Rutgers Biomedical and Health Sciences** (Newark)
- **Shopping Center at New York Avenue** (Lyndhurst)
- **Shopping Center** (East Rutherford)

Overall, Kearny Avenue, especially the stretch between Bergen Avenue and Pavonia Avenue, emerged as a key corridor serving a broad range of activities, including dining, shopping, recreation, and access to essential services. Its prominence across response categories highlights its importance as a multi-functional spine for the community.

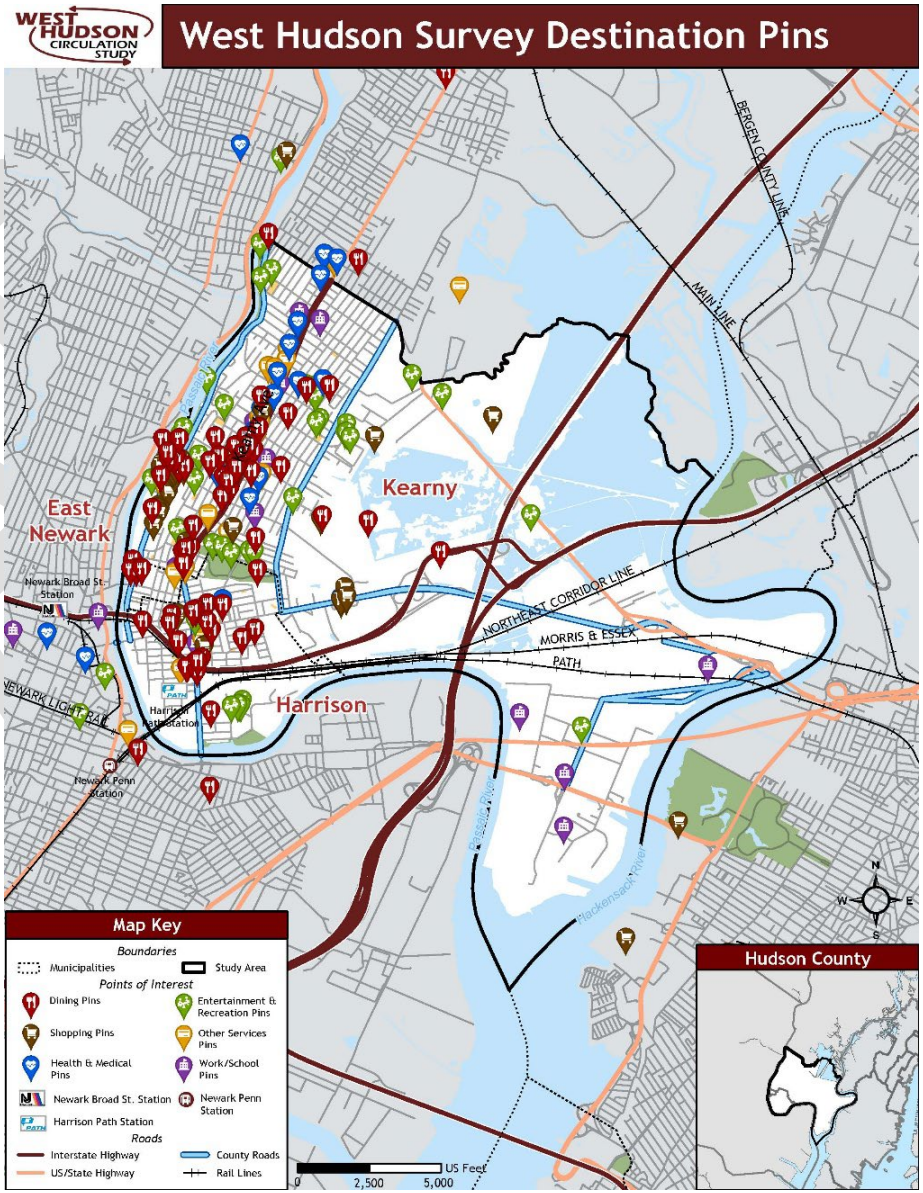


Figure 20 – All Destination Map Pins

Dining Pins

Nineteen percent of survey respondents identified dining destinations, placing a total of 90 pins both within and outside the study area. Participants either placed a pin on the map or wrote in responses to the open-ended question.

A significant number of these dining-related pins clustered around key locations, including:

- Kearny Commons (Kearny)
- Kearny Avenue between Bergen Avenue and Halstead Street (Kearny)
- Tops Diner (East Newark)
- Restaurants along Harrison Avenue (Harrison)
- Intersection of Frank E. Rodgers Boulevard and Angelo Cifelli Drive (Harrison)

These clusters highlight key commercial and dining nodes that attract consistent foot traffic and would benefit from improved access or infrastructure enhancements.

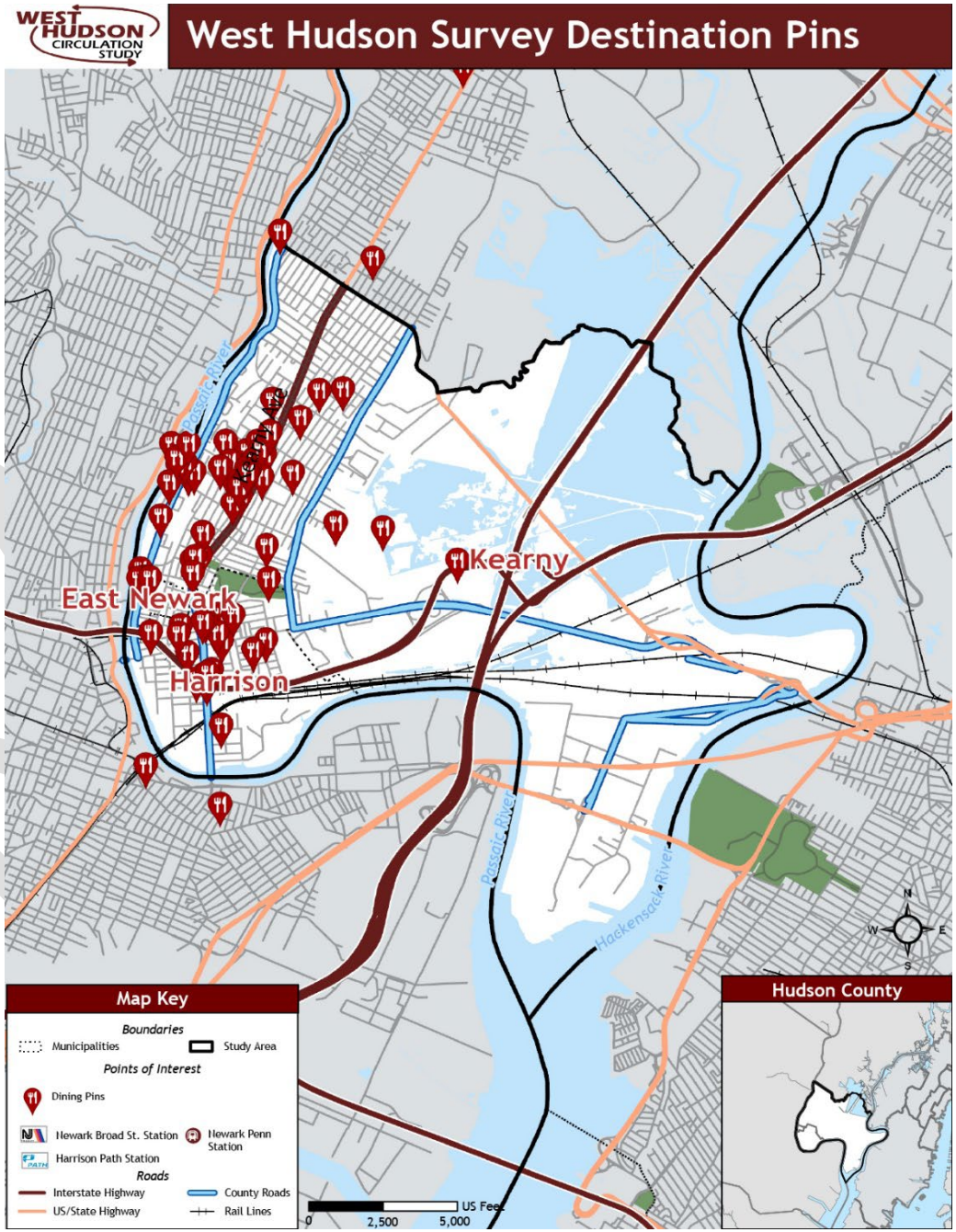


Figure 21 - Dining Map Pins

Which of the following do you use MOST to travel to this destination?

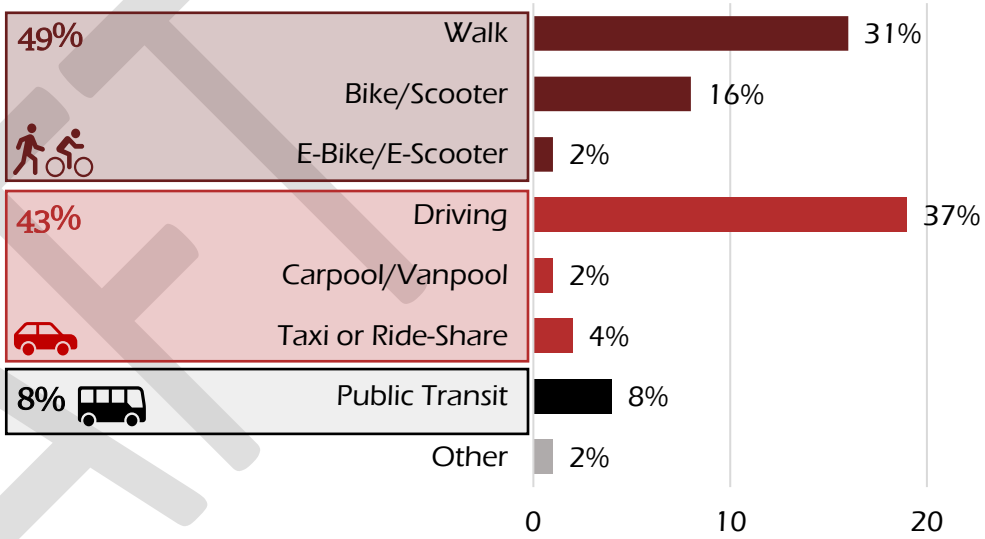
When asked which modes of transportation they use most often to reach dining destinations (with the option of selecting up to two), 37 percent of respondents indicated driving, followed by 31 percent who walk. Sixteen percent use a bike or scooter, while only 8 percent rely on public transit. All other modes—including rideshare, shuttle, or carpool—were selected by approximately 1 to 4 percent of respondents.

Would you like to get here a different way?

When asked if they would prefer to travel to dining destinations differently in the future, 47 percent of respondents said their current mode of travel works well for them. However, 30 percent expressed a desire to use bikes or scooters more often.

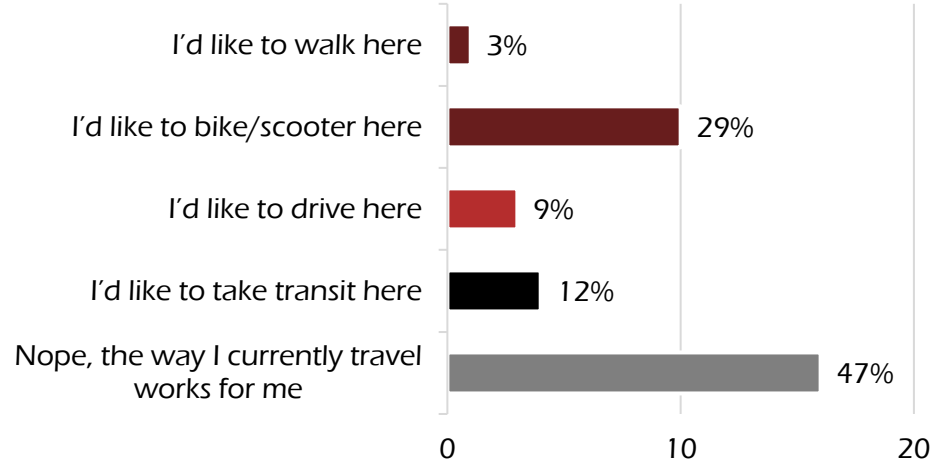
In open-ended comments, several participants emphasized the need for better bike infrastructure, including more bike parking and storage, protected bike lanes, and a more cohesive and connected bike network. These responses suggest a growing interest in active transportation and highlight infrastructure gaps that currently limit the broader use of bikes and scooters.[2]

DINING PINS AND CURRENT TRAVEL MODE



52 Responses/8.6% Response Rate

WOULD YOU LIKE TO GET HERE A DIFFERENT WAY?



34 Responses /8.6% Response Rate

[2] The two questions were only asked of participants who placed a pin on the map. Respondents who shared destinations through open-ended comments did not receive these follow-up questions.

Entertainment/Recreation Pins

Thirteen percent of survey respondents identified entertainment and recreational destinations, placing a total of 50 pins both within and outside the study area. Participants either placed a pin on the map or wrote in responses to the open-ended question.

A significant number of these entertainment/recreational-related pins clustered around key locations, including:

- West Hudson Park (Harrison)
- Kearny Riverbank Park (Kearny)
- Red Bulls Arena (Harrison)
- Gunnel Oval Playground (Kearny)
- Hickory Park (Kearny)
- Veterans Plaza (Harrison)

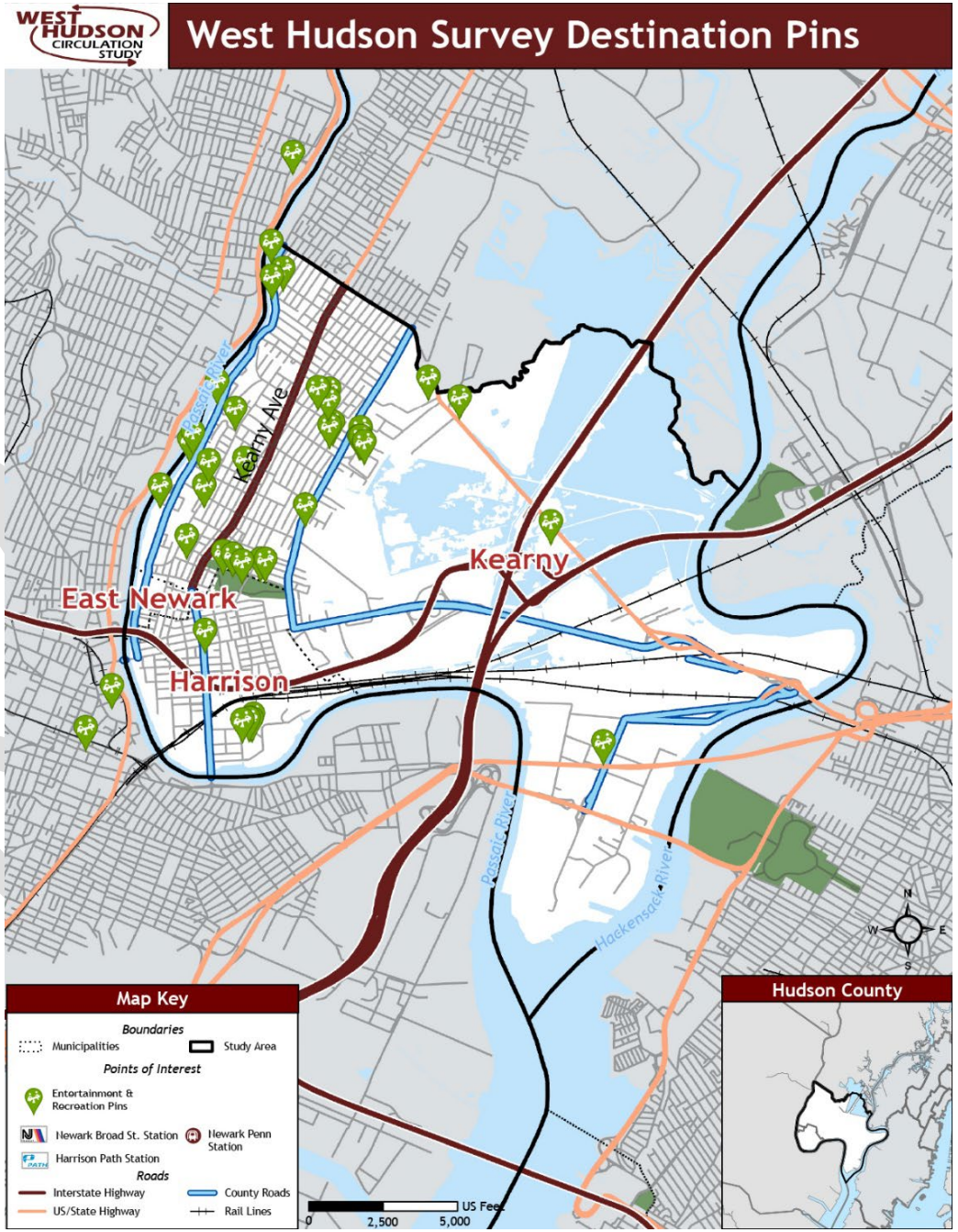


Figure 22 - Entertainment/Recreation Map Pins

Which of the following do you use MOST to travel to this destination?

When asked which modes of transportation they use most often to reach entertainment/recreation destinations (with the option of selecting up to two), 39 percent of respondents indicated walking, followed by 23 percent who choose to bike or scooter to the destinations.

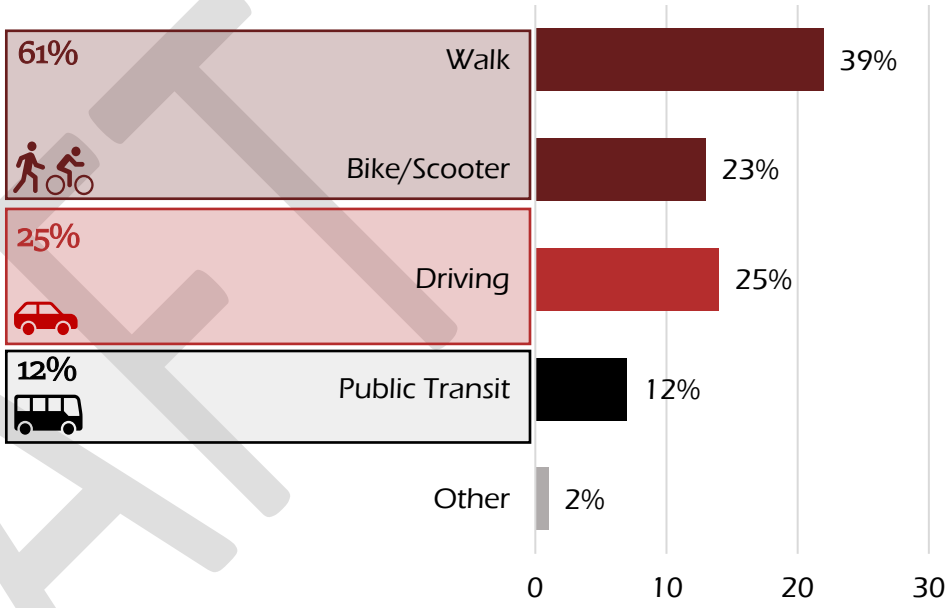
The relatively low driving rate (25 percent) suggests that many of the local destinations are easily accessible without a car.

Would you like to get here a different way?

When asked if they would prefer to travel differently to destinations for entertainment and recreational purposes, 39 percent of respondents said their current mode works well, while another 39 percent expressed interest in using bikes or scooters more often.

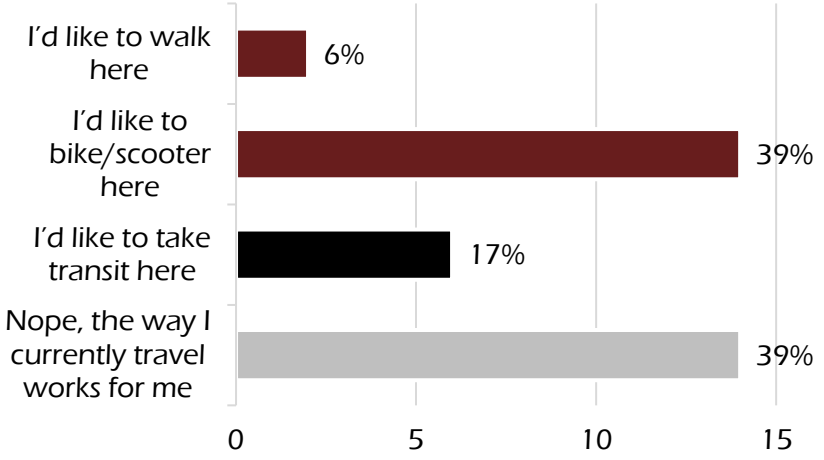
In open-ended comments, participants expressed a strong desire for improved bike infrastructure and a cohesive network, along with safer biking conditions, suggesting that addressing these infrastructure gaps could significantly increase the use of active transportation for recreational trips.[3]

ENTERTAINMENT/RECREATION MAP PINS AND CURRENT TRAVEL MODE



57 Responses/7% Response Rate

WOULD YOU LIKE TO GET HERE A DIFFERENT WAY?



36 Responses/7% Response Rate

[3] The two questions were only asked of participants who placed a pin on the map. Respondents who shared destinations through open-ended comments did not receive these follow-up questions.

Health & Medical Services Pins

Seven percent of survey respondents placed a total of 29 pins to show where they access health and medical services, both inside and outside the study area. Many of these pins are clustered around key locations, including:

- Alaris Health of Kearny (Kearny)
- Kearny Avenue – Walgreens pharmacy and vision center (Kearny)
- Saint Michael's Medical Center (Newark)
- Rutgers Biomedical and Health Sciences (Newark)

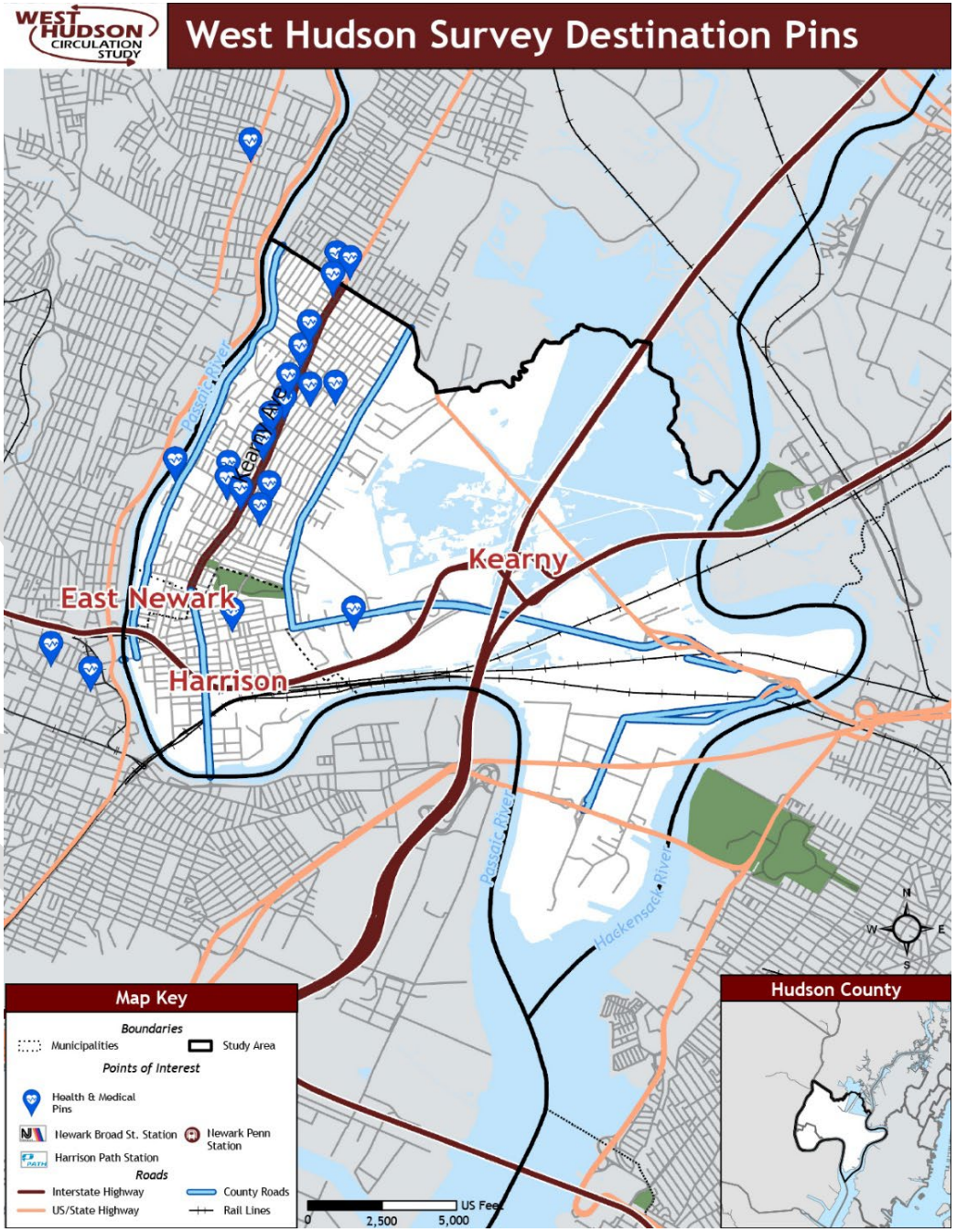


Figure 23 - Health & Medical Services Map Pins

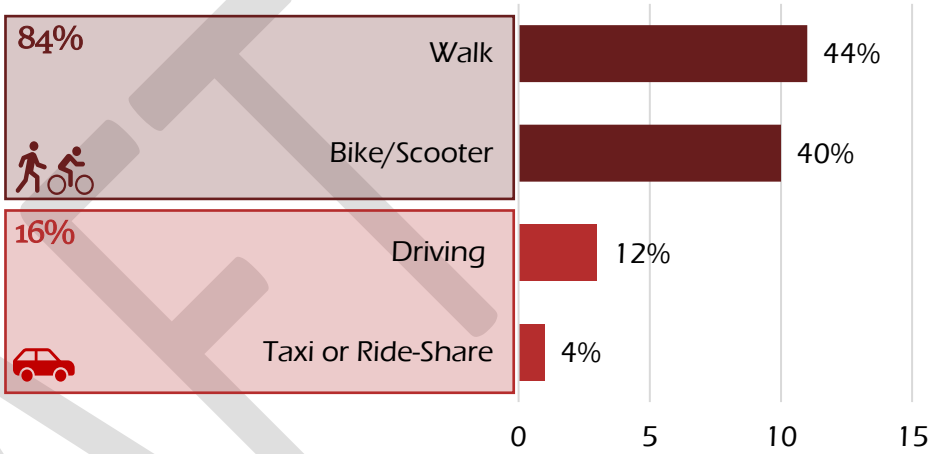
Which of the following do you use MOST to travel to this destination?

When asked which transportation modes they use most often to reach medical and health services (with the option to select up to two), 44 percent of respondents said they walk, while 40 percent reported biking or using a scooter.

Would you like to get here a different way?

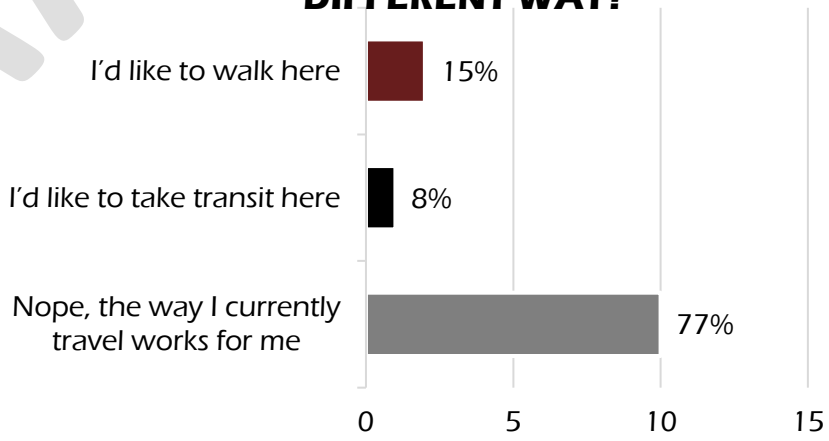
When asked if they would prefer a different mode of travel to access medical and health services, 77 percent of respondents said their current method works well. Whereas 15 percent expressed interest in switching to walking. [4]

HEALTH & MEDICAL SERVICES MAP PINS AND CURRENT TRAVEL MODE



25 Responses/1.4% Response Rate

WOULD YOU LIKE TO GET HERE A DIFFERENT WAY?



13 Responses/1.4% Response Rate

[4] The two questions were only asked of participants who placed a pin on the map. Respondents who shared destinations through open-ended comments did not receive these follow-up questions.

Other Services (bank, salon, dry cleaner, etc.) Pins

Nine percent of survey respondents placed a total of 35 pins to indicate where they access services such as banks, salons, and other daily needs, both within and outside the study area. Most of these pins were concentrated along Kearny Avenue, particularly between Bergen Avenue and Pavonia Avenue.

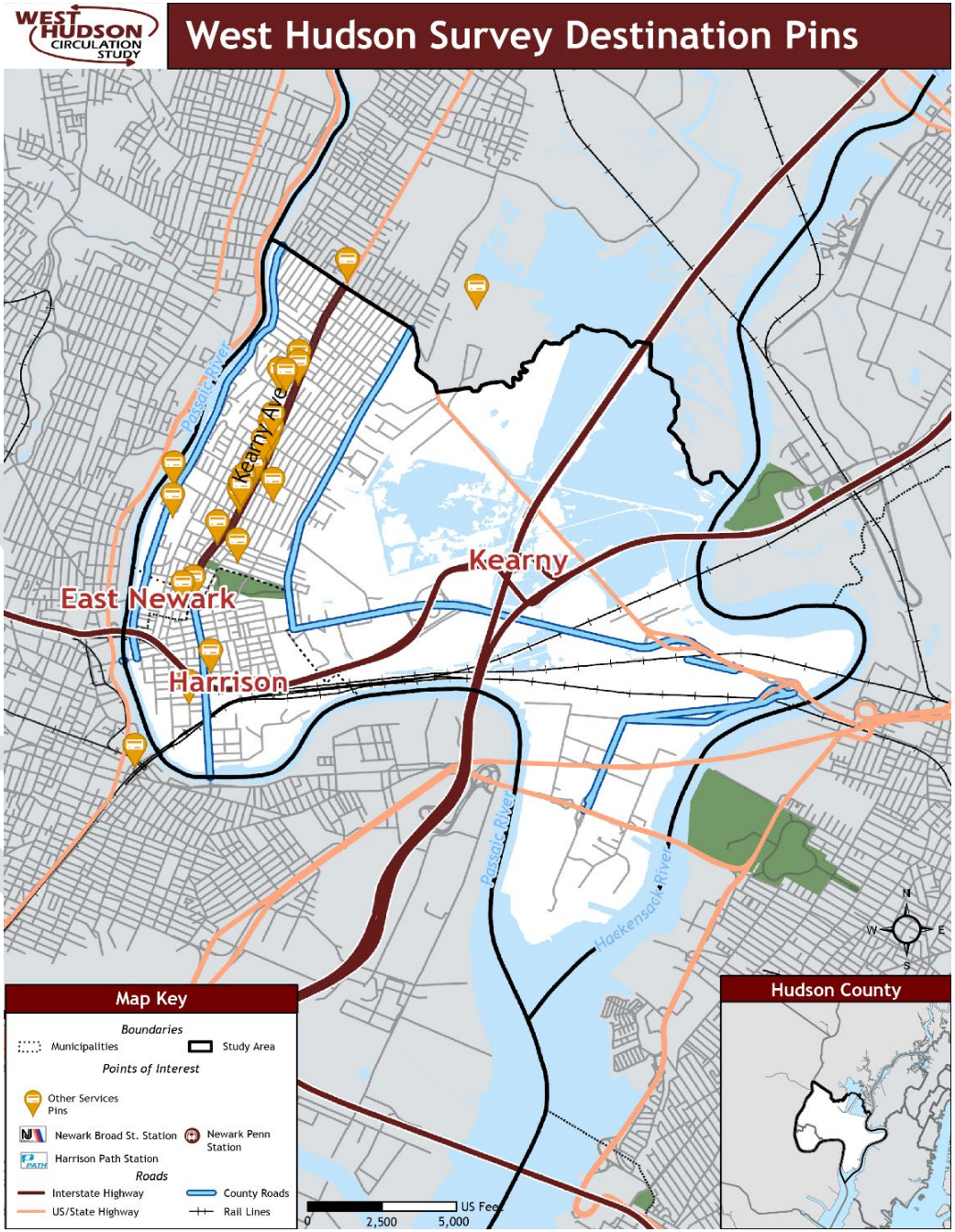


Figure 24 - Other Services (bank, salons, dry cleaners) Map Pins

Which of the following do you use MOST to travel to this destination?

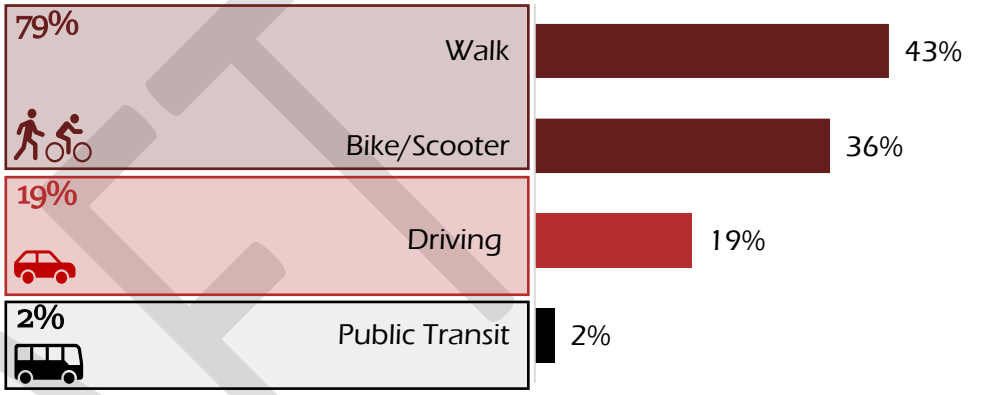
When asked which transportation modes they use most often to take care of errands and fulfill their daily needs (with the option to select up to two), over three-quarters of participants reported using active modes of transportation. Specifically, 43 percent reported walking, and 36 percent stated they biked or used a scooter. In contrast, only 19 percent said they drive, and just 2 percent use public transit to reach their daily destinations.

Would you like to get here a different way?

When asked if they would prefer a different mode of travel to meet their daily needs and access services, 73 percent of respondents indicated that their current mode of travel works well for them. Meanwhile, 15 percent expressed interest in switching to biking or using a scooter, and 8 percent said they would like more options to reach these destinations by public transit.

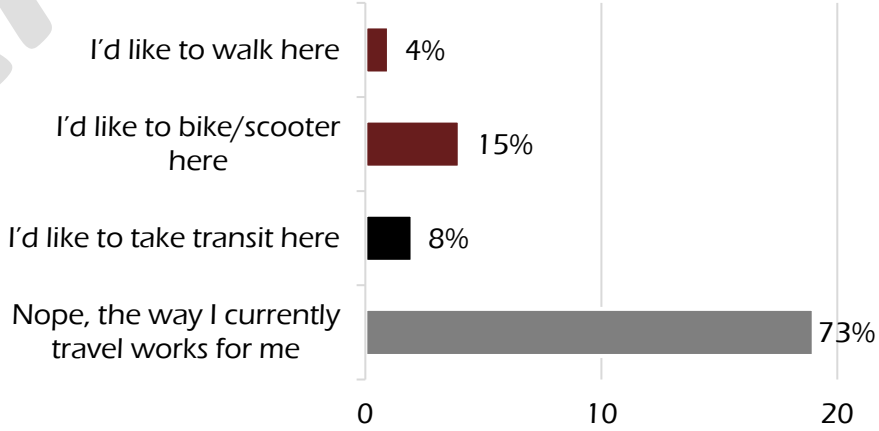
Participants expressed a need for bike parking and storage, such as bike racks and lockers. This aligns with the high share of users who bike or scooter, highlighting the importance of investing in supportive infrastructure to encourage continued and increased use.[5]

OTHER SERVICES MAP PINS AND CURRENT TRAVEL MODE



42 Responses/3.3% Response Rate

WOULD YOU LIKE TO GET HERE A DIFFERENT WAY?



26 Responses/3% Response Rate

[5] The two questions were only asked of participants who placed a pin on the map. Respondents who shared destinations through open-ended comments did not receive these follow-up questions.

Shopping Pins

Sixteen percent of survey respondents identified shopping destinations, placing a total of 86 pins both within and outside the study area. Participants either placed a pin on the map or wrote in responses to the open-ended question.

A significant number of these shopping-related pins clustered around locations, including:

- Kearny Commons (Kearny)
- Kearny Avenue between Bergen Avenue and Garfield Avenue (Kearny)
- ShopRite of Kearny Square (Kearny)
- Target, Passaic Avenue (Kearny)
- Walmart Supercenter, Harrison Avenue (Kearny)
- Shopping Center at New York Avenue (Lyndhurst)
- Shopping Center (East Rutherford)
- Costco (Bayonne & Clifton)
- Trader Joe's (Clifton)

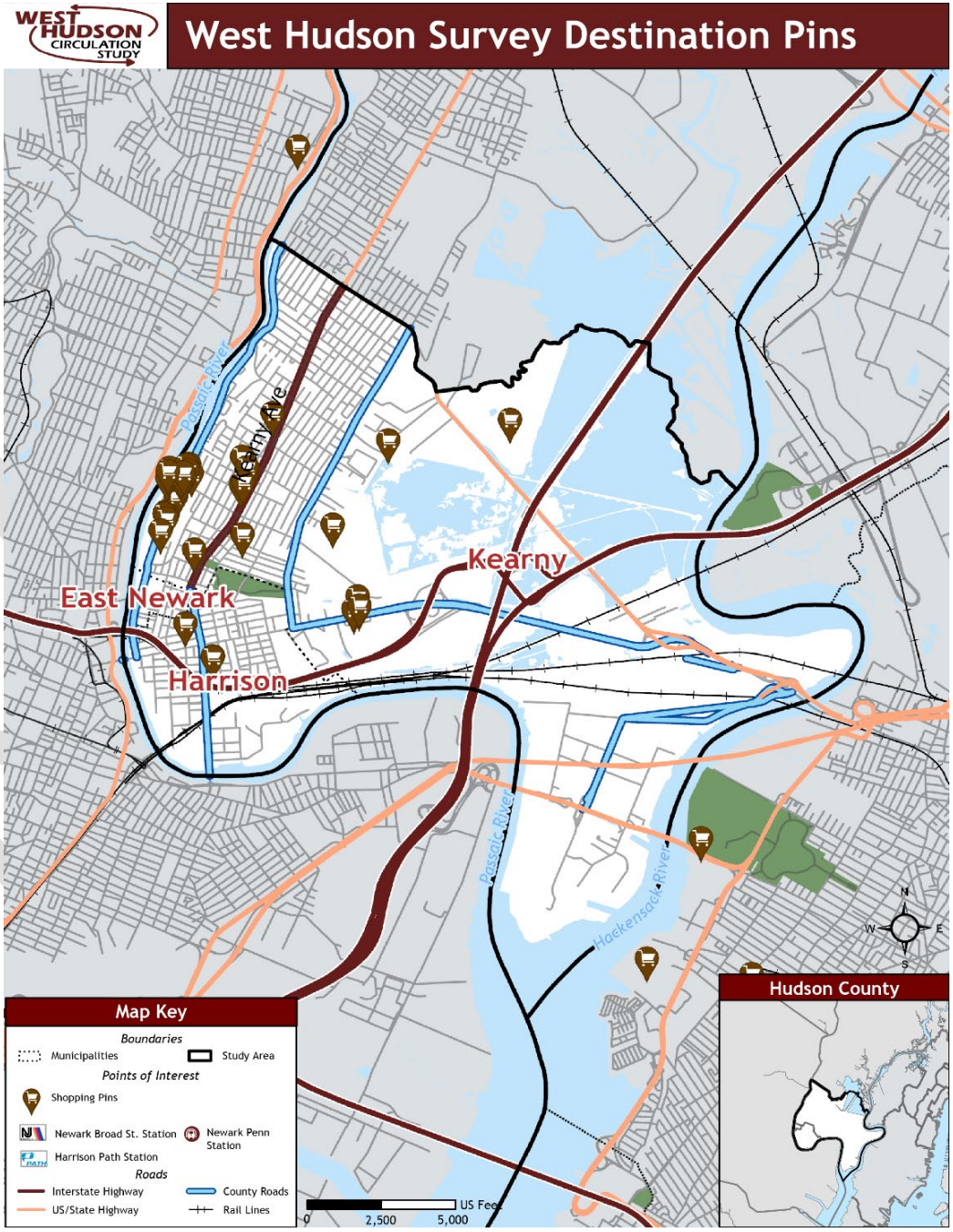


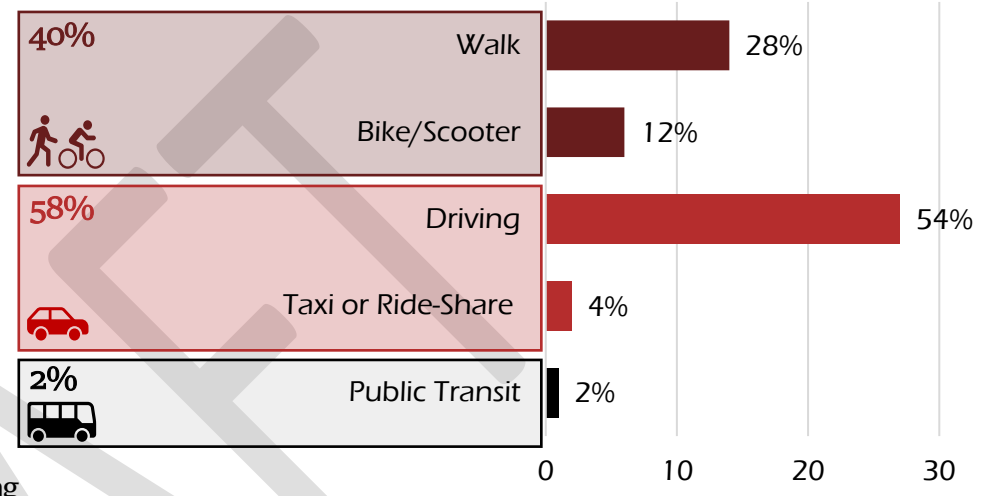
Figure 1 - Shopping Pins

Which of the following do you use MOST to travel to this destination?

When asked which transportation modes they use most often for shopping (with the option to select up to two), over half of the participants (58 percent) reported driving or using a taxi/ride-share service. This was followed by 28 percent who walk and 12 percent who bike or use a scooter. In contrast, only 2 percent reported using public transit to reach shopping destinations.

The preference for driving aligns with the location and type of shopping destinations identified, such as Walmart and Costco, which were frequently marked outside the study area. These destinations are typically larger retail centers located farther from residential areas and are more easily accessed by car, making driving a more practical option for many respondents.

SHOPPING PINS AND CURRENT TRAVEL MODE

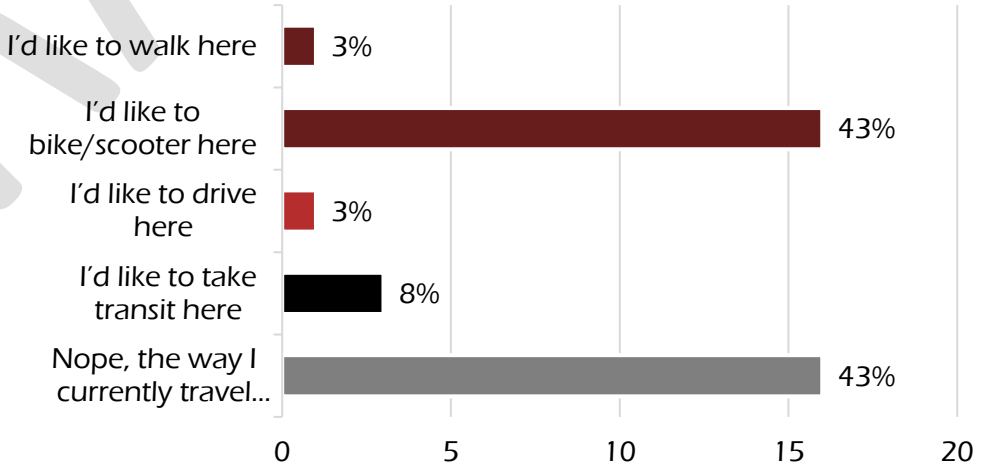


50 Responses/6.2% Response Rate

Would you like to get here a different way?

When asked if they would prefer a different way to reach shopping destinations, an equal number of participants said they were either satisfied with their current travel mode or expressed interest in using a bike or scooter. Notably, 8 percent said they would like to use public transit more often, while only 3 percent indicated a preference for driving.

WOULD YOU LIKE TO GET HERE A DIFFERENT WAY?



37 Responses/6% Response Rate

Combined Analysis

The chart on Page 74 represents an ***aggregation of all online and in-person outreach results***, including question responses, open-ended comments, and map pins classified by major themes. **Street design and infrastructure** concerns and ideas account for 47 percent of all outreach responses, with congestion and delays representing 27 percent, and **behavior and enforcement** accounting for another 26 percent.

Key Takeaways

- Eleven percent of all responses emphasized the need for a cohesive network of bike lanes, making it one of the second most frequently mentioned concerns. Another 6 percent mentioned the need for bike infrastructure, such as storage, bike/scooter-share, etc. Participants expressed a strong desire for improved North–South connections to enhance access to the PATH station in Harrison and other services along Kearny Avenue, as well as more East–West routes connecting to Jersey City and Newark.

  The study should prioritize making streets safer, more connected, and more comfortable for biking and scootering both within and to and from the study area. Emphasis should be placed on connecting residential neighborhoods with transit hubs, commercial corridors, and nearby employment centers.

- Participants also wanted to see improvements to walking conditions by maintaining sidewalks, installing pedestrian beacons, enhancing accessibility at crosswalks, and reducing long crossing distances.

  The West Hudson Circulation and Connectivity Study should prioritize creating streets that are safer, more accessible, and supportive of alternative transportation options, enabling people to reach destinations within the study area without relying on a car, whether by walking, biking, or using transit.

- Participants highlighted the importance of improving transit service by introducing alternative modes of transportation, such as a light rail connection, improving access to the Harrison PATH station, especially for those without a car and/or living in the more suburban areas of northern Kearny.

- Twenty-four percent of all responses highlighted concerns about congestion and delays, particularly heavy traffic and bottlenecks at key intersections. Many participants shared their frustration with needing to leave earlier, adjust their travel plans, or risk being late to work due to persistent traffic issues. An additional 2 percent of responses cited excessive traffic as contributing to a sense of unsafe conditions for all travel mode users throughout the area.

  The West Hudson Circulation and Connectivity Study should provide recommendations that address these concerns by identifying strategies to reduce congestion, improve traffic flow at critical intersections, and enhance overall roadway safety for all users.

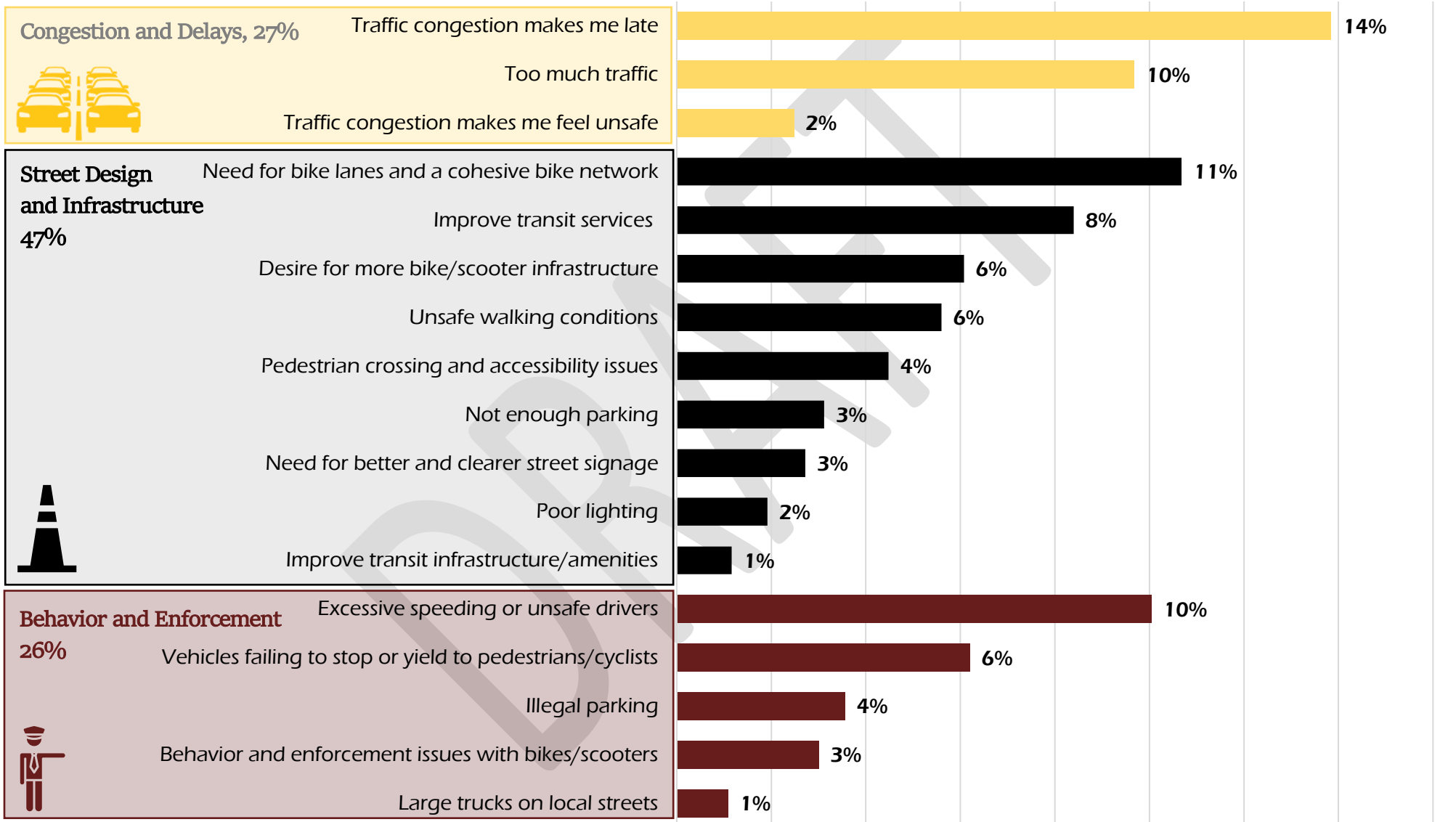
- Ten percent of all responses identified excessive vehicle speeding as a problem, making it the most frequently cited **behavior and enforcement** concern and among the top concerns overall. Participants also raised repeated concerns

about drivers failing to yield to pedestrians and cyclists, as well as issues related to illegal parking. Additionally, 3 percent of behavior-related comments focused on cyclists and scooter riders using sidewalks or ignoring traffic rules, creating safety risks for other roadway users.

The West Hudson Circulation and Connectivity Study should address these **behavior and enforcement** concerns by recommending measures such as targeted traffic calming strategies, improved signage and crosswalk visibility, stricter enforcement of speed limits and parking regulations, and education campaigns to promote safer interactions among all roadway users, including drivers, cyclists, and pedestrians.

COMBINED ANALYSIS

(ALL ONLINE & IN-PERSON QUESTION RESPONSES, OPEN ENDED COMMENTS, AND MAP PINS)



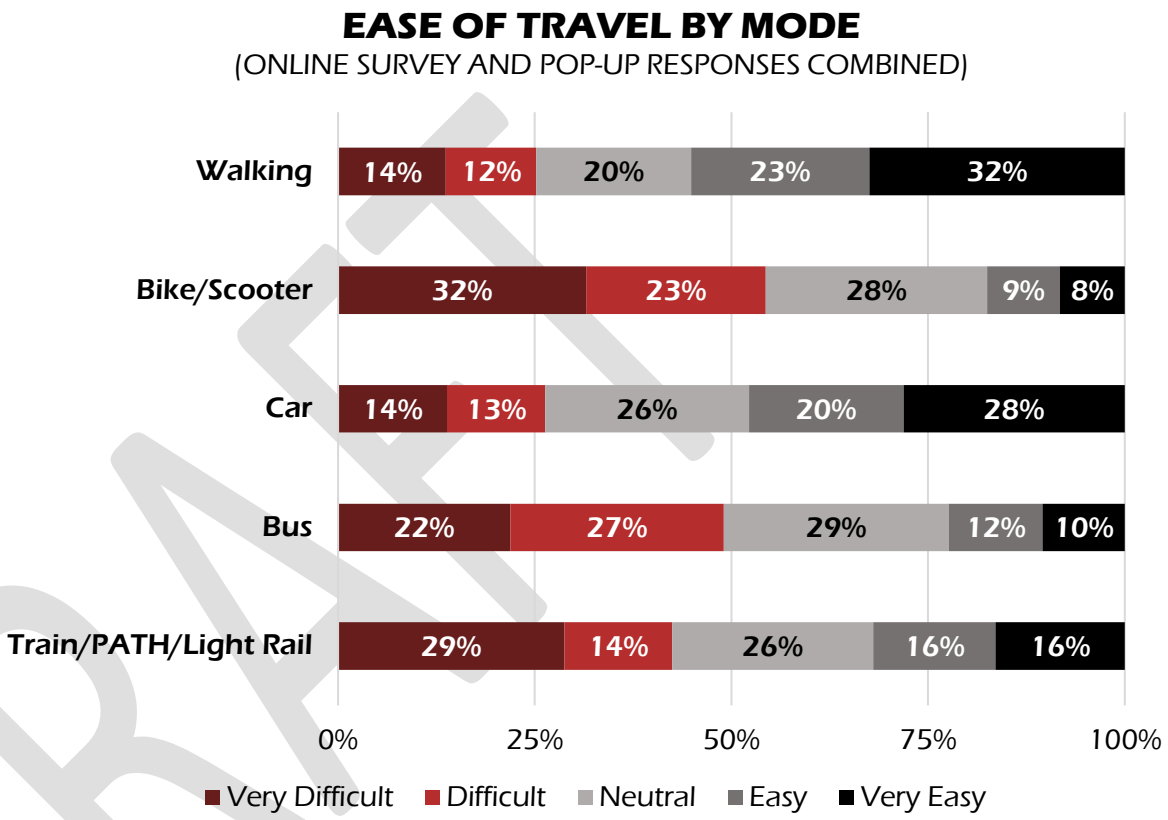
** Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.*

How easy is it to get around West Hudson using these different types of transportation?

The results from the "perceived ease of travel by mode" question in the online survey and in-person pop-up events were aggregated.

Fifty-five percent of respondents found biking and scootering to be difficult or very difficult, followed by public transit (bus, train, PATH, or Light Rail), with an average of 46 percent identifying these modes as challenging. In contrast, walking and driving were considered the easiest ways to get around, with more than half of the respondents selecting walking as the easiest mode of travel.

These findings reaffirm the need to prioritize multimodal streets that support safer, more accessible, and reliable options for walking, biking, and transit, reducing dependence on cars and improving overall mobility within the study area.



Combined Map Responses

Another component of the combined analysis is the aggregation of destination pins placed through the online survey and mentioned during the focus group discussion.

As part of the outreach activities, participants were asked to identify destinations they currently travel to or would like to access, both within and beyond West Hudson.

The combined mapping data shows a high concentration of destination pins in and around key activity centers such as downtown Harrison and the Kearny Avenue commercial corridor. Notable clusters also appear near key transit nodes, such as Harrison and Newark Penn Stations, suggesting a correlation between accessibility and destination choice.

Additional pins are dispersed throughout the broader region, including parts of Newark, Jersey City, and north of Hudson County, highlighting the travel patterns for West Hudson residents and visitors.

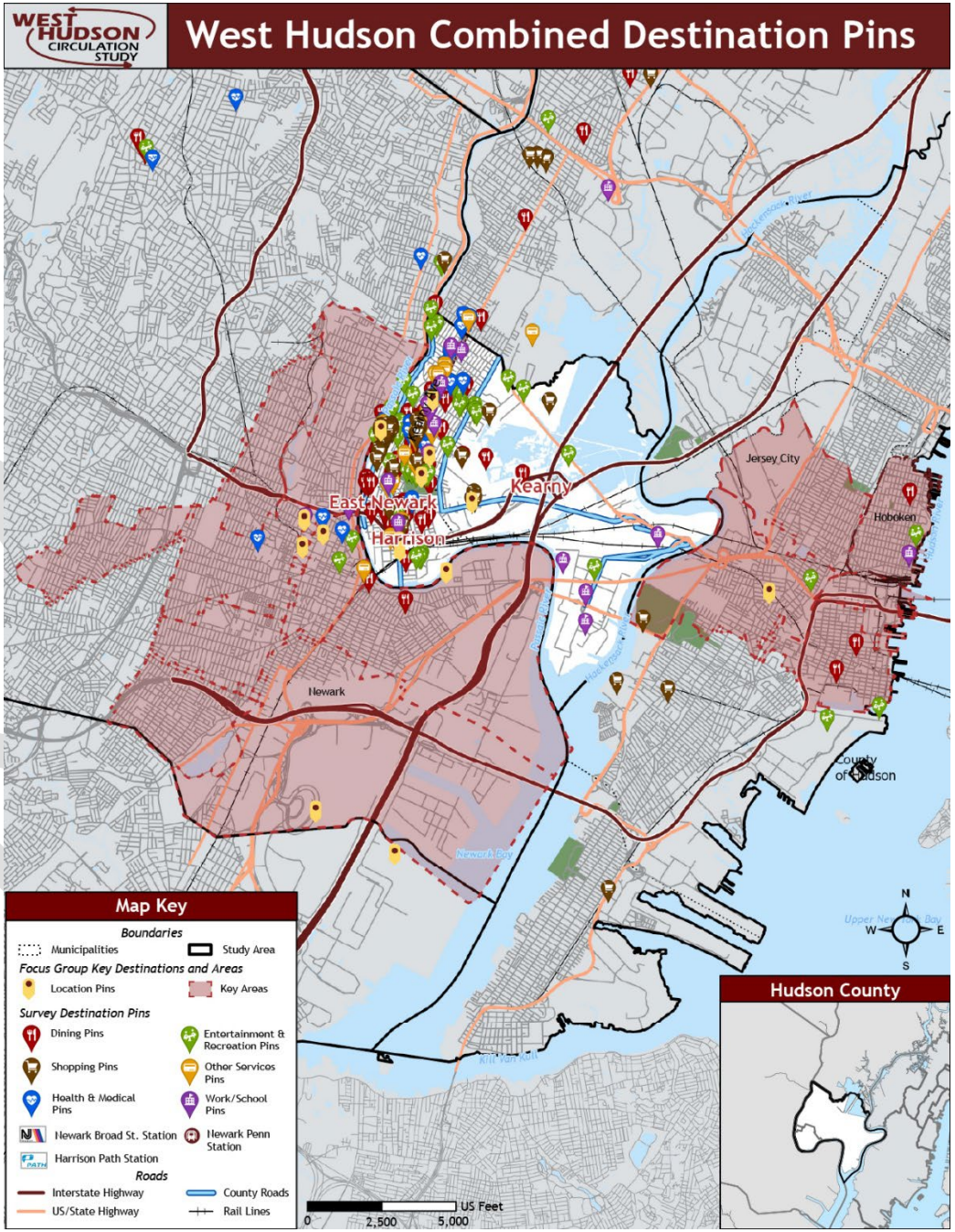


Figure 26 - All Destinations (Online Survey & Focus Group Combined)

The aggregated destination map reveals clear clusters of responses in the following areas, listed in order of type:

Work/School

- Kearny Avenue (Kearny)
- Frank E. Rodgers Boulevard (Harrison)
- Newark Liberty International Airport (Newark)
- Port of Elizabeth (Newark)
- Newport (Jersey City)
- Franklin Elementary School (Kearny)
- Roosevelt Elementary School (Kearny)
- Kearny High School (Kearny)
- Rutgers University (Newark)
- NJIT (Newark)
- Essex County College (Newark)
- Hudson Community College (Jersey City)

Health & Medical Services

- Kearny Avenue (Kearny)
- Alaris Health of Kearny (Kearny)
- Saint Michael's Medical Center (Newark)
- Rutgers Biomedical and Health Sciences (Newark)
- Jersey City

Entertainment/Recreation

- Kearny Avenue (Kearny)
- Red Bull Arena (Harrison)
- West Hudson Park (Harrison)
- Harrison Waterfront
- Passaic River Waterfront

Dining

- Kearny Avenue (Kearny)
- Kearny Commons (Kearny)
- Tops Diner (East Newark)
- Harrison Avenue (Harrison)
- Frank E. Rodgers Boulevard (Harrison)

Shopping

- Kearny Avenue (Kearny)
- Walmart Supercenter (Kearny)
- Kearny Commons (Kearny)
- Gunnel Oval Complex (Kearny)
- Shopping Center at New York Avenue (Lyndhurst)
- Shopping Center (East Rutherford)

Other Key Areas

- Hoboken
- Jersey City
- Newark
- Ironbound (Newark)

Virtual Community Meeting

The West Hudson Circulation and Connectivity study project team held one virtual community meeting on April 23, 2025to gather feedback on the draft recommendations to improve circulation and mobility in West Hudson. While the meeting was scheduled for 6:30 Pm – 8:00 PM, participants were interested in continued discussion, so the meeting ended closer to 8:30 PM.

A total of 13 community members attended, with the majority (75 percent) being West Hudson residents, while the rest included elected officials and government staff.

Following a presentation that outlined the study's purpose, work plan, key transportation challenges across the three municipalities, and a brief summary of data and community engagement efforts, the project team shared draft recommendations. Throughout the presentation, participants were asked to provide input through an interactive poll tied to each topic or recommendation as it was introduced. After the presentation, participants were invited to discuss the top poll responses in an open discussion format.

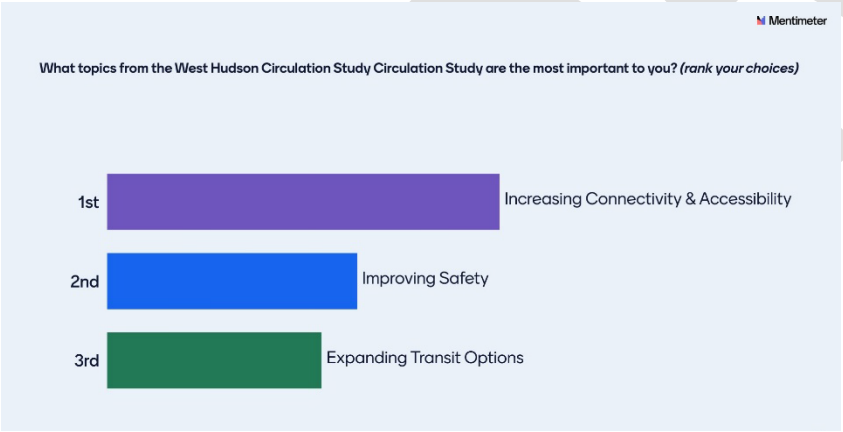


Figure 28 - Polling Results from Mentimeter

Figure 27 - Community Meeting Promotional Material

Key Takeaways

Discussion from the community meeting resulted in several overarching themes highlighted below.

Increasing Connectivity & Accessibility. Participants emphasized the importance of creating a more connected and accessible transportation network in West Hudson, pointing out significant gaps in both biking and transit infrastructure. They expressed interest in establishing a bike-sharing program and a cohesive bike network, supported by traffic-calming measures.

Connectivity to South Kearny was identified as a significant challenge due to freight infrastructure and environmental constraints. While bike access is being planned via a riverfront trail that will eventually link to the Essex-Hudson Greenway, participants stressed the need for additional bike and non-bike options to reach South Kearny from upland communities.

Improving Safety. Participants emphasized that transportation improvements across West Hudson should prioritize physical safety and equitable access for all residents. A key concern included persistent flooding in low-lying areas of Kearny, prompting calls for better stormwater management. Safety concerns were also raised regarding the growing use of electric bikes and scooters, with questions about whether proposed bike trails include adequate protection for non-riders. The need for improved enforcement, particularly related to parking and street front maintenance, was noted as a basic yet critical safety need.

Expanding Transit Options. Participants expressed a strong desire for more frequent, reliable, and accessible public transit options across West Hudson, emphasizing the importance of better connections to regional hubs, such as the PATH, Journal Square, and Union City. There was also growing interest in exploring long-term solutions, such as a potential light rail extension to South Kearny. Several participants advocated for restoring or expanding the shuttle service, particularly to the Harrison PATH station and Journal Square. There were also suggestions to improve transit accessibility for older adults and people using wheelchairs, especially around Harrison Avenue. Participants also emphasized the importance of strong bus service along key corridors such as Schuyler Avenue, Davis Avenue, Belgrove Avenue, and Kearny Avenue.

Environmental sustainability emerged as a key concern, with calls for electric buses, integrated charging infrastructure, and ecologically responsible planning. Participants cautioned against privatizing infrastructure and encouraged solutions that move away from outdated, gas-powered travel models.

Affordability. Another central theme is the affordability of shared mobility services. Participants highlighted that many residents in East Newark and Harrison may be excluded from bike-share or car-share programs due to financial constraints. There is a need to consider long-term strategies to make these services more affordable and accessible to low-income communities as transportation solutions evolve.

Resources

TABLE OF CONTENTS

Technical Advisory Committee Meeting Presentation Materials

TAC Meeting #1 Presentation

This study is funded in part with federal funds through an NJTPA grant (FY 2024 – FY 2025 Subregional Studies Program) and is, therefore, subject to federal, state and local laws, rules and regulations.

NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

Project Team

Kevin Force, AICP, PP
Supervising Planner

William Long
Principal Planner, Subregional Studies

Michael Baker INTERNATIONAL
Project Management
Anthony Durante, AICP, RSP$_1$

MPA
Community Engagement
Courtenay Mercer, AICP, PP

WSP
Modeling, Scenario Planning
Andrew Levecchia, AICP, PP

Agenda

- Introductions
- Purpose of the Study
- Work Plan and Schedule
- Project Background
- Existing Conditions
- Outreach Plan
- Next Steps
- Discussion questions throughout

Technical Advisory Committee Members

- **Porzia Aluotto**, TRANSCEND
- **Elise Bremer-Nei**, NJDOT
- **Luis Delgado**, Hudson TMA
- **Eric Derer**, NJ TRANSIT
- **Mayor Dina Grilo**, Borough of East Newark
- **Debra Kagan**, NJ Bike Walk Coalition
- **Alan Lambiase**, River Terminal Development Co. (and KUEZ)
- **William Long**, NJTPA
- **Stephen Marks**, Town of Kearny
- **Megan Massey**, NJ TRANSIT
- **Nady Moini**, NJSEA
- **Krishna Murthy**, EZ RIDE
- **Jay Shuffield**, PANYNJ
- **Tavainya Smith**, NJDOT

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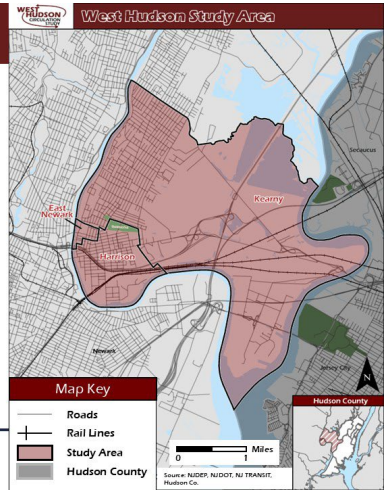
Project Purpose

- Evaluate existing transportation conditions and challenges in West Hudson County:
  - Borough of East Newark
  - Town of Harrison
  - Town of Kearny
- Develop recommendations to improve accessibility for all road users– pedestrians, bicyclists, transit riders, motorists, and trucks



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Work Plan

- Develop Outreach Plan
- Data Collection
- Outreach & Engagement
- Data Analysis and Assessment
- Recommendations Development
- Final Reporting

- Existing plans, policies, documents
- Case Studies
- Site visits
- Crash data
- Street conditions, characteristics
- Community engagement, public outreach, and partnerships

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Technical Advisory Committee - Responsibilities

- Provide feedback on planned engagement activities
- Identify local stakeholders for additional input
- Provide input on topics concerning the project
- Share updates on relevant projects
- Provide technical feedback on interim reports, documents, community engagement materials, etc.
- Provide feedback on draft plan recommendations

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TAC Meeting Schedule

Meeting #1 – Today

"Kickoff" meeting to discuss the project, desired outcomes, existing conditions, engagement strategy

Meeting #2 – December 2024

Discuss initial data analysis and findings and results from outreach activities

Meeting #3 – Spring 2025

Review and provide feedback on the draft West Hudson Circulation and Connectivity Study recommendations

Schedule

Activities	Timing
Develop Public Outreach Plan	August 2024
TAC Meeting #1: Project kickoff	**September 2024**
Data collection & analysis	Summer/Fall 2024
Online survey & map	Summer/Fall 2024
Outreach activities	Fall 2024/Spring 2025
TAC Meeting #2: Initial data and outreach findings	**December 2024**
Recommendations Development	Winter/Spring 2025
Draft Report	Spring 2025
TAC Meeting #3: Review draft material	**Spring 2025**
Final Reporting	June 2025

Points of Analysis

- Existing transportation facilities/assets
- Equity / underserved communities
- Trip patterns
- Active transportation connections, gaps
- Transit connections, gaps
- Connections between West Hudson County and surrounding areas

Prior Work

Harrison Streets for All (2024)

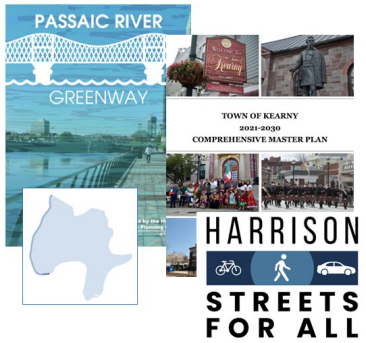
- Developed design guidance for street projects and a municipal Complete Streets policy

Passaic River Greenway Plan (2023)

- Outlined network of existing and potential connections for a continuous greenway through Harrison, East Newark, and Kearny
- Proposed design standards for walkway construction–material recommendations, signage, seating, bike parking

Kearny Master Plan (2022)

- Circulation element calls for "safe and efficient circulation system that provides access and mobility options for all Kearny residents, regardless of age or mode"



Potential Recommendations

- New/rehabilitated infrastructure
- Technology and ITS strategies
- Traffic calming
- Active transportation/micromobility accommodation
- Transit service improvements
- Freight and goods movement
- First-/Last-mile connections
- Regional connections
- Senior mobility and transportation services
- Travel demand management

QUESTIONS?

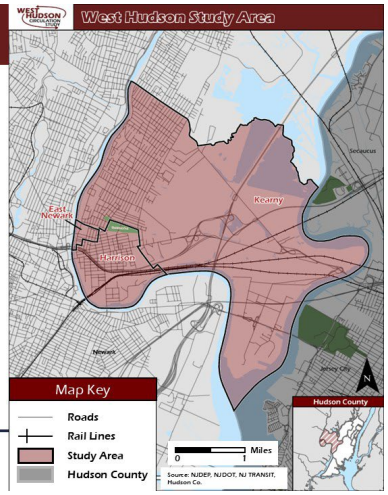
Discussion Topic: Challenges

What are the top circulation and mobility issues within and around the study area?

Study Area

Municipality	Population*
East Newark	2,594
Harrison	19,450
Kearny	41,999
Total	64,043

* Source: U.S. Census 2020 Decennial Census



Major Roadways

Roads:
- I-280
- NJ Turnpike
- US 1&9
- NJ 7

Rail
- PATH Station – Harrison

Bus
- NJ TRANSIT Lines: 1, 30, 40, 76, 109
- EZ Ride: Kearny Avenue Shuttle, One Harrison/Water's Edge Shuttle
- Transcend (Hudson County)
- Access Link (NJ TRANSIT)

Trails
- Future Essex Hudson Greenway
- Future Harrison Waterfront Boulevard

Bridges
- Pulaski Skyway
- Clay Street Bridge
- William A. Stickel Memorial Bridge
- Bridge Street Bridge
- Jackson Street Bridge
- Lincoln Highway Passaic River Bridge
- Lincoln Highway Hackensack River Bridge
- Witt Penn Bridge
- Belleville Turnpike Bridge

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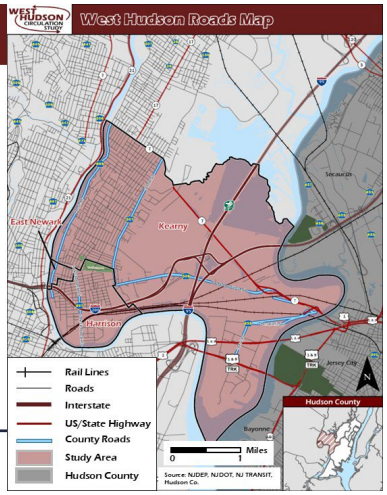

Public Transit

Roads:
- I-280
- NJ Turnpike
- US 1
- NJ 7

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- PATH Station – Harrison

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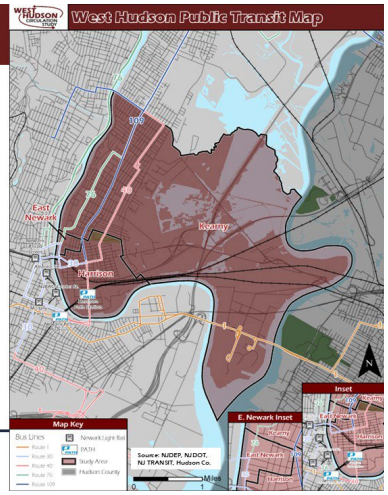

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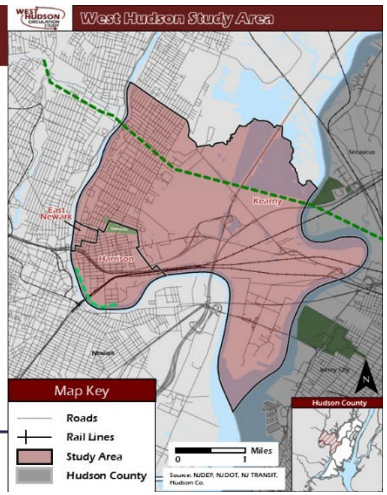

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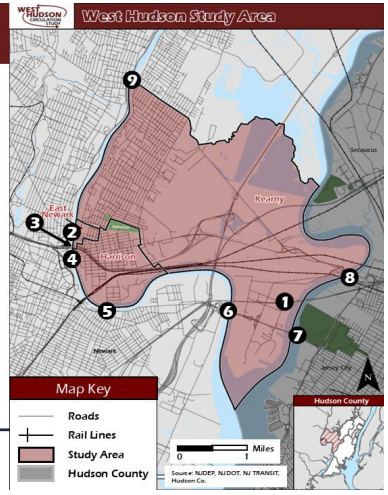
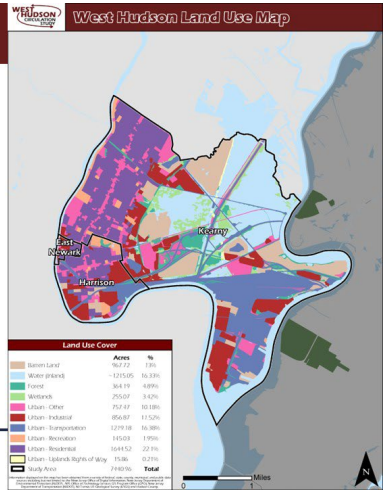


Land Uses

Top Land Uses

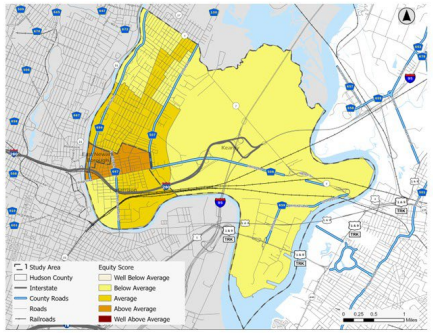
Land Use	Percentage
1. Urban (Residential)	22.1%
2. Urban (Transportation)	16.4%
3. Water (Inland)	16.3%



Equity Analysis

Variable	Harrison	East Newark	Kearny
Minority	76%	83%	67%
Low-Income	34%	48%	26%
Limited-English	30%	43%	31%
Disabled	7%	8%	7%
No Vehicle	34%	31%	13%
Foreign Born	56%	63%	46%
No HS Diploma	13%	22%	17%

- Spanish, Portuguese, and Chinese are the most spoken languages other than English
- Significant amounts of people do not have access to a vehicle and are transit or ride sharing dependent



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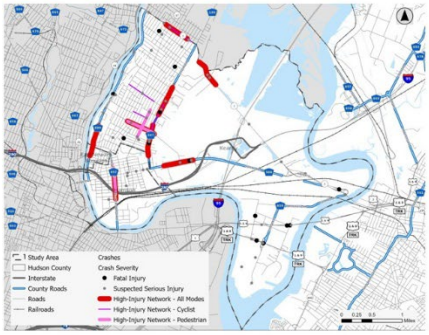
Crash Data Overview

High Injury Network

Kearny
- Bergen Ave
- Davis Ave
- Garfield Ave
- Harrison Ave
- Frank E. Rodgers Blvd (Harrison)
- Passaic Ave (also East Newark)
- Quincy Ave
- Schuyler Ave
- Route 7

- 66% of all crashes were motor vehicle crashes related to Rear Ends, Sideswipes, or Parked Vehicles
- 72 crashes resulted in a Fatality or Serious Injury (FSI)
  - Cyclist = 6 FSI (8% chance of FSI)
  - Pedestrian = 21 FSI (8% chance of FSI)
  - <1% of motor vehicle crashes result in FSI



Crashes on the New Jersey Turnpike and I-280 were excluded from analysis

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QUESTIONS?

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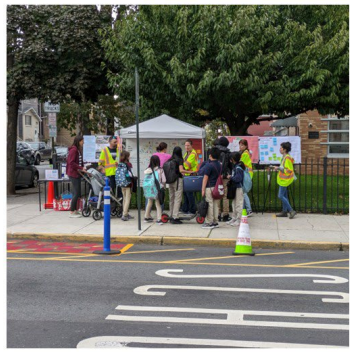
Discussion Topic: Destinations

What would you say are the key destinations?...

- Within West Hudson
- Outside West Hudson

Community Engagement, Outreach, & Partnerships

- Advised by a Technical Advisory Committee (TAC)
- Create a community involvement strategy with clear goals and targets
- Ensure that equity-priority communities are engaged
- Implement both traditional and creative outreach techniques
- Create informative content for the project website
- Coordinate communications about outreach activities



Outreach and Engagement Activities

Communications

- Project Website
- E-mail Blasts
- Social Media
- Strategic Partnerships
- Multi-lingual

- TAC Meetings (3)
- Municipal Partnership Meetings (5)
- Focus Group Meeting (1)
- Online Survey and Map (1)
- Pop-up Event (2)
- Public Meetings (1)

Municipal Partnership Meetings

- Serve as a technical resource to the project team, in addition to TAC.
- Meeting all three West Hudson municipalities (Kearny, Harrison, and East Newark).
- Offer insights about on-the-ground conditions and provide feedback on the localized implications and ramifications of draft strategy recommendations.
- Facilitates collaboration and reconciliation across the study area's shared transportation network regardless of municipal borders.

Focus Groups

Focus Groups

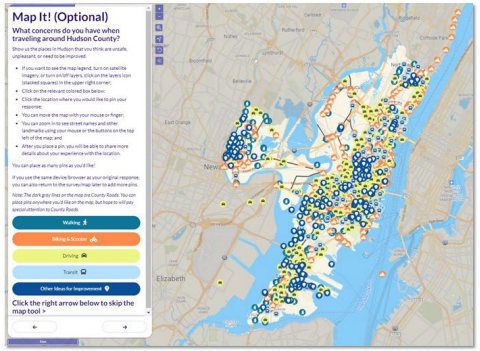
- Municipal stakeholders from surrounding communities (e.g., Newark, Belleville, and North Arlington)
- New Jersey Sports and Exposition Authority (NJSEA)
- "Grasstops" Target Audience
  - Transportation Safety
  - Public Health And Social Services (aging, disabled, youth, unhoused, etc.)
  - Schools/Education
  - Healthy Living
  - Community Development
  - Business And Economic Development
  - Environment/Open Space/Recreation, Arts And Culture, Neighborhood/Community, Affinity, Religious, Or Others.

HOW THE TAC CAN SUPPORT

- Help develop the focus group invitee list in collaboration with Hudson County and NJTPA
- Providing information about existing issues in the community that could be brought up during the focus group discussion

Survey & Map Tool

Survey & Map Tool



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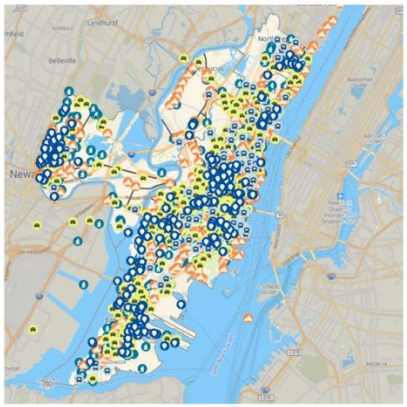
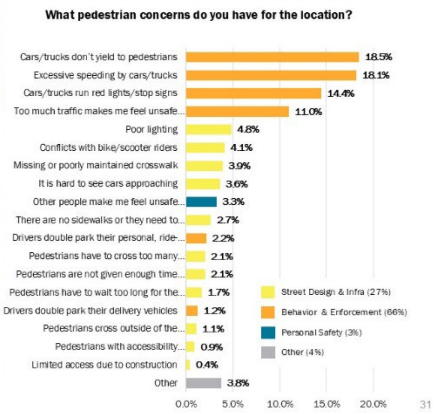




Survey & Map Tool

Survey & Map Tool

HOW THE TAC CAN SUPPORT

- Sharing info/social media/flyers about the survey and map tool
- Identifying community partners that can share online survey info and/or distribute print surveys
- Requesting that community partners promote this through their channels, particularly equity community partners

Pop-up Outreach

HOW THE TAC CAN SUPPORT

- Help identify locations
- Promoting pop-up activity to community partners in the area (flyers, social media, emails, etc.)

Public Meeting

- One meeting via Zoom to gather community feedback
- Will include information about the project and transportation topics
- Opportunities for community input and ideas
- Gather feedback on draft recommendations

HOW THE TAC CAN SUPPORT

- Identifying strategic partners to co-host, participate, and help enhance engagement
- Promoting meetings to community partners in the area (flyers, social media, emails, etc.)

QUESTIONS?

Discussion Topic: Access

Who/what is underserved by the existing transportation network in West Hudson?

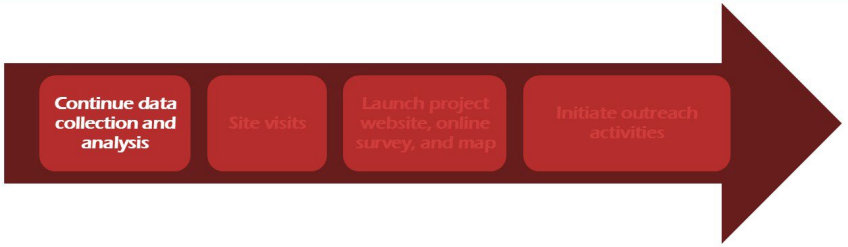
- Groups of people
- Neighborhoods
- Employment centers

What modes of travel would you suggest/prefer to improve access?

Discussion Topic: Vision

An effective circulation and connectivity study for West Hudson County will…

Conclusion: Next Steps



Conclusion: Next Steps

Site Visits

- One per municipality (may be combined into single days)
- September/October – dates/times TBD
- Participants?
- Areas of interest?

Conclusion: Next Steps

Conclusion: Next Steps

Next TAC Meeting: December 2024

- Technical findings to date
- Summary of outreach activities and findings
- Finalize the vision and guiding principles of the study

Stay in Touch!

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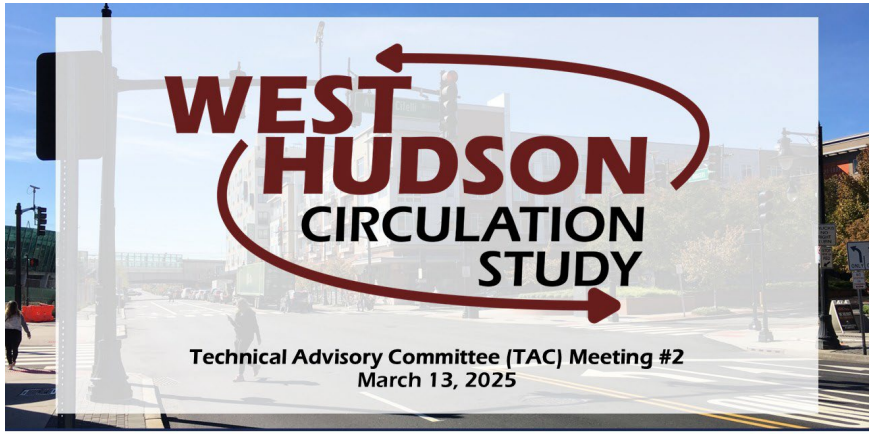
kforce@hcnj.us



Agenda

- Purpose of the Study
- Work Plan and Schedule
- Key Data Findings
- Outreach Update
- Draft Recommendations
- Next Steps

Project Purpose

- Evaluate existing transportation conditions and challenges in West Hudson County:
  - Borough of East Newark
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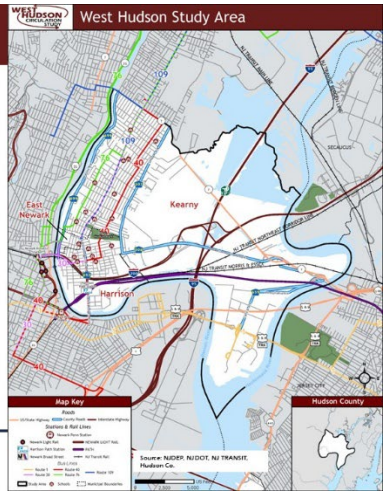


Work Plan

- Develop Outreach Plan
- Data Collection
- Outreach & Engagement
- Data Analysis and Assessment
- Recommendations Development
- Final Reporting

TAC Meetings	
Meeting #1: Project kickoff	August 2024
Meeting #2: Data findings & draft recommendations	Today
Meeting #3: Review final recommended strategies	Spring 2025

We are here

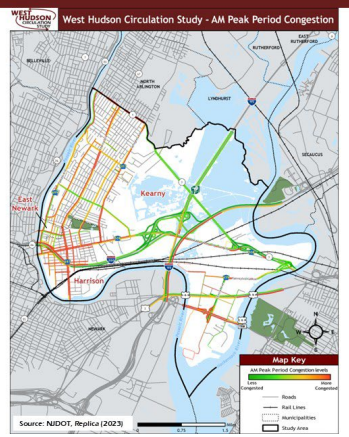
NEEDS ASSESSMENT: EXISTING CONDITIONS DATA

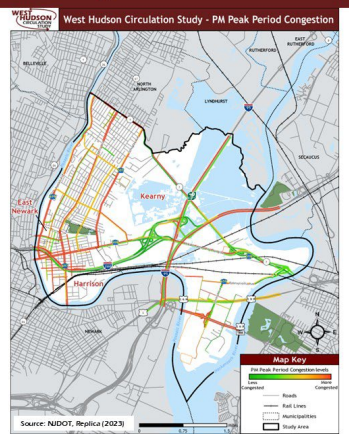
NJTPA

Michael Baker INTERNATIONAL MPA WSP

5

AM and PM Peak Period Congestion





6

Event Congestion: Weekdays

- Weekdays: congestion near SI Stadium 1 hour before events

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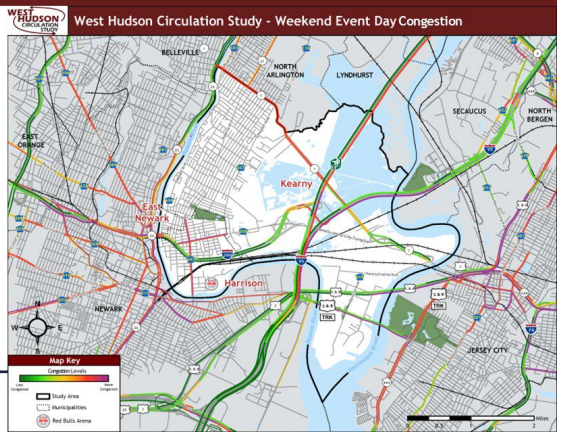
Event Congestion: Weekends

- Weekends: congestion near SI Stadium 2-2.5 hours before events



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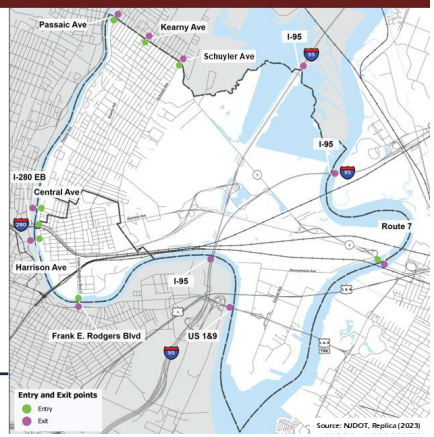
Travel Patterns – Trip Distribution & Routing

Area	Entry Link	Percentage Inside	Percentage Out
North	Passaic Ave (CR 699)	65%	35%
	Kearny Ave (CR 697)		
	Schuyler Ave (CR 507)		
South	Frank E. Rodgers Blvd (CR 697)	63%	37%
West	Central Ave	64%	36%
	Harrison Ave (CR 508)		
East	Route 7	28%	72%
I-280	I-280 EB	25%	75%

- County and municipal routes mainly serve local traffic.
- Route 7 and I-280 mainly service regional (pass-through) traffic.



Local & Regional Congestion

- Contributing factors:
  - Key regional roadways (I-280, NJ Turnpike)
  - Constrained local roadways
  - High local and regional population density
  - Major stadium events
  - Auto-dependent development
- Congestion exacerbated by...

10

Modal Inefficiency

200 people in cars

200 people without their cars

More cars = increased congestion and parking demand

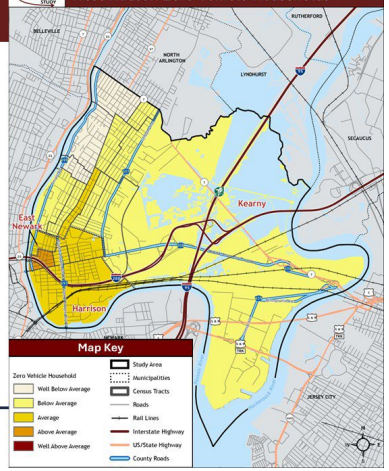
11

Car Ownership

Zero Vehicle Households*	
East Newark	29%
Harrison	34%
Kearny	14%

*ACS 2018-2022

West Hudson Zero Vehicle Households



Improving Mobility

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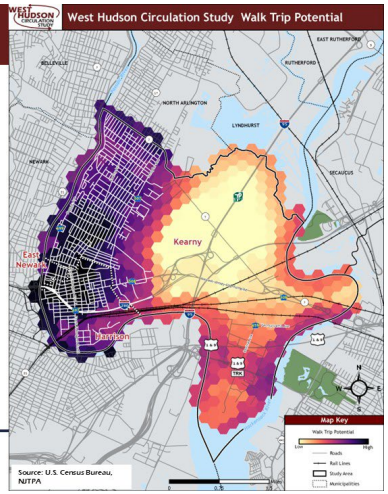
Walk Trip Potential

- Highest walk trip potential in the western part of the study area
  - Population density
  - Key destinations
  - Street grid with sidewalk network

Analysis Inputs:
- Population
- Employment
- Intersection Density
- Poverty
- Vehicle Access
- Transit Stops
- Land Use Mix



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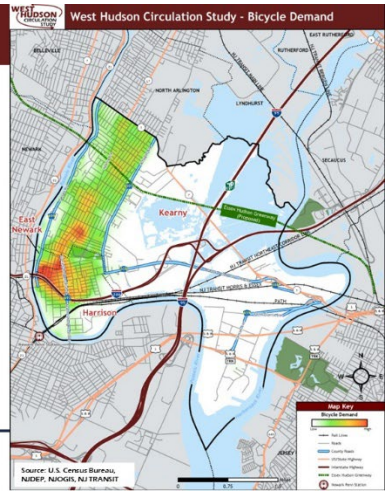
Bicycle Demand

- Greatest bicycle demand is concentrated where the municipalities meet
  - Population density
  - Key destinations
  - Street grid

Analysis Inputs
- Population Density
- Job Density
- Key Destinations
- Equity Factors



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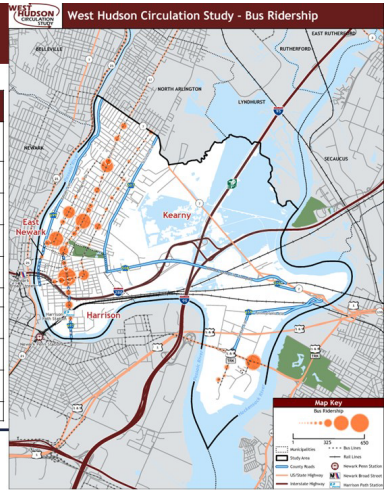
Bus Transit

Top NJ TRANSIT Stops by Ridership

Municipality	Roadway	Cross Street	Weekly Riders	Routes
Harrison	Frank E. Rodgers Boulevard (CR 697)	Cleveland Avenue	621	30, 109
Kearny	U.S. 1&9 Truck	Hackensack Avenue	523	1
Kearny	Kearny Avenue (CR 697)	Bergen Avenue	517	30, 109
Kearny	Belgrove Drive	Woodland Avenue	493	76
Kearny	Kearny Avenue (CR 697)	Midland Avenue	422	30, 76, 109
Kearny	Belgrove Drive	Bergen Avenue	407	76
Harrison	Davis Avenue	Harrison Avenue (CR 508)	347	40
Kearny	Kearny Avenue (CR 697)	Johnston Avenue	312	30, 109
Harrison	Frank E. Rodgers Boulevard (CR 697)	Angelo Cifelli Drive	249	40
Kearny	Davis Avenue	Bergen Avenue	235	40



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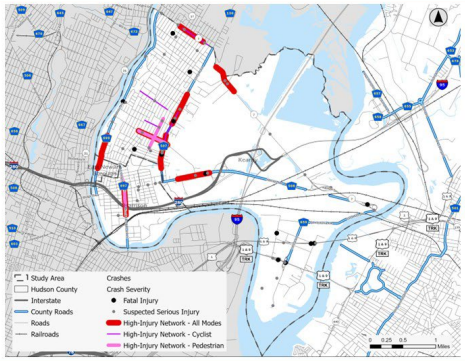
Crash Data Overview

High Injury Network

Kearny
- Bergen Ave
- Davis Ave
- Garfield Ave
- Harrison Ave
- Passaic Ave (also East Newark)
- Quincy Ave
- Schuyler Ave
- Route 7

- Frank E. Rodgers Blvd (Harrison)



Crashes on the New Jersey Turnpike and I-280 were excluded from analysis

17

NEEDS ASSESSMENT: OUTREACH

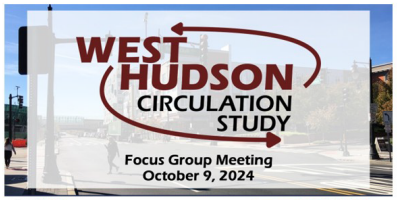
18

Outreach and Engagement Activities

19

Focus Group Meetings

5 organizations, including advocacy, public health, law enforcement officers, and community members, among others.



KEY TAKEAWAYS

- **Improve pedestrian and bicycle safety**
- **Expand protected bike lanes**
- **Address transit gaps and enhance connectivity**
- **Ensure equitable and affordable transit access**
- **Reduce traffic congestion**
- **Strengthen first/last-mile transit connectivity**

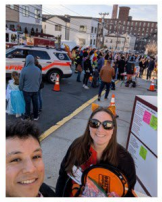
20

Pop-Up Outreach

✓**Approx. 100 participants**

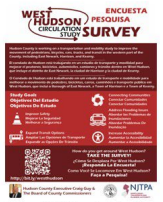
✓**Diverse in age, race, and ethnicity, including many young families, and a broad age range from children to seniors**

PAWrade, Kearny
Saturday, October 26, 2024
10:00 AM – 2:00 PM



Trunk or Treat, East Newark
Sunday, October 27, 2024
3:00 PM – 6:00 PM

Resource Fair
October 19, 2024
11:00 AM – 2:00 PM

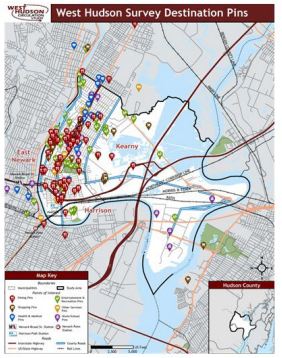


Hudson TMA @ various locations
November – December 2024

Survey and Interactive Map

DEPLOYMENT

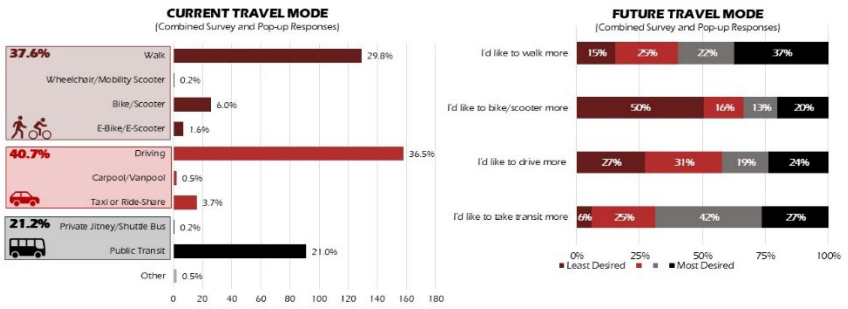
- <200 participants & 550+ map pins
- Multilingual survey and promotion (English, Spanish)
- Offered an opportunity to win Visa gift cards
- Promoted on social media
- Survey closed January 9th



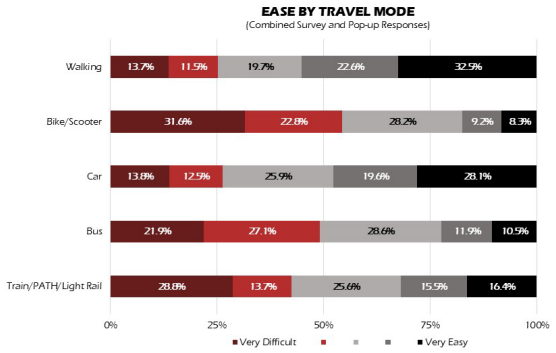
DEMOGRAPHICS

WHITE LATINO	MALE
MILLENNIALS & Gen X	
70% ACCESS TO CAR	Workforce & High Income

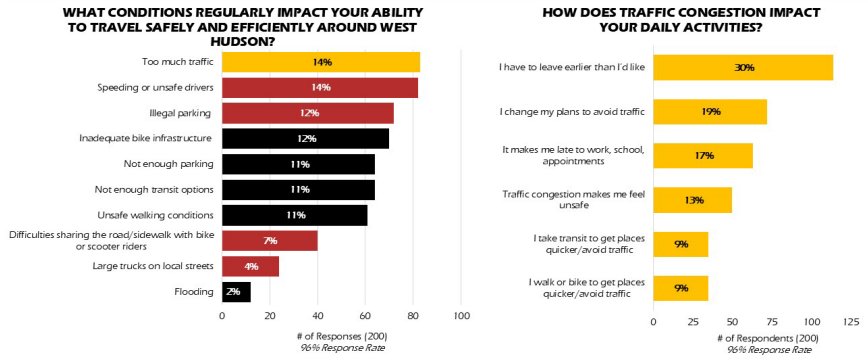
Current Travel Mode



Ease of Travel

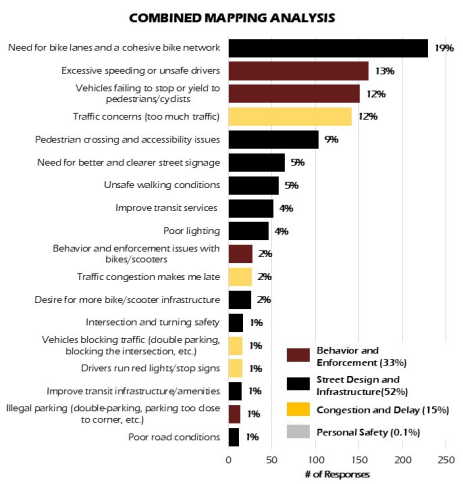


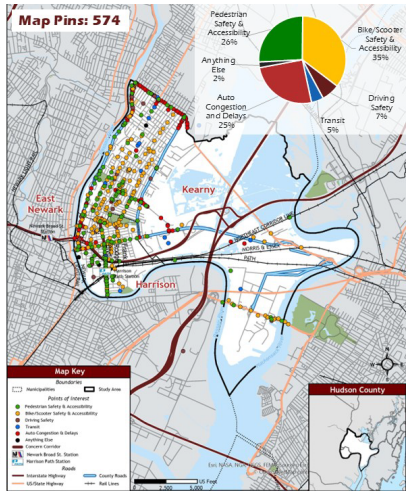
Travel v/s Traffic Impact (Survey Only)



Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

25





QUESTIONS?

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RECOMMENDATIONS

28

Recommendations

- **Categories**
- **Order**
  - Recommendations specific to the municipalities
  - Study area recommendations

Traffic/ Operations
Safety
Transit
Active Transportation
Stormwater Management
Miscellaneous

Legend

Timeframe	◴	0-2 years
	◴◴	2-5 years
	◴◴◴	Over 5 years
Costs	$	<$100,000
	$$	$100,000 – $1 Million
	$$$	>$1 Million
Responsible Parties	Lead Organization(s)	

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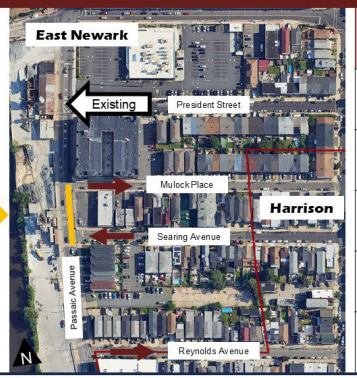
East Newark Recommendations

Work with Harrison to implement one-way street conversions to reduce left turns onto Passaic Avenue.

Possible:
- Mulock Place
- Searing Avenue
- Reynolds Avenue

Install delineators from Mulock Place to Searing Avenue, to keep vehicles from driving over the center median.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	East Newark, Harrison, Hudson County



Traffic/ Operations
Safety
Transit
Active Transportation
Stormwater Management
Miscellaneous

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East Newark Recommendations

Install high-visibility crosswalks

Across Passaic Avenue at intersections and across minor approaches

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	East Newark, Hudson County

Traffic/ Operations
Safety
Transit
Active Transportation
Stormwater Management
Miscellaneous

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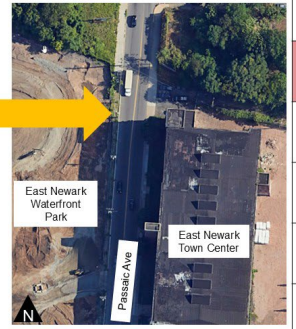
East Newark Recommendations

Install a Rectangular Rapid Flashing Beacon (RRFB), high visibility crosswalk, curb extensions, and rumble strips near northern entrance to the East Newark Waterfront Park.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County



Traffic/ Operations
Safety
Transit
Active Transportation
Stormwater Management
Miscellaneous

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Kearny Recommendations

Passaic Avenue & Belleville Turnpike

- **Coordinate with NJDOT, Bergen & Essex Counties to conduct an intersection study, exploring signal operation and lane assignments**

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	NJDOT, Hudson County, Coordinate with Bergen County, Essex County

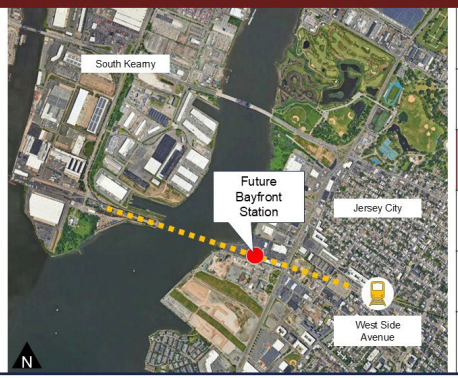
Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

33

Kearny Recommendations

Investigate the demand and feasibility for Hudson-Bergen Light Rail (HBLR) expansion across Hackensack River with a station in South Kearny.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Kearny, NJ TRANSIT



Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

34

Kearny Recommendations

Establish shuttle service between central/northern Kearny and Journal Square.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Kearny, potential support from Hudson TMA, NJ TRANSIT

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

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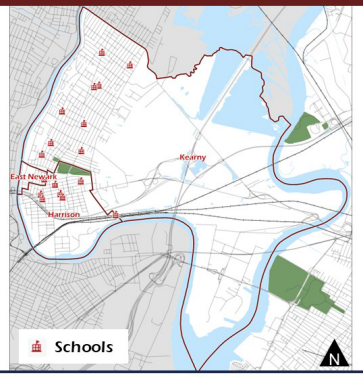
Study Area Recommendations

Consider the Safe Routes to Schools (SRTS) program or other funding opportunities to plan and fund traffic calming measures near schools, encouraging walking and bike trips and reducing vehicle use.

- Projects must be located within two miles of a school serving students K-12
- Municipalities, school districts, or counties are eligible

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson TMA



Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

36

Study Area Recommendations

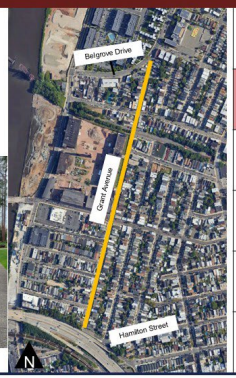
Grant Avenue from Hamilton Street to Belgrove Drive: Implement traffic calming measures to deter I-280 cut-through traffic.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities

Speed Humps


Curb Extensions

Speed Feedback Signs



Traffic/ Operations | **Safety** | Transit | Active Transportation | Stormwater Management | Miscellaneous

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Study Area Recommendations

Plan and implement mobility hubs.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, NJ TRANSIT, PANYNJ

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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Study Area Recommendations

Consider a shuttle service route from "hub" locations in East Newark and Kearny to the Harrison PATH station.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson County

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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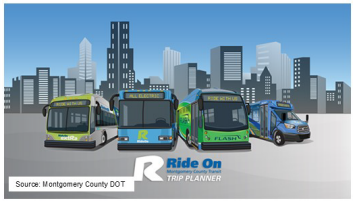
Study Area Recommendations

Develop trip planning app for the West Hudson study area that helps to consolidate transit information into a single resource.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Municipalities, Hudson TMA

NJTRANSIT The Way To Go.

PATH

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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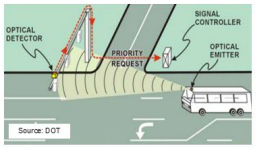
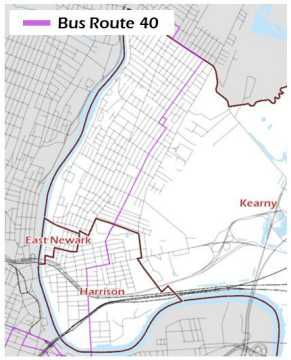
Study Area Recommendations

Consider installing Transit Signal Priority along NJ TRANSIT Route 40 and build stop enhancements at all bus stops.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Harrison, Kearny, NJDOT, NJ TRANSIT



Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

Study Area Recommendations

Install enhanced bus stops with amenities at locations with the most riders. Leverage private partnerships with advertising companies for funding.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities

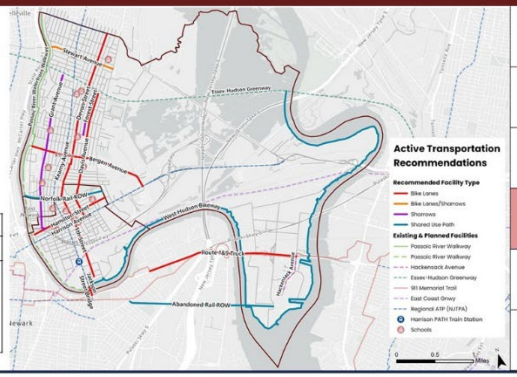
Bus Stops with >400/week Ridership

Municipality	Roadway	Cross Street	Weekly Riders
Harrison	Frank E. Rodgers Boulevard (CR 697)	Cleveland Avenue	621
Kearny	U.S. 1&9 Truck	Hackensack Avenue	523
Kearny	Kearny Avenue (CR 697)	Bergen Avenue	517
Kearny	Belgrove Drive	Woodland Avenue	493
Kearny	Kearny Avenue (CR 697)	Midland Avenue	422
Kearny	Belgrove Drive	Bergen Avenue	407

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

Study Area Recommendations

Consider a study area bike network with connections to local and regional destinations.



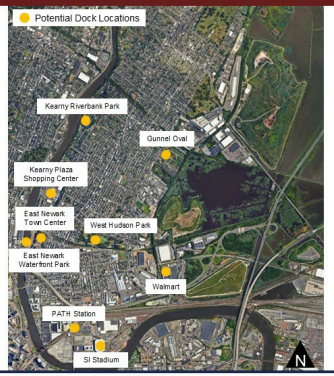
Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Municipalities, NJ DOT, Hudson TMA, NJDEP, Norfolk Southern

Traffic/ Operations | Safety | Transit | **Active Transportation** | Stormwater Management | Miscellaneous

Study Area Recommendations

Consider a bike-sharing program to support mobility.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson TMA, Service Provider, City of Newark (if joint)

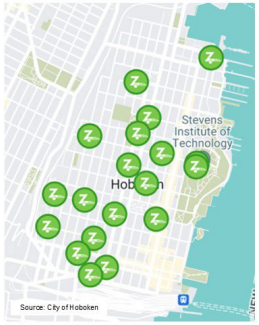


Traffic/ Operations | Safety | Transit | **Active Transportation** | Stormwater Management | Miscellaneous

Study Area Recommendations

Implement a car-sharing program.

Car sharing can reduce personal car ownership, trips, and parking demand.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Service Provider (TBD)

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | **Miscellaneous**

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Study Area Recommendations

Install public ports to meet future EV demand, leveraging grants and private partnerships for funding.

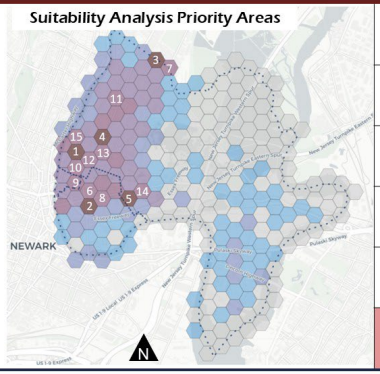
Scenario	# of EVs 2029
Low Growth	4,805
High Growth	6,579

Existing Public Ports	Public Ports Needed*
71	500

*Demand based on Low Growth Scenario

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson County, Property Owners

Suitability Analysis Priority Areas



Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | **Miscellaneous**

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Study Area Recommendations

Explore recommendations that activate and beautify spaces underneath transportation infrastructure such as the I-280 and rail overpasses.

Recommendations can include guidelines for lighting, sidewalks, and civic art installations.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, NJDOT, NJ TRANSIT, Amtrak

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | **Miscellaneous**

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QUESTIONS?

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Conclusion: Next Steps

Conclusion: Next Steps

Conclusion: Next Steps

Next TAC Meeting: Spring 2025
Public Meeting: Late April 2025
Review final recommended strategies

Stay in Touch!

Kevin Force, PP, AICP
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Municipal Partnership Meeting #1

This study is funded in part with federal funds through an NJTPA grant (FY 2024 – FY 2025 Subregional Studies Program) and is, therefore, subject to federal, state and local laws, rules and regulations.

NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

Project Team

Kevin Force, AICP, PP
Supervising Planner

William Long
Principal Planner, Subregional Studies

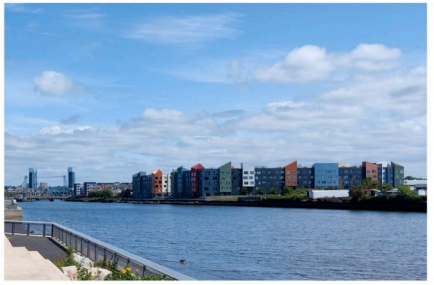
Project Management
Anthony Durante, AICP, RSP1

Community Engagement
Courtenay Mercer, AICP, PP

Modeling, Scenario Planning
Andrew Levecchia, AICP, PP

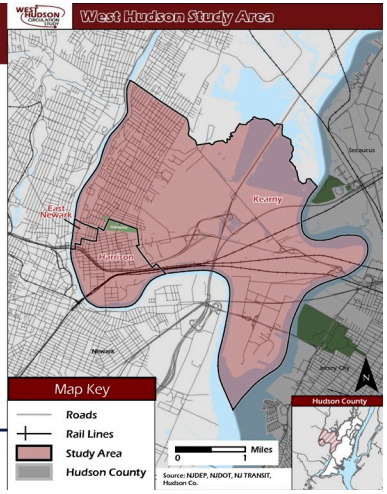
Agenda

- Introductions
- Purpose of the Study
- Work Plan and Schedule
- Project Background
- Existing Conditions
- Outreach Plan
- Next Steps
- Discussion questions throughout



Project Purpose

- Evaluate existing transportation conditions and challenges in West Hudson County:
  - Borough of East Newark
  - Town of Harrison
  - Town of Kearny
- Develop recommendations to improve accessibility for all road users– pedestrians, bicyclists, transit riders, motorists, and trucks



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Work Plan

- Develop Outreach Plan
- Data Collection
- Outreach & Engagement
- Data Analysis and Assessment
- Recommendations Development
- Final Reporting

→ Existing plans, policies, documents
→ Case Studies
→ Site visits
→ Crash data
→ Street conditions, characteristics
→ Community engagement, public outreach, and partnerships

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Municipal Partnership Meetings

- Serve as a technical resource to the project team, in addition to TAC.
- Meeting all three West Hudson municipalities (Kearny, Harrison, and East Newark).
- Offer insights about on-the-ground conditions and provide feedback on the localized implications and ramifications of draft strategy recommendations.
- Facilitates collaboration and reconciliation across the study area's shared transportation network regardless of municipal borders.

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Schedule

Activities	Timing
Develop a Public Outreach Plan	August 2024
Municipal Partnership Meeting #1: Project kickoff	**August 2024**
Data collection & analysis	Summer/Fall 2024
Online survey & map	Summer/Fall 2024
Outreach activities	Fall 2024/Spring 2025
Municipal Partnership Meeting #2: Initial data & outreach findings	**December 2024**
Recommendations Development	Winter/Spring 2025
Draft Report	Spring 2025
Municipal Partnership Meeting #3: Review draft material	**Spring 2025**
Final Reporting	June 2025

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Points of Analysis

- Existing transportation facilities/assets
- Equity / underserved communities
- Trip patterns
- Active transportation connections, gaps
- Transit connections, gaps
- Connections between West Hudson County and surrounding areas

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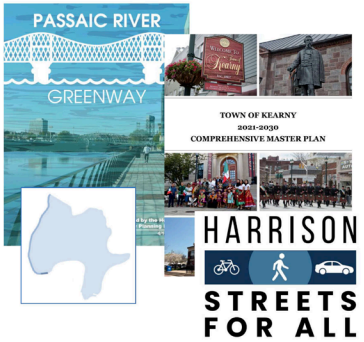
Prior Work

Harrison Streets for All (2024)
- Developed design guidance for street projects and a municipal Complete Streets policy

Passaic River Greenway Plan (2023)
- Outlined network of existing and potential connections for a continuous greenway through Harrison, East Newark, and Kearny
- Proposed design standards for walkway construction–material recommendations, signage, seating, bike parking

Kearny Master Plan (2022)
- Circulation element calls for "safe and efficient circulation system that provides access and mobility options for all Kearny residents, regardless of age or mode"



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Potential Recommendations

- New/rehabilitated infrastructure
- Technology and ITS strategies
- Traffic calming
- Active transportation/micromobility accommodation
- Transit service improvements
- Freight and goods movement
- First-/Last-mile connections
- Regional connections
- Senior mobility and transportation services
- Travel demand management

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QUESTIONS?

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Discussion Topic: Challenges

What are the top circulation and mobility issues within and around the study area?

Discussion Topic: Challenges

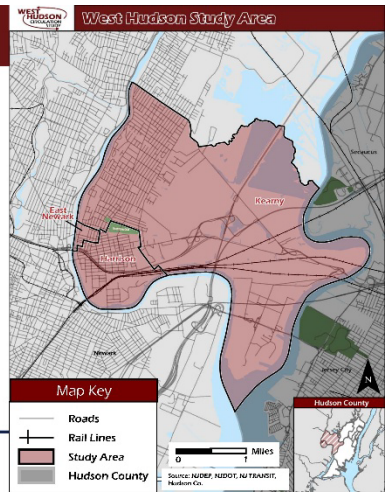
Do you have concerns related to?...

- Specific pieces of infrastructure (bridges, roadways, intersections, etc.)
- Emergency response vehicle movements

Study Area

Municipality	Population*
East Newark	2,594
Harrison	19,450
Kearny	41,999
Total	64,043

* Source: U.S. Census 2020 Decennial Census



Major Roadways

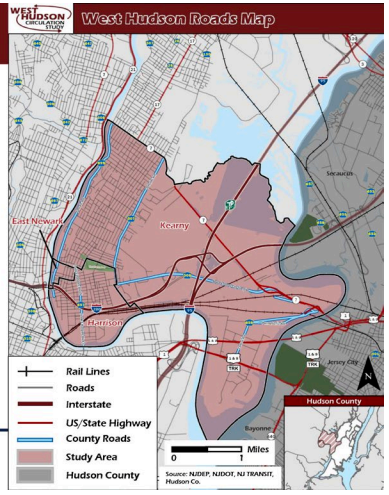
Roads:
- I-280
- NJ Turnpike
- US 1&9
- NJ 7

Rail
- PATH Station – Harrison

Bus
- NJ TRANSIT Lines: 1, 30, 40, 76, 109
- EZ Ride: Kearny Avenue Shuttle, One Harrison/Water's Edge Shuttle
- Transcend (Hudson County)
- Access Link (NJ TRANSIT)

Trails
- Future Essex Hudson Greenway
- Future Harrison Waterfront Boulevard

Bridges
- Pulaski Skyway
- Clay Street Bridge
- William A. Stickel Memorial Bridge
- Bridge Street Bridge
- Jackson Street Bridge
- Lincoln Highway Passaic River Bridge
- Lincoln Highway Hackensack River Bridge
- Witt Penn Bridge
- Belleville Turnpike Bridge



Public Transit

Roads:
- I-280
- NJ Turnpike
- US 1
- NJ 7

Rail
- PATH Station – Harrison

Bus
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- Transcend (Hudson County)
- Access Link (NJ TRANSIT)

Trails
- Future Essex Hudson Greenway
- Future Harrison Waterfront Boulevard

Bridges
- Pulaski Skyway
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- Jackson Street Bridge
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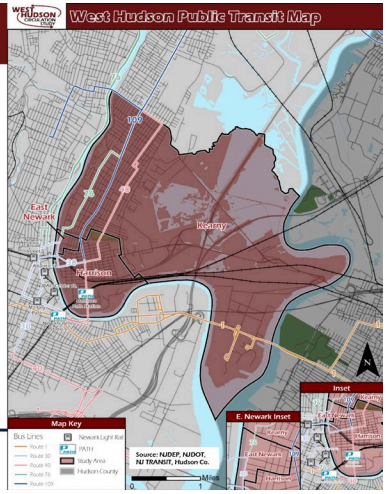

Trails

Roads:
- I-280
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- NJ 7

Rail
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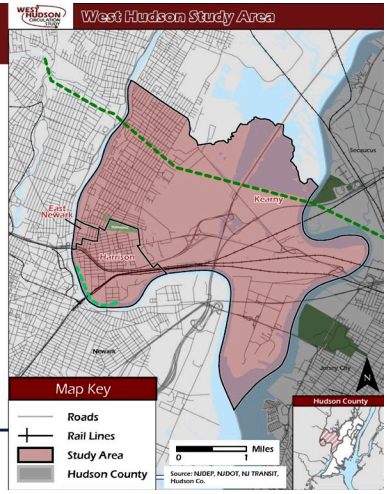
Bus
- NJ TRANSIT Lines: 1, 30, 40, 76, 109
- EZ Ride: Kearny Avenue Shuttle, One Harrison/Water's Edge Shuttle
- Transcend (Hudson County)
- Access Link (NJ TRANSIT)

Trails
- Future (Essex Hudson) Greenway
- Future Harrison Waterfront Boulevard

Bridges
- Pulaski Skyway
- Clay Street Bridge
- William A. Stickel Memorial Bridge
- Bridge Street Bridge
- Jackson Street Bridge
- Lincoln Highway Passaic River Bridge
- Lincoln Highway Hackensack River Bridge
- Witt Penn Bridge
- Belleville Turnpike Bridge

NJTPA



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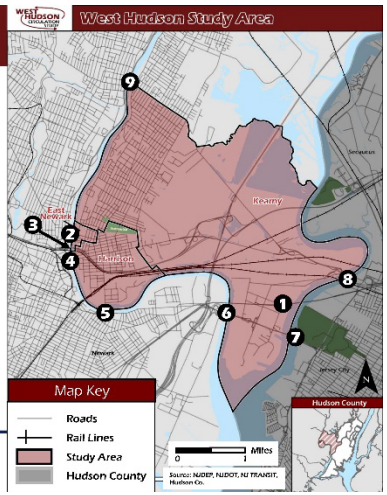

Land Uses

Top Land Uses

Land Use	Percentage
1. Urban (Residential)	22.1%
2. Urban (Transportation)	16.4%
3. Water (Inland)	16.3%

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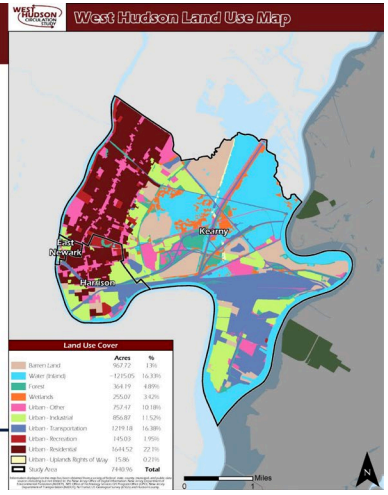
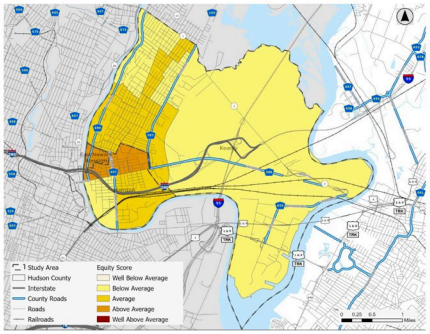


Equity Analysis

Variable	Harrison	East Newark	Kearny
Minority	76%	83%	67%
Low-Income	34%	48%	26%
Limited-English	30%	43%	31%
Disabled	7%	8%	7%
No Vehicle	34%	31%	13%
Foreign Born	56%	63%	46%
No HS Diploma	13%	22%	17%

- Spanish, Portuguese, and Chinese are the most spoken languages other than English
- Significant amounts of people do not have access to a vehicle and are transit or ride sharing dependent



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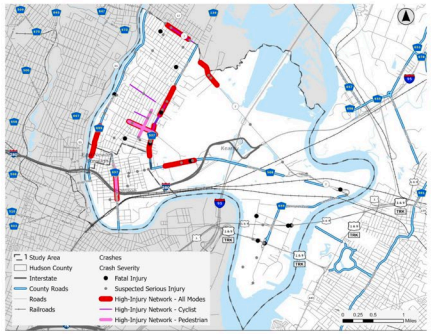
Crash Data Overview

High Injury Network

Kearny
- Bergen Ave
- Davis Ave
- Garfield Ave
- Harrison Ave
- Frank E. Rodgers Blvd (Harrison)
- Passaic Ave (also East Newark)
- Quincy Ave
- Schuyler Ave
- Route 7

- 66% of all crashes were motor vehicle crashes related to Rear Ends, Sideswipes, or Parked Vehicles
- 72 crashes resulted in a Fatality or Serious Injury (FSI)
  - Cyclist = 6 FSI (8% chance of FSI)
  - Pedestrian = 21 FSI (8% chance of FSI)
  - <1% of motor vehicle crashes result in FSI

Crashes on the New Jersey Turnpike and I-280 were excluded from analysis



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QUESTIONS?

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Discussion Topic: Destinations

What would you say are the key destinations?...

- Within West Hudson
- Outside West Hudson

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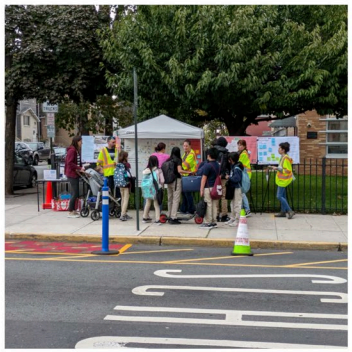
Community Engagement, Outreach, & Partnerships

- Advised by a Technical Advisory Committee (TAC)
- Create a community involvement strategy with clear goals and targets
- Ensure that equity-priority communities are engaged
- Implement both traditional and creative outreach techniques
- Create informative content for the project website
- Coordinate communications about outreach activities



Outreach and Engagement Activities

Communications

- Project Website
- E-mail Blasts
- Social Media
- Strategic Partnerships
- Multi-lingual

- TAC Meetings (3)
- Municipal Partnership Meetings (5)
- Focus Group Meeting (1)
- Online Survey and Map (1)
- Pop-up Event (2)
- Public Meetings (1)

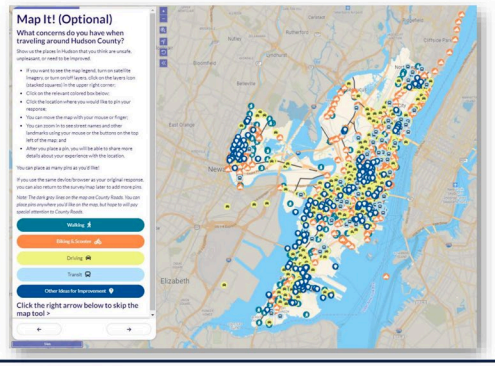
Focus Groups

- Municipal stakeholders from surrounding communities (e.g., Newark, Belleville, and North Arlington)
- New Jersey Sports and Exposition Authority (NJSEA)
- "Grasstops" Target Audience
  - Transportation Safety
  - Public Health And Social Services (aging, disabled, youth, unhoused, etc.)
  - Schools/Education
  - Healthy Living
  - Community Development
  - Business And Economic Development
  - Environment/Open Space/Recreation, Arts And Culture, Neighborhood/Community, Affinity, Religious, Or Others.

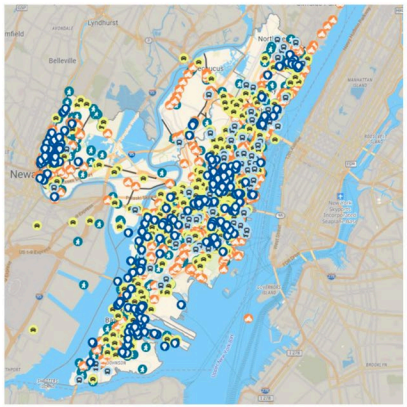
HOW THE MUNICIPALITIES CAN SUPPORT

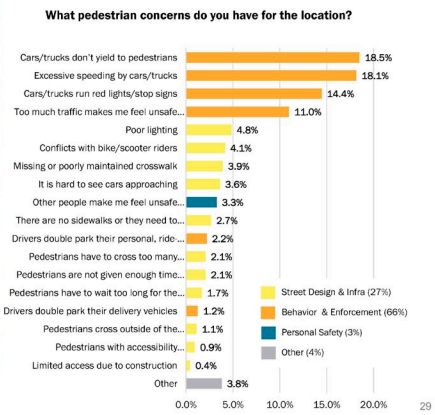
- Help develop the focus group invitee list in collaboration with Hudson County and NJTPA
- Provide information about existing issues in the community that could be brought up during the focus group discussion

Survey & Map Tool



Survey & Map Tool





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Survey & Map Tool

HOW THE MUNICIPALITIES CAN SUPPORT

- *Sharing info/social media/flyers about the survey and map tool*
- *Identifying community partners that can share online survey info and/or distribute print surveys*
- *Requesting that community partners promote this through their channels, particularly equity community partners*

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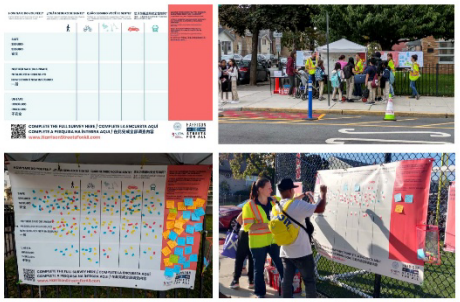
Pop-up Outreach



HOW THE MUNICIPALITIES CAN SUPPORT

- *Help identify locations*
- *Promoting pop-up activity to community partners in the area (flyers, social media, emails, etc.)*

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Public Meeting

- *One meeting via Zoom to gather community feedback*
- *Will include information about the project and transportation topics*
- *Opportunities for community input and ideas*
- *Gather feedback on draft recommendations*

HOW THE MUNICIPALITIES CAN SUPPORT

- *Identifying strategic partners to co-host, participate, and help enhance engagement*
- *Promoting meetings to community partners in the area (flyers, social media, emails, etc.)*

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QUESTIONS?

Discussion Topic: Access

Who/what is underserved by the existing transportation network in West Hudson?

- Groups of people
- Neighborhoods
- Employment centers

What modes of travel would you suggest/prefer to improve access?

Discussion Topic: Vision

An effective circulation and connectivity study for West Hudson County will…

Conclusion: Next Steps

Conclusion: Next Steps

Continue data collection and analysis → Site visits → Launch project website, online survey, and map → Initiate outreach activities

Site Visits

- One per municipality (may be combined into single days)
- September – dates/times TBD
- Participants?
- Areas of interest?

Conclusion: Next Steps

Continue data collection and analysis → Site visits → Launch project website, online survey, and map → Initiate outreach activities

Conclusion: Next Steps

Continue data collection and analysis → Site visits → Launch project website, online survey, and map → Initiate outreach activities

Next Municipal Partnership Meeting: December 2024

- Technical findings to date
- Summary of outreach activities and findings
- Finalize the vision and guiding principles of the study

Stay in Touch!

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Modeling, Scenario Planning
Andrew Levecchia, AICP, PP

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Agenda

- Purpose of the Study
- Work Plan and Schedule
- Key Data Findings
- Outreach Update
- Draft Recommendations
- Next Steps

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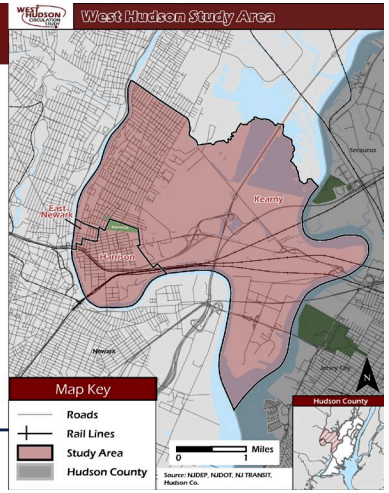
Project Purpose

- Evaluate existing transportation conditions and challenges in West Hudson County:
  - Borough of East Newark
  - Town of Harrison
  - Town of Kearny
- Develop recommendations to improve accessibility for all road users– pedestrians, bicyclists, transit riders, motorists, and trucks



Work Plan

- Develop Outreach Plan
- Data Collection
- Outreach & Engagement
- Data Analysis and Assessment
- Recommendations Development
- Final Reporting

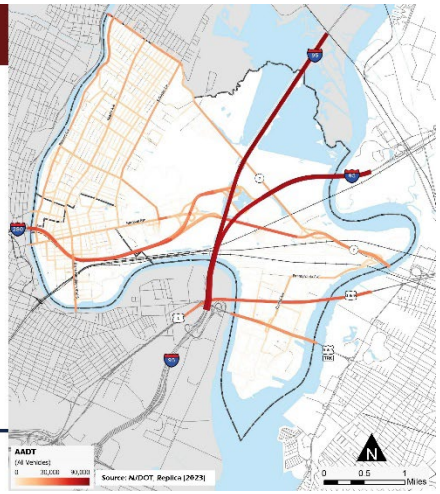
We are here

Municipal Partnership Meetings	
Meeting #1: Project kickoff	August 2024
Meeting #2: Data findings & draft recommendations	February 2025
Meeting #3: Review draft material	Spring 2025

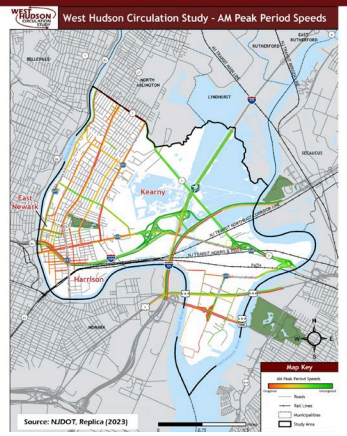
NEEDS ASSESSMENT: EXISTING CONDITIONS DATA

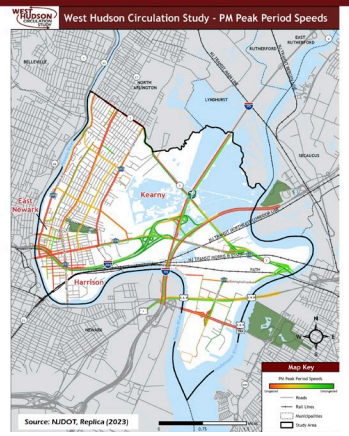
Traffic Volumes

- I-95 and I-280 have the highest vehicle and truck volumes
- Forecasted Conditions:
  - 12.9% traffic growth is expected in the study area



AM and PM Peak Period Speeds (Measured)

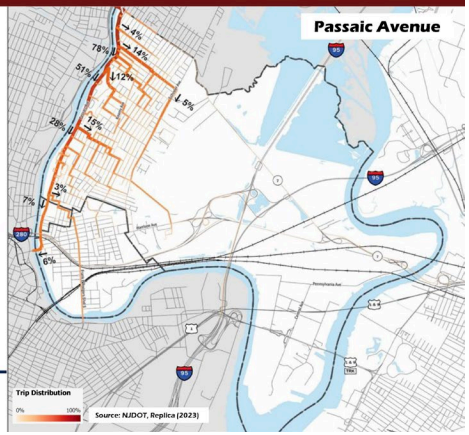




Travel Patterns – Trip Distribution & Routing

Passaic Avenue Trips from the North

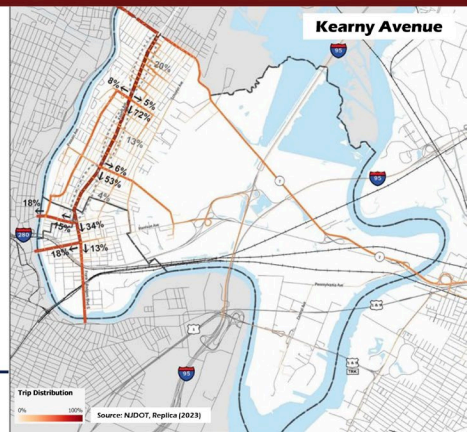
- Majority of these trips have local destinations in Kearny
- 51% of trips travel south from North Midland Avenue
- Only 7% of trips entering the study area along the corridor continue into East Newark and Harrison
- Only 6% are exiting the study area



Travel Patterns – Trip Distribution & Routing

Kearny Avenue Trips from the North

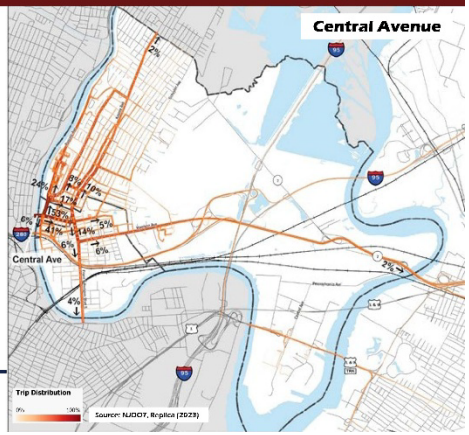
- 72% of trips travel south past Midland Avenue
- 53% of trips continue south past Bergen Avenue
- 18% cross into Newark via the Clay Street Bridge
- 18% cross into Newark via the Bridge Street Bridge



Travel Patterns – Trip Distribution & Routing

Central Avenue Trips from the West

- 53% of trips travel north along Passaic Avenue
- 41% of trips continue east along Central Avenue
- 14% of trips continuing south on FER
- Few trips from Clay Street Bridge leave the study area



Local & Regional Congestion

- Contributing factors:
  - ➢Key regional roadways (I-280, NJ Turnpike)
  - ➢High local and regional population density
  - ➢Auto-dependent development
- Congestion exacerbated by...

Modal Inefficiency

200 people in cars

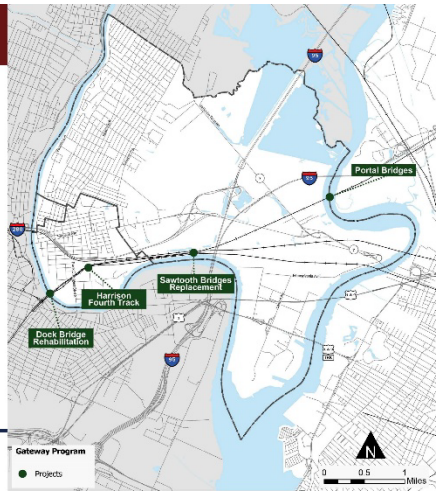
200 people without their cars

More cars = increased congestion and parking demand

Improving Mobility

Rail Investment

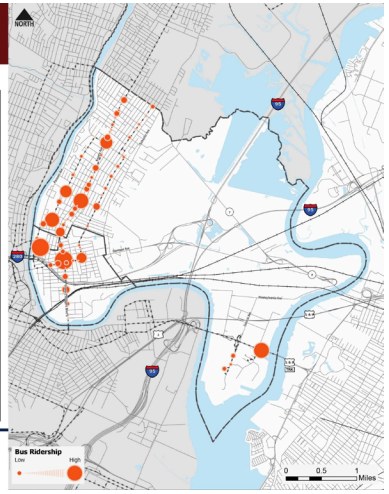
- Planned infrastructure improvements focused on regional travel outside the study area
  - Gateway Program
  - PATH Forward



Bus Transit

Top NJ TRANSIT Stops by Ridership

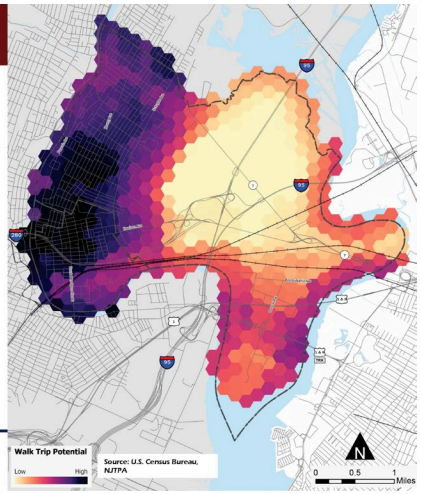
Municipality	Roadway	Cross Street	Weekly Riders	Routes
Harrison	Frank E. Rodgers Boulevard (CR 697)	Cleveland Avenue	621	30, 109
Kearny	U.S. 1&9 Truck	Hackensack Avenue	523	1
Kearny	Kearny Avenue (CR 697)	Bergen Avenue	517	30, 109
Kearny	Belgrove Drive	Woodland Avenue	493	76
Kearny	Kearny Avenue (CR 697)	Midland Avenue	422	30, 76, 109
Kearny	Belgrove Drive	Bergen Avenue	407	76
Harrison	Davis Avenue	Harrison Avenue (CR 508)	347	40
Kearny	Kearny Avenue (CR 697)	Johnston Avenue	312	30, 109
Harrison	Frank E. Rodgers Boulevard (CR 697)	Angelo Cifelli Drive	249	40
Kearny	Davis Avenue	Bergen Avenue	235	40



Walk Trip Potential

- Highest walk trip potential in the western part of the study area
  - ➢ Population density
  - ➢ Key destinations
  - ➢ Street grid with sidewalk network

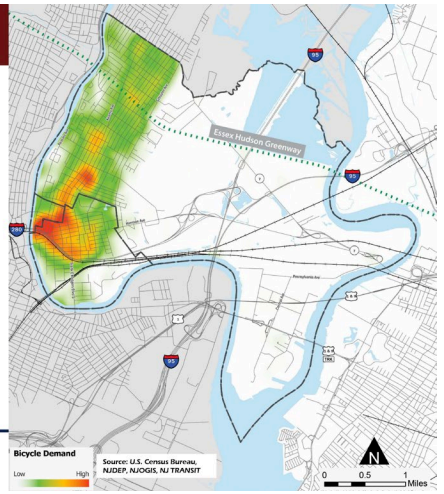
Analysis Inputs:
- Population
- Employment
- Intersection Density
- Poverty
- Vehicle Access
- Transit Stops
- Land Use Mix



Bicycle Demand

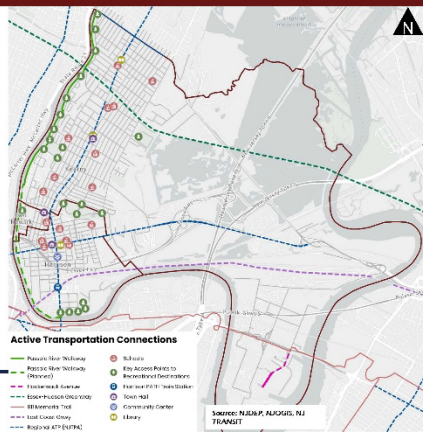
- Greatest bicycle demand is concentrated where the municipalities meet
  - ➢ Population density
  - ➢ Key destinations
  - ➢ Street grid

Analysis Inputs
- Population Density
- Job Density
- Key Destinations
- Equity Factors



Existing & Planned Active Transportation Facilities

- Aligned with existing land uses and key destinations
- Walking/biking will be better supported if/when planned facilities are implemented



QUESTIONS?

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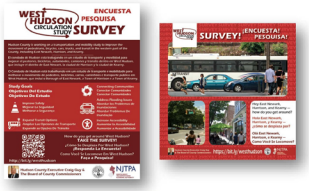
NEEDS ASSESSMENT: OUTREACH

Outreach and Engagement Activities

Communications

- Project Website
- E-mail Blasts
- Social Media
- Strategic Partnerships
- Multi-lingual

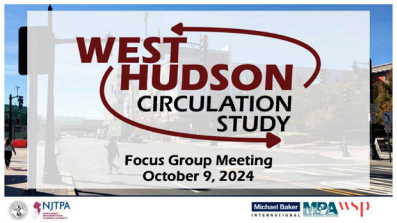


- TAC Meetings (3)
- Municipal Partnership Meetings (5)
- Focus Group Meeting (1)
- Online Survey and Map (1)
- Pop-up Events (3+)
- Public Meetings (1)

Outreach and Engagement Activities

Focus Group Meetings

5 organizations, including advocacy, public health, law enforcement officers, and community members, among others.



KEY TAKEAWAYS

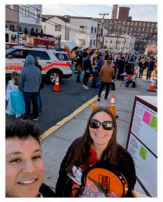
- **Improve pedestrian and bicycle safety** by enhancing crossings, sidewalks, and accessibility.
- **Expand protected bike lanes** to create a safer and more connected cycling network in West Hudson.
- **Address transit gaps and enhance connectivity** within West Hudson and between East and West Hudson with more reliable service.
- **Ensure equitable and affordable transit access** by improving fare structures and payment options.
- **Reduce traffic congestion** by optimizing key roadways and intersections for better flow.
- **Strengthen first/last-mile transit connectivity** with better infrastructure and multimodal options.

Pop-Up Outreach

✓**Approx. 100 participants**

✓**Diverse in age, race, and ethnicity, including many young families, and a broad age range from children to seniors**

PAWrade, Kearny
Saturday, October 26, 2024
10:00 AM – 2:00 PM



Hometown Fair, East Newark
Sunday, October 27, 2024
3:00 PM – 6:00 PM

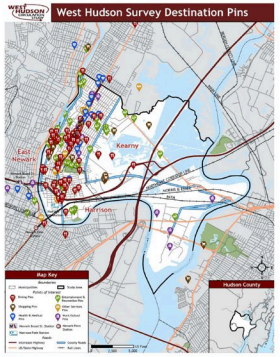
Resource Fair
October 19, 2024
11:00 AM – 2:00 PM

Hudson TMA @ various locations
November – December 2024

Survey and Interactive Map

DEPLOYMENT

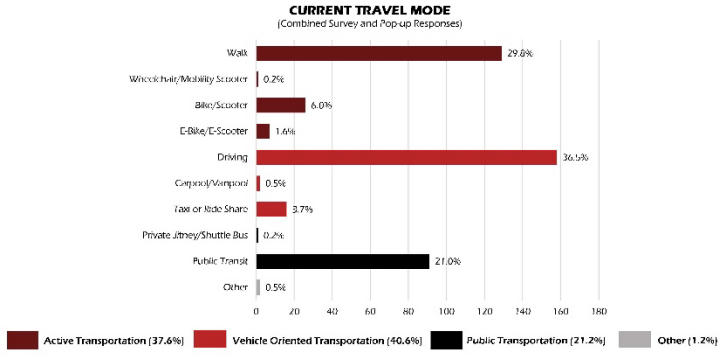
- <200 participants & 550+ map pins!
- Multilingual survey and promotion (English, Spanish)
- Offered an opportunity to win Visa gift cards
- Promoted on social media
- Survey closed January 9th



DEMOGRAPHICS

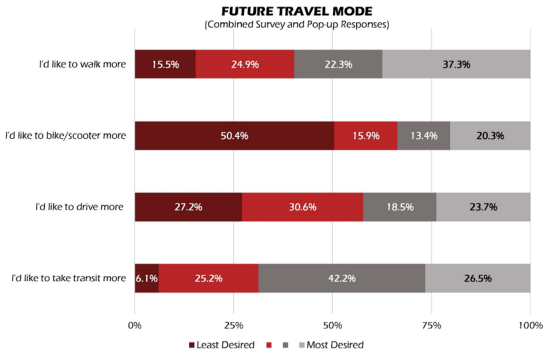
WHITE LATINO	MALE
MILLENNIALS & Gen X	
70% ACCESS TO CAR	$50,000 - $250,000

Current Travel Mode



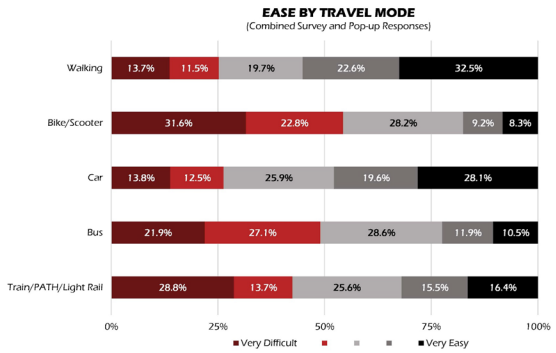
33

Future Travel Desire

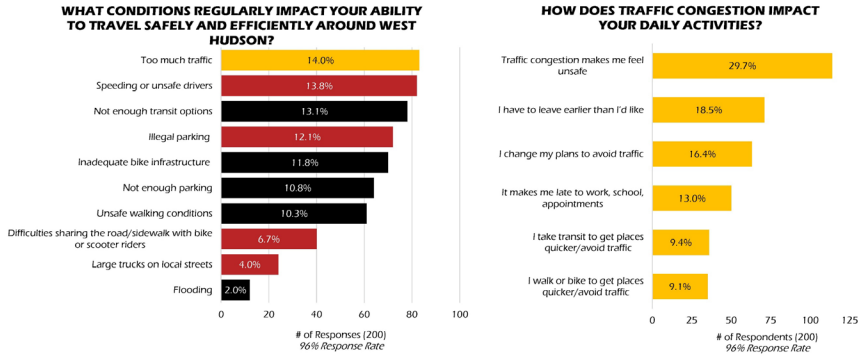


34

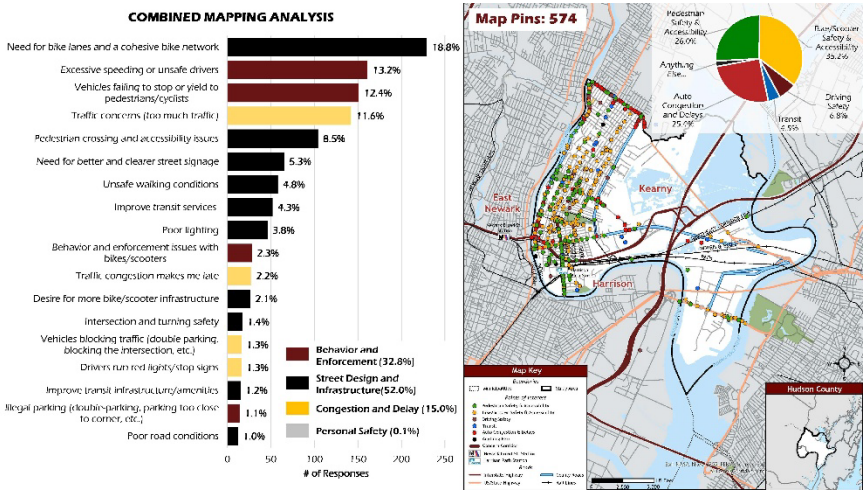
Ease of Travel



Travel v/s Traffic Impact (Survey Only)



Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.



QUESTIONS?

RECOMMENDATIONS

Recommendations

- **Categories**
- **Order**
  - Recommendations specific to Kearny
  - Study area recommendations

Traffic/ Operations
Safety
Transit
Active Transportation
Stormwater Management
Miscellaneous

Legend

Timeframe	◴	0-2 years
	◴◴	2-5 years
	◴◴◴	Over 5 years
Costs	$	<$100,000
	$$	$100,000 – $1 Million
	$$$	>$1 Million
Responsible Parties	Lead Organization(s)	

Kearny Recommendations

Passaic Avenue & Belleville Turnpike

- **Conduct an intersection study, exploring existing signal timing, lanes, and signal equipment placement**

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	NJDOT, Hudson County, Bergen County, Essex County

Traffic/ Operations
Safety
Transit
Active Transportation
Stormwater Management
Miscellaneous

Kearny Recommendations

Investigate the demand and feasibility for Hudson-Bergen Light Rail (HBLR) expansion across Hackensack River with a station in South Kearny.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Town of Kearny, NJ TRANSIT

Traffic/ Operations
Safety
Transit
Active Transportation
Stormwater Management
Miscellaneous

Kearny Recommendations

Establish shuttle service between central/northern Kearny and Journal Square.

Project stakeholders in Kearny expressed a desire for improved connections to Jersey City to access services, however, there are no direct connections between Kearny and Jersey City.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Town of Kearny, potential support from Hudson TMA, NJ TRANSIT

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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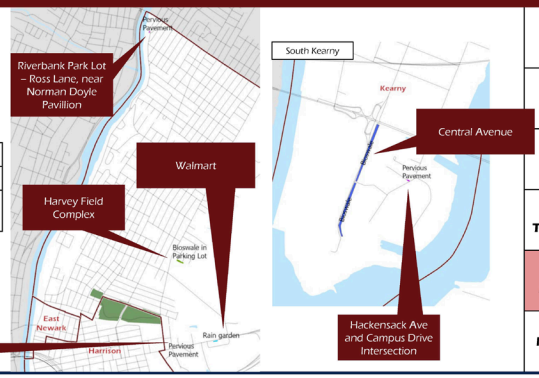
Kearny Recommendations

Green infrastructure

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Town of Kearny, Property Owners



Traffic/ Operations | Safety | Transit | Active Transportation | **Stormwater Management** | Miscellaneous

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East Newark Recommendations

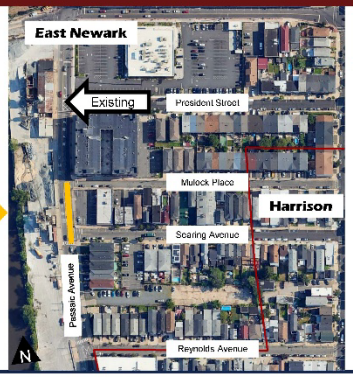
Work with Harrison to implement one-way street conversions to reduce left turns onto Passaic Avenue.

Possible:

- Mulock Place
- Searing Avenue
- Reynolds Avenue

Install delineators from Mulock Place to Searing Avenue, to keep vehicles from driving over the center median.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	East Newark, Town of Harrison Hudson County



Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

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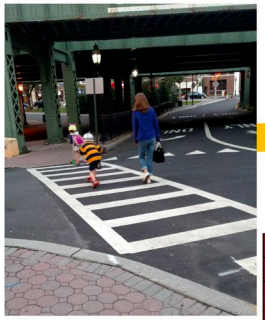
East Newark Recommendations

Install high-visibility crosswalks



Across Passaic Avenue at intersections and across minor approaches

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	East Newark, Hudson County

Traffic/ Operations | **Safety** | Transit | Active Transportation | Stormwater Management | Miscellaneous

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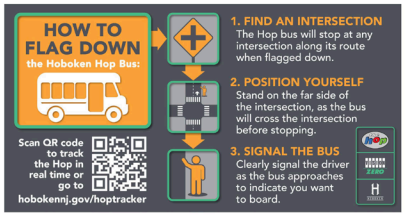
East Newark Recommendations

Consider a TRANSCEND shuttle service route from a central location in East Newark to the Harrison PATH station, operating on fixed routes similar to Hoboken's HOP service.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	East Newark, potential support from Hudson TMA, NJ TRANSIT



Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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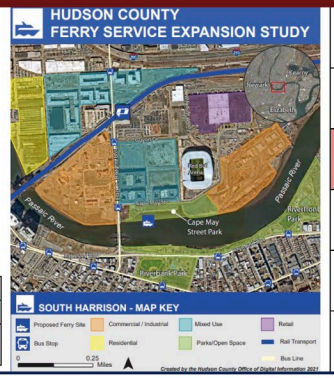
Harrison Recommendations

Plan and implement a mobility hub in Harrison suitable for a ferry terminal, bus routes, bike infrastructure, parking, and close to the PATH Station.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Town of Harrison, NJ TRANSIT, PANYNJ



Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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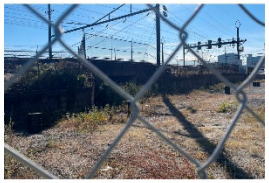
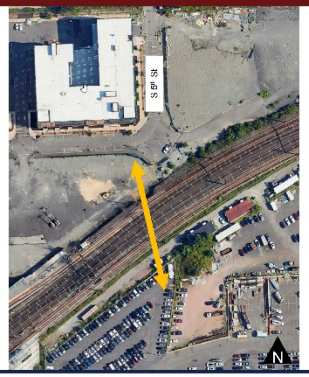
53

Harrison Recommendations

Evaluate the feasibility of reopening the tunnel under the rail line connecting S. 5th Street to the south side of the tracks.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Town of Harrison, Amtrak, PANYNJ



Traffic/ Operations | Safety | Transit | **Active Transportation** | Stormwater Management | Miscellaneous

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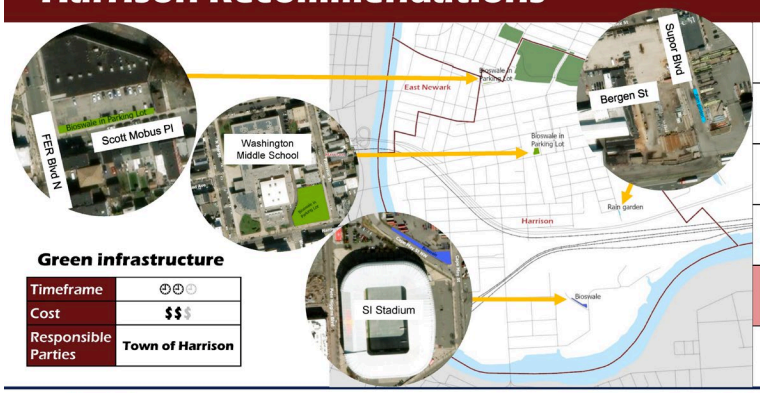
Harrison Recommendations



Green infrastructure

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Town of Harrison

Traffic/ Operations | Safety | Transit | Active Transportation | **Stormwater Management** | Miscellaneous

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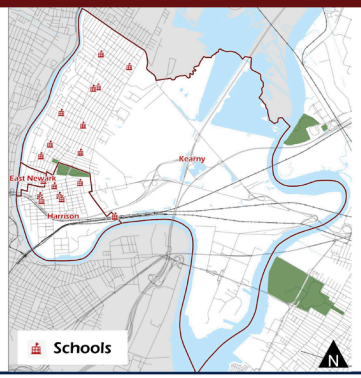
Study Area Recommendations

Apply to the Safe Routes to Schools (SRTS) program to plan and fund traffic calming measures near schools, encouraging walking and bike trips and reducing vehicle use.

- Projects must be located within two miles of a school serving students K-12
- Municipalities, school districts, or counties are eligible

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson TMA



Traffic/ Operations | **Safety** | Transit | Active Transportation | Stormwater Management | Miscellaneous

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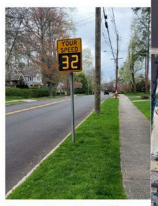
Study Area Recommendations

Grant Avenue from Hamilton Street to Belgrove Drive: Implement traffic calming measures to deter I-280 cut-through traffic.

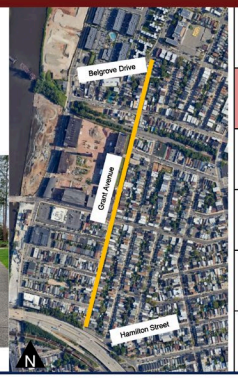
Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities

Speed Humps

Curb Extensions



Speed Feedback Signs



Traffic/ Operations | **Safety** | Transit | Active Transportation | Stormwater Management | Miscellaneous

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Study Area Recommendations

Develop trip planning app for the West Hudson study area that helps to consolidate transit information into a single resource.

NJTRANSIT The Way To Go.

PATH

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Municipalities, Hudson TMA

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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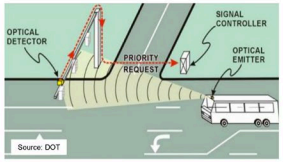
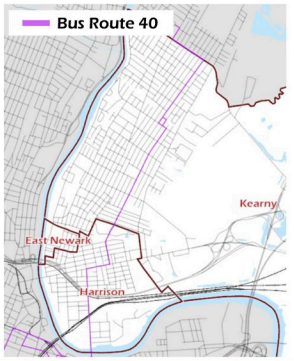
Study Area Recommendations

Install Transit Signal Priority along NJ TRANSIT Route 40 and build stop enhancements at all bus stops.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Town of Harrison, Town of Kearny, NJDOT, NJ TRANSIT



Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

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Study Area Recommendations

Consider a TRANSCEND shuttle service route from a central location in Kearny to the Harrison PATH station.

Routes and pickup locations can be planned in conjunction with East Newark and Kearny mobility hub recommendations.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson County

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

Study Area Recommendations

Install enhanced bus stops with shelters and amenities at locations with the most riders (generally >400/week). Explore leveraging private partnerships with advertising companies for funding.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities

Bus Stops with >400/week Ridership

Municipality	Roadway	Cross Street	Weekly Riders
Harrison	Frank E. Rodgers Boulevard (CR 697)	Cleveland Avenue	621
Kearny	U.S. 1&9 Truck	Hackensack Avenue	523
Kearny	Kearny Avenue (CR 697)	Bergen Avenue	517
Kearny	Belgrove Drive	Woodland Avenue	493
Kearny	Kearny Avenue (CR 697)	Midland Avenue	422
Kearny	Belgrove Drive	Bergen Avenue	407

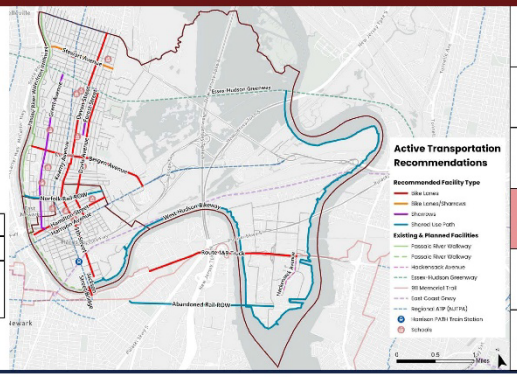
Amenities: Shelter, seating, signage, trash receptacles, lighting, bicycle racks, service information

Traffic/ Operations | Safety | **Transit** | Active Transportation | Stormwater Management | Miscellaneous

Study Area Recommendations

Consider a bike network consisting of context-appropriate bike facilities with connections to the Essex-Hudson Greenway, schools, and parks.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Municipalities, NJ DOT, Hudson TMA, NJDEP, Norfolk Southern



Traffic/ Operations | Safety | Transit | **Active Transportation** | Stormwater Management | Miscellaneous

Study Area Recommendations

Consider a bike-sharing program to support mobility in the study area, potentially in partnership with the City of Newark.

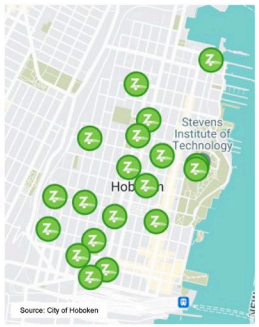
Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson TMA, Service Provider, City of Newark (if joint)

Traffic/ Operations | Safety | Transit | **Active Transportation** | Stormwater Management | Miscellaneous

Study Area Recommendations

Implement a car-sharing program similar to Hoboken's Corner Cars for West Hudson residents.

Car sharing can reduce personal car ownership, trips, and parking demand.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Service Provider (TBD)

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | **Miscellaneous**

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Study Area Recommendations

Plan and implement mobility hubs in East Newark and Kearny.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Borough of East Newark, Town of Kearny, NJ TRANSIT, PANYNJ

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | **Miscellaneous**

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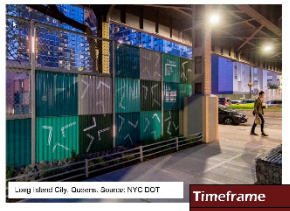
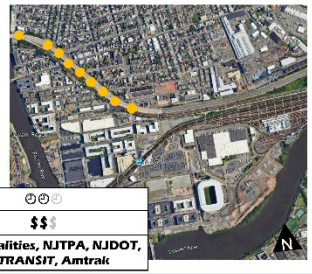
Study Area Recommendations

Work with the community and transportation agencies to develop recommendations to activate and beautify spaces underneath transportation infrastructure such as the I-280 and rail overpasses. Recommendations can include guidelines for lighting, sidewalks, and civic art installations.





Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, NJTPA, NJDOT, NJ TRANSIT, Amtrak

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | **Miscellaneous**

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QUESTIONS?

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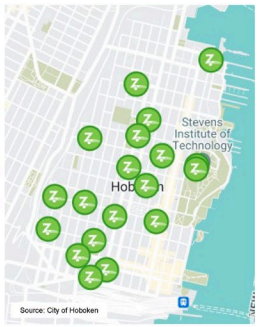
Study Area Recommendations

Implement a car-sharing program similar to Hoboken's Corner Cars for West Hudson residents.

Car sharing can reduce personal car ownership, trips, and parking demand.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Service Provider (TBD)

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

Study Area Recommendations

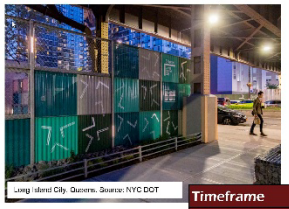
Plan and implement mobility hubs in East Newark and Kearny.

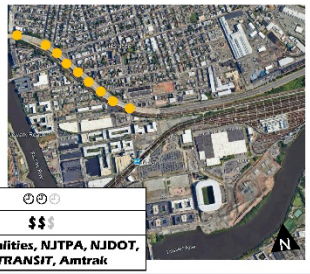
Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Borough of East Newark, Town of Kearny, NJ TRANSIT, PANYNJ

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

Study Area Recommendations

Work with the community and transportation agencies to develop recommendations to activate and beautify spaces underneath transportation infrastructure such as the I-280 and rail overpasses. Recommendations can include guidelines for lighting, sidewalks, and civic art installations.





Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, NJTPA, NJDOT, NJ TRANSIT, Amtrak

Traffic/ Operations | Safety | Transit | Active Transportation | Stormwater Management | Miscellaneous

QUESTIONS?

Conclusion: Next Steps

Conclusion: Next Steps

Conclusion: Next Steps

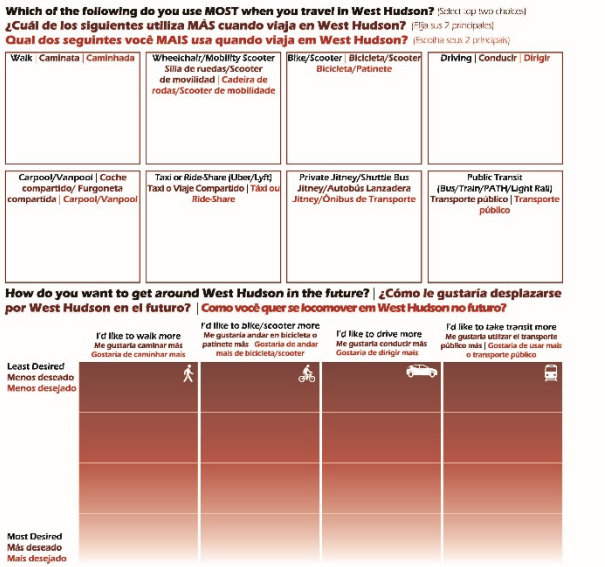
Next Municipal Partnership Meeting: Spring 2025
Public Meeting: Late April 2025
Review and provide feedback on the refined study recommendations

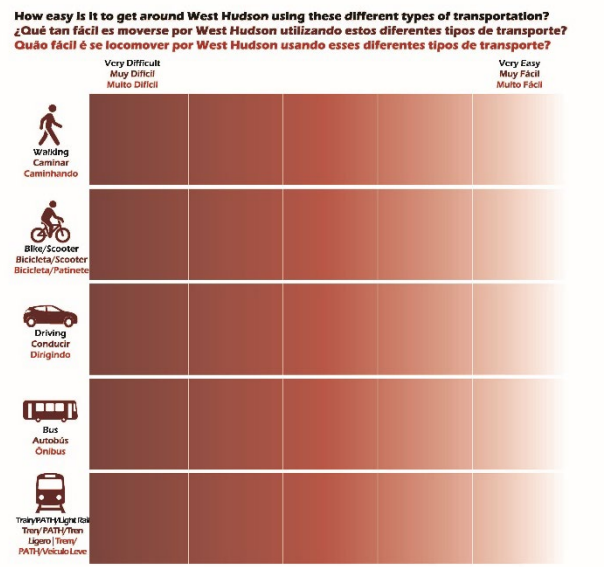
Stay in Touch!

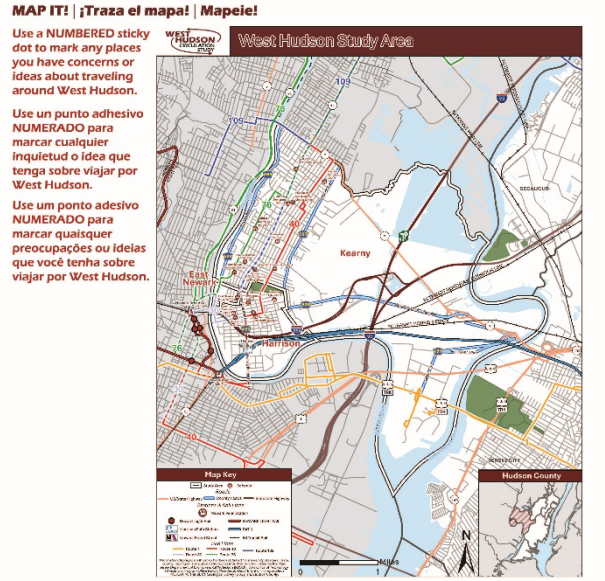
Kevin Force, PP, AICP
Supervising Planner
Hudson County Division of Planning
830 Bergen Avenue, Suite 6A (map)
Jersey City, NJ 07306
(201)-217-5137 x.4450
kforce@hcnj.us

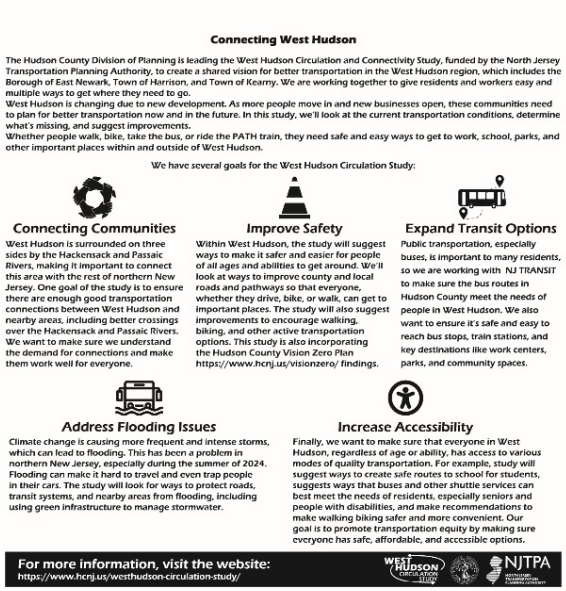
Pop-Up Materials

Top cube








Connecting West Hudson
The Hudson County Division of Planning is leading the West Hudson Circulation and Connectivity Study, funded by the North Jersey Transportation Planning Authority, to create a shared vision for better transportation in the West Hudson region, which includes the Borough of East Newark, Town of Harrison, and Town of Kearny. We are working together to give residents and workers easy and multiple ways to get where they need to go.
West Hudson is changing due to new development. As more people move in and new businesses open, these communities need to plan for better transportation now and in the future. In this study, we'll look at the current transportation conditions, determine what's missing, and suggest improvements.
Whether people walk, bike, take the bus, or ride the PATH train, they need safe and easy ways to get to work, school, parks, and other important places within and outside of West Hudson.
We have several goals for the West Hudson Circulation Study:
Connecting Communities
West Hudson is surrounded on three sides by the Hackensack and Passaic Rivers, making it important to connect this area with the rest of northern New Jersey. One goal of the study is to ensure there are enough good transportation connections between West Hudson and nearby areas, including better crossings over the Hackensack and Passaic Rivers. We want to make sure we understand the demand for connections and make them work well for everyone.
Improve Safety
Within West Hudson, the study will suggest ways to make it safer and easier for people of all ages and abilities to get around. We'll look at ways to improve county and local roads and pathways so that everyone, whether they drive, bike, or walk, can get to important places. The study will also suggest improvements to encourage walking, biking, and other active transportation options. This study is also incorporating the Hudson County Vision Zero Plan https://www.hcnj.us/visionzero/ findings.
Expand Transit Options
Public transportation, especially buses, is important to many residents, so we are working with NJ TRANSIT to make sure the bus routes in Hudson County meet the needs of people in West Hudson. We also want to ensure it's safe and easy to reach bus stops, train stations, and key destinations like work centers, parks, and community spaces.
Address Flooding Issues
Climate change is causing more frequent and intense storms, which can lead to flooding. This has been a problem in northern New Jersey, especially during the summer of 2024. Flooding can make it hard to travel and even trap people in their cars. The study will look for ways to protect roads, transit systems, and nearby areas from flooding, including using green infrastructure to manage stormwater.
Increase Accessibility
Finally, we want to make sure that everyone in West Hudson, regardless of age or ability, has access to various modes of quality transportation. For example, study will suggest ways to create safe routes to school for students, suggests ways that buses and other shuttle services can best meet the needs of residents, especially seniors and people with disabilities, and make recommendations to make walking biking safer and more convenient. Our goal is to promote transportation equity by making sure everyone has safe, affordable, and accessible options.
For more information, visit the website:
https://www.hcnj.us/westhudson-circulation-study/
WEST HUDSON CIRCULATION STUDY
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Conectando el oeste de Hudson
La División de Planificación del Condado de Hudson está liderando el Estudio de Conectividad y Circulación de West Hudson, financiado por la Autoridad de Planificación del Transporte del Norte de Jersey, para crear una visión compartida para un mejor transporte en la región de West Hudson, que incluye el distrito de East Newark, la ciudad de Harrison y la ciudad de Kearny. Estamos trabajando juntos para brindarles a los residentes y trabajadores formas fáciles y múltiples de llegar a donde necesitan ir.
West Hudson está cambiando debido a nuevos desarrollos. A medida que más personas se mudan y abren nuevos negocios, estas comunidades necesitan planificar un mejor transporte ahora y en el futuro. En este estudio, analizaremos las condiciones actuales del transporte, determinaremos qué falta y sugeriremos mejoras.
Ya sea que las personas caminen, anden en bicicleta, tomen el autobús o viajen en el tren PATH, necesitan formas seguras y fáciles de llegar al trabajo, la escuela, los parques y otros lugares importantes dentro y fuera de West Hudson.
Tenemos varios objetivos para el Estudio de Circulación del Oeste del Hudson:
Conectar Comunidades
West Hudson está rodeada por tres lados por los ríos Hackensack y Passaic, por lo que es importante conectar esta zona con el resto del norte de Nueva Jersey. Uno de los objetivos del estudio es garantizar que haya suficientes conexiones de transporte de calidad entre West Hudson y las zonas cercanas, incluidos mejores cruces de los ríos Hackensack y Passaic. Queremos asegurarnos de comprender la demanda de conexiones y hacer que funcionen bien para todos.
Mejorar la Seguridad
En West Hudson, el estudio sugerirá formas de hacer que sea más seguro y más fácil para las personas de todas las edades y capacidades desplazarse. Analizaremos formas de mejorar las carreteras y los caminos del condado y locales para que todos, ya sea que conduzcan, anden en bicicleta o caminen, puedan llegar a lugares importantes. El estudio también sugerirá mejoras para fomentar el caminar, andar en bicicleta y otras opciones de transporte activo. Este estudio también incorpora los hallazgos del Plan Vision Zero del condado de Hudson Plan https://www.hcnj.us/visionzero/.
Ampliar las Opciones de Transporte
El transporte público, especialmente los autobuses, es importante para muchos residentes, por lo que estamos trabajando con NJ TRANSIT para asegurarnos de que las rutas de autobús en el condado de Hudson satisfagan las necesidades de las personas en West Hudson. También queremos asegurarnos de que sea seguro y fácil llegar a las paradas de autobús, estaciones de tren y destinos clave como centros de trabajo, parques y espacios comunitarios.
Abordar los Problemas de Inundaciones
El cambio climático está provocando tormentas más frecuentes e intensas, que pueden provocar inundaciones. Este ha sido un problema en el norte de Nueva Jersey, especialmente durante el verano de 2024. Las inundaciones pueden dificultar los desplazamientos e incluso atrapar a las personas en sus coches. El estudio buscará formas de proteger las carreteras, los sistemas de transporte y las zonas cercanas de las inundaciones, incluido el uso de infraestructuras ecológicas para gestionar las aguas pluviales.
Aumentar la Accesibilidad
Por último, queremos asegurarnos de que todos en West Hudson, independientemente de su edad o capacidad, tengan acceso a varios modos de transporte de calidad. Por ejemplo, el estudio sugerirá formas de crear rutas seguras para los estudiantes a la escuela, sugerirá formas en que los autobuses y otros servicios de transporte puedan satisfacer mejor las necesidades de los residentes, especialmente las personas mayores y las personas con discapacidades, y hará recomendaciones para que caminar y andar en bicicleta sea más seguro y conveniente. Nuestro objetivo es promover la equidad en el transporte asegurándonos de que todos tengan opciones seguras, asequibles y accesibles.
Para obtener más información, visite el sitio web:
https://www.hcnj.us/westhudson-circulation-study/
WEST HUDSON CIRCULATION STUDY
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Conectando West Hudson
A Divisão de Planejamento do Condado de Hudson está liderando o Estudo de Circulação e Conectividade de West Hudson, financiado pela Autoridade de Planejamento de Transporte de North Jersey, para criar uma visão compartilhada para melhor transporte na região de West Hudson, que inclui o Borough of East Newark, Town of Harrison e Town of Kearny. Estamos trabalhando juntos para dar aos moradores e trabalhadores maneiras fáceis e múltiplas de chegar onde precisam ir.
West Hudson está mudando devido a novos desenvolvimentos. À medida que mais pessoas se mudam e novos negócios abrem, essas comunidades precisam planejar um melhor transporte agora e no futuro. Neste estudo, analisaremos as condições atuais de transporte, determinaremos o que está faltando e sugeriremos melhorias.
Quer as pessoas andem a pé, de bicicleta, peguem o ônibus ou o trem PATH, elas precisam de maneiras seguras e fáceis de chegar ao trabalho, escola, parques e outros lugares importantes dentro e fora de West Hudson.
Temos vários objetivos para o Estudo de Circulação de West Hudson:
Conectar Comunidades
West Hudson é cercada em três lados pelos rios Hackensack e Passaic, o que torna importante conectar esta área com o resto do norte de Nova Jersey. Um objetivo do estudo é garantir que haja conexões de transporte boas o suficiente entre West Hudson e áreas próximas, incluindo melhores travessias sobre os rios Hackensack e Passaic. Queremos ter certeza de que entendemos a demanda por conexões e fazê-las funcionar bem para todos.
Melhorar a Segurança
Em West Hudson, o estudo sugerirá maneiras de tornar mais seguro e fácil para pessoas de todas as idades e habilidades se locomoverem. Analisaremos maneiras de melhorar as estradas e caminhos do condado e locais para que todos, sejam eles de carro, bicicleta ou a pé, possam chegar a lugares importantes. O estudo também sugerirá melhorias para incentivar caminhadas, ciclismo e outras opções de transporte ativo. Este estudo também está incorporando as descobertas do Hudson County Vision Zero Plan https://www.hcnj.us/visionzero/.
Expandir as Opções de Trânsito
O transporte público, especialmente ônibus, é importante para muitos moradores, então estamos trabalhando com a NJ TRANSIT para garantir que as rotas de ônibus no Condado de Hudson atendam às necessidades das pessoas em West Hudson. Também queremos garantir que seja seguro e fácil chegar a pontos de ônibus, estações de trem e destinos importantes, como centros de trabalho, parques e espaços comunitários.
Abordar Problemas de Inundação
As mudanças climáticas estão causando tempestades mais frequentes e intensas, o que pode levar a inundações. Isso tem sido um problema no norte de Nova Jersey, especialmente durante o verão de 2024. As inundações podem dificultar as viagens e até mesmo prender as pessoas em seus carros. O estudo buscará maneiras de proteger estradas, sistemas de trânsito e áreas próximas de inundações, incluindo o uso de infraestrutura verde para gerenciar águas pluviais.
Aumentar a Acessibilidade
Por fim, queremos garantir que todos em West Hudson, independentemente da idade ou capacidade, tenham acesso a vários modos de transporte de qualidade. Por exemplo, o estudo sugerirá maneiras de criar rotas seguras para a escola para os alunos, sugerirá maneiras pelas quais os ônibus e outros serviços de transporte podem atender melhor às necessidades dos moradores, especialmente idosos e pessoas com deficiência, e fará recomendações para tornar o ciclismo a pé mais seguro e conveniente. Nosso objetivo é promover a equidade no transporte, garantindo que todos tenham opções seguras, acessíveis e de preço acessível.
Para mais informações, visite o site:
https://www.hcnj.us/westhudson-circulation-study/
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NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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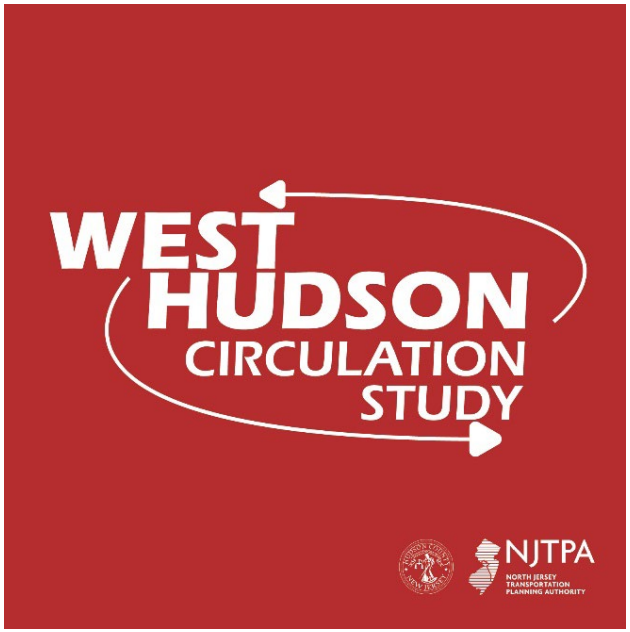
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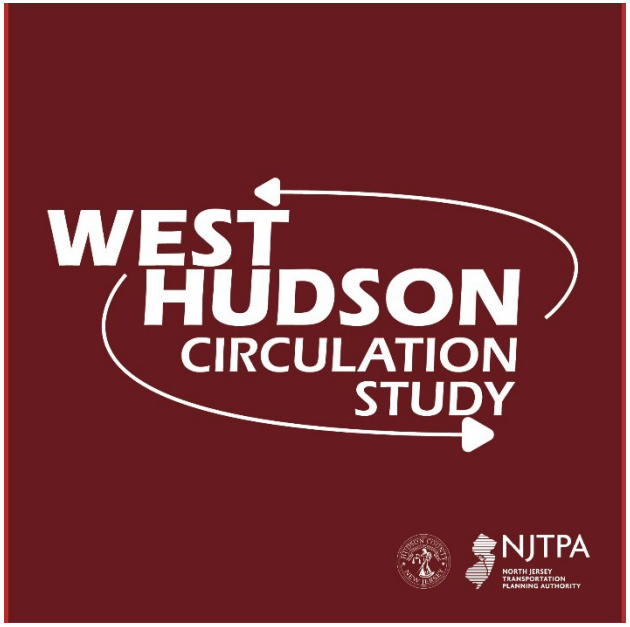
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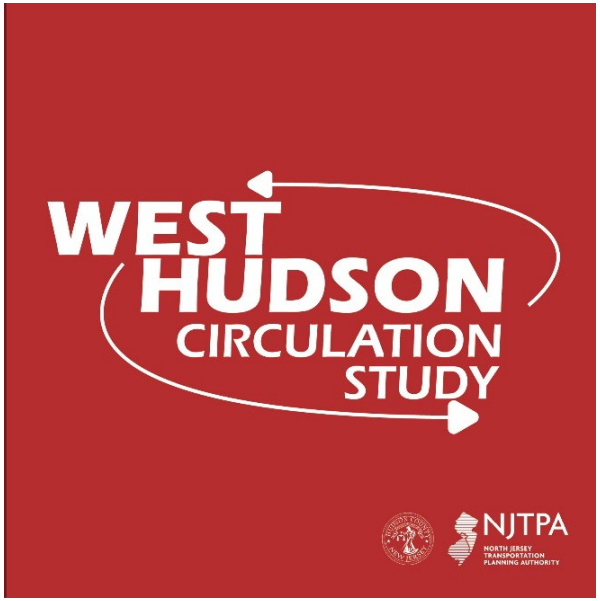
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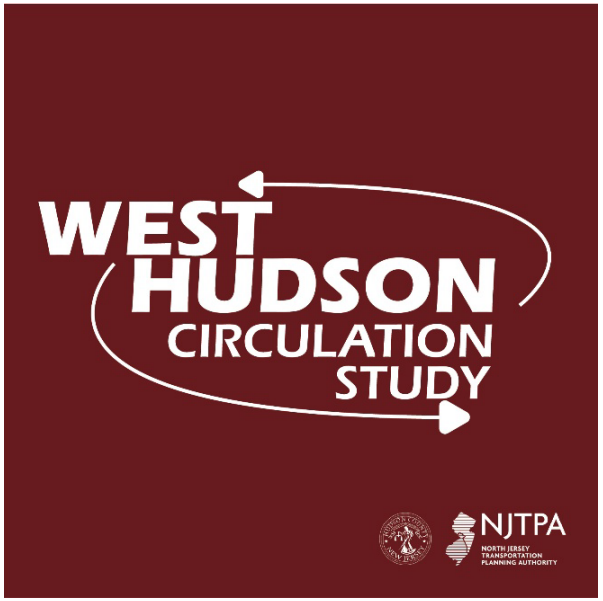
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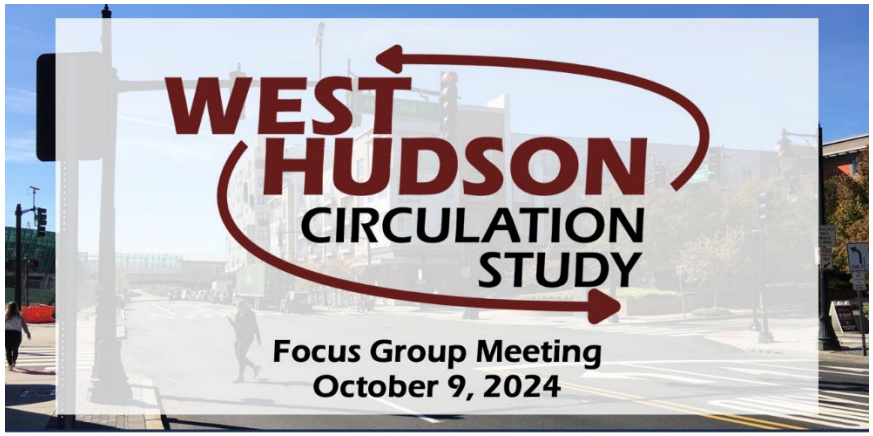

Project Team

Kevin Force, AICP, PP
Supervising Planner

William Long
Principal Planner, Subregional Studies

Project Management
Anthony Durante, AICP, RSP1

Community Engagement
Courtenay Mercer, AICP, PP

Modeling, Scenario Planning
Andrew Levecchia, AICP, PP

Introductions

Today's Agenda

- Introductions (5 mins)
- Introduction to the Study and Initial Findings (10 mins)
- Moderated Discussion (40 mins)
- Next Steps (5 mins)

Focus Group Purpose

- Discuss safety, mobility, and the movement of people and goods within the West Hudson Study Area
- Discuss issues and opportunities to improve circulation and mobility

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Michael Baker INTERNATIONAL MPA WSP

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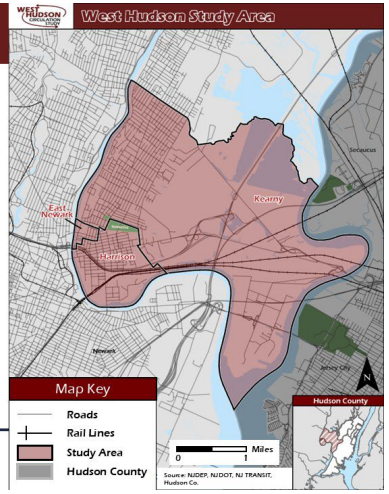
Project Purpose

- Evaluate existing transportation conditions and challenges in West Hudson County:
  - Borough of East Newark
  - Town of Harrison
  - Town of Kearny
- Develop recommendations to improve accessibility for all road users– pedestrians, bicyclists, transit riders, motorists, and trucks



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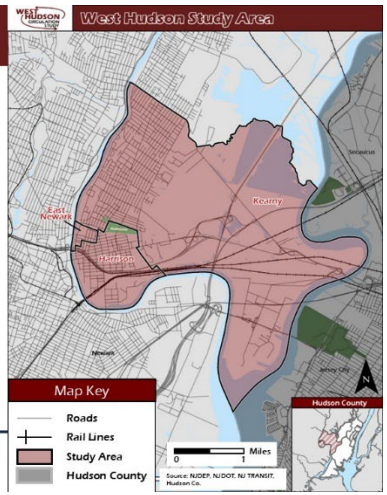
Study Area

Municipality	Population*
East Newark	2,594
Harrison	19,450
Kearny	41,999
Total	64,043

* Source: U.S. Census 2020 Decennial Census



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Major Roadways

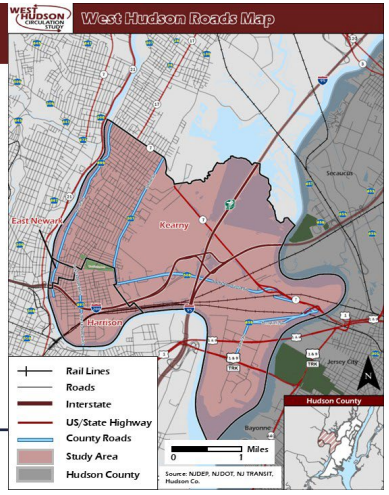
Roads:
- I-280
- NJ Turnpike
- US 1&9
- NJ 7

Rail
- PATH Station – Harrison

Bus
- NJ TRANSIT Lines: 1, 30, 40, 76, 109
- EZ Ride: Kearny Avenue Shuttle, One Harrison/Water's Edge Shuttle
- Transcend (Hudson County)
- Access Link (NJ TRANSIT)

Trails
- Future Essex Hudson Greenway
- Future Harrison Waterfront Boulevard

Bridges
- Pulaski Skyway
- Clay Street Bridge
- William A. Stickel Memorial Bridge
- Bridge Street Bridge
- Jackson Street Bridge
- Lincoln Highway Passaic River Bridge
- Lincoln Highway Hackensack River Bridge
- Witt Penn Bridge
- Belleville Turnpike Bridge



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Public Transit

Roads:
- I-280
- NJ Turnpike
- US 1
- NJ 7

Rail
- PATH Station – Harrison

Bus
- NJ TRANSIT Lines:
  1, 30, 40, 76, 109
- EZ Ride: Kearny Avenue Shuttle, One Harrison/Water's Edge Shuttle
- Transcend (Hudson County)
- Access Link (NJ TRANSIT)

Trails
- Future Essex Hudson Greenway
- Future Harrison Waterfront Boulevard

Bridges
- Pulaski Skyway
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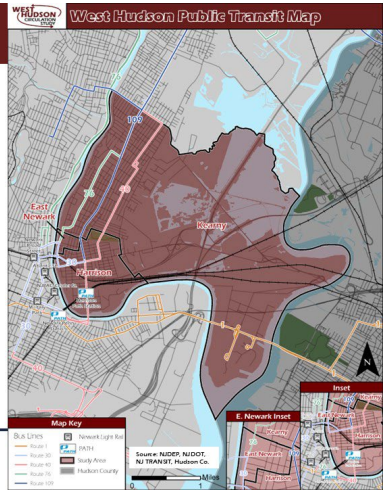

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Trails

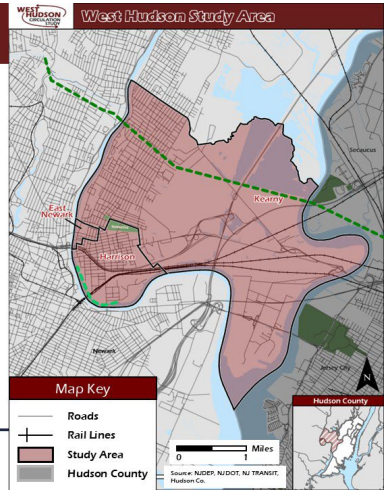
Roads:
- I-280
- NJ Turnpike
- US 1
- NJ 7

Rail
- PATH Station – Harrison

Bus
- NJ TRANSIT Lines:
  1, 30, 40, 76, 109
- EZ Ride: Kearny Avenue Shuttle, One Harrison/Water's Edge Shuttle
- Transcend (Hudson County)
- Access Link (NJ TRANSIT)

Trails
- Future (Essex Hudson) Greenway
- Future Harrison Waterfront Boulevard

Bridges
- Pulaski Skyway
- Clay Street Bridge
- William A. Stickel Memorial Bridge
- Bridge Street Bridge
- Jackson Street Bridge
- Lincoln Highway Passaic River Bridge
- Lincoln Highway Hackensack River Bridge
- Witt Penn Bridge
- Belleville Turnpike Bridge



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Bridges

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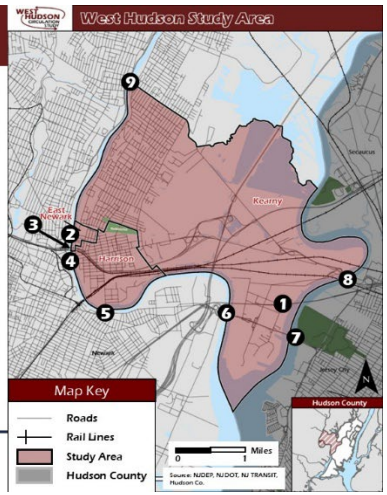

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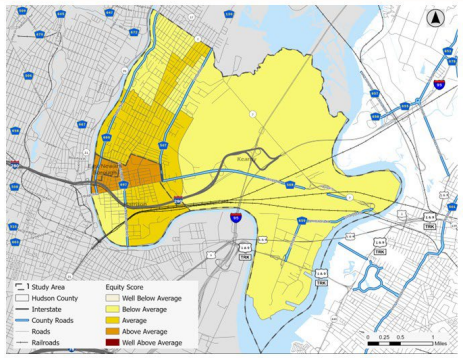
Equity Analysis

Variable	Harrison	East Newark	Kearny
Minority	76%	83%	67%
Low-Income	34%	48%	26%
Limited-English	30%	43%	31%
Disabled	7%	8%	7%
No Vehicle	34%	31%	13%
Foreign Born	56%	63%	46%
No HS Diploma	13%	22%	17%

- Spanish, Portuguese, and Chinese are the most spoken languages other than English
- Significant amounts of people do not have access to a vehicle and are transit or ride-sharing dependent



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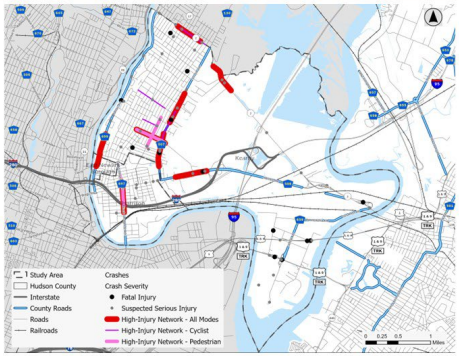
Crash Data Overview

High Injury Network

Kearny
- Bergen Ave
- Davis Ave
- Garfield Ave
- Harrison Ave
- Frank E. Rodgers Blvd (Harrison)
- Passaic Ave (also East Newark)
- Quincy Ave
- Schuyler Ave
- Route 7

- 66% of all crashes were motor vehicle crashes related to Rear Ends, Sideswipes, or Parked Vehicles
- 72 crashes resulted in a Fatality or Serious Injury (FSI)
  - Cyclist = 6 FSI (8% chance of FSI)
  - Pedestrian = 21 FSI (8% chance of FSI)
  - <1% of motor vehicle crashes result in FSI

Crashes on the New Jersey Turnpike and I-280 were excluded from analysis



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QUESTIONS?

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Outreach and Engagement Activities

Communications
- Project Website
  www.hcnj.us/westhudson-circulation-study/
- E-mail Blasts
- Social Media
- Strategic Partnerships
- Multi-lingual

- TAC Meetings (3)
- Municipal Partnership Meetings (5)
- Focus Group Meeting (1)
- Online Survey and Map (1)
- Pop-up Events (2)
- Public Meeting (1)

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Discussion Topic: Challenges

What are the top circulation and mobility issues within and around West Hudson?

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Discussion Topic: Destinations

What would you say are the key destinations for West Hudson residents, workers, and visitors?

Discussion Topic: Access

Who/what is underserved by the existing transportation network in West Hudson?

- Groups of people
- Neighborhoods
- Employment centers

What modes of travel would you suggest/ prefer to improve access?

Discussion Topic: Vision

An effective circulation and connectivity study for West Hudson County will…

Stay in Touch!

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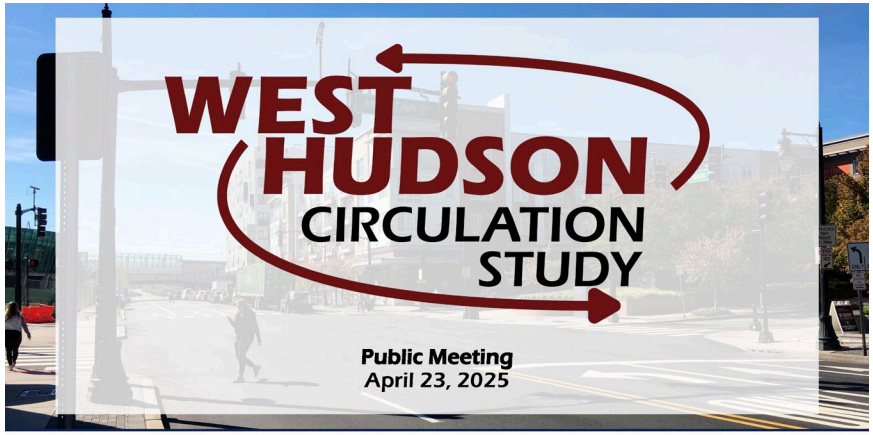

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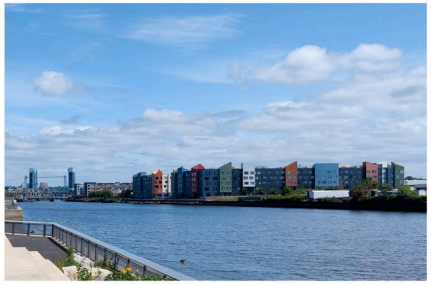
Agenda

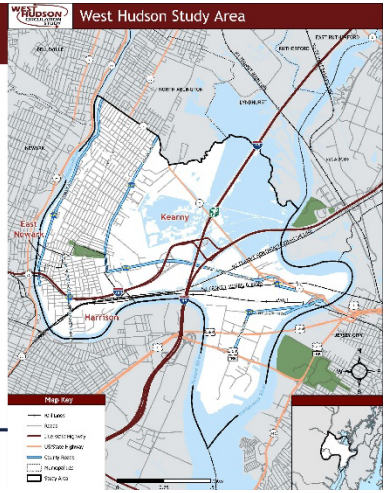
- Project Purpose & Goals
- Work Plan and Schedule
- Key Data Findings
- Outreach Update
- Draft Recommendations
- Next Steps



Mentimeter Poll
https://www.menti.com/al4wsnjux22r

Project Purpose

- Evaluate existing transportation conditions and challenges in West Hudson County:
  - Borough of East Newark
  - Town of Harrison
  - Town of Kearny
- Develop recommendations to improve accessibility for all road users– pedestrians, bicyclists, transit riders, motorists, and trucks



Study Goals

- **Connecting Communities**
- **Improve Safety**
- **Expand Transit Options**
- **Address Flooding Issues**
- **Increase Accessibility**

Mentimeter

Which of these are important to your choice of where to live? *(Choose your top 2)*

0 Predictable travel times to/from destinations	2 Close to public transit (Bus/Train/ Light Rail/PATH)	0 Cost of automobile ownership/ parking	0 Availability of parking at or near my home
0 Close to shopping and services	1 Close to employment or school	1 Close to open space or walking/ biking trails	

NEEDS ASSESSMENT: EXISTING CONDITIONS DATA

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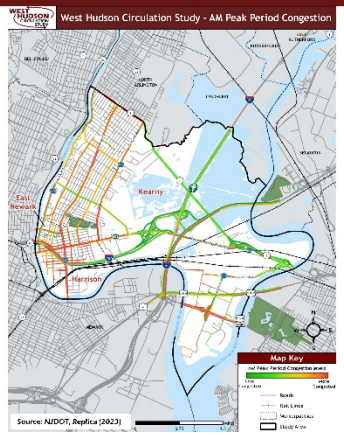
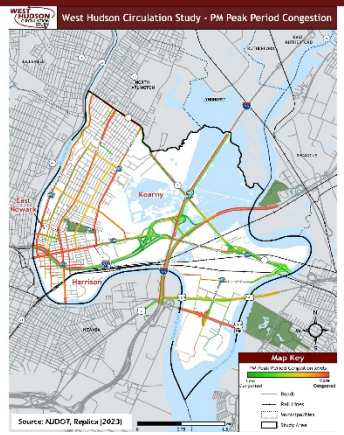
6

AM and PM Peak Period Congestion





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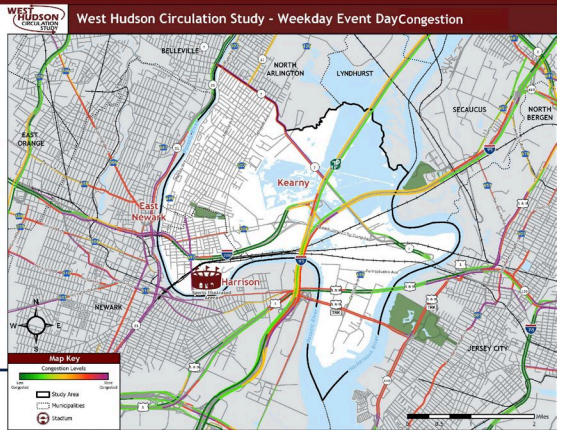
Event Congestion: Weekdays

- Weekdays: congestion near Sports Illustrated Stadium 1 hour before events



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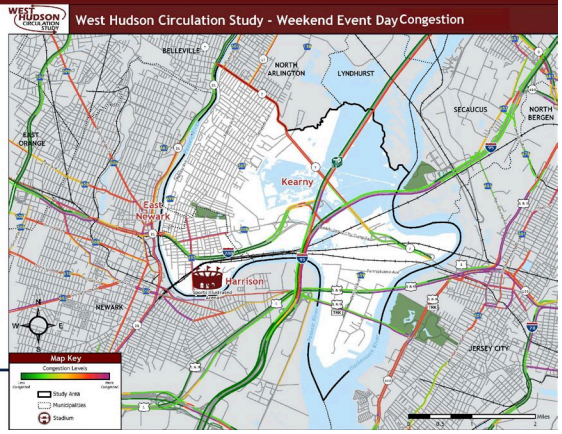
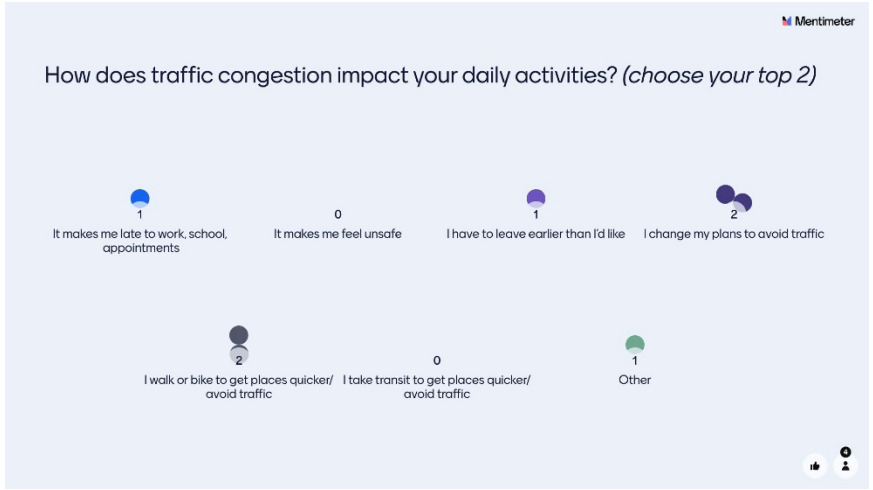
Event Congestion: Weekends

- Weekends: congestion near Sports Illustrated Stadium 2-2.5 hours before events





Travel Patterns

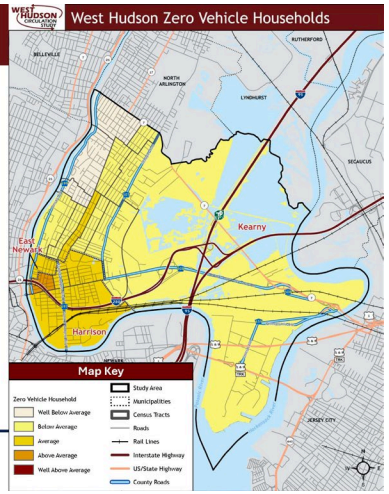
Area	Entry Link	Internal Trips	External Trips
North	Passaic Ave (CR 699)	65%	35%
	Kearny Ave (CR 697)		
	Schuyler Ave (CR 507)		
South	Frank E. Rodgers Blvd (CR 697)	63%	37%
West	Central Ave	64%	36%
	Harrison Ave (CR 508)		
East	Route 7	28%	72%
I-280	I-280 EB	25%	75%

- County and municipal routes mainly serve local traffic.
- Route 7 and I-280 mainly service regional (pass-through) traffic.

Car Ownership

Zero Vehicle Households*	
East Newark	29%
Harrison	34%
Kearny	14%
New Jersey	6%

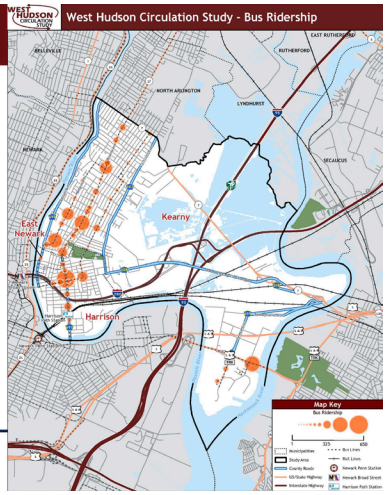
*American Community Survey 2018-2022



Bus Transit

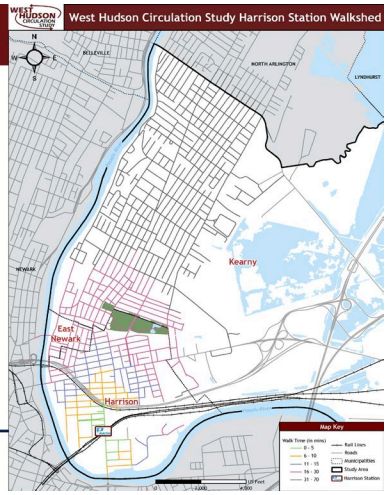
Top NJ TRANSIT Stops by Ridership

Municipality	Roadway	Cross Street	Weekly Riders
Harrison	Frank E. Rodgers Boulevard (CR 697)	Cleveland Avenue	621
Kearny	U.S. 1&9 Truck	Hackensack Avenue	523
Kearny	Kearny Avenue (CR 697)	Bergen Avenue	517
Kearny	Belgrove Drive	Woodland Avenue	493
Kearny	Kearny Avenue (CR 697)	Midland Avenue	422
Kearny	Belgrove Drive	Bergen Avenue	407
Harrison	Davis Avenue	Harrison Avenue (CR 508)	347
Kearny	Kearny Avenue (CR 697)	Johnston Avenue	312
Harrison	Frank E. Rodgers Boulevard (CR 697)	Angelo Cifelli Drive	249
Kearny	Davis Avenue	Bergen Avenue	235



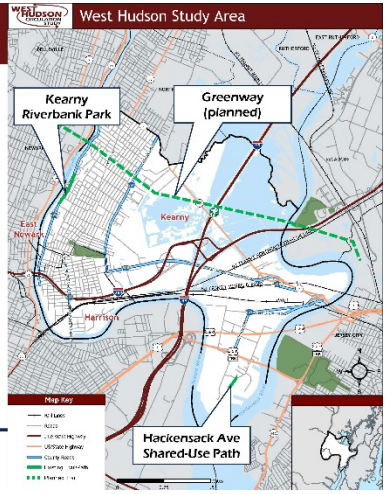
Pedestrian Access

- Study area is walkable, but some destinations are a far walk from many neighborhoods.
- Map shows walk times to the PATH station (as an example of a key destination).



Bike/Scooter Access

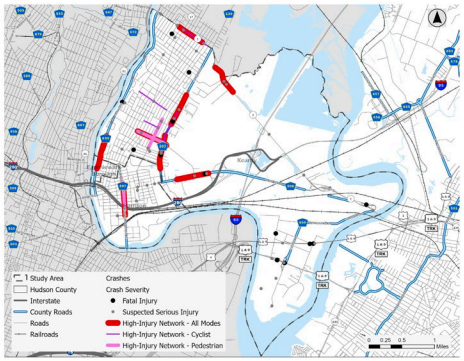
- Trails exist for biking/scooting but a cohesive network is not present.
- Streets available to those comfortable using them.
- Many riders use sidewalks, but conflicts with pedestrians present.



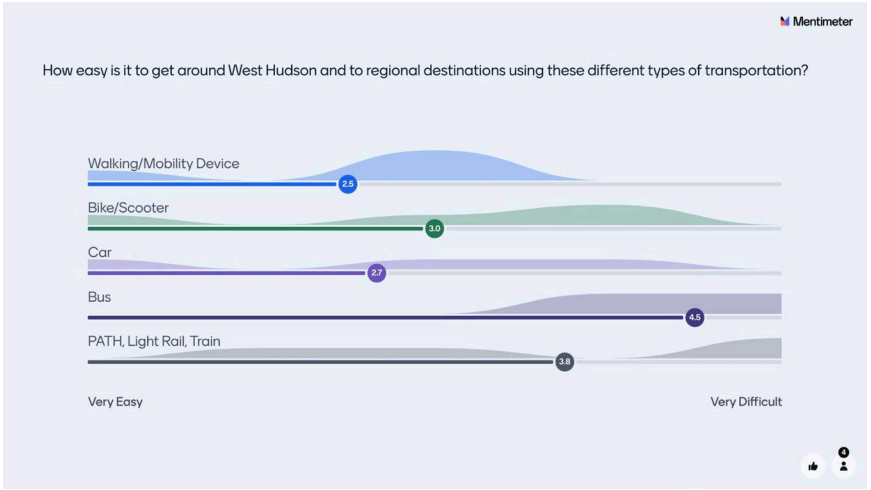
Safety Overview

High Injury Network

- Bergen Ave
- Davis Ave
- Garfield Ave
- Harrison Ave
- Passaic Ave
- Quincy Ave
- Schuyler Ave
- Route 7
- Frank E. Rodgers Blvd

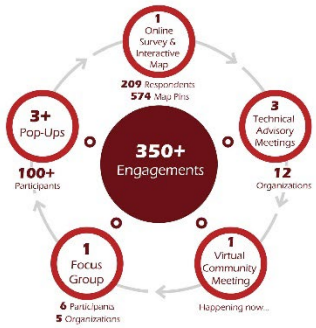


Crashes on NJ Turnpike and I-280 were excluded from analysis



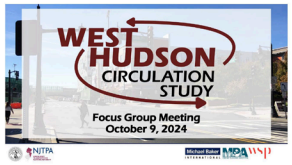
NEEDS ASSESSMENT: OUTREACH

Public Engagement Activities



Focus Group Meeting

5 organizations, including advocacy, public health, law enforcement officers, and community members, among others.



KEY TAKEAWAYS

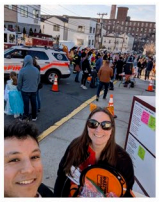
- **Improve pedestrian and bicycle safety**
- **Expand protected bike lanes**
- **Address transit gaps and enhance connectivity within the region**
- **Ensure equitable and affordable transit access**
- **Reduce traffic congestion**
- **Strengthen first/last-mile connectivity to transit**

Pop-Up Outreach Events

✓**Approximately 100 participants**

✓**Diverse in age, race, and ethnicity, including many young families, and a broad age range from children to seniors**

PAWrade, Kearny
Saturday, October 26, 2024
10:00 AM – 2:00 PM



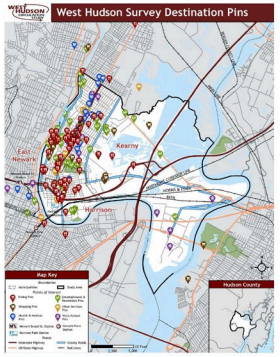
Trunk or Treat, East Newark
Sunday, October 27, 2024
3:00 PM – 6:00 PM

Resource Fair
October 19, 2024
11:00 AM – 2:00 PM

Hudson TMA @ various locations
November – December 2024

Survey and Interactive Map

- 200 participants & 550+ map pins
- Multilingual survey and promotion (English, Spanish)

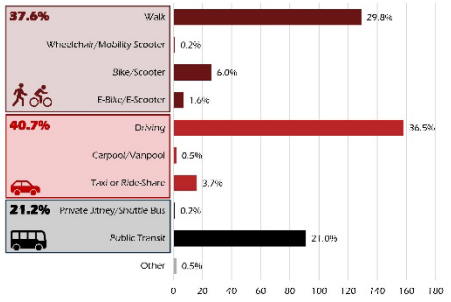


RESPONDENT DEMOGRAPHICS

87% WHITE	
34% LATINO	53% MALE
70% MILLENNIALS & GEN X	
71% ACCESS TO CAR	68% Workforce & High Income

Current Travel Mode

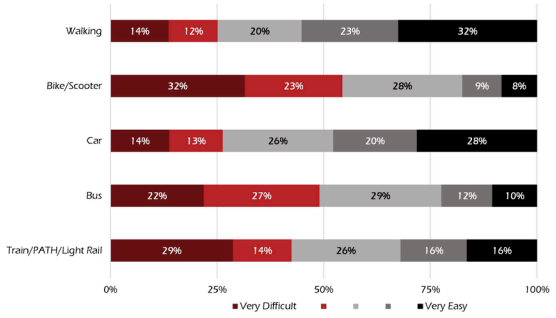
CURRENT TRAVEL MODE
(Combined Survey and Pop-up Responses)



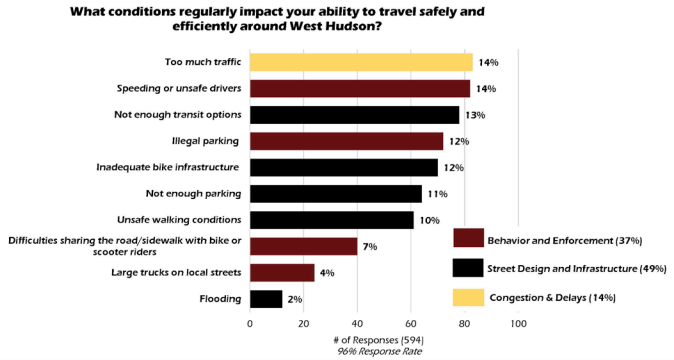
MOST DESIRED *FUTURE* TRAVEL MODE
(Combined Survey and Pop-up Responses)

Ease of Travel

EASE BY TRAVEL MODE
(Combined Survey and Pop-up Responses)



Travel Concerns (Survey Only)



NJTPA

Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

WEST HUDSON CIRCULATION STUDY

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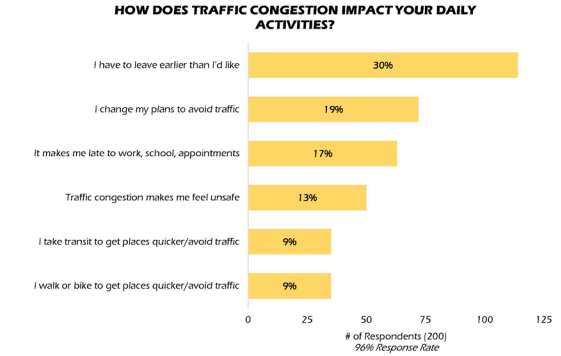
Traffic Impact (Survey Only)



NJTPA

Note that to simplify the chart outputs, responses below 1 percent were excluded from the charts but still included in the calculation totals.

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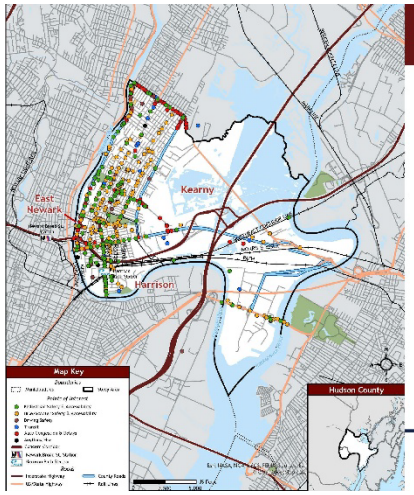
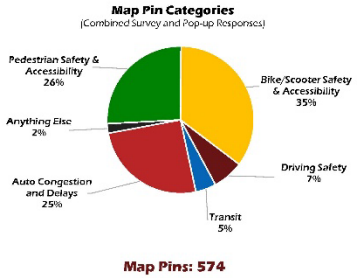
26



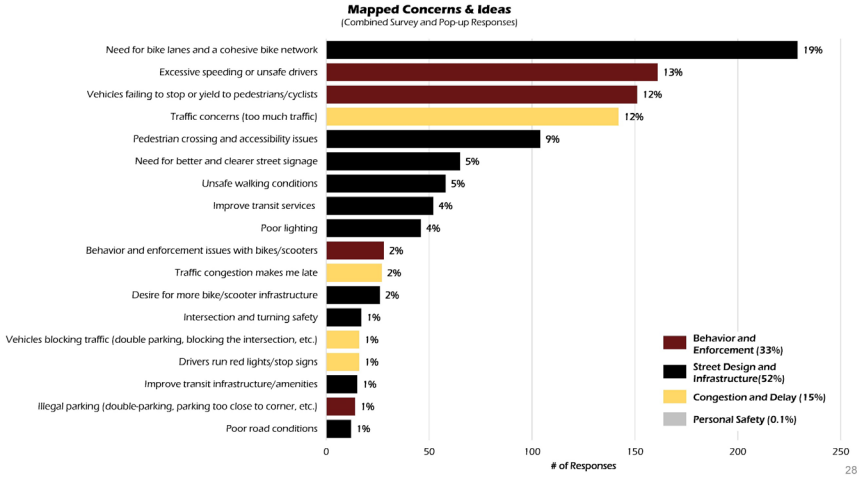
Map Results



Map Pins: 574

WEST HUDSON CIRCULATION STUDY

27



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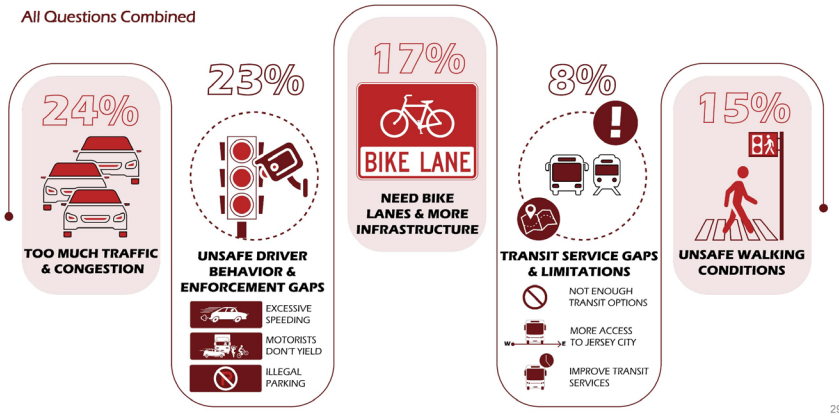
Public Engagement Key Takeaways

All Questions Combined



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RECOMMENDATIONS

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QUESTIONS?

NJTPA WEST HUDSON CIRCULATION STUDY 30

Improving Mobility


Walking


Biking/Micromobility


Transit

NJTPA WEST HUDSON CIRCULATION STUDY 32

Recommendations

Study Goals:

- Connecting Communities
- Improve Safety
- Expand Transit Options
- Address Flooding Issues
- Increase Accessibility

Legend

Timeframe	◴	0-2 years
	◴◴	2-5 years
	◴◴◴	Over 5 years
Costs	$	<$100,000
	$$	$100,000 – $1 Million
	$$$	>$1 Million
Responsible Parties	Lead Organization(s)	

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WEST HUDSON CIRCULATION STUDY 33

Recommendations

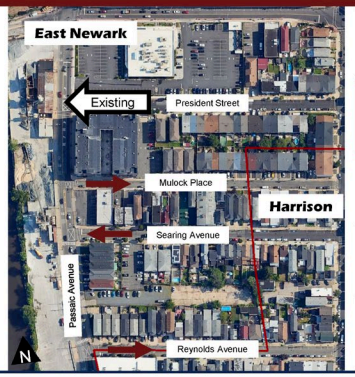
Work with Harrison to implement one-way street conversions to reduce left turns onto Passaic Avenue.

Potential:

- Mulock Place
- Searing Avenue
- Reynolds Avenue

Consider traffic calming measures to complement one-way conversions, including speed humps.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	East Newark, Harrison, Hudson County



- Connecting Communities
- **Improve Safety**
- Expand Transit Options
- Address Flooding Issues
- Increase Accessibility

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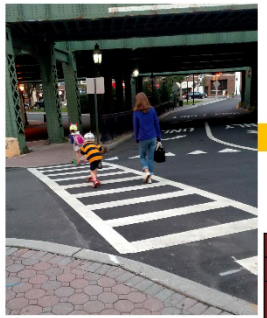
WEST HUDSON CIRCULATION STUDY 34

Recommendations

Install high-visibility crosswalks



Across Passaic Avenue at intersections and across minor approaches

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	East Newark, Hudson County

- Connecting Communities
- **Improve Safety**
- Expand Transit Options
- Address Flooding Issues
- Increase Accessibility

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WEST HUDSON CIRCULATION STUDY 35

Recommendations

Install a Rectangular Rapid Flashing Beacon (RRFB), high visibility crosswalk, curb extensions, and rumble strips near northern entrance to the East Newark Waterfront Park.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County

- Connecting Communities
- **Improve Safety**
- Expand Transit Options
- Address Flooding Issues
- Increase Accessibility

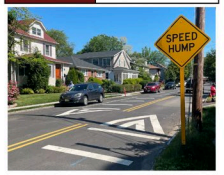
NJTPA

WEST HUDSON CIRCULATION STUDY 36

Recommendations

Grant Avenue from Hamilton Street to Belgrove Drive: Explore implementing traffic calming measures to deter I-280 cut-through traffic.

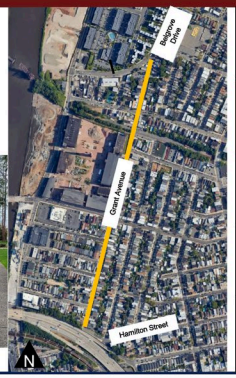
Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities



Speed Humps


Curb Extensions

Speed Feedback Signs



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

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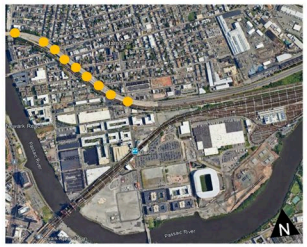
WEST HUDSON CIRCULATION STUDY
37

Recommendations

Explore recommendations that activate and beautify spaces underneath transportation infrastructure such as the I-280 and rail overpasses.

Recommendations can include guidelines for lighting, sidewalks, and civic art installations.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, NJDOT, NJ TRANSIT, Amtrak



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
38

Mentimeter

What traffic safety improvements should be prioritized? *(choose your top 2)*

1 One Way Streets

1 Reduce Left Turns

1 High Visibility Crosswalks

2 Pedestrian Crossing Signals (e.g. Rectangular Rapid Flashing Beacons)

3 Traffic Calming (e.g. speed humps, curb extensions, speed feedback signs)

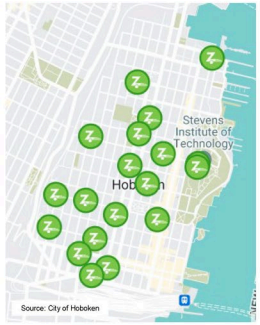
1 Improve underpass conditions (e.g. lighting, sidewalks, and civic art installations)

Recommendations

Consider implementing a car-sharing program.

Car sharing can reduce personal car ownership, trips, and parking demand.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Service Provider (TBD)



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

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WEST HUDSON CIRCULATION STUDY
40

Recommendations

Consider a bike-sharing program to support mobility.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson TMA, Service Provider, City of Newark (if joint)

Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

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WEST HUDSON CIRCULATION STUDY
41

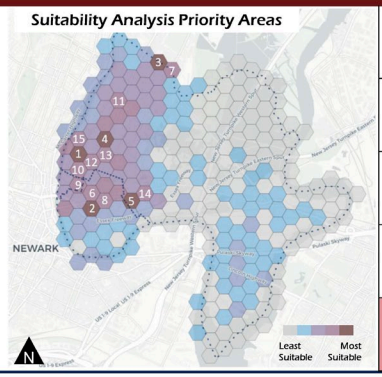
Recommendations

Explore installing public ports to meet future EV demand, leveraging grants and private partnerships for funding.

Scenario	# of EVs 2029
Low Growth	4,805
High Growth	6,579
Existing Public Ports	**Public Ports Needed***
71	500

*Demand based on Low Growth Scenario

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson County, Property Owners



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
42

Recommendations

Passaic Avenue & Belleville Turnpike

- **Coordinate with NJDOT, Bergen & Essex Counties to conduct an intersection study, exploring signal operation and lane assignments**

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, NJDOT, Coordinate with Bergen County, Essex County

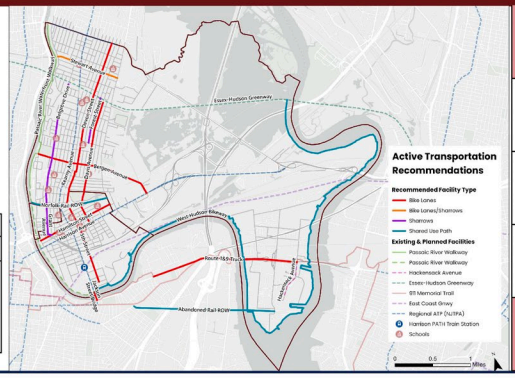
Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
43

Recommendations

Consider a study area bike network with connections to local and regional destinations such as parks.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Municipalities, NJ DOT, Hudson TMA, NJDEP, Norfolk Southern



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
44

Recommendations

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Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson TMA, Service Provider, City of Newark (if joint)

Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
41

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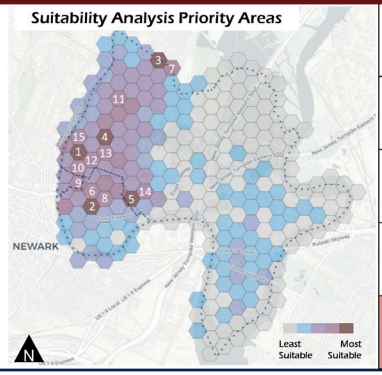
71	500

*Demand based on Low Growth Scenario

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson County, Property Owners



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
42

Recommendations

Passaic Avenue & Belleville Turnpike

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Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, NJDOT, Coordinate with Bergen County, Essex County

Connecting Communities
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NJTPA
WEST HUDSON CIRCULATION STUDY
43

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Timeframe	◴◴◴
Cost	$$$
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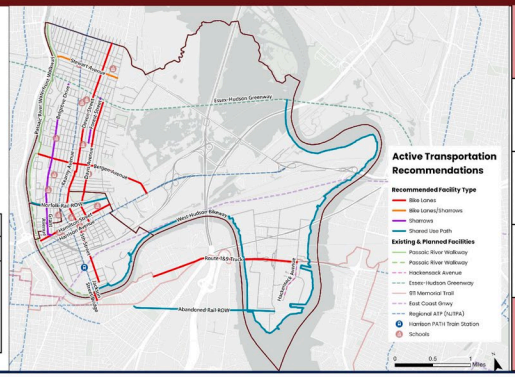


Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

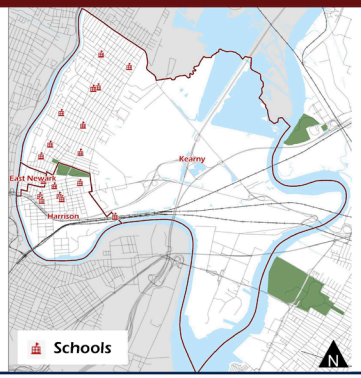
NJTPA
WEST HUDSON CIRCULATION STUDY
44

Recommendations

Consider the Safe Routes to Schools (SRTS) program or other funding opportunities to plan and fund traffic calming measures near schools, encouraging walking and bike trips and reducing vehicle use.

- Projects must be located within two miles of a school serving students K-12
- Municipalities, school districts, or counties are eligible

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson TMA



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
45

Mentimeter

What improvements should be prioritized to increase accessibility? *(choose your top 2)*

- 5 Comprehensive Bike Lane Network
- 0 Car Sharing Program
- 1 Bike Sharing Program
- 0 Public EV Charging Ports
- 4 Safe Routes to School

Recommendations

Consider planning and implementing mobility hubs.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, NJ TRANSIT, PANYNJ

Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
47

Recommendations

Consider a shuttle service route from "hub" locations in East Newark and Kearny to the Harrison PATH station.

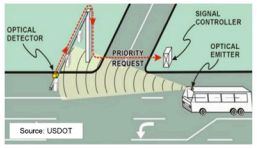
Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities, Hudson County, EZ Ride

Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

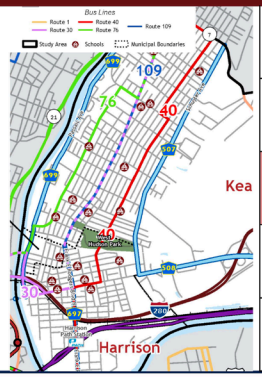
NJTPA
WEST HUDSON CIRCULATION STUDY
48

Recommendations

Consider installing Transit Signal Priority along NJ TRANSIT Route 40 and Kearny Avenue, between Johnston Avenue and Belleville Turnpike.



Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Harrison, Kearny, NJDOT, NJ TRANSIT



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
49

Recommendations

Consider developing a trip planning app for the West Hudson study area that helps to consolidate transit information into a single resource.

NJTRANSIT The Way To Go.

PATH

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Hudson County, Municipalities, Hudson TMA

Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
50

Recommendations

Consider installing enhanced bus stops with amenities at locations with the most riders. Leverage private partnerships with advertising companies for funding.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Municipalities

Bus Stops with >400/week Ridership

Municipality	Roadway	Cross Street	Weekly Riders
Harrison	Frank E. Rodgers Boulevard (CR 637)	Cleveland Avenue	621
Kearny	U.S. 1&9 Truck	Hackensack Avenue	523
Kearny	Kearny Avenue (CR 697)	Bergen Avenue	517
Kearny	Belgrove Drive	Woodland Avenue	493
Kearny	Kearny Avenue (CR 697)	Midland Avenue	422
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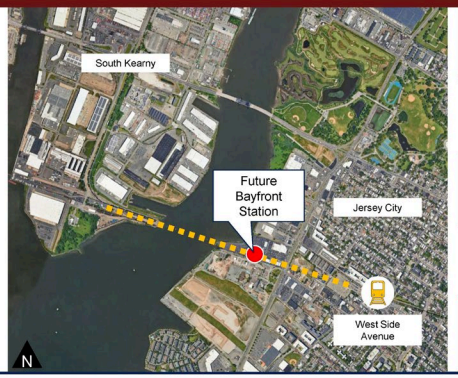
Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

NJTPA
WEST HUDSON CIRCULATION STUDY
51

Recommendations

Consider a study to investigate the demand and feasibility for a Hudson-Bergen Light Rail (HBLR) expansion across the Hackensack River with a station in South Kearny.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Kearny, Hudson County, NJ TRANSIT



Connecting Communities
Improve Safety
Expand Transit Options
Address Flooding Issues
Increase Accessibility

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WEST HUDSON CIRCULATION STUDY
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Recommendations

Investigate the feasibility of establishing a shuttle service between central/northern Kearny and Journal Square.

Timeframe	◴◴◴
Cost	$$$
Responsible Parties	Kearny, potential support from Hudson TMA, EZ Ride, NJ TRANSIT, PANYNJ

- Connecting Communities
- Improve Safety
- Expand Transit Options
- Address Flooding Issues
- Increase Accessibility

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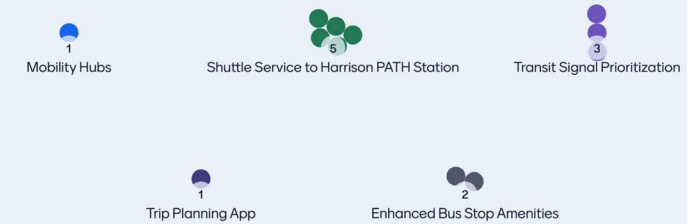
WEST HUDSON CIRCULATION STUDY 53

Mentimeter

What improvements should be prioritized to expand transit options? *(choose your top 2)*



Next Steps

Refine Recommendations

Final Reporting

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WEST HUDSON CIRCULATION STUDY 55

Mentimeter

What topics from the West Hudson Circulation Study Circulation Study are the most important to you? *(rank your choices)*

Stay in Touch!

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Hudson County Division of Planning
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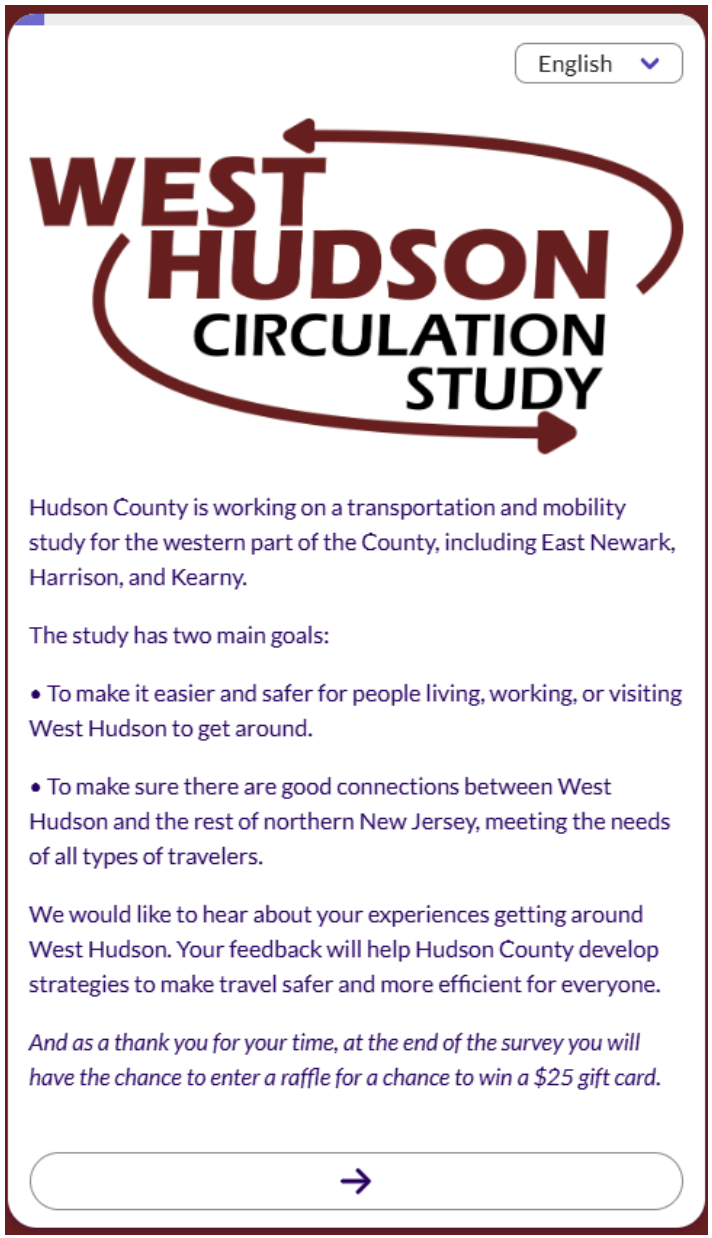
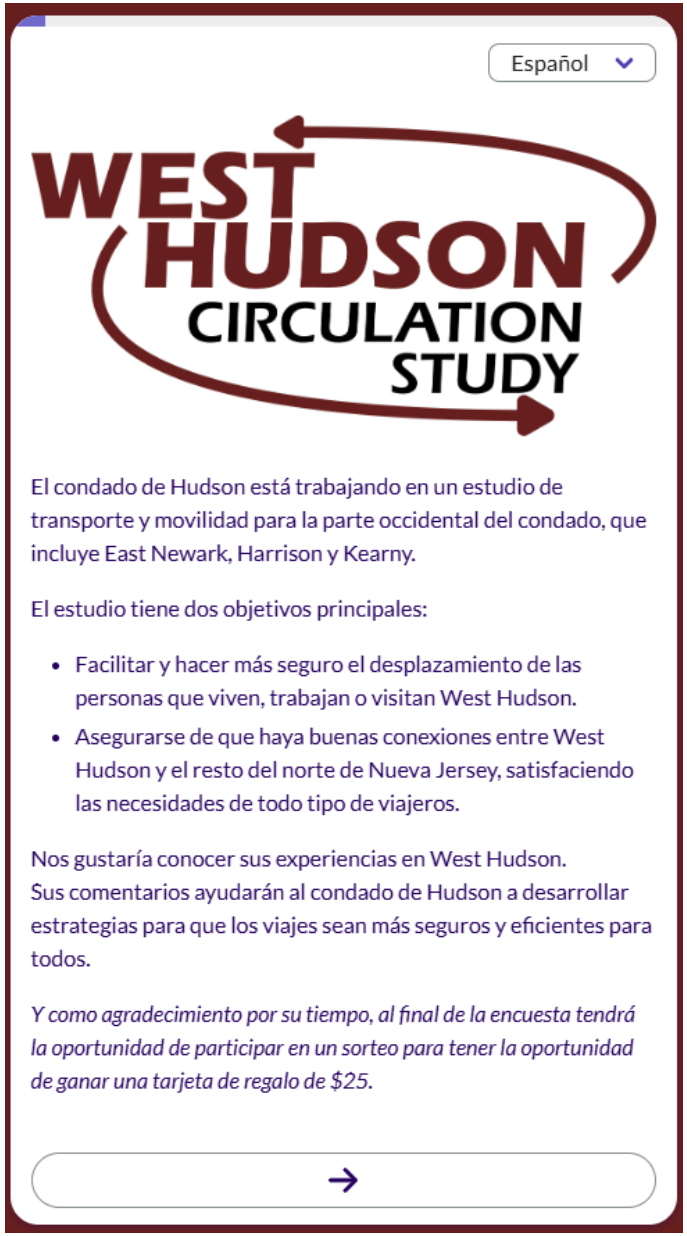
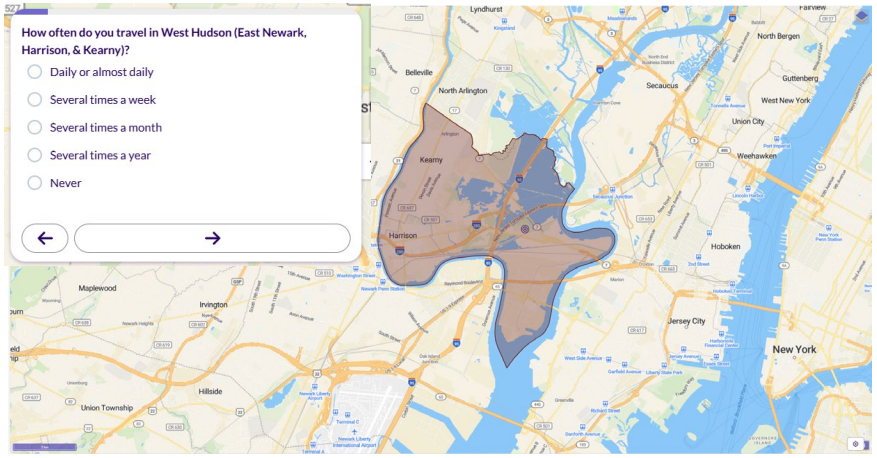
Jersey City, NJ 07306
(201)-217-5137 x.4450
kforce@hcnj.us

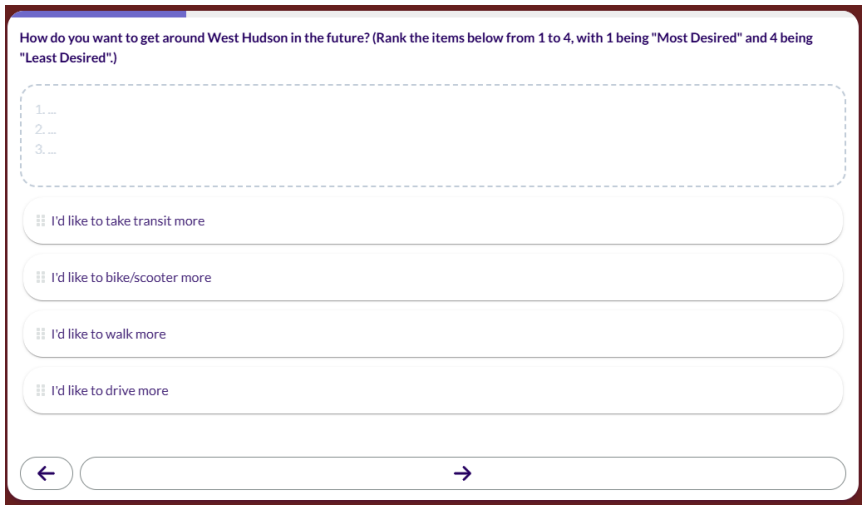
Survey & Map Screenshots

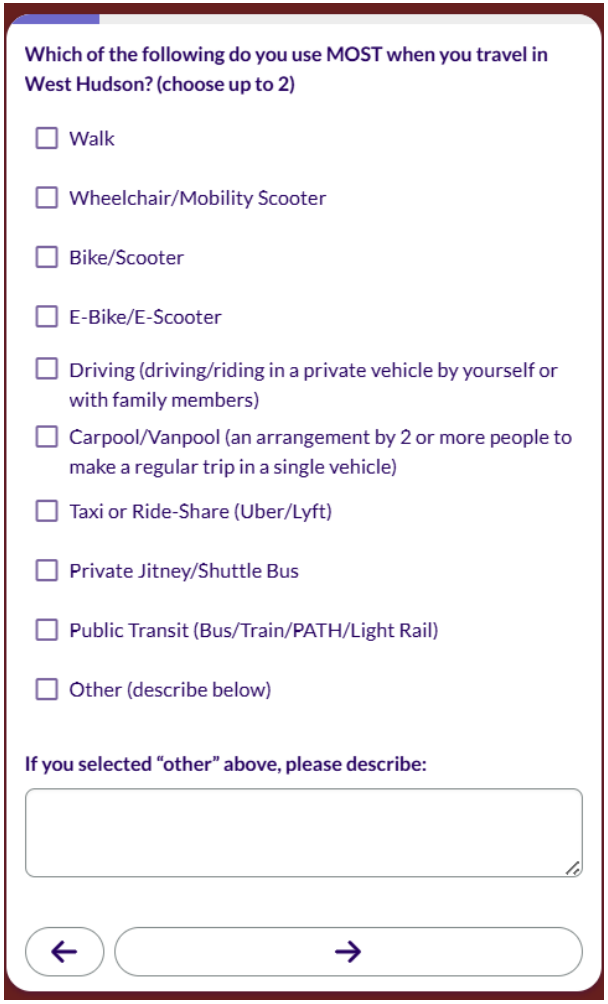




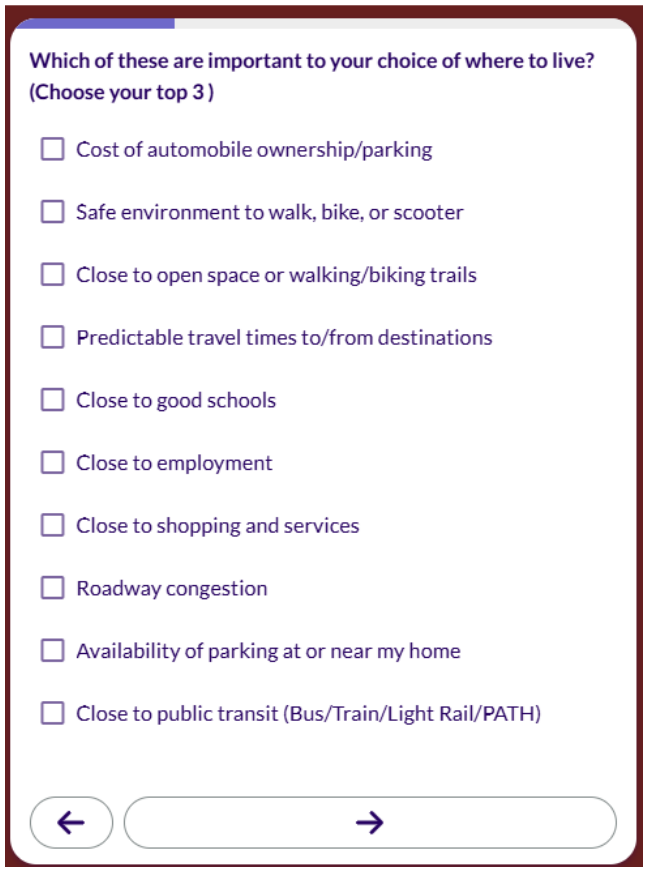
Survey and Map Screenshots

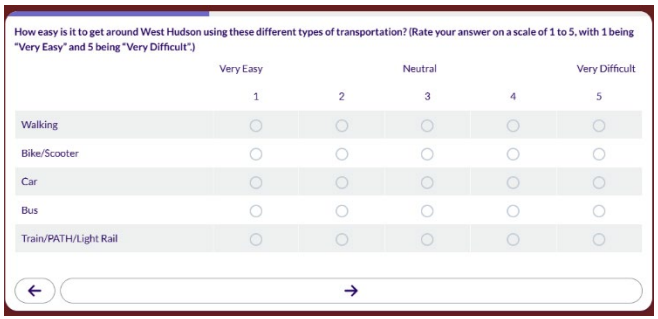


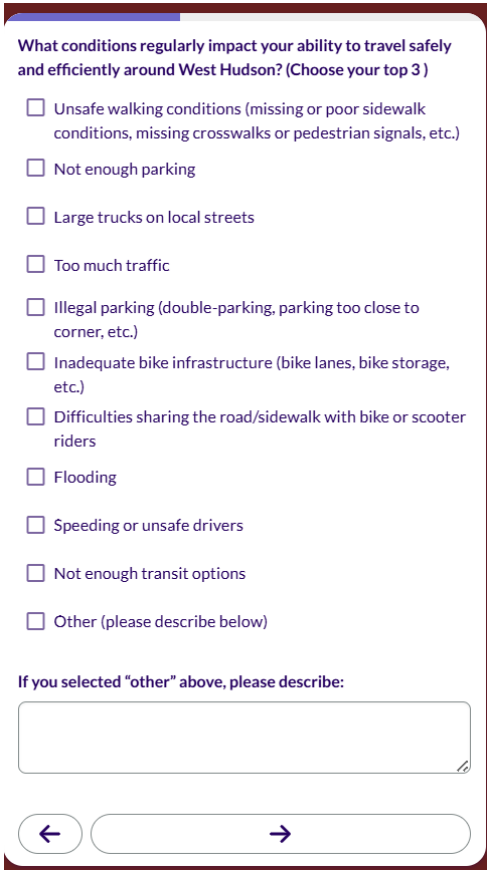




Survey and Map Screenshots







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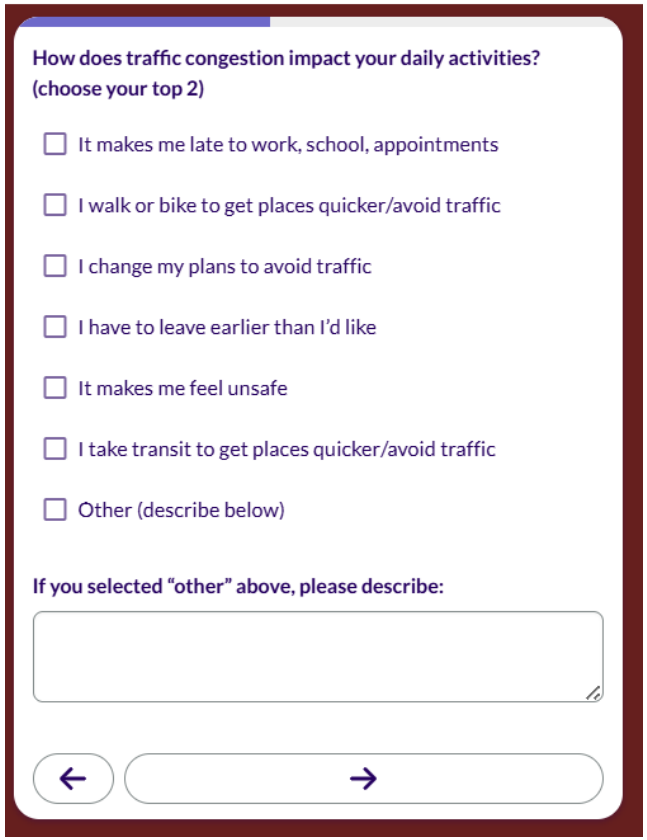

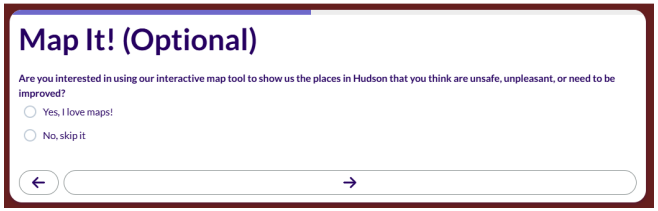

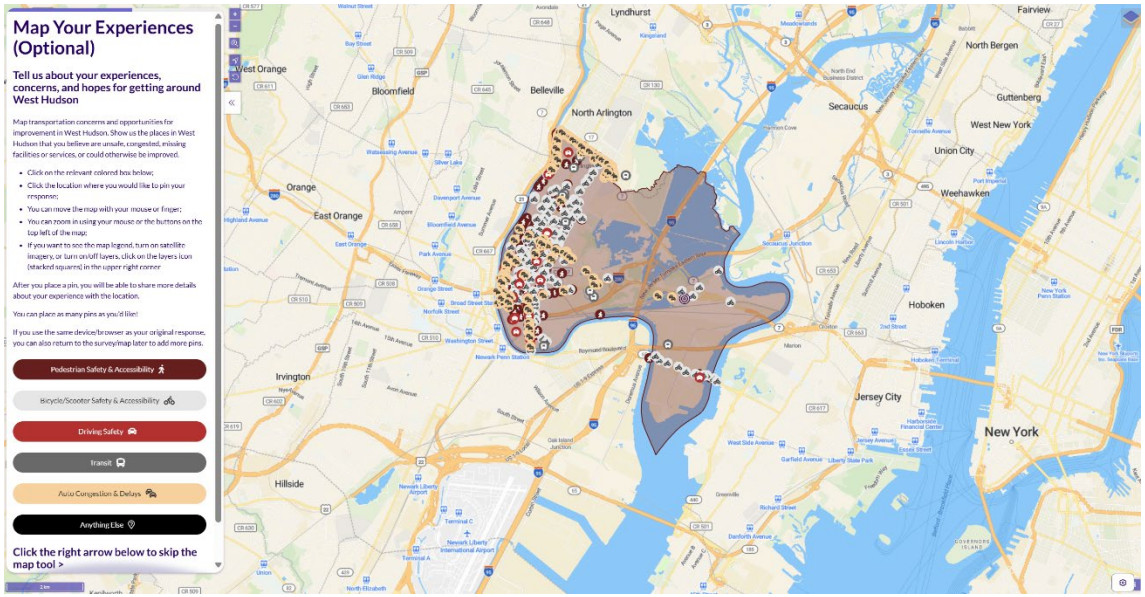

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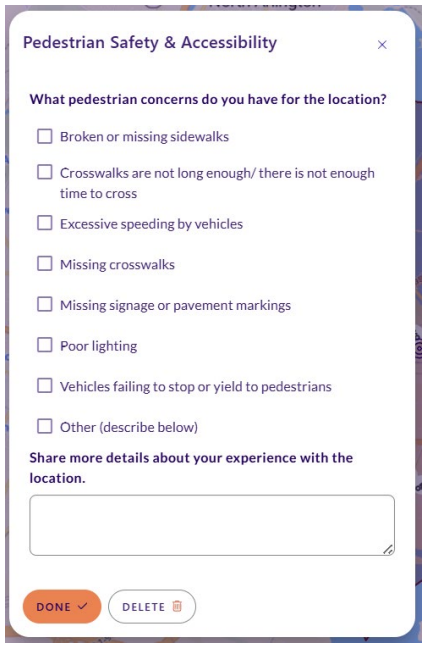

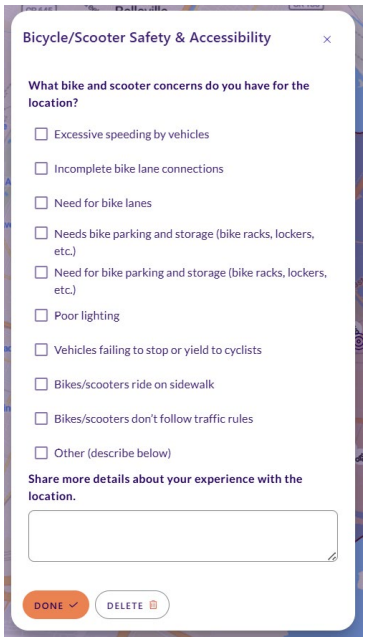

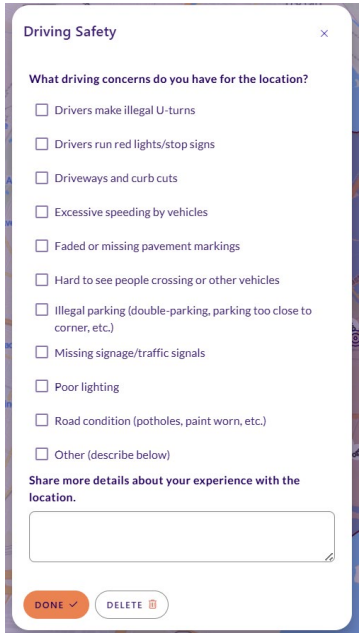

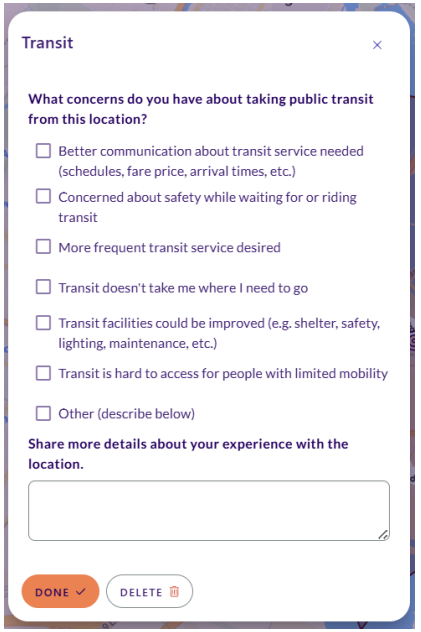

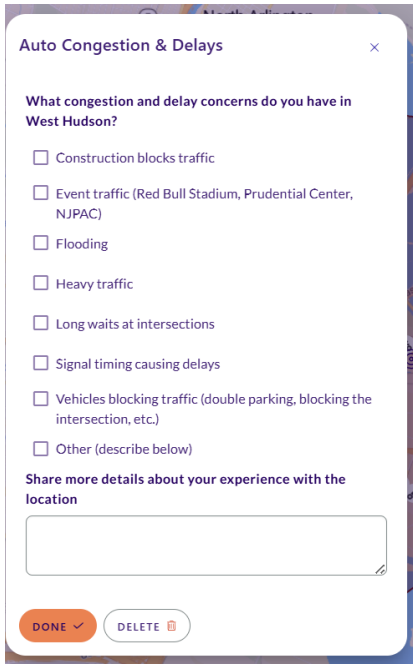

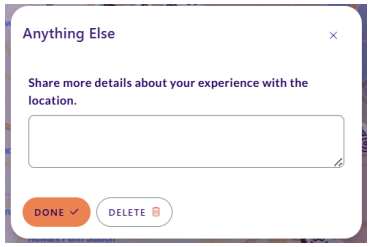

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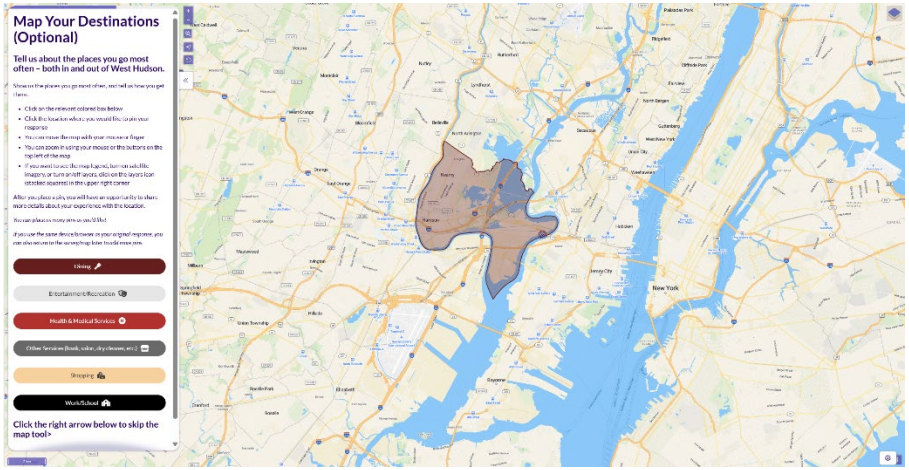

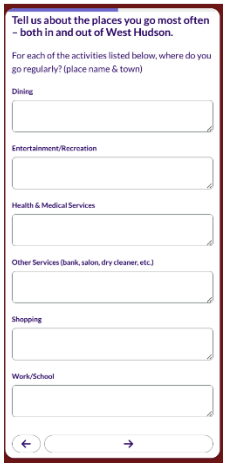

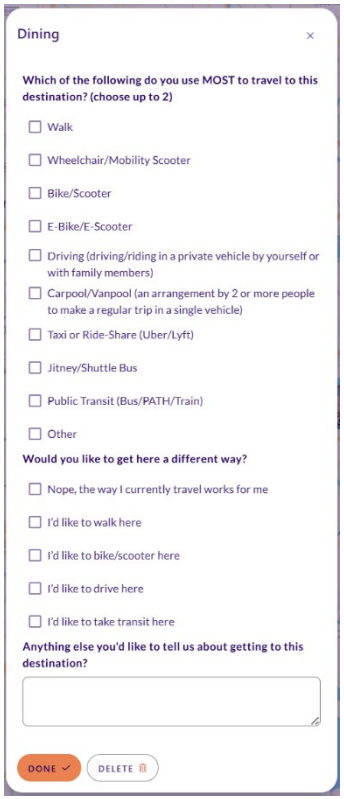

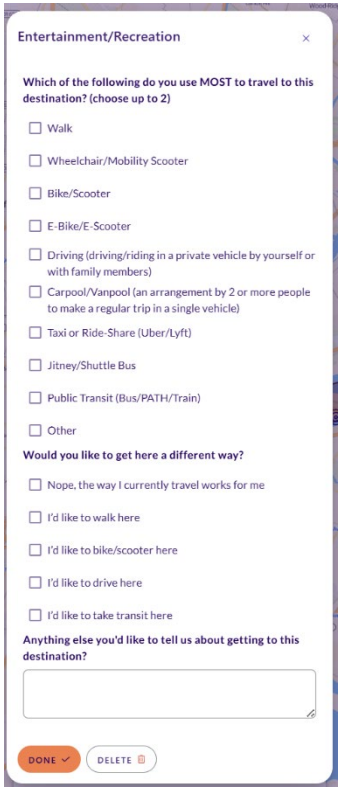

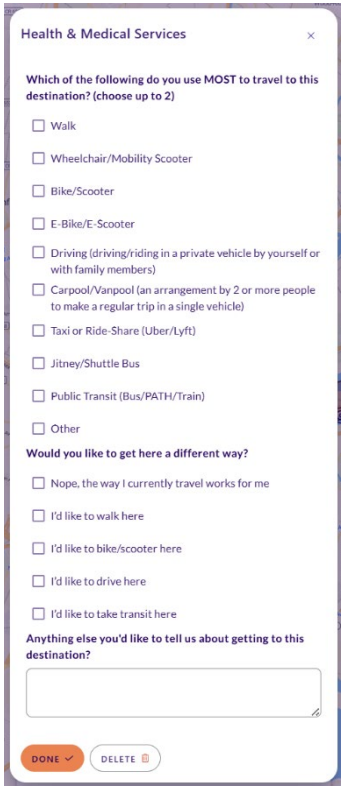

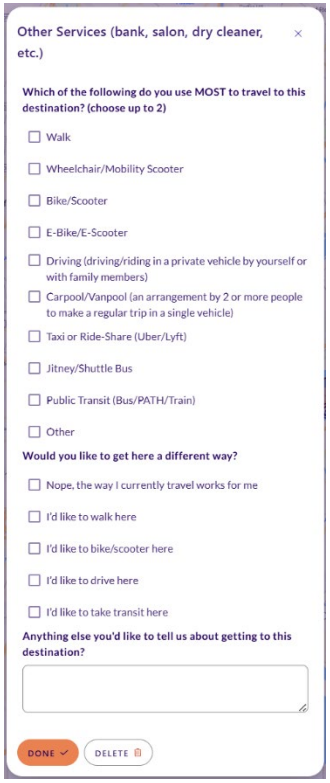

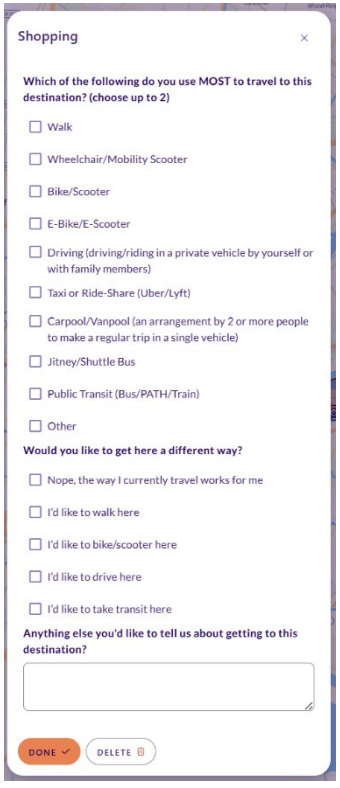

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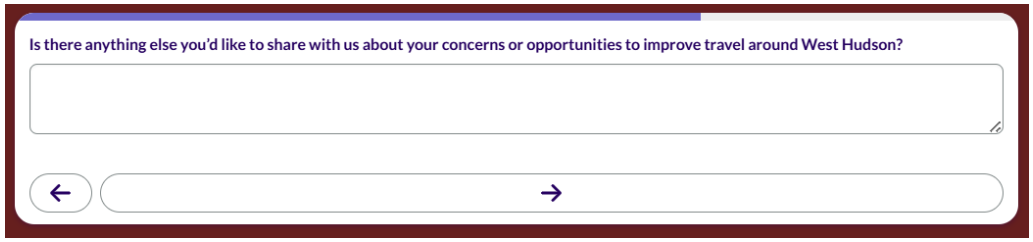

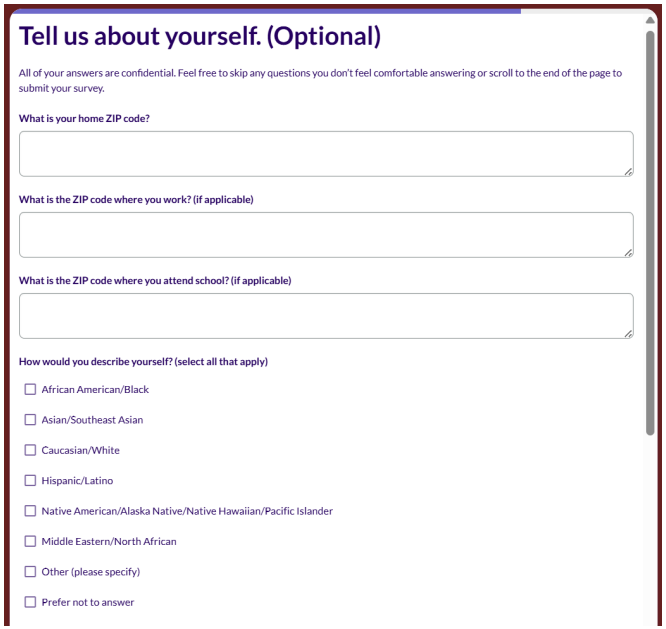

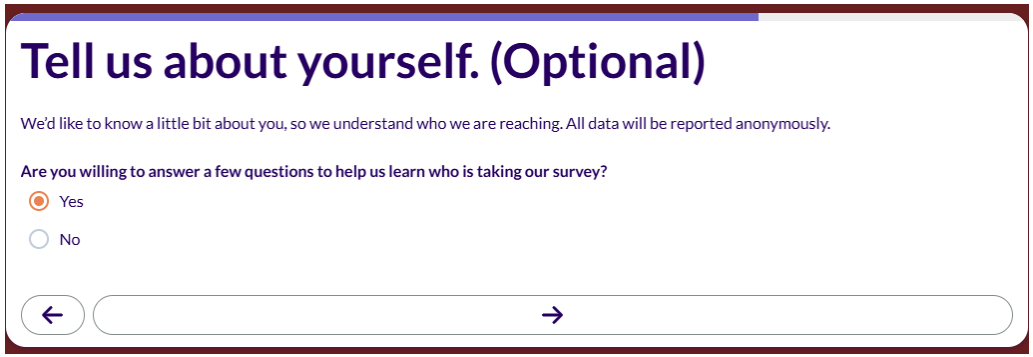

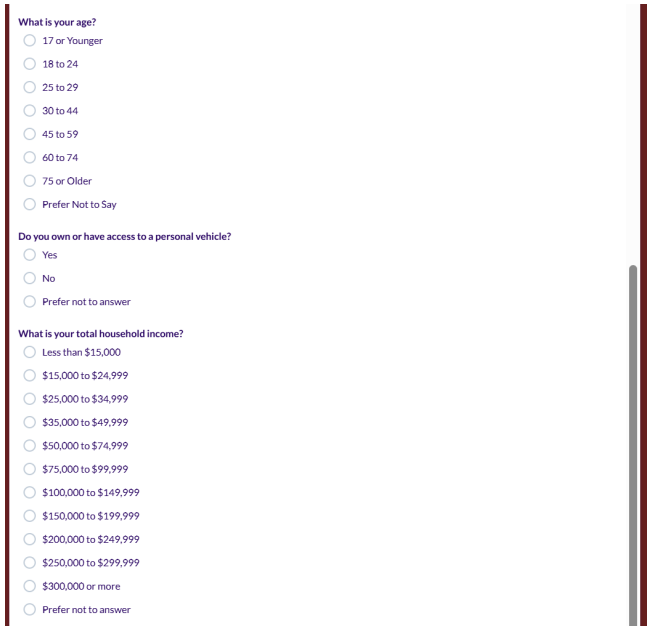

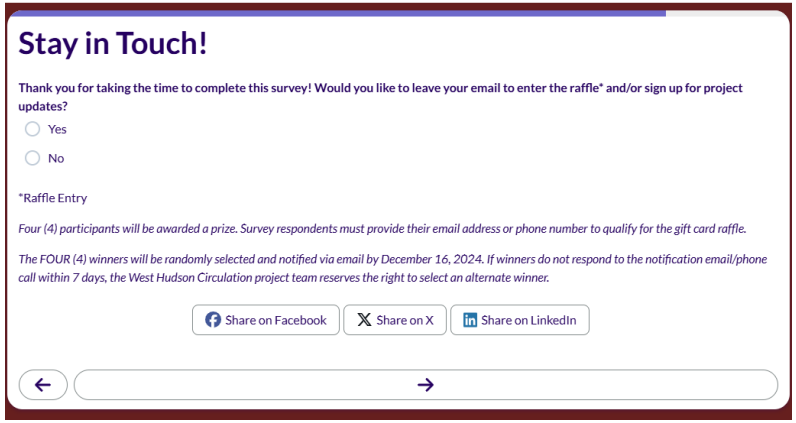

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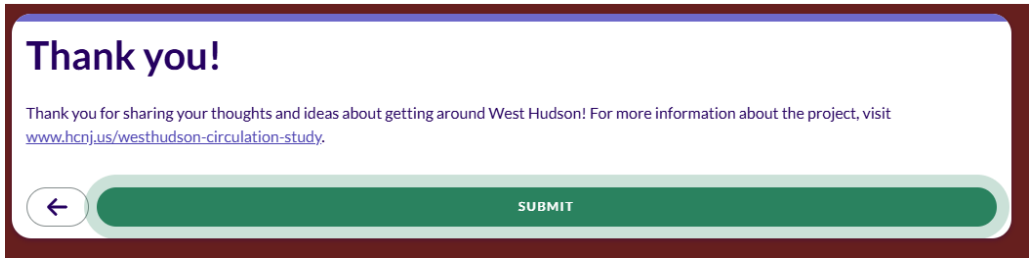
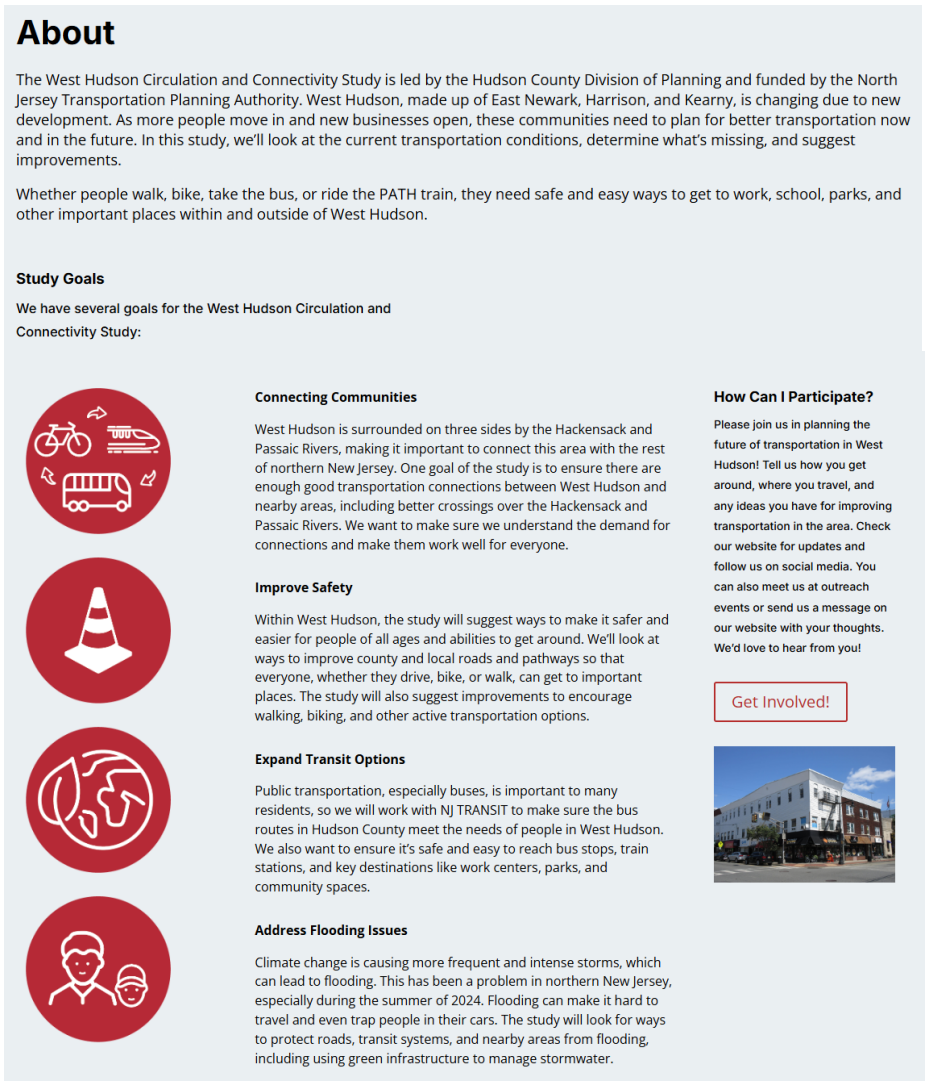


Promotional Materials

Website Screenshot



Palm Card

Social Media

Flyer

WEST HUDSON CIRCULATION STUDY SURVEY

ENCUESTA
PESQUISA

Hudson County is working on a transportation and mobility study to improve the movement of pedestrians, bicycles, cars, trucks, and transit in the western part of the County, including East Newark, Harrison, and Kearny.

El condado de Hudson está trabajando en un estudio de transporte y movilidad para mejorar el peatones, bicicletas, automóviles, camiones y tránsito dentro en West Hudson, que incluye el distrito de East Newark, la ciudad de Harrison y la ciudad de Kearny.

O Condado de Hudson está trabalhando em um estudo de transporte e mobilidade para melhorar o movimento de pedestres, bicicletas, carros, caminhões e transporte público em West Hudson, que inclui o Borough of East Newark, a Town of Harrison e a Town of Kearny.

Study Goals
Objetivos Del Estudio
Objetivos Do Estudo

- Improve Safety / Mejorar La Seguridad / Melhorar a Segurança
- Expand Transit Options / Ampliar Las Opciones de Transporte / Expandir as Opções De Trânsito
- Connecting Communities / Conectar Comunidades / Conectar Comunidades
- Address Flooding Issues / Abordar los Problemas de Inundaciones / Abordar Problemas De Inundação
- Increase Accessibility / Aumentar la Accesibilidad / Aumentar a Acessibilidade

How do you get around West Hudson?
TAKE THE SURVEY!
¿Cómo Se Desplaza Por West Hudson?
¡Responda La Encuesta!
Como Você Se Locomove Em West Hudson?
Faça a Pesquisa!

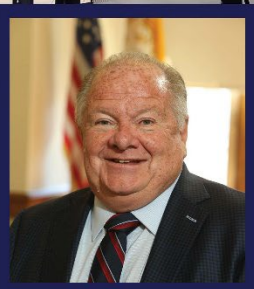
http://bit.ly/westhudson

Hudson County Executive Craig Guy &
The Board of County Commissioners

NJTPA
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

Craig Guy, Hudson County Executive invites you to

WEST HUDSON CIRCULATION & CONNECTIVITY STUDY PUBLIC MEETING



COUNTY EXECUTIVE
CRAIG GUY

CLICK HERE
TO REGISTER!

We want to hear from you!

Learn about and share your thoughts on recommendations to improve transportation and mobility in West Hudson (East Newark, Harrison, and Kearny). The study aims to make it easier and safer for everyone to get around and to connect with the rest of the county and region.

WEDNESDAY, APRIL 23RD
6:30 PM - 8:00 PM
VIRTUAL
ZOOM MEETING

Hudson County Executive Craig Guy
& The Board of County Commissioners

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