



# Passaic County **STRATEGIC INFRASTRUCTURE INVESTMENT PLAN**

A roadmap to developing funding strategies, partnership opportunities, and value-added policy recommendations for future investment in transportation-related infrastructure.

Final Report

June 2024

### **DISCLAIMER**

This report has been prepared as part of the North Jersey Transportation Planning Authority (NJTPA) Subregional Studies Program with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

## **ABSTRACT**

The Passaic County Strategic Infrastructure Investment Plan identified select areas where public investment in transportation improvements can be implemented strategically to spur private investment, development, and redevelopment. The plan was completed by evaluating socio-economic and market trends, a data-driven socio-economic and market analysis, and stakeholder engagement. Evaluation of these data points and variables resulted in the selection of five Priority Investment Areas (PIAs) for which planning-level transportation and land use strategies were developed. Recommendations are focused on short-term, low-cost strategies.

# EXECUTIVE SUMMARY

The Passaic County Strategic Infrastructure Investment Plan identifies Priority Investment Areas (PIAs) where public investment in transportation improvements can be implemented strategically to spur private investment, development, and redevelopment with the goal of creating more economically competitive, equitable, and sustainable communities. The PIAs are intended to promote job growth in Passaic County and achieve equity goals to address the needs of Passaic County's underserved communities. The Plan serves as a roadmap to developing funding strategies, partnership opportunities, and value-added policy recommendations.

Five objectives were established for the study:

1. Engage and collaborate with study partners, stakeholders, and the public
2. Establish agreement around strategic priorities and vision
3. Identify five PIAs
4. Consider strengths, weaknesses, opportunities, and constraints
5. Recommend equitable, feasible, and sustainable transportation investment strategies to support the PIAs

This study was completed with support from the North Jersey Transportation Planning Authority (NJTPA), with technical guidance from state and regional agencies and local governments, and public and community input via stakeholder meetings, public meetings, and a web-based mapping tool. Engagement included:

- **A Stakeholder Advisory Committee (SAC)** – comprised of representatives from Passaic County, the NJTPA, and various state and regional agencies. The SAC met three times during the study's process and provided input, oversight, and direction for the study.
- **Public Engagement** – virtual public meetings were held at three milestones of the study. Spanish translation was provided on-demand at each meeting.
- **Stakeholder Outreach** – the project team met with host municipalities, major employers, and other key stakeholders to reach consensus on the PIAs and the recommendations for each PIA.

Stakeholders and the public made valuable contributions to the study, including sharing information about relevant documents and other studies related to the PIAs and identifying additional issues and problem areas, including flooding and poor pavement condition in specific locations.

In addition to the stakeholder and public outreach, the study also:

- Evaluated **socio-economic and market trends** to identify the County's economic strengths and constraints, growth industries, and the needs of underserved communities.
- Assessed data to define, select, and analyze the **PIAs**, including land use, crash analysis, multimodal connections, safety, network connectivity, proximity to public transit, projected growth in population and employment, environmental issues, geographic and circulation constraints, land development projects, and recent public and private infrastructure investments.
- Selected **transportation strategies** focused on low-cost, short- and mid-term recommendations to improve circulation and safety while spurring economic development. These are detailed in the implementation plan and matrix.

Data drove the selection criteria of preliminary PIAs. Eight candidate PIAs were identified throughout the County based on the presence of variables capable of supporting growth, such as public transit, a mix of nearby land uses, recent public and private investments, and industry and market trends. Population and employment projections from the North Jersey Transportation Planning Authority was also analyzed. These geographic areas presented the appropriate conditions to benefit from transportation infrastructure improvements. Once these areas were identified, they were reviewed for all existing and planned transportation infrastructure.

The socio-economic and market analysis findings are included below:

- **Land Use** – Much of the northern half of the County (West Milford, Ringwood, Wanaque, and Bloomingdale) comprises forest, recreational land, and other greenspace. This includes a large portion of the Highlands region. Besides these natural land uses, portions of each municipality are used for medium-density residential units (including cluster developments). Much of the County’s southern half includes medium-density and high-density residential, commercial, and industrial uses.
- **Population** – The highest existing and projected population densities are found in Paterson and Passaic. Moderate densities are found in parts of Paterson, Passaic, Clifton, and Haledon. The lowest population densities are found in the northern half of the County, in West Milford, Ringwood, Wanaque, and Bloomingdale. The County’s three largest municipalities (Paterson, Clifton, and Passaic) are each projected to gain at least 10,000 residents between 2022 and 2050. Prospect Park’s total population is expected to grow by the highest percentage (36 percent) during the same period.
- **Employment** – Most (52 percent) jobs in Passaic County are in the Service industry, with smaller but significant portions in Retail and Manufacturing. Compared to the State, Passaic County’s employment has significantly above average concentrations in Manufacturing, Construction, Retail Trade, Utilities, Other Services (except Public Administration), and Health Care and Social Assistance. The only industries that experienced growth of more than 10 percent from 2017 to 2021 are Utilities (13.3 percent) and Professional, Scientific, and Technical Services (13.9 percent).
- **Equity Assessment** – Municipalities with the most underserved communities are found in Clifton, Passaic, and Paterson. Though these municipalities are home to the highest number of underrepresented communities, all municipalities except Bloomingdale have underrepresented communities.
- **Market Trends** – Retail, logistics, and other industries are growing; there is also significant growth in fields requiring an advanced degree, including the medical field. High-density housing is expanding into more suburban communities, including Hawthorne and Wayne.
- **Market Trends** – Retail, logistics, and other industries are growing; there is also significant growth in fields requiring an advanced degree, including the medical field. High-density housing is expanding into more suburban communities, including Hawthorne and Wayne.
- **Planned and Approved Developments** – There were 217 site plan and subdivision applications submitted to the Passaic County Department of Planning and Economic Development between 2021-2023. Cumulatively, these applications proposed 7,742 residential units, and a mix of retail, commercial, and industrial uses accounting for 17 million square feet. Nearly a quarter of this development is in each of Paterson, Wayne, and Clifton, respectively.

## Passaic County Strategic Infrastructure Investment Plan: Priority Investment Areas

Of the eight candidate PIAs selected based on the previously mentioned criteria, five were prioritized for further analysis as part of this Passaic County Strategic Infrastructure Investment Plan.

The five selected PIAs are listed below and mapped in Figure 1.

1. **Pompton Lakes – Wanaque Avenue**
2. **Wayne – Route 23 Willowbrook**
3. **Paterson – Presidential Boulevard**
4. **Paterson – Hospital Complex**
5. **Clifton – Route 3**

The PIA process can later be replicated for future investment areas within Passaic County to achieve similar goals and promote additional opportunities for job creation, equity, resilience, and other County economic goals pursued in this study. Recommendations will require coordination with State, County, municipal, and private entities.



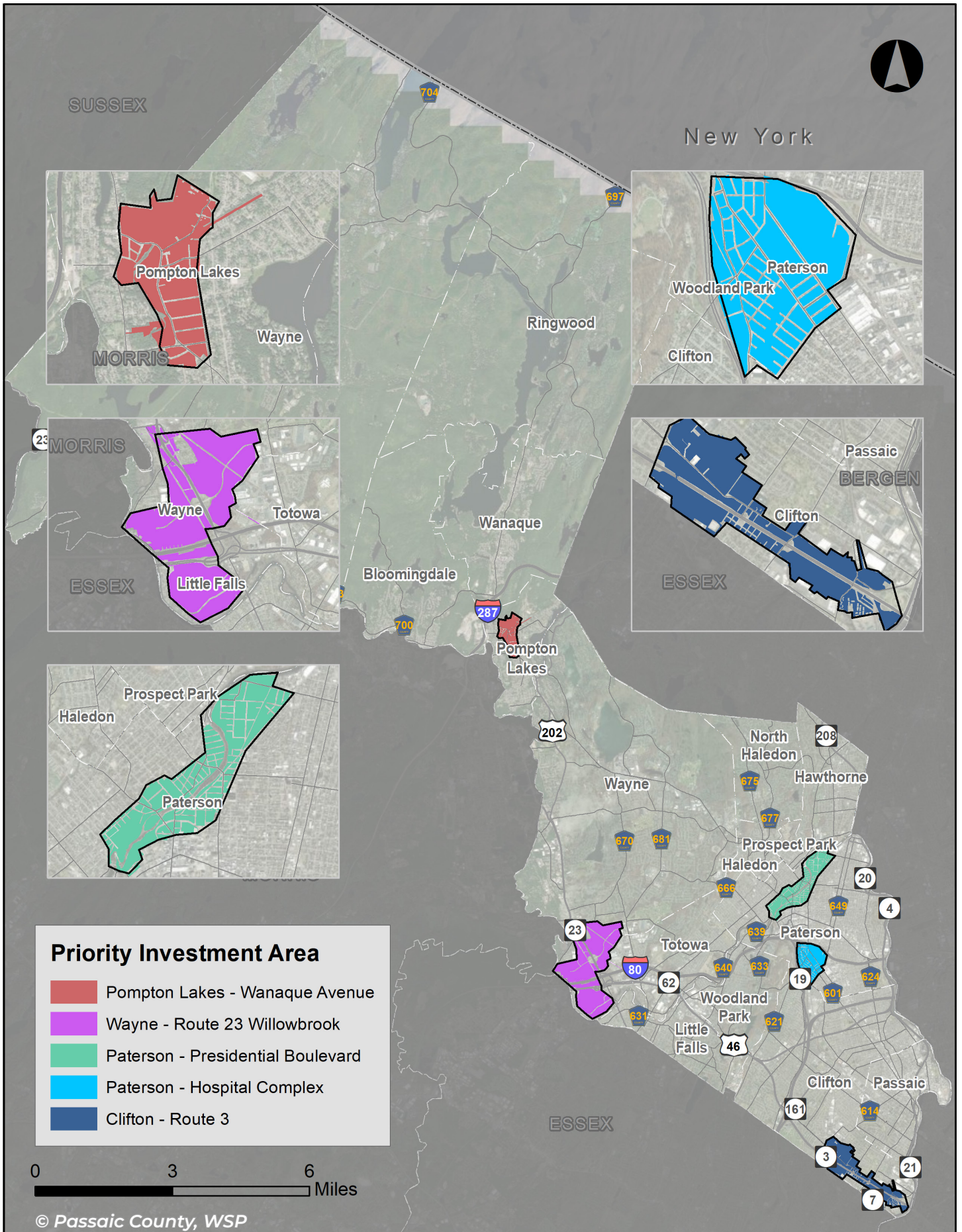


Figure 1 - Selected Priority Investment Areas in Passaic County, NJ

## Pompton Lakes – Wanaque Avenue

The vision for the Pompton Lakes - Wanaque Avenue PIA is to have a vibrant multimodal downtown Main Street where people live, work, and play. Retail will thrive with successful businesses utilizing active sidewalk cafes and parklets. People will feel safe walking, biking, taking the bus, or driving along Wanaque Avenue. Parking and loading will be clearly marked and mainly occur behind businesses to promote a safe, accessible, and active corridor. The proposed changes will support improved mobility and job creation.

This vision will be pursued through investigating the following recommendations:

- Improve vehicular and pedestrian access to the parking lot west of Wanaque Avenue.
- Consider widening sidewalks to enhance a walkable streetscape and downtown “Main Street” atmosphere.
- Implement traffic calming to slow traffic and improve biking and walking conditions.
- Install a network of bicycle facilities to connect trip generators, destinations, and recreational opportunities.

## Wayne – Route 23 Willowbrook

The vision for the Wayne – Route 23 Willowbrook PIA is to have a regional live-work-play destination that leverages the strengths of its three activity centers (Willowbrook Mall, Mountain View train station, and Wayne Route 23 Transit Center), connecting to each other and the larger region. The Willowbrook Mall will feature pedestrian paths connecting the bus stops to retail. People will feel comfortable walking and biking to the Mountain View and Wayne Route 23 train stations. The Wayne Route 23 station will function mainly as a park & ride with limited adjacent land uses due to sensitive environmental constraints. The Mountain View station will be a walkable mini-retail area where transit riders can shop and eat. The proposed changes will support mobility and access to opportunities.

This vision will be pursued through investigating the following recommendations:

- Improve bus circulation and stops within the PIA and between its three distinct activity generators.
- Coordinate with Willowbrook Mall and surrounding property owners to improve pedestrian circulation and comfort.
- Improve multimodal circulation, access, and transit-oriented development near the Mountain View train station.
- Implement a bicycle network on select roadways near the two train stations, connecting to public transit and job sites.
- Improve pedestrian infrastructure along West Belt Parkway (County owned), redesigning the roadway for existing and projected multimodal demand.



## Paterson – Presidential Boulevard

The Paterson – Presidential Boulevard PIA vision is to offer a range of passive and active recreational opportunities alongside the Passaic River, providing clear connections between the residential neighborhoods to the north and west, Hinchcliffe Stadium, and Great Falls National Historical Park to the south. The area will feature a revitalized waterfront, where once-industrial spaces give way to vibrant mixed-use developments, offering a blend of residential, recreational, and commercial amenities. This vision of renewal enhances the local landscape, environmental sustainability, and storm resilience while fostering a sense of community pride and well-being. The proposed changes will support mobility, access to opportunities, job creation, and resilience.

This vision will be pursued through investigating the following recommendations:

- Reclaim auto-oriented parcels for recreational, residential, or mixed uses that better serve the community.
- Implement Complete Streets measures on local connecting roadways.
- Enhance Larry Doby Lane as a destination, supporting adjacent Hinchcliffe Stadium.
- Install bicycle infrastructure to connect existing facilities and improve access to schools, residential neighborhoods, Hinchcliffe Stadium, and Paterson Great Falls National Historical Park.
- Capitalize on the presence of Great Falls National Historical Park in downtown Paterson by incorporating distinctive wayfinding that directs visitors to historically and culturally significant sites and educates them about the neighborhood and Paterson’s history.
- Install resilience measures that decrease the frequency and intensity of flooding.
- Improve freight movement between nearby highways and the Bunker Hill industrial area.

## Paterson – Hospital Complex

The Paterson – Hospital Complex PIA vision is to grow the hospital into a world-class health campus serving Paterson and northern New Jersey, by capitalizing on the century-old strength of Saint Joseph’s University Medical Center, offering safe and accessible traffic-calmed streets and encouraging investment in businesses and services that complement the hospital operations and mission. The suggested recommendations will support mobility, pedestrian activity in and around the campus, access to opportunities, and job creation.

This vision will be pursued through investigating the following recommendations:

- Study further the feasibility of a train station to serve the hospital and community.
- Upgrade connecting roadways as unique “Health Campus Corridors” to promote well-lit, safe, traffic-calmed, and multimodal streets.
- Encourage the City of Paterson to implement transit-oriented development strategies that may enhance multimodality should a train station be warranted.
- Connect existing bike network links.

## Clifton – Route 3

The Clifton – Route 3 PIA is envisioned as a regional business, residential, and transit hub. Route 3 would continue to serve regional traffic and transit, but consolidated driveway access to businesses would improve traffic flow and safety. Bus service would be accessible to pedestrians and close to businesses. The parcels around the Newark Industrial Line will feature premiere land uses designed for transit-oriented development appropriate for possible future transit enhancements. The proposed changes will support safety, mobility, access to opportunities, and job creation.

This vision will be pursued through investigating the following recommendations:

- Assess the potential to divert bus routes to better serve passengers' destinations while also improving traffic flow on Route 3; evaluate existing and potential bus stops for additional amenities.
- Fill sidewalk gaps to existing bus stops.
- Consider a multi-agency effort enhancing the connectivity of the Delawanna train station and local community with shopping opportunities via a new pedestrian/cyclist bridge.
- Support transit-oriented development around the Newark Industrial Line, capitalizing on recent investments to nearby office and industrial uses.
- Investigate consolidating driveway access on Route 3 to improve safety and traffic flow.

## Next Steps

Each PIA includes a conceptual plan of recommendations. Passaic County will work with municipal partners and stakeholders and other facility owners to implement low-cost, near-term projects and conduct detailed assessments for those recommendations that require further study. Funding may be sought, as appropriate, from state, federal, and private sources.





*Aerial View of Pompton Lakes ©AdobeStock*



*View of the Great Falls in Paterson, NJ ©AdobeStock*

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# INTRODUCTION

The Passaic County Strategic Infrastructure Investment Plan serves as a roadmap to developing funding strategies, partnership opportunities, and value-added policy recommendations for future investment in transportation-related infrastructure. The plan recommends strategies that will coordinate transportation projects and policies, maximizing the return on transportation investments, including, but not limited to, equity, resiliency, and innovative technology to increase the County's economic vitality and competitiveness while fostering business retention, attraction, and expansion.

Passaic County contains a mix of urban, suburban, and rural communities across its nearly 200-square-mile North Jersey landscape. The County benefits from limited-access highways that allow County residents to get from their homes to jobs while also accommodating regional and interstate travel. There are also multiple passenger rail lines and bus routes that have helped the County develop over the last century, providing intermodal connections between Passaic's municipalities and destinations that include Newark and New York City. Passaic County also benefits from a skilled and educated labor force and numerous cultural, economic, and recreational assets.

The Willowbrook Mall and surrounding retail area is one of the largest in the state. The County is home to numerous main streets, including in Pompton Lakes, containing a mix of land uses and multimodal transit. Paterson's dense urban network has provided a home for many generations of immigrants, and recent investments in Hinchcliffe Stadium and Paterson Great Falls National Historical Park have placed the city at the center of the conversation for these regional and historic cultural and recreational sites. Employment hubs such as Paterson's St. Joseph's Hospital employ thousands while providing medical treatment and wellness care to patients throughout New Jersey. Several regional highways provide local and inter-county access, including Route 3. Constraints in Passaic County include traffic congestion that impacts access, safety, and air quality. Environmental constraints and flood-prone areas limit growth and development opportunities, impacting the daily travel needs of residents, workers, and businesses alike. Numerous County, non-profit, and municipal plans and studies conducted in recent decades have identified challenges and needs for the County's various populations.

Together, these opportunities and constraints have fueled this Passaic County Strategic Infrastructure Investment Plan, aimed at identifying areas where investment would have the greatest impact. This study's process has resulted in the creation of an actionable strategic and implementation plan that clearly lists recommended action items and identifies strategic partnerships and funding opportunities that would maximize investment in transportation improvements.

The study included the following elements, detailed in later sections of this document:

1. A robust **public outreach** effort featured a multi-layered approach for engagement to gather meaningful input and maximize collaboration and cooperation.
2. An evaluation of **socio-economic and market trends** identified Passaic County's economic strengths and constraints, including growth industries. This process also identified where people live and the presence of underserved communities.
3. A process to define, select, and analyze the **Priority Investment Areas (PIAs)** was undertaken. This process and data inputs can be replicated in the future to identify additional areas that would benefit from investment.
4. The **transportation strategies** for the five selected PIAs focused on low-cost short- and mid-term recommendations to improve circulation and safety, and spur economic development. A detailed implementation plan and matrix with all identified transportation strategies for each of the PIAs is also included.

## OBJECTIVES

The study's six objectives were identified early in the process. This allowed the study team to better understand the desired direction of the work. The following six objectives were identified.

### Study Objectives



**Develop Strategic  
Priorities**



**Identify Priority  
Investment Areas (PIAs)**



**Consider Strengths,  
Weaknesses, Opportunities,  
and Threats (SWOT)**



**Engage, Outreach,  
Discuss**



**Create Equitable  
Solutions**



**Recommend Transportation  
Investment Strategies**

# OUTREACH FRAMEWORK

## PUBLIC OUTREACH

Public outreach has been essential to understanding existing conditions and to informing the study's process. The public was engaged throughout the study through a variety of formal and informal virtual mediums.

### Stakeholder Advisory Committee (SAC) Meetings

Three Stakeholder Advisory Committee (SAC) meetings were held throughout the study's process. This group was comprised of representatives from Passaic County, the North Jersey Transportation Planning Authority (NJTPA), and various state and regional agencies. The SAC met three times during the study's process and provided input, oversight, and direction for the study. Each of these meetings are summarized below:

- **SAC Meeting #1** – October 3, 2023 - This meeting consisted of introducing the project, project team, goals and the purpose of the SAC. The project team solicited feedback concerning potential stakeholders and partners, guidelines for community engagement, and additional studies to be reviewed. The SAC suggested reaching out to several stakeholders, including the New Jersey Highlands Council and environmental groups.
- **SAC Meeting #2** – January 24, 2024 – This meeting consisted of sharing stakeholder feedback gathered thus far, discussing conclusions of the equity analysis, socio-economic and market analysis, and market analysis, introducing the PIA screening criteria, and potential investment areas. A presentation shared with the SAC included strengths, existing uses, principal roadways, and transit facilities for the eight initially identified PIAs.
- **SAC Meeting #3** – March 26, 2024 – This meeting consisted of sharing draft recommendations for the five selected PIAs. For each PIA, a vision and set of recommendations were shared and graphically displayed. Feedback conducted as part of the stakeholder meetings was also shared.

### Focus Groups

Two virtual focus group meetings were held with key stakeholders. These meetings are briefly summarized below:

- **December 14, 2023** – Non-Profits, Public Services, Health and Wellness, and Education – This meeting consisted of a discussion with representatives from local colleges, hospitals, community groups, and chambers of commerce. The project team provided a brief overview of the project and intent of the focus group discussion. Topics shared and discussed included growth in the service and medical industries, a shortage of affordable housing in Paterson, and a lack of public transit to nearby colleges, among other topics. According to participants, there has been an increase in service-oriented businesses, especially in the food industry and restaurants. These are mostly small businesses and mom-and-pop shops. There have also been a lot of recent developments in Patterson that are creating more mixed-use



properties where there is retail space available on the ground floor with residential and office above. A participant said that there currently is not any significant transportation issue for manufacturers and freight. However, Patterson has one of the largest distributors of Mexican products in the Northeast and is continuing to grow. Several participants expressed concern with congestion due to Paterson serving as the passthrough for drivers coming off Route 80 and trying to get to the northern part of the County. Participants expressed concern with limited mass transit, especially to the hospitals and colleges in the area. For example, there is a bus stop near St. Mary Hospital, but the bus route doesn't go to many locations. People need to take multiple bus transfers. Many commuters take private shuttle buses and jitneys such as the "dollar bus" instead of the NJTRANSIT bus. Senior citizens have safety concerns about walking to bus stops that lack lighting or potential crime. Participants also expressed there is a disconnect between transportation networks and housing locations, especially in the suburban areas of Wayne, West Milford and Pompton Lakes; creating challenges getting to after-school programs or jobs.

- **January 11, 2024** – Logistics, Warehousing, Offices, Retail, Manufacturing – This meeting consisted of a discussion with representatives from major employers in the County and the New Jersey Department of Labor and Workforce Development. The project team provided a brief overview of the project and intent of the focus group discussion. Topics shared and discussed included the area's high cost of living, flooding, congestion, and a recent surge in demand for data centers and fitness studios. Participants were especially concerned about flooding, especially in Wayne where buildings often flood from heavy rain. They expressed that the cost of living is very high in the area, making it difficult to recruit workers and for some businesses to expand their real estate. They shared that retail is growing in the area with a large increase in data centers and even data storage. According to the participants, small retail spaces that are 1,500-2,000 square feet are in high demand due to an increase in the number of entrepreneurs in Passaic County. The number of medical offices is also growing in the area.

## Public Meetings

Three virtual public meetings were held to enable people from throughout the County to participate at each milestone of the study. Spanish translation was provided on-demand at each meeting. Each meeting is summarized below:

- **Public Meeting #1** – November 2, 2023 – This meeting consisted of discussing what a Priority Investment Area is and the project's work plan and goals. Attendees were asked to provide feedback about transportation, economic centers, land use, and environmental concerns impacting where they live, work, study, and/or own a business in the County; where they have seen recent changes in the County; if it has been difficult to reach certain destinations and services; and if there are any transportation projects or improvements they would like to see implemented. Attendees expressed flooding concerns throughout the County especially from the Passaic River in Paterson. They shared their concerns that new developments may take away open space. An attendee also noted that the Spruce Street corridor leading to the Great Falls has had a significant increase in pedestrian and vehicular traffic. There was a general consensus that there is a lack of public transportation in suburban areas in the County. There are often sidewalk gaps and long-walking distances to bus stops to and from residential and commercial destinations. Speeding was noted as an issue on local and county roads.

- **Public Meeting #2** – February 7, 2024 – This meeting consisted of discussing stakeholder issues gathered thus far, conclusions of the socio-economic and market analysis, and the preliminary and selected Priority Investment Area screening criteria and preliminary PIAs. General goals and concepts for each selected PIA were shared. Attendees were asked to provide feedback concerning potential projects that may enhance economic vitality in the preliminary PIAs. The main concerns of the attendees were flooding, congestion, and limited parking availability, especially in Paterson and Passaic. Flooding concerns were noted along Presidential Boulevard. Attendees share that there is limited public transit options to Willowbrook Mall. There were concerns that Main Street in Bloomingdale is very narrow and constrained by existing houses on the north and businesses on the south, with no room to expand the right of way.
- **Public Meeting #3** – April 18, 2024 – This meeting consisted of discussing proposed transportation strategies for the five selected PIAs. Attendees were asked about their interest in specific recommendations for each of the PIAs. The majority of attendees agreed that the local issues identified in the presentation have been discussed for years. Attendees were generally in favor of a new train station near St. Joseph's Hospital in Paterson that would help the neighborhood develop and grow. They agreed that they would be more likely to take public transit if the bus stops were closer to their origin/destination bus stop and would feel more comfortable if the bus stops were connected to sidewalks. They would also feel more comfortable biking on dedicated biking facilities instead of biking in mixed traffic without bike facilities. An attendee suggested removing large trucks from Wanaque Avenue to improve pedestrian safety and was strongly in favor of installing a traffic signal at the intersection with Colfax Avenue.


Public Involvement
November 2<sup>nd</sup>, 2023

**We want your input on:**

- Growth/changes, new development
- Challenges / Difficulties
- Transportation Project Needs

**How to get involved:**

- Public Meetings
- Project's Website / Email  
[www.passaiccountyinfrastructure.com](http://www.passaiccountyinfrastructure.com)  
[InfrastructurePlan@passaiccountynj.org](mailto:InfrastructurePlan@passaiccountynj.org)
- Interactive Online Mapping Tool



**.Marlene Bauer**

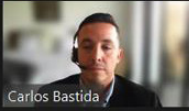
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**Stephanie Luk**

Stephanie Luk

**Andras Holzmann**


Andras Holzmann




Carlos Bastida

**Peter Kremer**

Peter Kremer



John Bartlett

Passaic County Strategic Infrastructure Plan

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**Screenshot from Public Meeting #1 ©Passaic County**

## Municipal Meetings

Meetings were held on November 19, 2023, with representatives from Wayne Township and on December 5, 2023, with representatives from the City of Passaic. County staff met directly with municipal officials to discuss the project and obtain feedback. Their input is reflected in the transportation strategies herein proposed. Staff from the City of Passaic expressed their desire to link transportation infrastructure to Paulison Avenue, Van Houten Avenue, and Dundee Island. The City of Passaic is shrinking its industrial zone areas on the east side of the municipality and there are infrastructure projects planned at Main Avenue by Passaic Avenue and Summer Street. According to municipal staff, double parking is the primary deterrent to biking throughout the city, especially on Main Avenue. They suggested creating designated bike lanes along Main Avenue. The City has been in contact with the company that operates OnBike to ensure the bike-share program is sustainable and accessible for local residents.

According to staff at Wayne Township, the central retail and restaurant locations are along Hamburg Turnpike and Willowbrook Mall. Staff shared that there are zoning challenges to promote accessibility, wayfinding, landscaping, green infrastructure, and easier connections into and out of buildings and parking areas. They noted missing pedestrian connections and recommended compiling all sidewalk agreements onto the County road system within the mall area. The staff also recommended improving green infrastructure and traffic circulation at Willowbrook Mall and Wayne Town Center and providing safer bike connections from train stations to trails.

## Stakeholder Meetings

The project team met with host municipalities and key stakeholders to reach consensus on the Plan findings and recommendations for each selected PIA. Each meeting consisted of draft recommendations for the relevant PIAs being shared. These meetings are summarized below:

**Pompton Lakes – Wanaque Avenue** – March 7, 2024 – This meeting included a representative from the Township of Pompton Lakes. Topics discussed included the need to coordinate with property and business owners of the rear parking lot west of Wanaque Avenue. The focus of concern was congestion, parking, and safety. There were concerns that slower speeds along Wanaque Avenue may add congestion, especially during school dismissals. Stakeholders wanted to know how many on-street parking spots along Wanaque Avenue will be reallocated and where parking will be relocated. Stakeholders expressed concerns that rear parking lot on the west side of Wanaque Avenue is on private properties and not accessible to the public. Changing the lot would require much coordination because of the many different parcels and owners. There were safety concerns near driveways where there may be visibility issues and blind spots where drivers might not see pedestrians.

**Wayne – Willowbrook Mall** – March 5, 2024 – This meeting included representatives from Willowbrook Mall and a prominent commercial real estate company in the Willowbrook Mall area. Topics discussed included the popularity of the Willowbrook Mall Park & Ride, the benefit of recent improvements to the US 46/I-80 interchange, pavement conditions of Willowbrook Boulevard, and flooding concerns. The Willowbrook Mall has a park & ride servicing numerous bus routes and bus ridership has recovered since the pandemic. Willowbrook Boulevard is in poor roadway condition and the heavy bus traffic has contributed to the wear and tear of the pavement. The recent improvements on US 46 have been helpful and suggested reviewing the traffic queueing at I-80, especially during peak periods. Flooding is a major concern and access to Willowbrook Mall is compromised when there is a rain event, which hurts businesses.

**Paterson – Presidential Boulevard** – March 5, 2024 - This meeting included representatives from the New Jersey Community Development Corporation and Passaic County Habitat for Humanity. Topics discussed included Habitat for Humanity’s plans for the north side of the river, flooding issues, plans for a park on Clinton Street, and the possibility of extending the PIA northeast along East Main Street. Stakeholders supported the proposed recommendations. They expressed concerns about the junkyards and scrapyards in the area and suggested relocating junkyards and converting them for recreational purposes. They suggested more accessibility to the North Side neighborhood that has high poverty and is economically distressed. According to stakeholders, the East Main Street neighborhood is prone to severe flooding and suggested infrastructure to reduce surface water flow. They noted that combined sewer overflow (CSO) sewage flowing into the street is a major concern. There was a suggestion to convert Larry Doby Lane to a pedestrian street because it is currently too narrow for vehicular traffic.

**Paterson – Hospital Complex** – March 5, 2024 – This meeting included a representative from St. Joseph’s Hospital. Topics discussed included the desire for Hospital employees to drive rather than take public transit (though rail is preferred to bus), and background information concerning the Hospital’s historical coordination with NJ TRANSIT on constructing a new train station near Getty Avenue. Stakeholders agreed that the proposed recommendations are helpful. A representative from St. Joseph’s Hospital shared that a train station has been discussed with NJ TRANSIT for the last two decades. However, the proposed station was too close to Paterson station and NJ TRANSIT typically does not operate new stations within 2.5 miles of each other. NJ TRANSIT also has concerns about handicapped access. There used to be a train stop near Levine Street but it was closed due to low ridership. According to the Hospital representative, NJ TRANSIT prefers a dedicated bus line from Paterson station to the hospital, but employees were reluctant and not open to taking a bus. According to the representative, most commuters would feel safer taking the train from the hospital than Paterson station. Paterson station is perceived to be unsafe, including walking between the station and Hospital.

**Clifton – Route 3** – March 5, 2024 – This meeting included a representative from a local commercial developer. Topics discussed included recent and planned improvements to the Metro Boulevard area, including constructing four new driveways on Route 3, diverting NJ TRANSIT bus routes from Kingsland Street, new acceleration/deceleration lanes on Route 3, a roundabout at Kingsland Street/Isabella Drive, and the need for improvements to the Route 3 interchanges with Passaic Avenue and Bloomfield Avenue. A representative from Prism Capital Partners suggested that the Passaic Avenue and Bloomfield Avenue interchange needs improvements to optimize vehicles accessing the south side of Route 3. He also suggested investigating the possibility of connecting the north and south sides of Route 3 near the Newark Industrial Line area and that regional coordination between Passaic County and Essex County would be beneficial because the campus is one connected area even though it is located in two different counties.

## Website and Mapping Tool

A project webpage was created to provide updates about the project's progress and solicit public input. The webpage featured an interactive mapping tool that allowed the public to provide site-specific comments. The project webpage was routinely updated throughout the study's process and the interactive mapping tool was available from December 22, 2023 through May 3, 2024. The majority of the comments focused on the southern portion of the County. Top concerns included pedestrian safety and flooding. There were several entries noting the lack of sidewalks at high pedestrian volume locations including the Clifton train station, along Union Ave leading to the Passaic County Community College campus, and by the bus stops along the NJ 3 corridor to the surrounding neighborhoods and shopping center. Flooding concerns were noted in Clifton and Wayne. Twenty two public comments were provided via the interactive map.

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NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY Defining the Vision. Shaping the Future.

About Plan Goals Meetings Get Involved Map

# About the Plan

**!** The Passaic County Strategic Infrastructure Investment Plan is being completed and will be available shortly after June 30, 2024, on the NJTPA website: <https://www.njtpa.org/SSP.aspx>

Passaic County is undertaking a study to identify priority areas for infrastructure investment with the goal of creating more economically competitive, equitable and sustainable communities. The study will result in the creation of a Passaic County Strategic Infrastructure Investment Plan, which will identify Priority Investment Areas (PIAs) that could benefit from transportation infrastructure improvements.

Public engagement is critical to this plan. Residents, business owners and other stakeholders will have an opportunity to provide input that will help Passaic County select five to ten PIAs.

Passaic County is conducting this planning study with funding from the North Jersey Transportation Planning Authority's Subregional Studies Program. This study will be completed in June 2024

# SOCIO-ECONOMIC AND MARKET TRENDS

## Land Use

Land use data for 2020 was obtained from the New Jersey Geographic Information Network (NJGIN) Open Data portal. The data was published in the portal in March 2023. A properly planned community requires a diverse mix of land uses, including residential, commercial, industrial, and recreational, to ensure that the community is economically stable and offers a high quality of life, employment opportunities, and amenities. Land use data also identifies sensitive land uses (such as wetlands and forests) where development should be discouraged.

Figure 2 maps land uses in the County. For ease of reading, the 66 land use classifications are grouped into 10 categories on the map. The following are geographic land use findings:

- Much of the northern half of the County (comprised of West Milford, Ringwood, Wanaque, and Bloomingdale) comprises forest, recreational land, and other greenspace. This includes a large portion of the Highlands region. Besides these natural land uses, portions of each municipality are used for medium-density residential units (including cluster developments).
- Much of the County's southern half includes medium-density and high-density residential, commercial, and industrial uses.
- There are numerous corridors and areas where commercial uses predominate, including in Passaic, Wayne, Clifton, Paterson, and Totowa. Commercial clusters exist along U.S. 202, County Route 504, County Route 665, County Route 646, County Route 601, and County Route 624, among others.
- There are significant clusters of industrial uses, including along East Railway Avenue in Paterson, and along County Route 640 in Totowa and Wayne, Demarest Drive in Wayne, and NJ TRANSIT's Main Line in Clifton and Paterson.

## Findings

Passaic County's medium-density and high-density residential land uses are heavily concentrated in the southern part of the County, with greater access to public transit and jobs. The northern part of the County is predominantly undeveloped and preserved lands and contains several small low-density residential and medium-density residential hubs and villages.



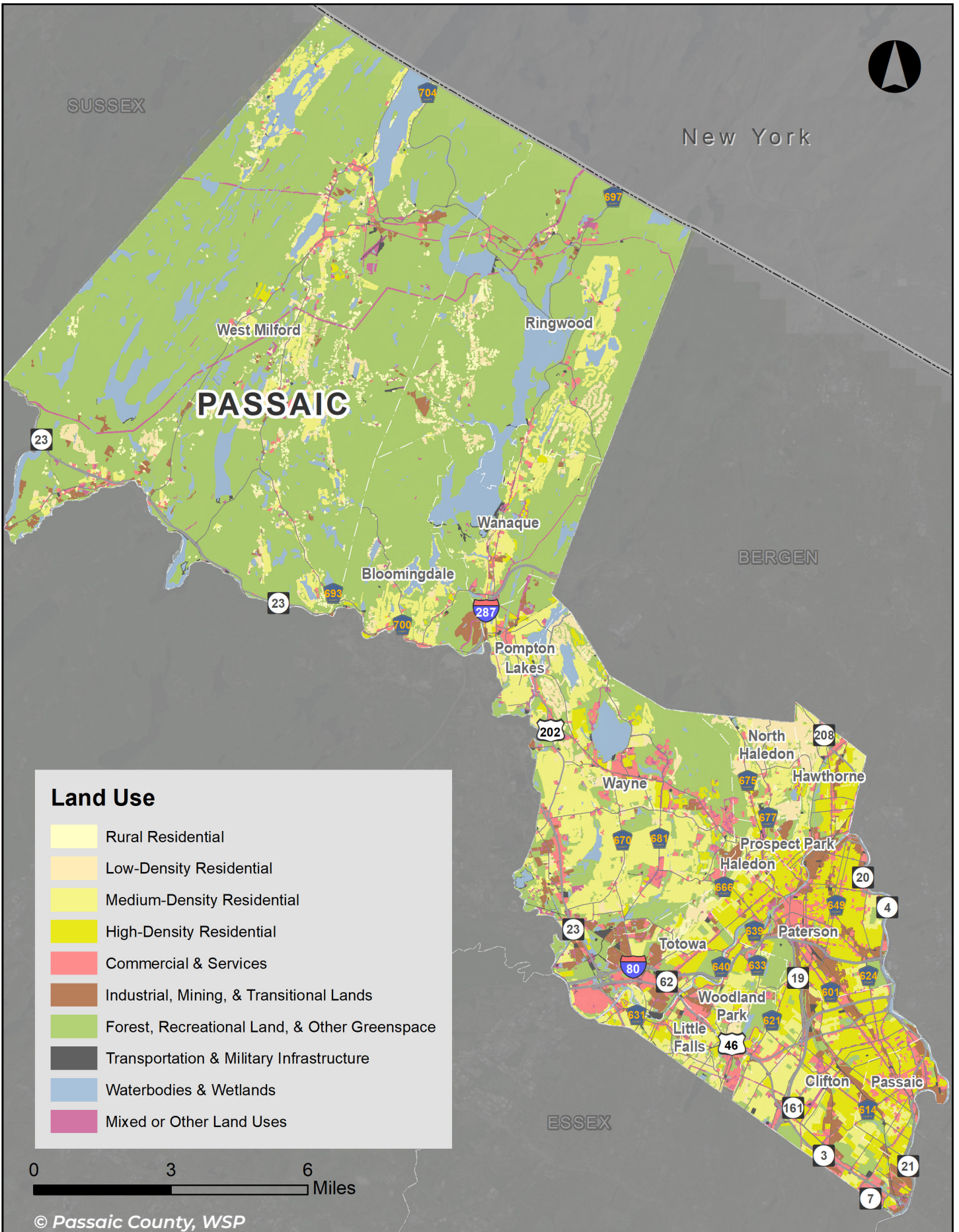


Figure 2 - Existing Land Uses in Passaic County, NJ

## Population Trends

### Baseline Estimates

An early step of the socio-economic and market analysis process was to look at who lives in the study area (Passaic County), including population, employment, and demographic makeup of residents, and the location and prevalence of underserved communities. Ten variables were reviewed at the census tract level to determine underserved communities or areas that score significantly higher in various demographic indicators than the County average. Underserved communities were identified based on 2017-2021 5-Year United States Census American Community Survey (ACS) data. The methodology used is from NJTPA's 2022 Equity Analysis methodology. The existing (2022) and projected (2050) population were determined from the NJTPA's Demographic and Employment Forecast Model (DEFM).

Population data came from the ACS. This data source is also used in the NJTPA's DEFM, which forecasts future population and employment data. Data for 2022 was mapped at the Traffic Analysis Zone (TAZ) level. As per NJTPA's data, Passaic County had 518,864 residents in 2022 and is projected to have 599,628 residents in 2050, an increase of 15.6 percent. Passaic County's 16 municipalities are split into 101 TAZs. The average TAZ is 1.95 square miles and has 5,137 residents for a population density of 2,634 people per square mile. TAZs are generally similar in size to a census tract.

Figure 3 maps the 2022 population density by TAZ. The map specifically intends to highlight the counties' areas with the highest and lowest population densities. Portions of Paterson and Passaic have TAZs with a population density greater than 30,000 people per square mile. More moderate densities of 8,001-16,000 people per square mile are found in the southern part of the County in and around Paterson, Passaic, Clifton, and Haledon. Population densities of less than 1,000 people per square mile are found in the County's northern half in West Milford, Ringwood, Wanaque, and Bloomingdale.

### Projected Estimates

The DEFM was developed to aid NJTPA forecasting efforts and provide a uniform data resource for all NJTPA regional studies and plans. The model uses regional and County-level forecasts of employment, population, and households produced from a regional econometric modeling effort. This model forecasts population and employment figures based on land use, zoning estimates, highway and transit accessibility, historical growth, and anticipated development projects. Existing population data is provided for 2022 and projected data for 2050.

The following findings were identified:

- Paterson's total population is expected to grow by 27,102 residents (18 percent).
- Passaic County's three largest municipalities (Paterson, Clifton, and Passaic) are each projected to gain at least 10,000 residents and grow by 10-18 percent. This compares to anticipated population growth countywide of 16 percent.
- Prospect Park's total population is expected to grow by the highest percentage (36 percent).
- North Haledon and Totowa's total population are expected to grow by the lowest percentage (10 percent).

While the model projects growth throughout the County, it does not fully account for environmental constraints and restrictions imposed by the New Jersey Highlands Council. Thus, growth rates in these areas are likely overstated. The number of parcels developable in the Highlands region area is highly limited.



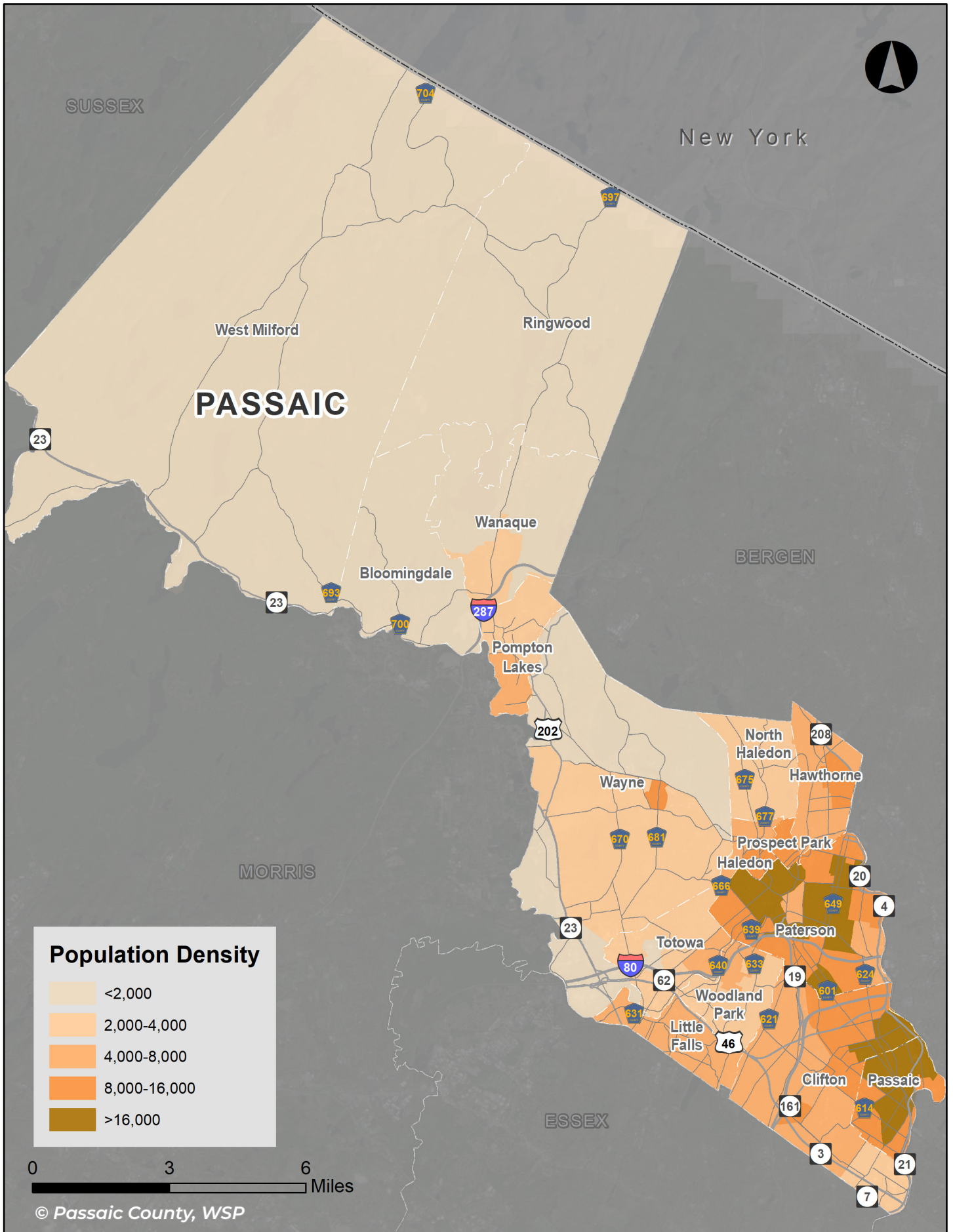


Figure 3 - Population Density in Passaic County, NJ

## Equity Assessment

An equity assessment was conducted to identify underserved communities in Passaic County. The NJTPA’s guidance for environmental justice and equity analyses was used. The NJTPA follows all relevant federal requirements in sub-regional plans (such as this study) to ensure compliance. Data was obtained from the U.S. Census 2017-2021 5-Year ACS at the census tract level.

The NJTPA's Equity Analysis methodology uses a composite scoring index that identifies to what extent values for each census tract are above or below the County average for each of 10 demographic factors. Scores are determined based on how many standard deviations they are from the average rather than meeting a standard threshold.

Passaic County ranks higher than the NJTPA and Statewide figures for several of the factors (shown in Table 1), confirming that underserved communities are a principal concern for this plan. These include Minority, Low-Income, Limited-English Proficiency, Zero-Vehicle Households, Youth, Young Children, and Females. The “Compared to NJTPA Region” column in Table 1 indicates the difference (in percentage points) between the rate for Passaic County and for the NJTPA Region.

Based on the NJTPA composite scoring combining thresholds for each factor into a single score, Passaic County has “well above average” and “above average” underserved communities in three cities – Clifton, Passaic, and Paterson, all located in the southeastern portion of the County. The “well above average” and “above average” census tracts have approximately 169,177 residents, which accounts for almost 32.5 percent of the County’s total population. Though these municipalities are home to the highest number of underserved populations, all municipalities in Passaic County except Bloomingdale score as "well above average" or "above average" in at least one category.

Underserved communities are shown in Figure 4.

**Table 1 - Equity Indicators Comparison**

Factor	Passaic County	NJTPA Region	Statewide	Compared to NJTPA Region*
<b>Minority</b>	59.8%	48.3%	46.2%	11.50 PP
<b>Low-Income</b>	31.2%	21.6%	22.1%	9.60 PP
<b>Limited English Proficiency</b>	21.6%	13.6%	12.2%	8.00 PP
<b>Zero-Vehicles</b>	15.2%	12.2%	11.3%	3.00 PP
<b>Youth</b>	17.4%	16.4%	16.4%	1.00 PP
<b>Young Children</b>	6.6%	5.8%	5.7%	0.80 PP
<b>Females</b>	50.9%	50.8%	50.8%	0.10 PP
<b>Disabled</b>	8.6%	9.6%	10.4%	-1.00 PP
<b>Seniors</b>	14.6%	16.0%	16.0%	-1.40 PP
<b>Foreign-Born</b>	22.9%	26.3%	32.1%	-3.40 PP

Source: U.S. Census 2021 Five-Year Estimates; PP=percentage points

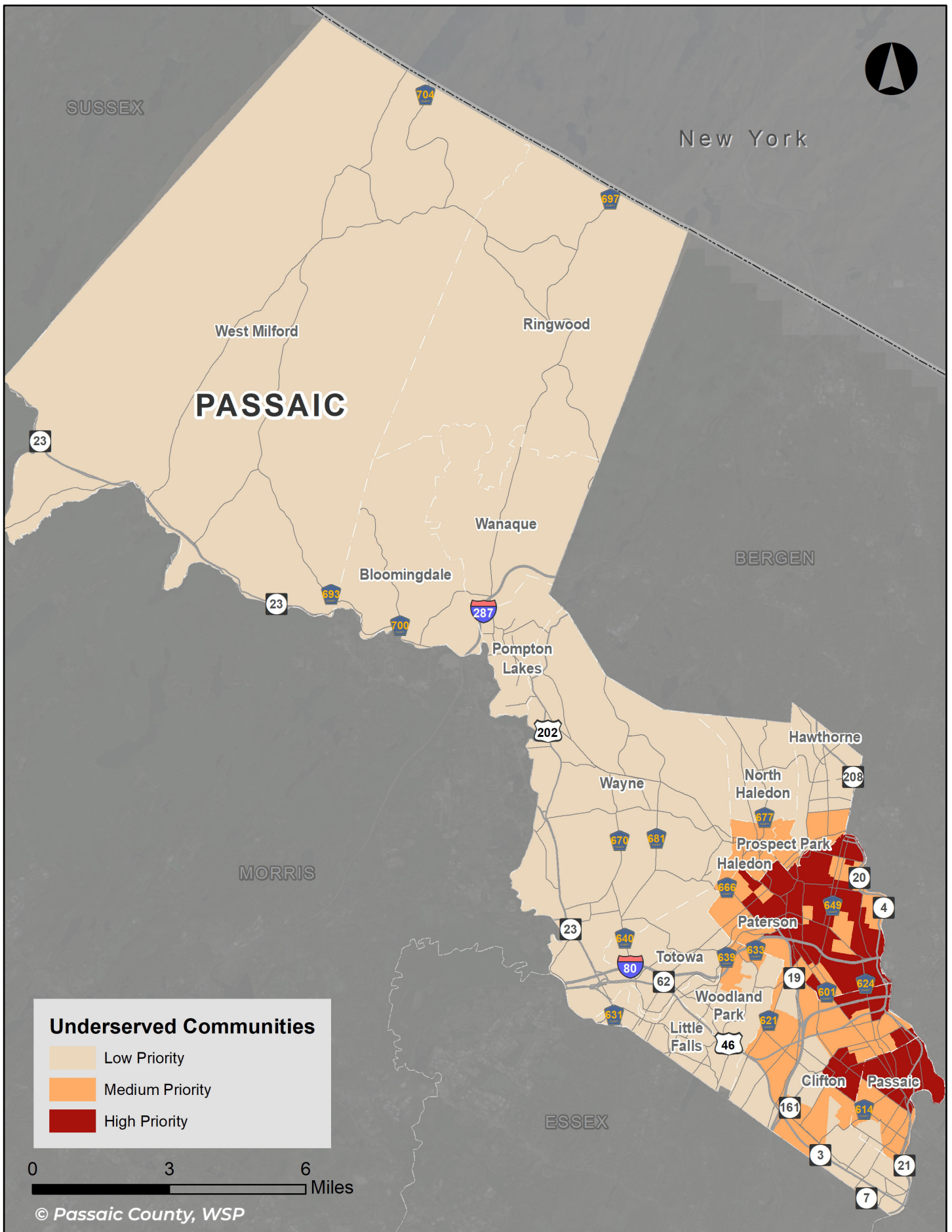


Figure 4 - Underserved Communities in Passaic County, NJ

## Employment

An early step of the socio-economic and market analysis process was to look at the employment characteristics of jobs located in Passaic County. This includes the number of jobs in various industries, where jobs are located, the expected changes in overall employment, specific industries, and burgeoning geographic employment clusters based on the DEFM for 10 distinct industries. Together, these industries include all jobs. The United States Census' County Business Patterns data was also used to determine the location quotient (defined below) for the industries. Both the DEFM and the United States Census' County Business Patterns use codes from the North American Industry Classification System (NAICS). Location quotients were determined using these codes. NJTPA's model disaggregates employment data in sectors based on these codes. Supplemental analysis was conducted for several prominent four-digit NAICS code industries.

The United States Bureau of Economic Analysis defines location quotients as "an analytical statistic that measures a region's industrial specialization relative to a larger geographic unit." In simple terms, a location quotient measures how prominent an industry is locally (in this case, Passaic County) compared to a larger region (in this case, New Jersey). This statistic is helpful for identifying particularly strong industries as well as those that may require additional support and incentives. Employment, and consequently, location quotients, are affected by regional and national economic trends. Location quotients are shown in Figure 5, with Manufacturing and Construction being the most overrepresented industries in Passaic County compared to the national average.

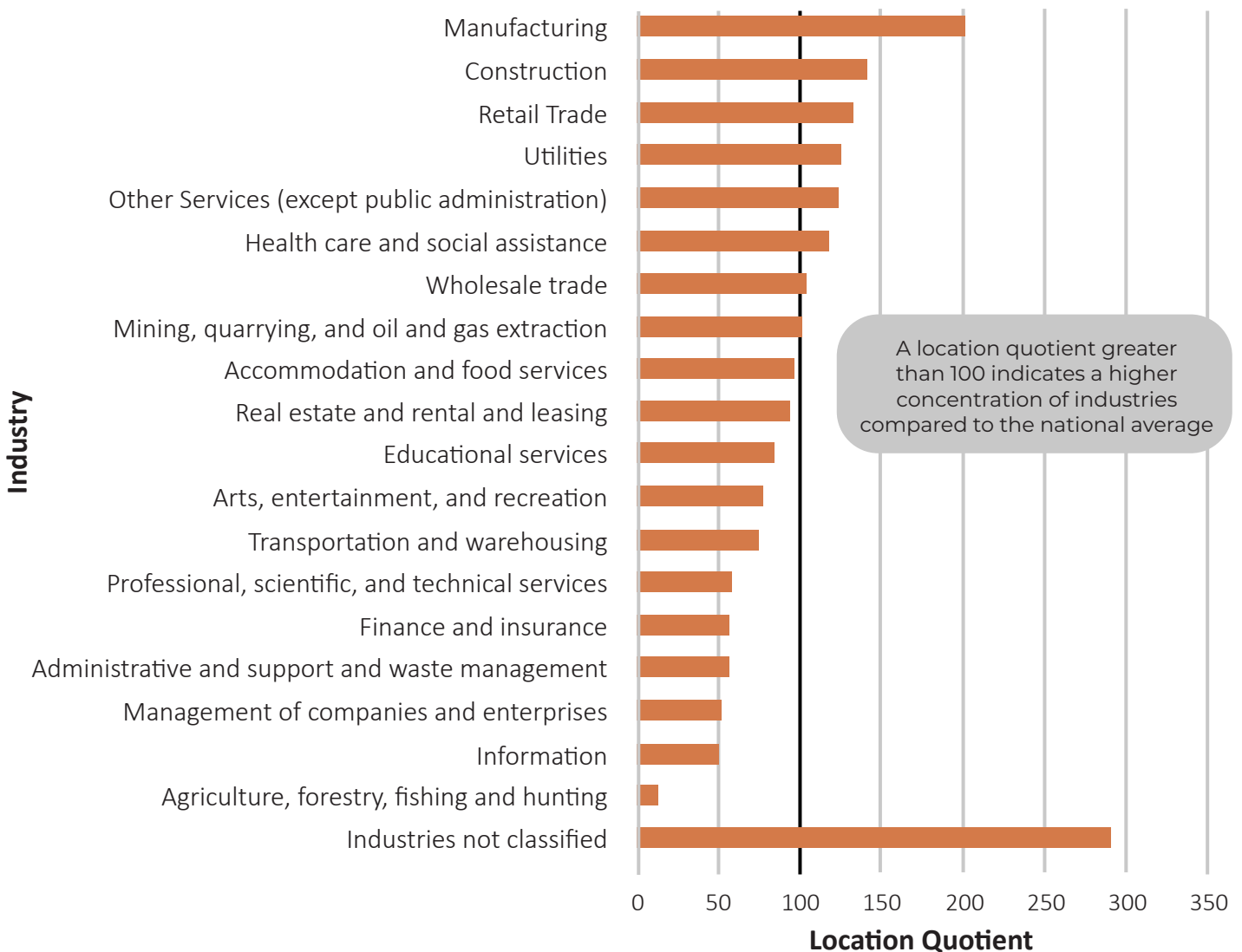


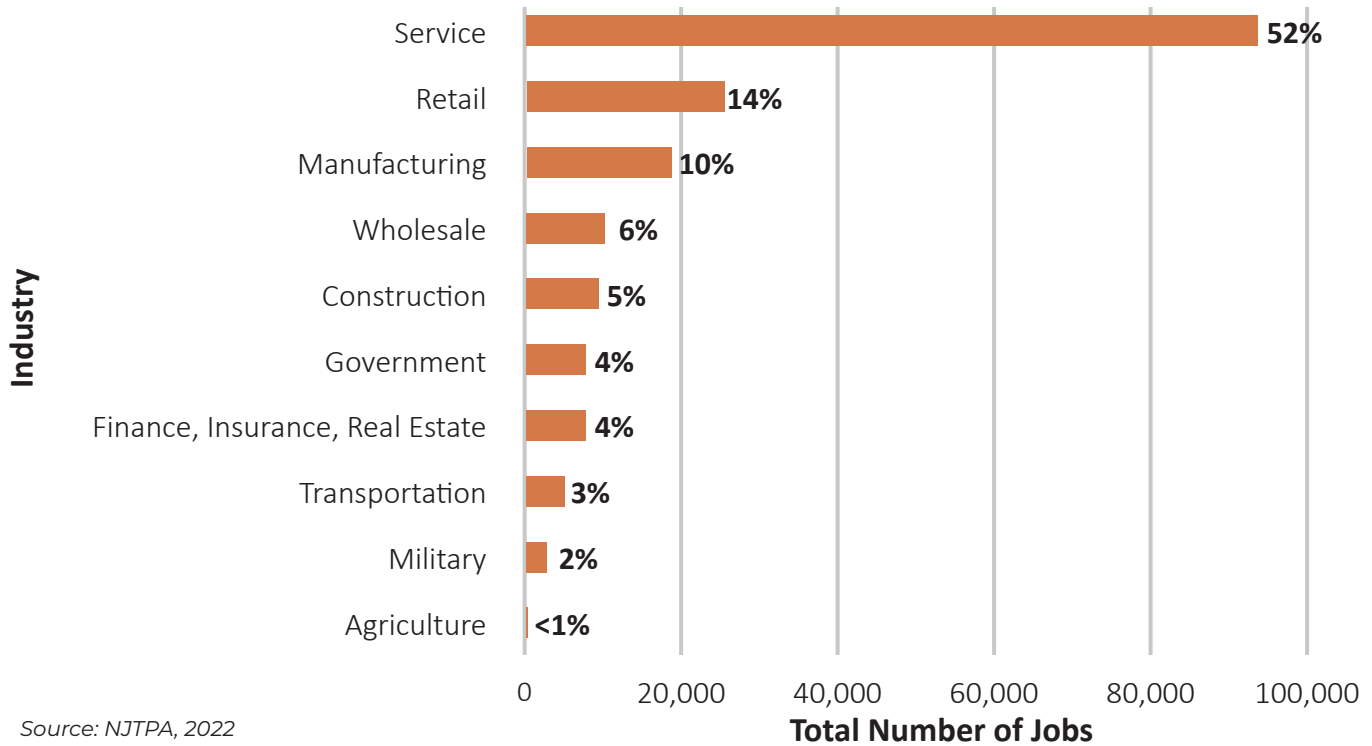
Figure 5 - Location Quotient in Passaic County, NJ by Industry

Source: United States Census Business Patterns

## Current Market Conditions

The following data concerning countywide employment figures comes from DEFM. Data for 2022 was mapped at the TAZ level. Passaic County's 16 municipalities are split into 101 TAZs. The average TAZ is 1.95 square miles and is the location of 1,811 jobs for a job density of 929 jobs per square mile.

Figure 6 presents the number of existing (2022) jobs in Passaic County. The data shows that most jobs (52 percent) in Passaic County are in the Service industry, with smaller but significant portions in Retail and Manufacturing.



Source: NJTPA, 2022

Figure 6 - Employment in Passaic County, NJ by Industry



## Industry Analyses

Data from the United States Census County Business Patterns was used to review recent trends for various industries in Passaic County. The findings include the following:

- Compared to the State, Passaic County's employment has significantly above average concentrations in Manufacturing, Construction, Retail Trade, Utilities, Other Services (except Public Administration), and Health Care and Social Assistance.
- Compared to the State, Passaic County's employment has significantly below average concentrations in Agriculture, Information, Management of Companies and Enterprises, Administrative and Support and Waste Management and Remediation Services, Finance and Insurance, Professional, Scientific, and Technical Services, Transportation and Warehousing, Arts, Entertainment and Recreation, and Educational Services.
- The Healthcare and Social Assistance, Retail Trade, and Manufacturing sectors have the highest employment numbers in the County, with each providing more than 15,000 jobs.
- The only industries that experienced an employment growth of more than 10 percent from 2017 to 2021 are Utilities (13.3 percent), and Professional, Scientific, and Technical Services (13.9 percent)
- The Utilities, Mining, and Agriculture fields have the lowest employment in the County, with each providing fewer than 1,000 jobs due to the limited amount of land that can be or is used for these industries. While Utilities experienced 13.3 percent growth from 2017 to 2021, the number of people employed in the industry remains low.
- The most significant decreases occurred in Information (32.8 percent), Management of Companies and Enterprises (29.3 percent), and Arts, Entertainment, and Recreation (24.4 percent). Identification of these industries declining in employment reflect a potential need for the County to strengthen their appeal and viability locally.



## Market Trend

In addition to the quantitative analysis of current and projected employment in Passaic County, a market analysis of industries in the County was conducted. This analysis was based on numerous articles and documents provided by Passaic County, as well as a review of development and building construction in the County. This process included identifying elements of Passaic County's market that can be used to catalyze additional growth, as well as identifying potentially limiting elements.

The following conclusions were drawn from this analysis. These points will be utilized and considered in the development and selection of Priority Investment Areas and in public outreach.

- Growth Industries – Retail, logistics, and other industries are growing; there is also significant growth in fields requiring an advanced degree, including the medical field.
- Residential Development – High-density housing is expanding into more suburban communities, including Hawthorne and Wayne.
- Diversity – There is a growing Spanish-speaking population, specifically people from Mexico. The percent of people who speak Spanish is highest in Passaic (56.4 percent), Paterson (48.2 percent), and Prospect Park (45.3 percent).
- Transportation Infrastructure – Existing transit provides opportunities for added connections between residential, employment, cultural, and recreational centers. While there is substantial traffic congestion in certain areas, there is need to focus growth near transit.
- Development Opportunities – Brownfield and Superfund sites offer development opportunities.
- Resiliency – There is a need to consider resiliency in development, particularly considering the presence of expanding floodplains due to the effects of climate change, sea level rise and flooding.

## Projections

The following data (see Table 2 and Table 3) concerning county-wide employment figures comes from the DEFM.

While the model projects growth throughout the County, this does not fully account for environmental constraints and restrictions imposed by the New Jersey Highlands Council. Thus, growth rates in these areas are likely overstated.

## Findings

The Service industry comprises the majority of jobs in Passaic County and is the most prominent industry in each of the County's municipalities. The density of jobs is similar to the population density, with Paterson and Passaic having pockets of high job density, though job density is also high in the more suburban areas of Clifton and Wayne. The industry analysis reveals that several fields have higher concentrations in the County, including Wholesale Trade, Retail Trade, and Healthcare and Social Assistance. Though these fields and others are prominent in the County, numerous industries experienced a decline in jobs from 2017 to 2021 (including Retail Trade, Wholesale Trade, Manufacturing, and Healthcare and Social Assistance). The Service industry is expected to continue to be the prominent industry in 2050. All municipalities are anticipated to experience employment growth, though the primary growth areas are those areas where jobs are currently located (including Paterson and Passaic).

**Table 2 - Jobs and Jobs Density by Municipality**

Municipality	Jobs (2022)	Jobs (2050)	Job Density* (2050)	Change in Jobs (#)	Change in Jobs (%)
Bloomingtondale	1,518	1,806	197	287	19%
Clifton	32,657	37,966	3,333	5,309	16%
Haledon	1,529	1,891	1,638	361	24%
Hawthorne	6,316	6,907	2,054	591	9%
Little Falls	6,406	6,885	2,454	478	7%
North Haledon	1,654	1,834	524	180	11%
Passaic	17,639	20,147	6,262	2,508	14%
Paterson	45,829	52,433	6,029	6,604	14%
Pompton Lakes	2,192	2,471	778	279	13%
Prospect Park	645	776	1,624	131	20%
Ringwood	2,292	2,842	101	550	24%
Totowa	13,037	13,800	3,402	764	6%
Wanaque	2,263	2,674	289	411	18%
Wayne	38,806	41,169	1,636	2,363	6%
West Milford	5,090	6,993	87	1,903	37%
Woodland Park	5,088	5,490	1,770	402	8%
<b>Total</b>	<b>182,963</b>	<b>206,083</b>	<b>1,046</b>	<b>23,120</b>	<b>13%</b>

\*people per square mile; Source: NJTPA, 2022

**Table 3 - Job Growth by Industry in Passaic County**

Municipality	Jobs (2022)	Jobs (2050)	Change in Jobs (#)	Change in Jobs (%)
Agriculture	251	294	43	17%
Construction	9,671	11,368	1,697	18%
Finance, Insurance, Real Estate	7,749	8,507	758	10%
Government	7,767	8,456	688	9%
Manufacturing	18,925	21,711	2,786	15%
Military	2,837	3,155	318	11%
Retail	25,707	28,842	3,135	12%
Service	94,673	106,095	11,422	12%
Transportation	5,098	5,765	667	13%
Wholesale	10,285	11,890	1,605	16%

Source: NJTPA, 2022



## Planned and Approved Developments

Site plan and subdivision application data for the past three years (2021-2023) was obtained from the Passaic County Department of Planning and Economic Development. Cumulatively, there are 217 applications, proposing 7,742 residential units, in addition to retail, commercial, and industrial uses, across 17 million square feet (394 acres). Nearly a quarter of this development is in each of Paterson, Wayne, and Clifton, respectively. Totowa and Passaic are also each home to more than 800,000 square feet of proposed development. Residential development is primarily proposed for Paterson (2,241 units), Wayne (2,179 units), Little Falls (1,002 units), and Clifton (903 units).

## Conclusions

Land use characteristics vary greatly across the County. The north is primarily preserved and undeveloped while the south contains a diverse mix of residential, commercial, industrial, institutional, and recreational, with the land use splits differing greatly between municipalities. While population is expected to increase across the County, the largest increases are expected in the more densely populated communities in the southern part of the County. These municipalities are also expected to accommodate the growth in employment.



# RECOMMENDATIONS

## Priority Investment Areas (PIAs)

An outcome of this Plan is the identification of several Priority Investment Areas (PIAs). Various agencies have used the term “Priority Investment Area” and “PIA” with their own definitions. Within this document, its use is specific to this study and not based on its use in other planning documents. The PIA concept is similar to the terms “Priority Growth Investment Areas,” “Local Priority Areas,” and “Investment Areas” used in various documents by Somerset County.

PIAs are County-designated areas where public investment in transportation improvements can be implemented strategically to spur private investment, development, and redevelopment and create more economically competitive, equitable, and sustainable communities within the County. The PIAs are intended to promote job growth in Passaic County, support new development and redevelopment opportunities, achieve equity goals, address the needs of underserved communities, enhance resiliency and sustainability, and help grow key industry sectors in the region, including freight and goods movement. This Plan represents the first effort to identify PIAs in Passaic County.

A collaborative effort resulted in the selection of the five PIAs for strategic investment in transportation infrastructure. The project team, the consultant team, Passaic County, the Stakeholder Advisory Committee (SAC), and key study partners, stakeholders, and the public all played a crucial role in this process, providing valuable input and insights.

The PIA process demonstrates that new development and redevelopment projects can be structured innovatively to meet multiple goals and achieve long term benefits for Passaic County residents, workers, businesses, students, visitors, and others.

## Selection Criteria

The preliminary PIA selection criteria were informed by a comprehensive set of data points. These data points, including indicators of existing or future growth or development, the presence of transportation infrastructure, and potential land use conflicts, were carefully chosen to ensure a thorough and objective selection process. Twenty data points were included in the preliminary PIA selection, as listed in Table 4. The Scale column refers to the geographic level of analysis reviewed for the criteria.

At this point in the analysis process, each of the selection criteria was gathered and paired with each parcel in Passaic County to determine the number of opportunity elements and constraining elements associated with each. An “opportunity element” is one where potential growth and development are desirable for investment, such as a train station. A “constraining element” is one where potential growth and development are not desirable for investment, such as a wetland. The presence of constraining elements removed the parcel from consideration. This overlaying of opportunity elements and constraining elements revealed parts of the County where opportunities are present. These sites were further analyzed. The results of this analysis are included in the following pages. Opportunity elements are mapped in Figure 8 and constraining elements are mapped in Figure 9.

*Table 4 - Preliminary PIA Criteria*

<b>Criteria</b>	<b>Element</b>	<b>Source</b>	<b>Scale</b>
Area in Need of Redevelopment	<b>Opportunity</b>	NJGIN	Parcel
Area in Need of Rehabilitation	<b>Opportunity</b>	NJGIN	Parcel
Brownfield	<b>Opportunity</b>	NJGIN	Parcel
Bus Stop	<b>Opportunity</b>	NJGIN	Parcel
College	<b>Opportunity</b>	NJGIN	Parcel
Employment Change	<b>Opportunity</b>	NJTPA	TAZ
Highlands Planning Area	<b>Opportunity</b>	Highlands Council	Parcel
Interstate interchange	<b>Opportunity</b>	NJGIN	Parcel
Job Density	<b>Opportunity</b>	NJTPA	TAZ
Parks and Open Space	<b>Opportunity</b>	NJGIN	Parcel
Population Change	<b>Opportunity</b>	NJTPA	TAZ
Population Density	<b>Opportunity</b>	NJTPA	TAZ
Rail Line	<b>Opportunity</b>	NJGIN	Parcel
Train Station	<b>Opportunity</b>	NJGIN	Parcel
Truck Route	<b>Opportunity</b>	State Freight Plan	Parcel
Underserved Communities	<b>Opportunity</b>	ACS 5-Year	Parcel
Urban Enterprise Zone	<b>Opportunity</b>	NJGIN	Parcel
Highlands Conflict	<b>Constraint</b>	Highlands Council	Parcel
Land Use Conflict	<b>Constraint</b>	NJGIN Land Use	Parcel
Wetlands	<b>Constraint</b>	NJGIN	Parcel

Source: NJGIN (2023), State Freight Plan (2023), ACS 5-Year Estimates (2021), NJTPA (2022), Highlands Council (2022)



*East 5th Street at Lowe Street, looking north, in Paterson, NJ ©Passaic County*

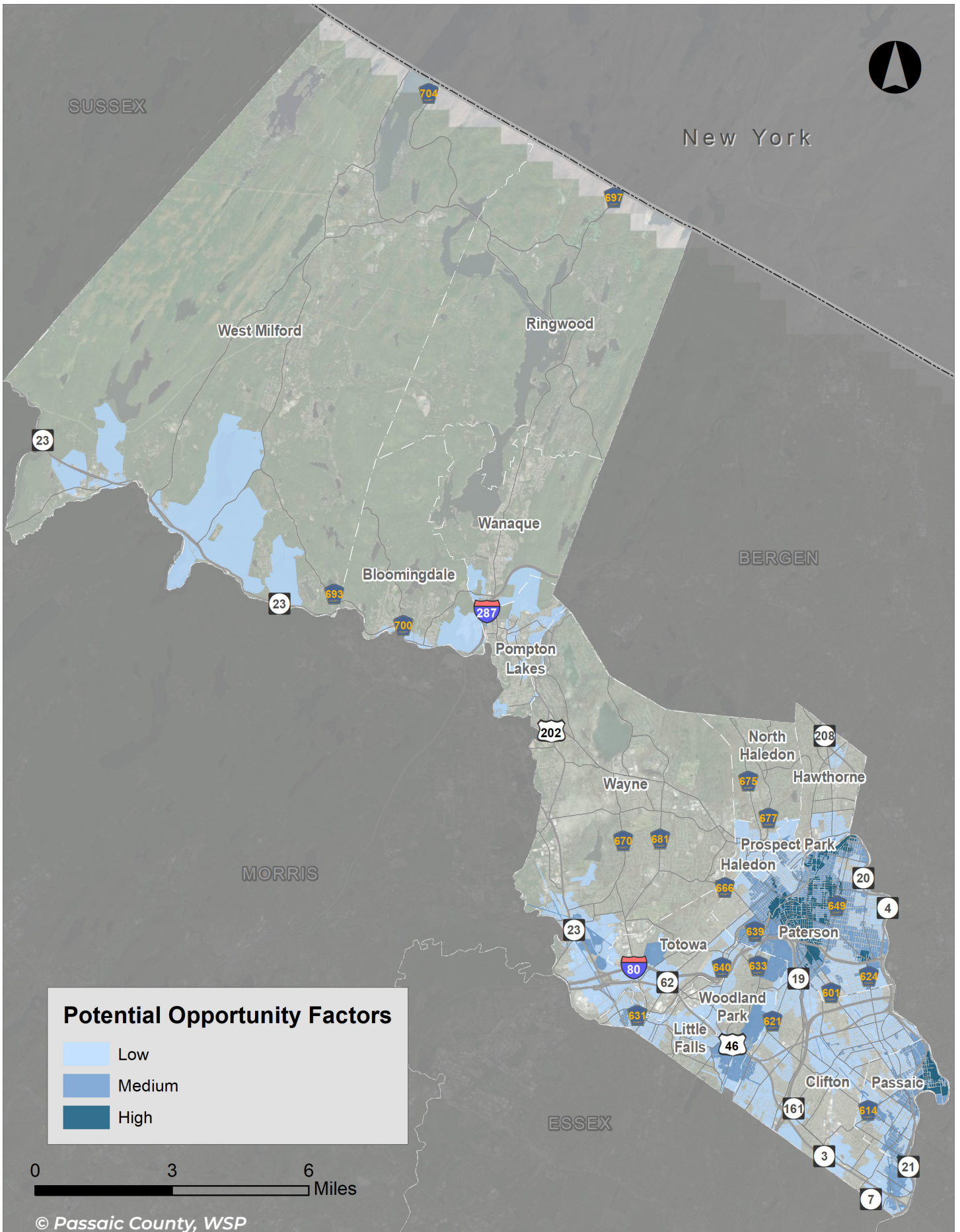


Figure 7 - Potential Opportunity Factors in Passaic County, NJ

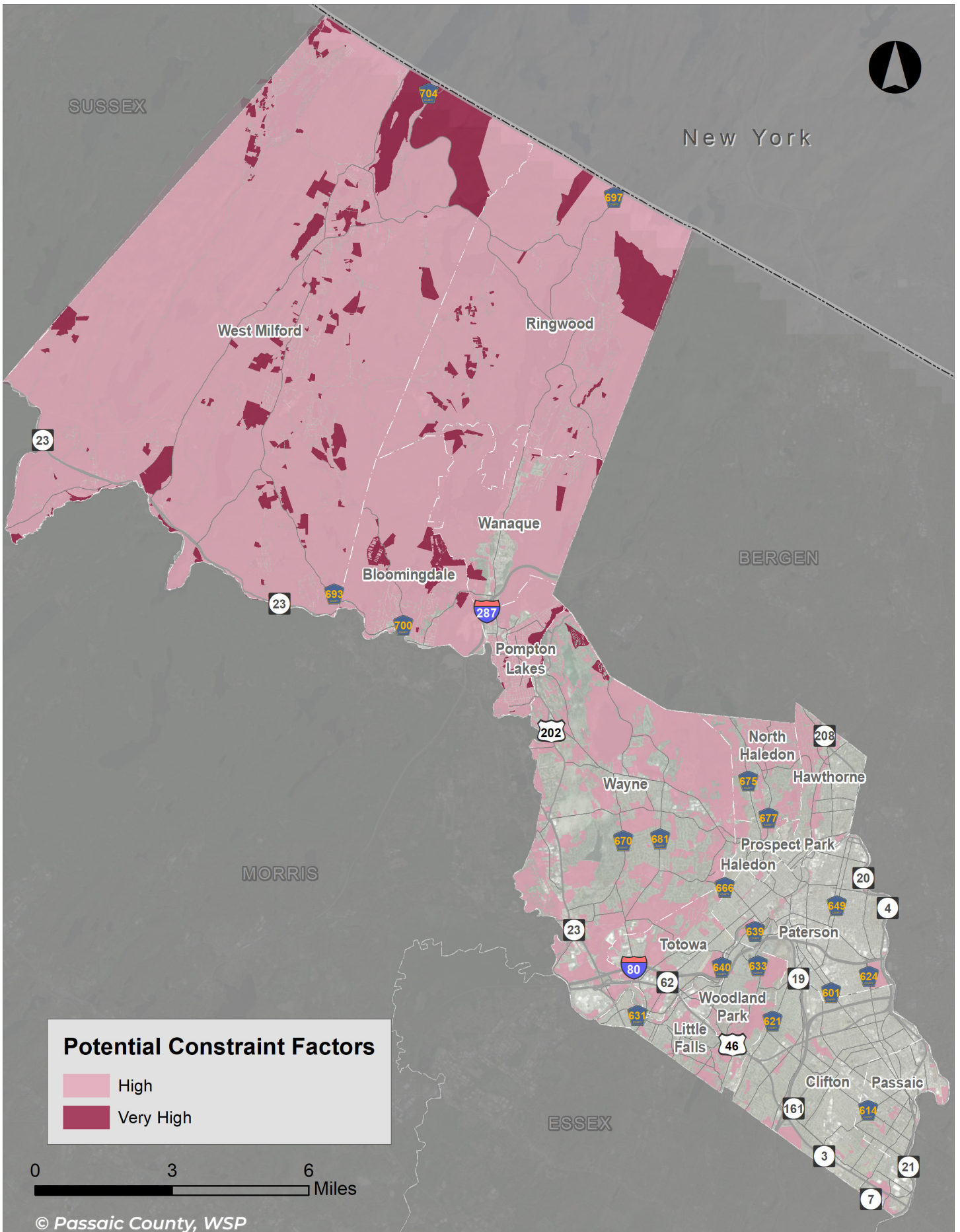


Figure 8 - Potential Constraining Factors in Passaic County, NJ

## Candidate Priority Investment Areas

Passaic County's 132,427 parcels were geographically matched with each of the 20 variables listed in Table 4. The analysis shows that 23 percent of parcels have at least one constraining element, 63 percent have at least four opportunity elements, and 15 percent have at least eight opportunity elements.

Candidate PIAs are shown in Figure 9. This map depicts eight different areas that were preliminarily identified to have the most opportunity elements and the fewest constraining elements. These qualities make them good PIA candidates.

From this analysis, the following specific areas and improvement types were identified as candidate PIAs.

- **Bloomington – Main Street** - multimodal corridor
- **Wanaque – Town Center** - commercial center
- **Pompton Lakes – Wanaque Avenue** - multimodal bicycle and pedestrian improvements
- **Wayne – Mountain View Industrial Complex** – possible industrial center
- **Paterson – Hospital Complex** – transit opportunity train station
- **Haledon/Passaic – Presidential Boulevard** – area for redevelopment and multimodal corridor with access to stadium, schools, housing, and Great Falls Park
- **Passaic – Route 21** – recover access to the riverfront, reconnecting areas
- **Clifton – Newark Industrial Line** – old/unused industrial rail line, opportunities for freight or light rail transit
- **Clifton – Route 3** – transit and rail opportunity along major regional corridor

## Selected Priority Investment Areas

Applicable data resources and GIS analysis methodologies were used to evaluate the strengths of eight initial candidate PIA locations. The eight initial candidates and the criteria are listed in Table 5 below. A check mark indicates the presence of the specific existing condition criteria in the PIA boundary. Each evaluation criteria is briefly summarized below:

- **Job Growth** – if job growth is projected to be greater than the County's average of 12.6 percent (2021-50)
- **Multimodal Corridor** -if the area accommodates multiple modes of transportation
- **Designated Development Area** – presence of an Urban Enterprise Zone, Area in Need of Rehabilitation, Area in Need of Redevelopment, or Brownfield
- **Underserved Community** – presence of underserved communities based on Census Tracts that are “Above” or “Well Above” the County average, as per the Equity Environmental Justice Technical Memorandum completed for this project in December 2023
- **Resiliency** – presence of wetlands or floodplains
- **Mid-term Implement/Low Cost** – if anticipated recommendations include measures that can be completed in the medium-term and/or at low-cost
- **Project Screening** - presence of recent and ongoing development, as per Passaic County
- **Goods Movement (Freight)** – presence of identified truck route or freight rail line

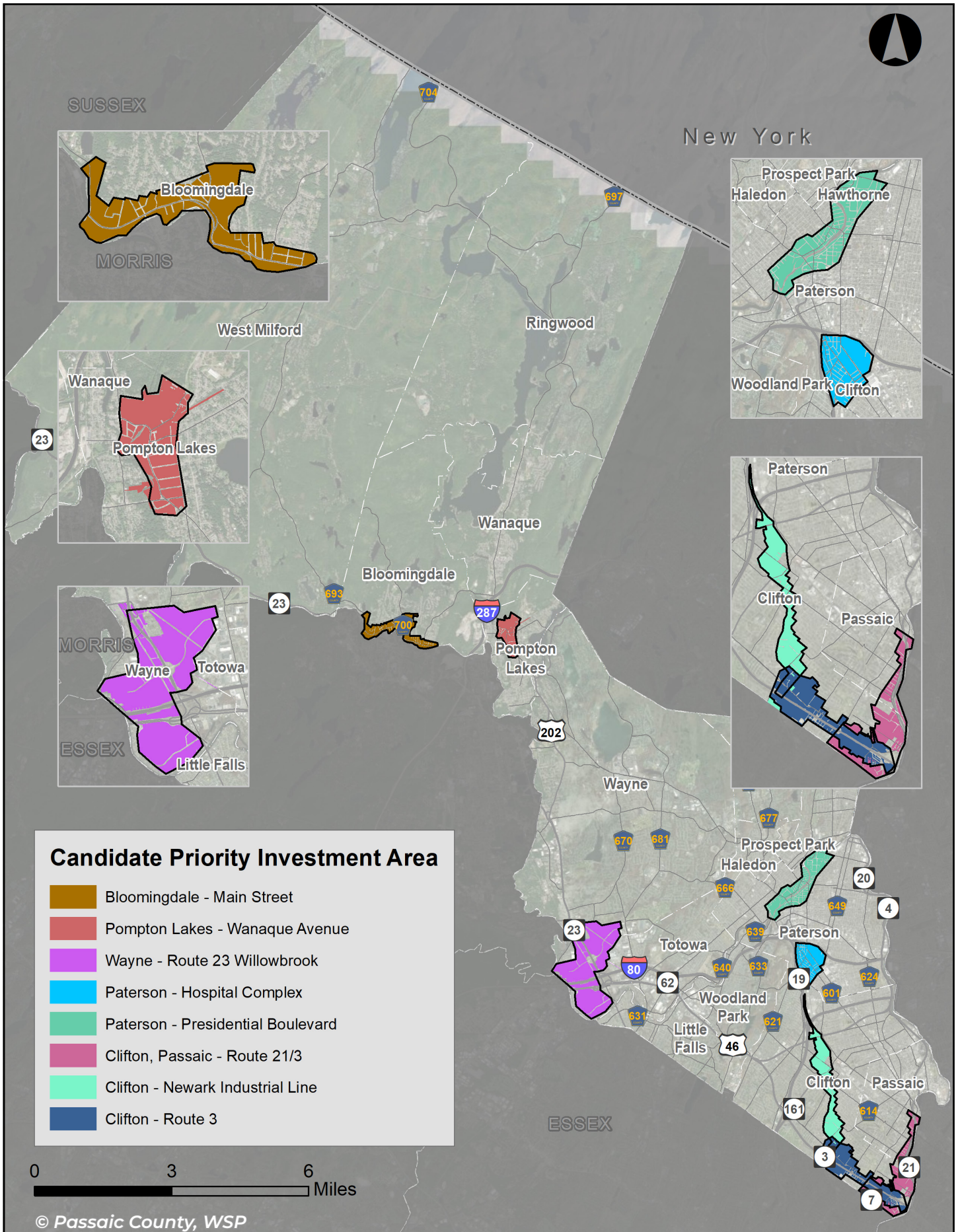


Figure 9 - Candidate Priority Investment Areas in Passaic County, NJ

Table 5 - Socio-Economic Factors Considered for PIAs

Priority Investment Area	Factors							
	Job Growth	Multimodal Corridor	Designed Development Area	Underserved Community	Resiliency	Mid-term Implementation/ Low-Cost	Project Screening	Goods Movement (Freight)
<b>Bloomingtondale – Main Street</b>	✓	✓	✓		✓		✓	
Multimodal commercial center/town center								
<b>Pompton Lakes/Wanaque I-287</b>	✓	✓	✓			✓	✓	
Multimodal commercial center								
<b>Pompton Lakes/Wanaque CR 684</b>	✓	✓	✓			✓	✓	
Multimodal commercial center								
<b>Wayne – Route 23 Willowbrook</b>	✓	✓		✓	✓	✓	✓	✓
Possible industrial center								
<b>Paterson – Hospital Complex</b>	✓	✓	✓	✓		✓	✓	✓
Employment hub, potential for train station								
<b>Paterson – Presidential Boulevard</b>	✓	✓	✓	✓	✓	✓	✓	
Area for redevelopment and multimodal corridor with access to stadium, schools, housing, and Great Falls NHP								
<b>Clifton – Newark Industrial Line</b>	✓	✓	✓	✓			✓	✓
Unused industrial rail line, opportunities for freight or light rail transit								
<b>Clifton, Passaic – Route 21/3</b>	✓	✓	✓	✓	✓			
Recover access to the riverfront, reconnecting areas								
<i>A check mark indicates the presence of the specific existing condition criteria in the PIA boundary.</i>								



Presidential Boulevard at Main Street in Paterson, NJ ©Passaic County



Use of the PIA evaluation criteria resulted in the identification of eight candidate areas. These candidate areas were intended to serve as a prototype for similar areas in Passaic County and the region. These types are listed in Table 5 and include a multimodal corridor, a commercial center/town center, an employment hub, a new transit opportunity, an industrial center, recovering access to the riverfront, and an area for redevelopment. One of the goals of this study was to ensure the five PIAs selected for detailed assessment were geographically distributed across the county. The eight candidate areas were narrowed into five PIAs that each received detailed assessment and development of recommendations.

The first three of the eight candidates PIAs are located in the northern portion of Passaic County. All three are similar in terms of location, development intensity, and configuration, and as candidate multimodal corridor/town center areas. The Bloomingdale – Main Street Candidate PIA and Pompton Lakes/Wanaque I-287 Candidate PIA were not selected for further analysis during this study because of the significant presence of environmental and roadway constraints, though these areas can be investigated in future applications of the PIA Strategic Infrastructure process and methodologies. The Wayne - Mountain View Industrial Complex Candidate PIA was expanded to include the Willowbrook Mall and two area train stations. Additionally, the two candidate PIAs in Clifton were combined and reconfigured to focus directly on the Route 3 corridor because of existing constraints and deficiencies along Route 3, the new development and redevelopment projects adjacent to Route 3, and the potential to leverage improved mobility along the proposed Newark Industrial Line project which crosses Route 3.

Based on these findings and considerations, eight candidate PIAs were narrowed to five final PIAs shown in Figure 9.:

- 1. Pompton Lakes – Wanaque Avenue**
- 2. Wayne – Route 23 Willowbrook**
- 3. Paterson – Presidential Boulevard**
- 4. Paterson – Hospital Complex**
- 5. Clifton – Route 3**



These five areas were selected based on the identification of problem areas, geographical distribution, limitations of each area, and the factors listed in Table 5. Existing conditions, opportunities & challenges, and recommendations are provided for each of the five PIA's in the following sections. This included the following information:

- Location & boundary, existing uses & facilities, growth potential & investments, and land uses.
- Existing conditions concerning traffic safety, biking, public transit, freight, nearby destinations, resiliency & flooding, and recent and ongoing land developments and transportation projects.
- Opportunities and challenges presented by existing conditions.
- A vision for the PIA.
- Detailed multimodal transportation improvements tailored to each PIA.
- An implementation matrix listing all recommended multimodal transportation improvements, including each's location, potential partners, and estimates as to time frame and cost. Time and cost estimates are graphically displayed. "Partners" indicates potential partner agencies and stakeholder types who should be involved in decision-making and may be responsible for implementation. For instance, in some instances, the improvement would occur entirely within the public right-of-way and be conducted by a municipality or Passaic County while in other instances, business owners or parcel owners may be integral in pursuing implementation. Where business owners or parcel owners are identified as a partner, implementation may require additional coordination.

Time estimates are indicated with between one and four black dots, including (starting with one), "Short," "Short-Medium," "Medium," and "Medium-Long." "Short" is less than two years, "Medium" is 2-5 years, and "Long" is greater than five years. Cost estimates are similarly indicated with between one and five black dots, including (starting with one), "Low," "Low-Medium," "Medium," "Medium-High," and "High." "Low" is less than one million dollars, "Medium" is 1-5 million dollars, and "High" is greater than 5 million dollars.

Selected priority investment areas are mapped in Figure 10.



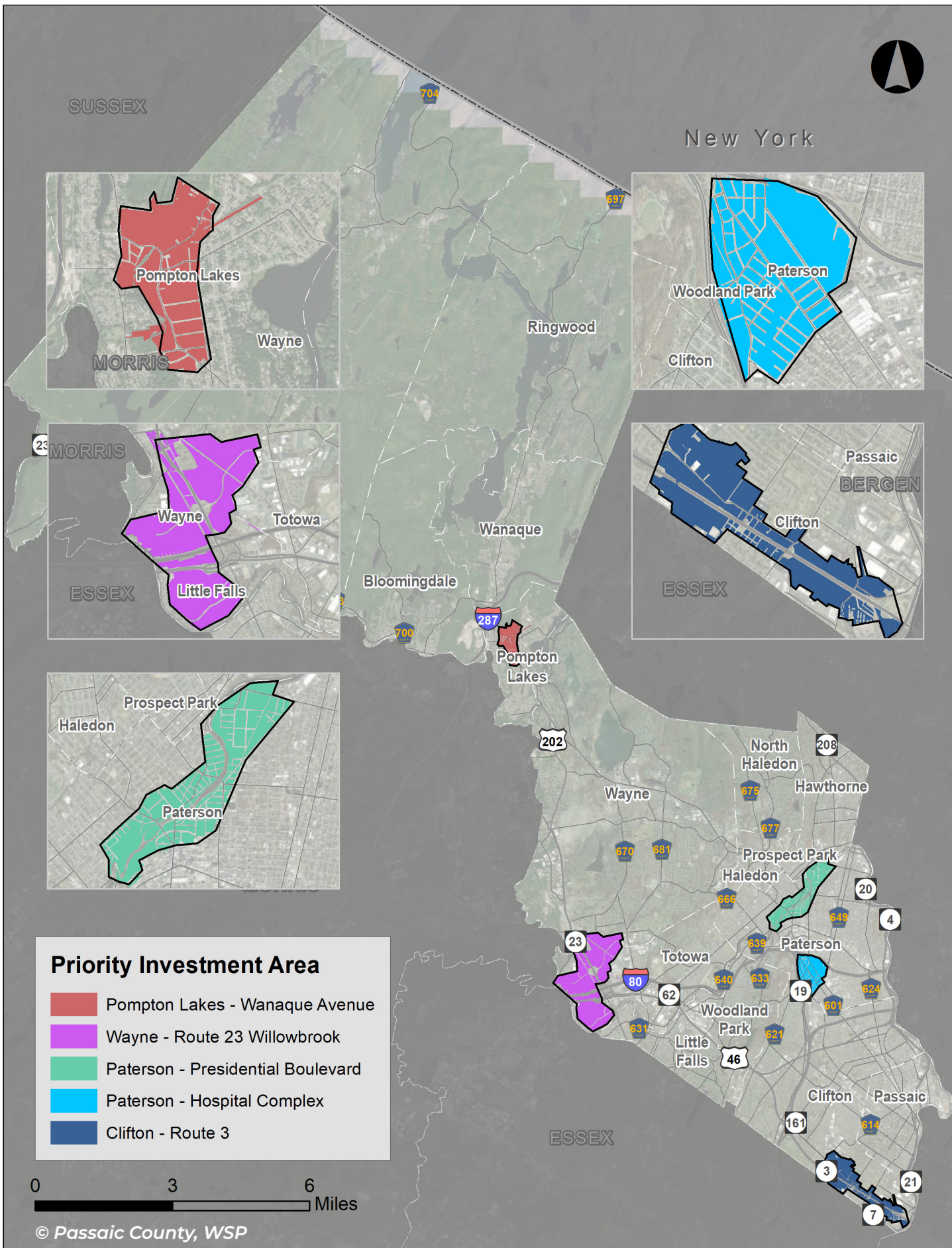


Figure 10 - Selected Priority Investment Areas in Passaic County, NJ



Aerial View of Pompton Lakes ©AdobeStock

# POMPTON LAKES - WANAQUE AVENUE

## Priority Investment Area #1



### Location & Boundary



- Township of Pompton Lakes
- Wanaque Avenue and properties within approximately 500 feet between north of Lenox Avenue and Cannonball Road

### Existing Uses & Facilities



- Commercial/services, single-unit residential, institutional uses
- I-287, Wanaque Avenue (CR 684), Colfax Avenue (CR 688)
- Three NJ TRANSIT bus routes

### Growth Potential & Investments



- Multimodal commercial center, close to recreational opportunities and schools
- Meridia Pompton Lakes 261, a mixed-use center with 212 residential units and a parking garage being developed



Pompton Lakes - Wanaque Avenue Land Use Area Map

## EXISTING CONDITIONS OVERVIEW

Wanaque Avenue (County Route 684) travels through the center of the Borough of Pompton Lakes, providing regional through-trip capacity and local access to nearby residential, institutional, and retail land uses. The corridor connects to I-287 via Ringwood Avenue and Hamburg Turnpike. Wanaque Avenue has a 25-mph speed limit with one lane in each direction, no shoulder, and average daily traffic volumes of approximately 9,000 vehicles (2017). The portion of the corridor within the PIA is designed for downtown retail uses, though immediately north and south of the PIA, the corridor takes the form of a more typical suburban roadway, with a wider roadway profile (with painted median or two travel lanes in either direction), and a lack of on-street parking, facilitating higher speeds.



The intersections of Wanaque Avenue with Colfax Avenue, and Colfax Avenue at Lakeside Avenue have been identified as crash hotspots, each being the location of more than 25 crashes within the last five years (2018-2022). Most crashes at Wanaque Avenue and Colfax Avenue were same direction-sideswipes or striking a parked vehicle.



The corridor does not contain bike facilities but is identified as the location of a proposed bike lane in Passaic County's 2022 Bicycle Master Plan.



The corridor accommodates three NJ TRANSIT bus routes. These routes serve suburban Passaic and Morris counties, downtown Paterson, the Willowbrook Mall, and New York City.



No designated truck routes pass through the PIA. Freight needs in the PIA are predominantly small trucks delivering to retail uses along Wanaque Avenue.



Most adjacent land uses are local retail in a downtown setting. Lenox Elementary School and Pompton Lakes High School are within 500 feet of the corridor, and Lakeside Middle School is a short walk away (0.35 miles away).



The area is prone to flooding from the Wanaque River located behind the parking lot west of Wanaque Avenue. Nearly all of this parking lot is located in the flood zone.



There are several recent and ongoing mixed-use developments, including 255 residential units, a new grocery store, and self-storage facility.



The PIA currently has no regional transportation projects under the NJTPA's Transportation Improvement Program (TIP).

## OPPORTUNITIES & CHALLENGES



### OPPORTUNITIES

- Proximity to interstates
- Proximity to trails
- Proximity to residential
- Proximity to schools
- Condensed retail, pedestrian-friendly land uses designed with adjacent sidewalks and parking in the back
- Roadway corridor that is not overly wide and is not congested



### CHALLENGES

- Wanaque River causes flooding
- No nearby train stations
- Wanaque Avenue is too narrow for dedicated bike facilities and on-street parking
- Parking lot west of Wanaque Avenue includes 14 separate parcels with several different owners

## MULTIMODAL TRANSPORTATION IMPROVEMENTS



### VISION

Wanaque Avenue will be a vibrant multimodal downtown “Main Street” where people live, work, and play. Retail will thrive with successful businesses utilizing active sidewalk cafes and parklets. People will feel safe walking, biking, taking the bus, or driving along Wanaque Avenue. Parking and loading will be clearly marked and mainly occur behind businesses to promote a safe, accessible, and active corridor. The proposed changes will support improved mobility and job creation.



## 01. CLARIFY AND STANDARDIZE OFF-STREET PARKING

The surface parking lot west of Wanaque Avenue provides a significant supply of parking for downtown Pompton Lakes. Four access points connect the lot to the west side of Wanaque Avenue. One of these access points is signalized; one is one-way into the lot, and one is one-way out of the lot. These access points are shown on the map on the following page and on page 39. The parking lot properties include portions of 14 parcels with various owners. Markings in the lot vary, including perpendicular and angled parking. The lot lacks signage directing motorists to the proper exits. Additionally, the existing driveway access point poses visibility issues between entering/exiting motorists and pedestrians traveling along the sidewalk. The parking lot is shown in the image on the following page.

The following recommendations are made for the parking lot west of Wanaque Avenue:



### Improve Access and Signage

- Identify where vehicles should enter and exit.
- Pedestrian visibility through signage and markings.
- Review access points to and from the parking lot to clearly identify and prioritize safe and adequate access points. This may require installing additional traffic controls (stop signs and/or traffic signals).
- Strip parking spaces and travel lanes, and considering adding stop signs to improve traffic flow.

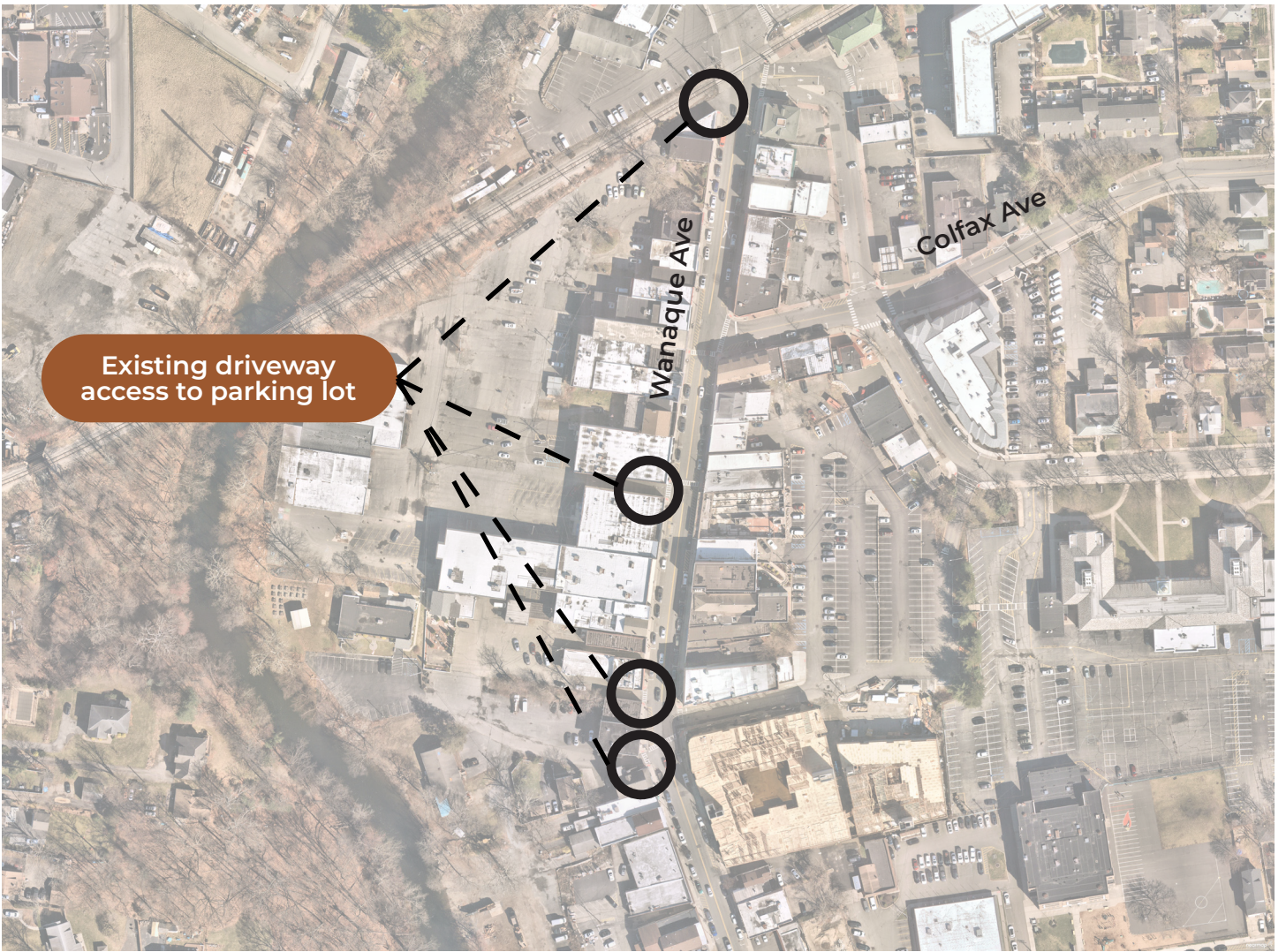


### Install Bicycle-Pedestrian Infrastructure and Streetscape

- Install trees, plantings, bike racks, lighting, and stormwater management infrastructure as part of the parking lot redesign.
- Construct sidewalks across all parking lot driveways to better indicate to motorists that pedestrians are present.
- Encourage off-street loading to reduce impacts on traffic flow and pedestrian mobility.

These recommendations would improve parking movement in the parking lot, making it easier for people to comfortably stop and shop along Wanaque Avenue. Installing additional infrastructure would mitigate flooding concerns, beautifying the lot while improving property and rental values.





*Parking lot west of Wanaque Avenue in Pompton Lakes, NJ ©Passaic County*



## 02. ENHANCE PEDESTRIAN MOBILITY

Wanaque Avenue is a good example of a “downtown main street,” catering to local retail, commercial, and mixed uses only a block away from single-family residential neighborhoods, schools, and houses of worship. The sidewalks along Wanaque Avenue provide various amenities, including trash cans, lighting, benches, bike racks, payment kiosks, and vegetation. While these assets beautify the corridor and provide functionality, they also reduce the functional width of the sidewalk to less than 5 feet, often insufficient for pedestrians in either direction to pass one another.

The following recommendations are intended to improve pedestrian mobility in the PIA:



### Construct Curb Extensions

- West side of intersection of Wanaque Avenue and Colfax Avenue and on northwest and southwest corners of intersection.
- Wanaque Avenue at Cannonball Road



### Allocate space for pedestrian uses

- Review on-street parking on Wanaque Avenue for possible removal from one side of corridor. Reallocate additional width for pedestrian uses, including a mixture of a widened sidewalk, parklets, and sidewalk cafes.
- As an interim measure, temporary painted curb extensions, sidewalk cafes, and parklets can be strategically sited in front of appropriate businesses while a parking study is conducted to ensure that there is ample off-street parking provided in advance of the permanent removal of on-street parking spaces.



### Improve Access and Signage

- Promote visibility and alert measures at the driveway access points between the parking lot west of Wanaque Avenue and Wanaque Avenue. These measures would improve pedestrian safety and can include installing driveway convex mirrors and vehicle exit alert signs to improve pedestrian safety.



### Install Bicycle-Pedestrian Infrastructure and Streetscape

- Install curb extensions, lighting, distinctive crosswalks, and other streetscape improvements on Wanaque Avenue at Cannonball Road.

These recommendations would improve conditions for pedestrians along the corridor, ultimately making the corridor a more appealing place to shop, dine, and socialize. The extended sidewalk width, curb extensions, and other listed recommendations will also improve safety and impressions of safety.



### 03. IMPROVE BICYCLE CONNECTIONS

The Pompton Lakes – Wanaque Avenue PIA lacks bicycle facilities, leaving a gap between trails to the north and south. To reach these facilities from the PIA, cyclists must ride in mixed traffic, a condition many find uncomfortable. Despite the lack of bicycle facilities, the mix of land uses and the presence of several schools make the area a prime location for accommodating latent cycling demand.

The following recommendations are made to improve biking circulation in the PIA:



#### Designate and mark bicycle boulevards

- 1) *Hamburg Turnpike/Wanaque Avenue between Ramapo Avenue and Cannonball Road*
- 2) *Romain Avenue/Lincoln Avenue between Colfax Avenue and Poplar Avenue,*
- 3) *Paterson Hamburg Turnpike between Ringwood Avenue and Wanaque Avenue*
- 4) *Ringwood Avenue between Wanaque Avenue and Paterson Hamburg Turnpike*



#### Install standard bicycle lanes

- 1) *Ramapo Avenue between Lakeside Avenue and Riverdale Road*
- 2) *Wanaque Avenue between Cannonball Road and Ringwood Avenue*
- 3) *Colfax Avenue between Adrian Street and the border of the Borough of Oakland*
- 4) *Lakeside Avenue between Ramapo Avenue and Jefferson Avenue.*



#### Connect Trails

- Consult and coordinate with Morris County to investigate a connection between the Cannonball Trail and the existing trail to the south along rail right-of-way along one of the following options:
  - 1) *via on-road facilities along Wanaque Avenue or residential streets in Pompton Lakes*
  - 2) *through a new trail along the Wanaque River*
  - 3) *along a converted rail-to-trail via the Pompton Industrial Line and New York, Susquehanna and Western Railway.*

These recommendations will improve the ability for people to bike within and from the Wanaque Avenue area, enticing people to bike from nearby communities to the retail district, as well as continue onto nearby recreational facilities, such as the Cannonball Trail.

Re-design parking with trees, lighting, bike racks & storm water infrastructure



Pursue long term goal to connect Cannonball Trail with existing north-south trail in Pequannock Township



Cannonball Trail



Encourage off-street freight loading



Investigate simplifying parking lot access



Install curb extensions, high-visibility crosswalks, pedestrian scaled lighting and streetscape



Conduct warrant analysis for traffic signal feasibility



Install bike facilities throughout the area



Promote bike parking in downtown



Investigate connections to local and regional bike network



**RECOMMENDATIONS**

- Proposed Bike Boulevard
- Proposed Standard Bike Lane
- Existing Parking Lot Access
- Pedestrian Improvements
- Cannonball Trail
- Intersection Upgrade
- Proposed Traffic Signal
- Railroad Network
- NJT Bus Stops
- Schools
- County Boundary

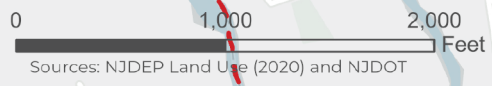
Investigate re-purposing parking on one side with wider sidewalks



Investigate parking access and marking improvements



Create parklets and sidewalk cafes at strategic locations



Sources: NJDEP Land Use (2020) and NJDOT

Pompton Lakes - Wanaque Avenue Priority Investment Area Map

## CONCLUSION

Recommendations for the Pompton Lakes – Wanaque Avenue PIA will capitalize on the success of the downtown corridor and enhance recent development and redevelopment projects by improving the efficiency and clarity of parking operations, providing strategic traffic calming, enhancing the safety and comfort for people to travel by transit, biking, and walking. Businesses will benefit from the streetscape and circulation improvements that create a unified and enhanced streetscape and walkable downtown environment.

### PIA Implementation Matrix

Location	Recommendation	Partners	Time Frame	Cost Estimate
1) Hamburg Turnpike/ Wanaque Avenue between Ramapo Avenue and Cannonball Road  2) Romain Avenue/ Lincoln Avenue between Colfax Avenue and Poplar Avenue  3) Paterson Hamburg Turnpike (CR 511A) between Ringwood Avenue (CR 511A) and Wanaque Avenue (CR 684)  4) Ringwood Avenue (CR 511A) between Wanaque Avenue (CR 684) and Paterson Hamburg Turnpike (CR 511A)	Designate and mark as bicycle boulevard.	County Municipality	●	\$
West side of Wanaque Avenue (CR 684)	Visibility of pedestrians should be improved through signage and markings.	County Municipality Business owners Parcel owners	●	\$
Parking lot west of Wanaque Avenue (CR 684)	Parking lot should also be adequately marked so motorists can see where parking spaces are. This may require installing stop signs and lane markings within the parking lot.	Business owners Parcel owners	●	\$

Location	Recommendation	Partners	Time Frame	Cost Estimate
Wanaque Avenue (CR 684)	As an interim measure, temporary painted curb extensions, sidewalk cafes, and parklets can be strategically sited in front of appropriate businesses while a parking study is conducted to ensure that there is ample off-street parking provided in advance of the permanent removal of on-street parking spaces.	County Municipality Business owners	●	\$
Access points between parking lot and Wanaque Avenue (CR 684)	Pedestrian safety would be improved by promoting visibility and alert measures at the driveway access points. These measures can include installing driveway convex mirrors and vehicle exit alert signs to improve pedestrian safety.	County Municipality Business owners Parcel owners	●	\$ \$
Wanaque Avenue (CR 684) at Cannonball Road	Install curb extensions, lighting, distinctive crosswalks, and other streetscape improvements.	County Municipality	●	\$ \$
Parking lot west of Wanaque Avenue (CR 684)	Access points to and from the parking lot should be comprehensively reviewed to clearly identify and prioritize safe and adequate access points. This may require installing additional traffic controls (stop signs and/or traffic signals).	County Municipality Business owners Parcel owners	● ●	\$
1) Ramapo Avenue between Lakeside Avenue and Riverdale Road 2) Wanaque Avenue (CR 684) between Cannonball Road and Ringwood Avenue (CR 511A) 3) Colfax Avenue between Adrian Street and the border of the Borough of Oakland 4) Lakeside Avenue between Ramapo Avenue and Jefferson Avenue.	Install standard bicycle lane.	County Municipality	● ●	\$
Parking lot driveway west of Wanaque Avenue (CR 684)	Off-street loading should be encouraged to reduce impacts to traffic flow and pedestrian mobility.	County Municipality Business owners Parcel owners	● ●	\$

Location	Recommendation	Partners	Time Frame	Cost Estimate
Parking lot west of Wanaque Avenue (CR 684)	Trees, plantings, bike racks, lighting and stormwater management infrastructure should be installed as part of the parking lot redesign. Markings may be improved to increase the number of available spaces.	Business owners Parcel owners	● ●	\$ \$
Parking lot west of Wanaque Avenue (CR 684)	Access and markings should be improved to clearly identify where vehicles should enter and exit.	County Municipality Business owners Parcel owners	● ● ●	\$
Wanaque Avenue (CR 684)	On-street parking should be reviewed further for possible removal from one side of corridor. Additional width to be provided for pedestrian uses, including a mixture of a widened sidewalk, parklets, and sidewalk cafes.	County Municipality Business owners	● ● ●	\$ \$
Parking lot driveway west of Wanaque Avenue (CR 684)	Across all parking lot driveways, sidewalks should be constructed to better indicate to motorists that pedestrians are present.	County Municipality Parcel owners	● ● ●	\$ \$ \$
West side of intersection of Wanaque Avenue (CR 684) and Colfax Avenue	Construct curb extension.	County Municipality	● ● ●	\$ \$ \$
Northwest and southwest corners of intersection of Wanaque Avenue (CR 684) and Colfax Avenue	Construct curb extensions.	County Municipality	● ● ●	\$ \$ \$
Cannonball Trail and existing rail to south along rail right-of-way	Consult and coordinate with Morris County to investigate connecting these two existing trails 1) via on-road facilities along Wanaque Avenue or residential streets in Pompton Lakes, 2) through a new trail along the Wanaque River, or 3) along a converted rail-to-trail via the Pompton Industrial Line and New York, Susquehanna, and Western Railway.	County Municipality Riverdale Borough Pequannock Township Morris County	● ● ● ● ●	\$ \$

**Time Frame**

- <2 years
- ● ● 2-5 years
- ● ● ● ● >5 years

**Cost Estimate**

- \$ <\$1M
- \$ \$ \$1M-5M
- \$ \$ \$ >\$5M



# WILLOWBROOK

THE OBSERVANCE FACTORY

Willowbrook Mall in Wayne, NJ ©KMB Design Group



# WAYNE - ROUTE 23 WILLOWBROOK

## Priority Investment Area #2



### Location & Boundary



- Township of Wayne
- Three distinct but connected activity sub-areas:
  - 1) Willowbrook Mall clusters
  - 2) Western Industrial Area
  - 3) Eastern Industrial Area

### Existing Uses & Facilities

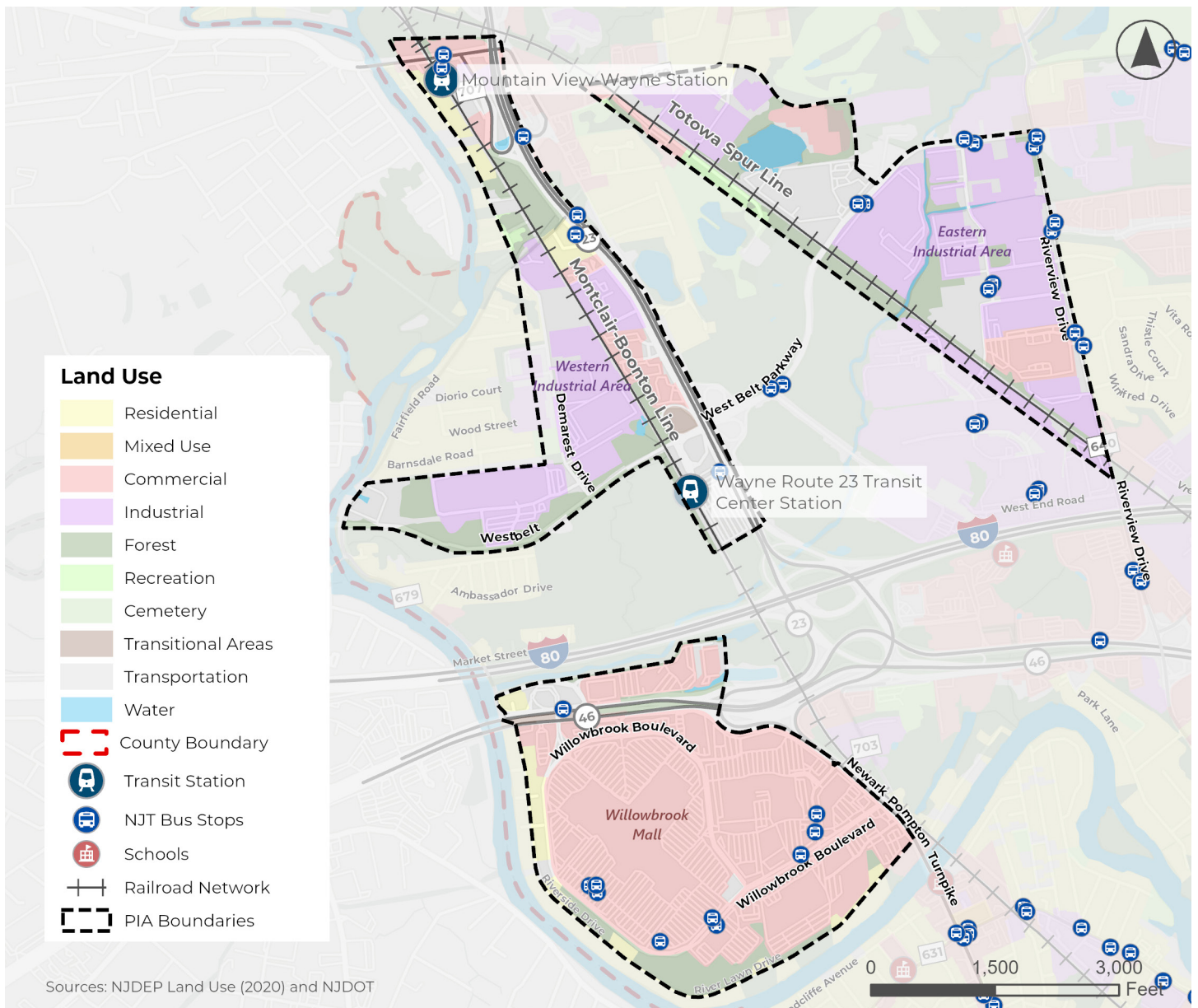


- Commercial, industrial, medium-density residential, wetlands I-80, Route 202, Route 23, Route 46
- Wayne Route 23 & Mountain View train stations, Willowbrook Mall bus transfer station with several regional & local routes

### Growth Potential & Investments



- Shopping mall in need of maintenance with industrial center and interstate access
- 1.1 million square feet of planned commercial and industrial development



Sources: NJDEP Land Use (2020) and NJDOT

Wayne - Route 23 Willowbrook Land Use Area Map

# EXISTING CONDITIONS OVERVIEW

Located in the southern portion of Wayne Township, the Wayne - Route 23 Willowbrook PIA lies at the crossroads of several major regional transportation corridors in northern New Jersey – a meeting point for Route 23, Route 46, and Interstate 80. The ease of highway access makes this an attractive location for retail, office, and freight-dependent businesses. As a result, the area is a major employment and activity hub, with Willowbrook Mall, Wayne Town Center, and Willowbrook Plaza employing thousands in the retail and service sectors; and FedEx, Frito-Lay, Driscoll Foods, and BAE Systems to the north, contributing significantly to Wayne’s industrial activity and employment base. The Willowbrook Mall property alone has more than 150 stores and 1.5 million square feet of retail area.



The major roadways passing through the Wayne – Route 23 Willowbrook PIA, including Route 46 and Route 23, have a majority of area crashes (2018-2022). Most crashes at these locations are same direction – rear end crashes while nearly one quarter are same direction – sideswipes. These crash types are particularly common in congested areas.



The area is largely devoid of cycling infrastructure, in part limited by the barriers of Route 23, Route 46, I-80, and the Passaic River. The BIKEPassaic Master Plan recommends a mix of bike boulevard, bike lane, and cycle track for West Belt Parkway.



The Wayne – Route 23 Willowbrook area is served by bus and rail with an active NJ TRANSIT Park & Ride Commuter Lot located south of Willowbrook Mall with approximately 1,000 parking spaces. Several NJ TRANSIT bus lines serve the Willowbrook Mall Park & Ride. Willowbrook Mall is also a destination for several NJ TRANSIT intrastate lines connecting Willowbrook Mall to Newark, Paterson, Passaic, Hackensack, and Morristown. The Wayne/Route 23 Transit Center and the Mountain View station are served by the NJ TRANSIT Montclair-Boonton Line with service between Hackettstown and Hoboken Terminal/New York Penn Station. These train stations are one mile apart, with the Wayne/Route 23 Transit Center approximately one mile north of Willowbrook Mall. NJ TRANSIT buses also serve both train stations.



Within the PIA, I-80 is part of the National Highway Freight Network, while Route 46 and Route 23 are part of the NJ Access Network. Freight is highly important for the area, including the many goods shipped to the Willowbrook Mall and adjacent retail properties, as well as industrial and warehousing uses around West Belt Parkway, including sites for Driscoll Foods and FedEx Ground west of Route 23. Each of these freight-generating land uses has relatively easy access to I-80 and do not require trucks to travel through residential neighborhoods.



The Willowbrook Mall area is predominantly commercial/retail. The area around West Belt Parkway is primarily industrial. The area around the Mountain View train station includes a mix of residential, commercial, and industrial uses.



The entire Willowbrook Mall property (surrounded by Passaic River, Route 23, and Route 46) is located in the flood zone, as is nearly all of the PIA land south of West Belt Parkway. Additionally, the Mountain View-Wayne station and surrounding area are included in the flood zone.



The area is home to several recent and ongoing commercial and industrial developments. The largest of these is a 530,000 square foot warehouse/office on Demarest Drive.



The ongoing Route 23, Route 80 and Route 46 Interchange project will provide greater mobility, reduce congestion, and enhance safety through simplicity of movement through the interchange. Improvements include a new ramp providing a direct connection from Route 23 southbound to I-80 westbound and a connection allowing travel from I-80 eastbound to Route 23 northbound and southbound and Route 46 westbound via a new ramp connection.

## OPPORTUNITIES & CHALLENGES



### OPPORTUNITIES

- Two train stations
- Major bus transfer point
- Major shopping in/around mall
- High-volume roadways
- General mix of local and regional land uses, connectivity, and travel patterns
- Developed and growing industrial base



### CHALLENGES

- Two train stations are not pedestrian-friendly
- Western Industrial Area lacks bus service
- Passaic River causes severe flooding
- Major bus transfer point does not offer easy connection to the mall
- High-volume roadways
- Area surrounding mall, south of I-80 lacks mix of land uses

## MULTIMODAL TRANSPORTATION IMPROVEMENTS

### VISION



**The Wayne – Route 23 Willowbrook Mall Area will be a regional live-work-play destination that leverages the strengths of its three individual sub-areas, connecting to each other and the larger region. The Willowbrook Mall area will feature pedestrian paths connecting bus stops to retail. People will feel comfortable walking and biking to the Mountain View and Wayne Route 23 train stations. The Wayne Route 23 station will function mainly as a park & ride with limited adjacent land uses due to sensitive environmental constraints. The Mountain View station will be a walkable mini-retail node where transit riders can shop and eat. The proposed changes will support mobility & access to opportunities.**



## 01. WILLOWBROOK MALL SUB-AREA

The Willowbrook Mall sub-area is a busy retail hub, home to the Willowbrook Mall and numerous large and small retailers surrounding it. The sub-area is also home to several regional highways, including I-80, Route 46, and Route 23. The interchange between these highways consumes a significant amount of space to the northeast of the mall. These roadways provide the main access points to the mall. The mall property also includes a bus transfer hub where several routes connect. The transfer hub's location in the mall parking lot also allows it to function as a park & ride. The Passaic River also presents a natural feature that characterizes the sub-area. The River limits the number of roadway access points and leads to flooding concerns on and around the mall property.

The following recommendations are made for the Willowbrook Mall sub-area:



### Bus Stop Access

- Conduct further analysis to evaluate potential relocation of bus stop west of 113 Route 46 to Wayne Plaza parking lot. The bus stop is currently located below an overpass on Route 46 and is inaccessible by sidewalk. Any users of the stop would need to cross at least one uncontrolled ramp to reach their destination.
- Coordinate with NJ TRANSIT and property owners to investigate the feasibility of moving the bus transfer hub at the Willowbrook Mall closer to Route 46. Moving the transfer hub can potentially decrease travel time by placing the stop closer to Route 46, where each route exits.



### Parking Lot Access

- Perform a parking study for Willowbrook Mall property to consider the feasibility of consolidating lots and lot access and determine if underutilized lots, especially on the south side (which fall within the FEMA regulatory floodway), can be converted to pervious surfaces.



### Complete Streets & Mixed-use

- Investigate feasibility to creating more pedestrian-friendly "Main Street" feel along Willowbrook Boulevard and encourage mix of land uses, including a road diet and adding more pads (described by First National Realty Partners as a standalone site adjacent to a mall or shopping center upon which a customized space can be built and/or leased for a tenant) around Willowbrook Boulevard.
- Construct sidewalks or otherwise marked pedestrian paths and crossings on Willowbrook Mall property to connect buildings and plazas. The property is designed for automobiles though there are several bus stops on the property. Those using these bus stops must often cross between parking lots with no pedestrian infrastructure connecting properties. An existing paved pedestrian path currently connects Nordstrom Rack with DSW. This kind of treatment is recommended to connect the other isolated retail sites.
- Encourage a mix of land uses around the Willowbrook Mall, including residential, where appropriate.

Together, these recommendations would improve pedestrian and transit mobility, and enhance resilience while altering design and land uses to better attract customers and tenants.



## 02. WESTERN INDUSTRIAL SUB-AREA

### ***MOUNTAIN VIEW TRAIN STATION NODE***

The Mountain View train station sits on Route 202, next to a small commercial and industrial neighborhood. Roadways provide a disconnected network of sidewalk infrastructure. The presence of the train station offers an important asset.

The following recommendations are made for the Western Industrial Sub-Area's Mountain View train station node:



#### Mixed-use TOD

- Designate Mountain View train station node as a Transit Oriented Development (TOD) zone enabling a mix of uses (including residential apartments).



#### Improve Access and Signage

- Provide rear parking at Stahl Plaza Shopping Center with multiple access points around the existing building footprint.
- Consider consolidating driveway access at Stahl Plaza Shopping Center. The site currently has three access points on Erie Avenue, one of which is signalized. Evaluating the parking lot and access points would reduce the number of vehicular conflicts.
- Install additional signage clarifying the one-way right turn movement from Erie Avenue at Sherman Street to Route 23. Under current conditions, motorists can easily turn right from Erie Avenue to Sherman Street, not knowing this provides one-way access to Route 23 southbound, with no opportunity to turn around.
- Consider feasibility of installing a truck apron on the southwest corner of Erie Avenue at Route 202. This will improve pedestrian access while accommodating the many trucks making this turn.



#### Install Pedestrian Infrastructure

- Extend the sidewalk width in front of Stahl Plaza Shopping Center by 6 feet. Pedestrian access is currently impeded by utility poles and other fixtures, effectively removing access, despite the shopping centers adjacent presence to the train station.
- Complete the sidewalk network on Mountainview Boulevard/Boonton Turnpike west of the train station. There is no sidewalk crossing the NJ TRANSIT Montclair-Boonton line tracks.
- Install new crosswalks at Erie Avenue at Mountainview Boulevard and consider installing a Rectangular Rapid Flashing Beacon (RRFB). This would improve pedestrian mobility around the station.

Together, these recommendations would clarify circulation and improve safety while also making the parcels around the area more appealing and conducive to alternative uses.



## WAYNE ROUTE 23 TRANSIT CENTER NODE

The Wayne Route 23 Transit Center is adjacent to Route 23 and largely surrounded by wetlands. An industrial and residential area lies next to the station. While sidewalks are provided on the station property, there are no sidewalks between the station and nearby properties. The train station features NJ TRANSIT bus access, but these routes do not connect to the north or west residential/employment areas.

The following recommendations are made for the Western Industrial Sub-Area's Route 23 Transit Center node:



### Bicycle Infrastructure

- Investigate designating and marking West Belt Parkway as a bike boulevard from the County border to approximately 6 West Belt Parkway.
- Investigate installing bike lanes along West Belt Parkway between 6 West Belt Parkway and the NJ TRANSIT viaduct.
- Investigate installing a cycle track along West Belt Parkway between the NJ TRANSIT viaduct and Wayne Department of Public Works.



### Complete Streets

- Investigate implementing a road diet along the entirety of West Belt Parkway.
- Install stormwater infrastructure at the Wayne Route 23 Transit Center.

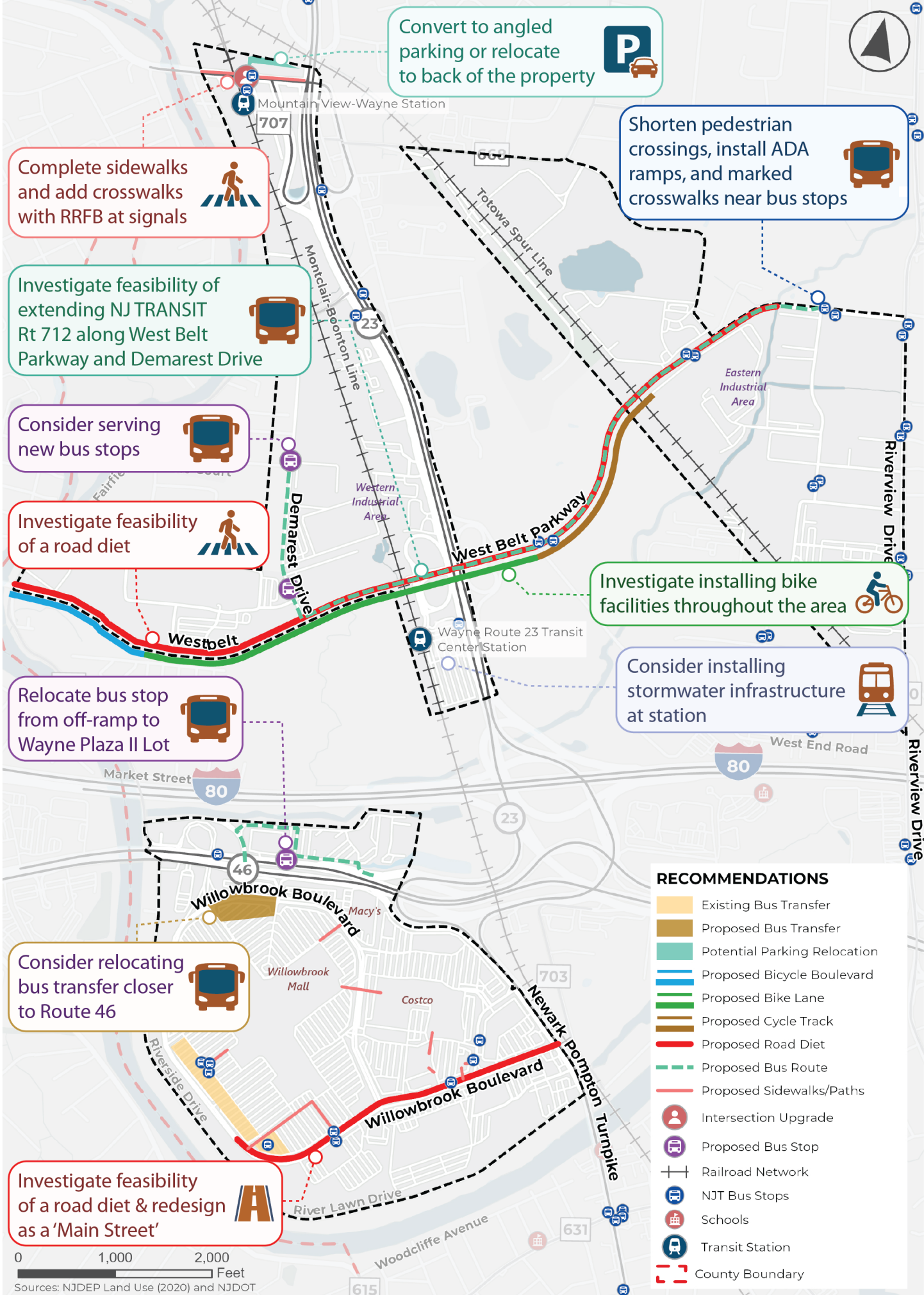


### Bus Service

- Conduct further analysis of demand and operational feasibility of extending NJ TRANSIT bus service, or operating municipal or private shuttles between the Eastern Industrial Sub-Area to the Wayne Route 23 Transit Center and Western Industrial Sub-Area along West Belt Parkway and Demarest Drive.

These recommendations will improve the cycling infrastructure between the train station and surrounding area as well as redesign the roadway to accommodate the roadway for actual demand. New transit service would better connect the area with the rest of the County, including the Willowbrook Mall sub-area.





Wayne - Route 23 Willowbrook Land Use Area Map



### 03. EASTERN INDUSTRIAL SUB-AREA

The Eastern Industrial Sub-Area lies east of Route 23, separated from the Wayne Route 23 Transit Center by wetlands. The sub-area borders several residential neighborhoods.

The following recommendations are made for the Eastern Industrial Sub-Area:



#### Complete Streets

- Conduct further study on potentially implementing a road diet on West Belt Parkway.
- Improve pedestrian crossings at Edison Drive and Riverview Drive and install ADA-compliant ramps at intersection corners, high-visibility crosswalks, and a pedestrian refuge island.

These recommendations would improve pedestrian safety in a developing area, improving access to existing public transit.



*West Belt Parkway West of Demarest Drive in Wayne ©Passaic County*



# CONCLUSION

Recommendations for the Wayne – Route 23 Willowbrook PIA will improve pedestrian connections within the Willowbrook Mall complex, promote transit-oriented uses around the Mountainview train station, and improve walking and biking infrastructure around the industrial zones. Employers in the industrial areas will benefit by allowing employees to take transit to work more easily. The Willowbrook Mall sub-area businesses will benefit from transit riders more easily accessing the larger mall complex. Opportunities for green infrastructure should be considered with all proposed improvements.

Implementation of these recommendations will have the following results:

## **Willowbrook Mall Sub-Area**

Infrastructure and design improvements in this sub-area will improve the ability for pedestrians to comfortably and safely travel throughout the Willowbrook Mall property. Re-oriented or otherwise altered bus stops will capitalize on existing public transit demand to expand the site as a transit hub. The parking study will provide a better understanding of post-pandemic parking demand at the retail site and enable the property owners and Wayne Township to adjust as they see fit, including strengthening stormwater resiliency.

## **Western Industrial Sub-Area**

### *Mountainview Train Station Node*

Infrastructure improvements to roadways around the Mountainview train station will improve circulation and complement improvements around the Stahl Plaza Shopping Center that will heighten the importance of the retail site. Together, this suite of improvements will enable the area to be designated as a transit-oriented development zone and strengthen the importance of the train station.

### *Wayne Route 23 Transit Center Node*

Roadway enhancements will improve the ability to safely and comfortably drive, walk, or bike along West Belt Parkway and to the Wayne Route 23 Transit Center and nearby employment generators. Extending bus service to the transit center will improve the feasibility of traveling by public transit and enhance the ability for local employers to attract employees.

## **Eastern Industrial Sub-Area**

Infrastructure improvements will enhance pedestrian safety and mark the sub-area as a place not only for motor vehicle thru-traffic.

## PIA Implementation Matrix

Location	Recommendation	Partners	Time Frame	Cost Estimate
Right turn from Erie Avenue at Sherman Street to Route 23.	Consider installing additional signage clarifying one-way movement.	Municipality NJDOT	●	\$
West Belt Parkway from County border to approximately 6 West Belt Parkway	Investigate designating and marking as bike boulevard.	County Municipality	●	\$
Bus stop adjacent to Route 46 exit to Willowbrook Mall (west of 113 Route 46)	Consider further analysis to evaluate potential relocation of bus stop to internal Wayne Plaza parking lot.	Municipality Property owner NJ TRANSIT NJDOT	● ●	\$
Parking lot entrance at 6 West Belt Parkway to NJ TRANSIT viaduct	Investigate installing bike lanes.	County Municipality	● ●	\$
Edison Drive at Riverview Drive (CR 640)	Improve pedestrian crossings.	Municipality	● ●	\$
Erie Avenue at Mountainview Boulevard	Consider installing new crosswalks and consider installing a Rectangular Rapid Flashing Beacon (RRFB).	Municipality NJDOT	● ●	\$ \$
Southwest corner of Erie Avenue and Route 202	Consider feasibility installing a truck apron	Municipality NJDOT	● ● ●	\$
West Belt Parkway from NJ TRANSIT viaduct to Wayne Department of Public Works	Investigate installing a cycle track.	County Municipality NJ TRANSIT	● ● ●	\$
West Belt Parkway corridor	Investigate implementing a road diet.	County Municipality	● ● ●	\$
From Eastern Industrial Sub-Area (West Belt Parkway at Hanes Drive) to Wayne Route 23 Transit Center and Western Industrial Sub-Area along West Belt Parkway and Demarest Lane	Consider conducting further analysis of demand and operational feasibility of extending NJ TRANSIT bus service or operating municipal or private shuttles.	Municipality Business owners NJ TRANSIT	● ● ●	\$
Edison Drive at Riverview Drive (CR 640)	Install ADA-compliant ramps at intersection corners, high-visibility crosswalks, and a pedestrian refuge island.	Municipality	● ● ●	\$

Location	Recommendation	Partners	Time Frame	Cost Estimate
Willowbrook Mall property	Construct sidewalks or otherwise marked pedestrian paths and crossings to connect buildings and plazas.	Property owner	● ● ●	\$ \$
Willowbrook Mall property	Coordinate with NJ TRANSIT and property owners to investigate the feasibility of moving the bus transfer hub closer to Route 46.	Property owner NJ TRANSIT	● ● ●	\$ \$
Willowbrook Boulevard	Investigate the feasibility to creating more pedestrian-friendly "Main Street" feel and encourage mix of land uses, including a road diet and adding more pads around Willowbrook Boulevard.	Municipality Property owners Business owners	● ● ●	\$ \$
Mountainview Boulevard/ Boonton Turnpike (US 202) west of the Mountain View Train Station	Complete the sidewalk network.	County Municipality Property owners	● ● ●	\$ \$
Stahl Plaza Shopping Center	Extend the sidewalk width by 6 feet.	Municipality Property owners	● ● ●	\$ \$
Stahl Plaza Shopping Center	Consider consolidating driveway access.	Municipality Property owners	● ● ●	\$ \$
Willowbrook Mall Area	A mix of land uses should be encouraged around the mall, including residential, where appropriate..	Municipality Property owners	● ● ● ●	\$ \$
Stahl Plaza Shopping Center	Provide rear parking with multiple access points around the existing building footprint.	Municipality Property owners Business owners	● ● ● ●	\$ \$ \$
Willowbrook Mall property	Consider the feasibility of consolidating lots and lot access and determine if underutilized lots, especially on the south side (which fall within the FEMA regulatory floodway), can be converted to pervious surfaces.	Property owner NJ TRANSIT	● ● ● ● ●	\$ \$
Mountain View train station sub-area	Designate as a Transit Oriented Development (TOD) area enabling a mix of uses (including residential apartments).	Municipality NJ TRANSIT	● ● ● ● ●	\$ \$
Wayne Route 23 station	Consider installing stormwater infrastructure.	NJ TRANSIT	● ● ● ● ●	\$ \$

**Time Frame**

- <2 years
- ● ● 2-5 years
- ● ● ● ● >5 years

**Cost Estimate**

- \$ <\$1M
- \$ \$ \$1M-5M
- \$ \$ \$ >\$5M



Aerial View of Paterson City, NJ ©AdobeStock

# PATERSON - PRESIDENTIAL BOULEVARD

## Priority Investment Area #3



### Location & Boundary



- City of Paterson
- Centered along Presidential Boulevard between Hinchcliffe Stadium & Prospect Park; also River Street between Great Falls NHP and Bunker Hill Industrial Area

### Existing Uses & Facilities

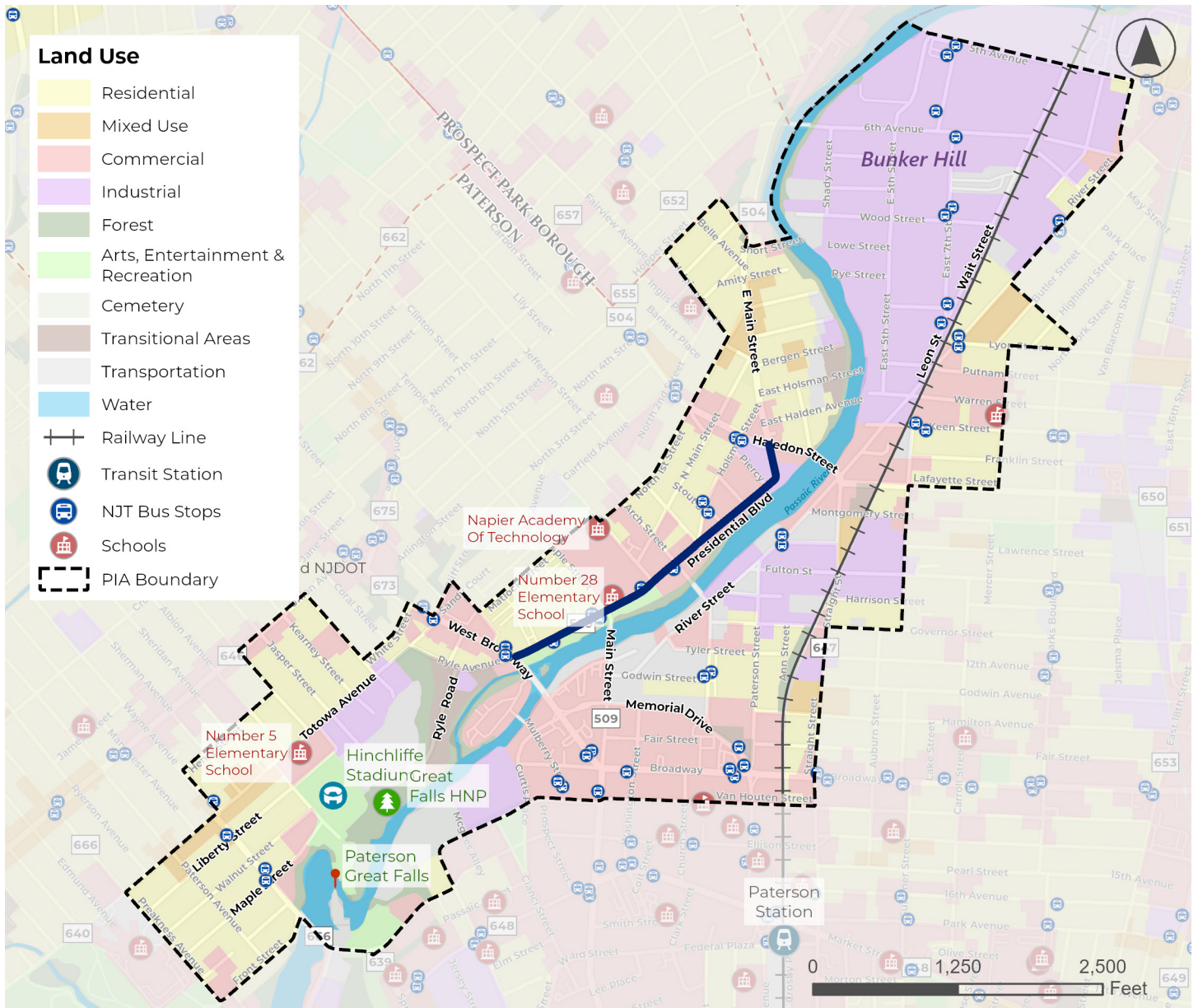


- High-density residential, commercial, industrial, transitional, recreational
- Main Street (CR 509), West Broadway (CR 673), Haledon Avenue (CR 650), Presidential Boulevard
- Several local bus routes; train station

### Growth Potential & Investments



- Hinchcliffe Stadium upgrades, Great Falls NHP studies, Spruce Street Bridge upgrades, 600+ planned/ approved residential units, plans from New Jersey Community Development Corporation and Passaic County Habitat for Humanity



Paterson - Presidential Boulevard Land Use Area Map

## EXISTING CONDITIONS OVERVIEW

Situated along the Passaic River in Paterson, the Paterson – Presidential Boulevard PIA has a prime location adjacent to some of Paterson’s most iconic landmarks and natural treasures. To the south, the area features the majestic Paterson Great Falls National Historic Park (NHP) cascading with its awe-inspiring beauty and a new Visitors Center on the horizon, as well as the historic Hinchliffe Stadium and surrounding redevelopment area. Additional community assets include the Paterson Museum, new senior housing, three public schools, a series of parks, and a community garden. These cultural and natural assets not only provide recreational opportunities but also serve as anchors for community identity, pride, and renewal.



Roadways in the PIA are mainly municipal roads with relatively low speeds and volumes. Volumes and speeds are higher on the limited number of roads crossing the Passaic River. Crashes at intersections are predominantly same direction-rear ends and right-angle crashes. There are a substantial number of pedestrian crashes along the corridor.



Bicycle lanes are present on Haledon Avenue west of the Passaic River. The BIKEPassaic Master Plan makes several recommendations for bicycle facilities around Great Falls National Historical Park, including on Presidential Boulevard, River Street, and Temple Street. Additionally, BIKEPaterson recommends bike facilities on Presidential Boulevard, Temple Street, River Street, Liberty Street, and Ryle Road.



The Presidential Boulevard corridor is served by NJ TRANSIT bus route 744 which travels the corridor between West Broadway and Haledon Avenue. The route continues west to Wayne and William Paterson University and east to Passaic. The area is also served by three other NJ TRANSIT routes.



Within the PIA, Presidential Boulevard, East Main Street, Haledon Avenue, and Main Street are part of the NJ Access Network. Most land uses in the PIA are residential, and those that are not residential mainly serve the local community. These land uses do not have frequent freight needs, though the Bunker Hill industrial area has a high demand for freight and is not located in close proximity to a major highway.



The densely populated Paterson – Presidential Boulevard area is mainly home to Residential, High Density or Multiple Dwelling Land Uses with small pockets of Transitional Land, and Deciduous Forest west of the Passaic River. The area east of the Passaic River has more Commercial/Services and the Bunker Hill area has Industrial uses.



The area east of Presidential Boulevard/East Main Street is prone to flooding of the Passaic River. The City of Paterson has purchased approximately 25 of these lots through the Blue Acres program. East of Ryle Road, most of Presidential Boulevard and buildings fronting the corridor are located in flood zone and nearly all of the area east of East Main Street is also in the flood zone.



Recent projects include the Spruce Street Gateway Project, Market Street Corridor Improvements, and Crosswalk Safety Improvements for Paterson Public Schools. There are several small residential and mixed-use projects ongoing or recently completed in the area. Cumulatively, these will add more than 500 residences.



The PIA currently has no transportation projects in the NJTPA's TIP.

# OPPORTUNITIES & CHALLENGES



## OPPORTUNITIES

- High-density residential base with several nearby schools
- Grid roadway with low-moderate volumes
- Hinchcliffe Stadium & Great Falls National Historical Park
- Proximity to downtown Paterson
- Industrial area distant from highways
- County has purchased several lots in the area through the Blue Acres program



## CHALLENGES

- Area is distant from major highways
- Passaic River causes severe flooding
- Paterson train station is not adjacent to PIA; walking to station presents public safety concerns
- Historical disinvestment and deteriorating infrastructure across Paterson City

# MULTIMODAL TRANSPORTATION IMPROVEMENTS

## VISION



Presidential Boulevard area will offer a range of passive and active recreational opportunities alongside the Passaic River, providing clear connections between the residential neighborhood to the north and west, and Hinchcliffe Stadium and Great Falls National Historical Park to the south. The area will feature a revitalized riverfront, where once-industrial spaces give way to vibrant mixed-use developments, offering a blend of residential, recreational, and commercial amenities. This vision of renewal enhances the local landscape, environmental sustainability, storm resilience and fosters a sense of community pride and well-being. The proposed changes will support mobility, access to opportunities, job creation, and environmental resilience.



## 01. LAND USE

The Presidential Boulevard corridor is home to numerous junkyards and auto repair businesses that are not allowed as a new use but have been grandfathered in as existing uses. These uses coincide with local residential, retail, and institutional uses. Land use recommendations for the Paterson - Presidential Boulevard PIA aim to reintegrate these land uses into the community and enhance resiliency.



### Mixed-use Development

- Re-claim the auto-oriented portion of the parcel at the corner of East Main Street and East Haledon Avenue to accommodate a residential or mixed-use land use more consistent with the overall Haledon Avenue corridor with its mix of homes, apartments, small businesses, institutional, and community land uses.



### Recreational Areas

- Repurpose the A-Line Motors property adjacent to the Arch Street Bridge for new active recreation activities as an extension of the existing basketball fields and introduce outdoor areas for pickleball, tennis, etc.
- Reclaim the parcels between Presidential Boulevard and the Passaic River to present an attractive and welcoming corridor and streetscape that recaptures access to the riverfront and provides storm resilience.
  - This new “river-frontage” corridor should be redeveloped with a variety of pervious surfaces, including an off-street multi-use trail, green infrastructure, human-made wetlands, an area that currently includes junk yards, automobile storage, other derelict and underutilized properties. These efforts rebrand the riverfront as an attractive, welcoming, and sustainable destination and cultivate vibrant hubs of activity that enrich community life.
- Recapture Valley of the Rocks (part of Paterson Great Falls National Historical Park, located near the Passaic River beyond Ryle Road) for active and passive recreation activities such as kayaking and pervious areas along Presidential Blvd as potential community gardens.
- Integrate green infrastructure and flood mitigation strategies on the narrow pockets between the Passaic River and Presidential Boulevard/East Main Street. Green infrastructure can include community gardens or rock gardens.

These recommendations would result in a stronger, more resilient, and more appealing Presidential Boulevard neighborhood. Previously underutilized lots could be repurposed to recreation, resiliency, or other more productive uses.





## 02. CIRCULATION

The density of population and development around Presidential Boulevard enables demand for biking and walking. The presence of several thru-routes brings regional traffic in the neighborhood. Circulation recommendations aim to improve safety for pedestrians and cyclists while continuing to enable thru-traffic, where appropriate. Circulation recommendations also aim to enhance a sense of place in the neighborhood through distinctive designs.



### Complete Streets

- Conduct a community-based re-design initiative for the following selected corridors with Complete Streets elements, including multimodal facilities, traffic calming elements, complete sidewalks, curb extensions, pedestrian-scale lighting, wayfinding, and upgraded traffic signals and green infrastructure where feasible, to promote safety and civic life within and across the community:
  - 1) *Presidential Boulevard*
  - 2) *Ryle Road*
  - 3) *Liberty Street*
  - 4) *Maple Street*
  - 5) *Wait/River Street*
  - 6) *Memorial Drive*
- The specific treatments along each of these corridors should vary based on traffic patterns and circulation needs. For instance, Ryle Road is a low-volume local road that can give priority to pedestrians and cyclists, while River Street caters to some regional traffic and provides access to the Bunker Hill industrial area.
- Repave Larry Doby Lane with distinctive materials and act as a gateway or “active street” between the stadium and the community. This can include accommodating food trucks or pop-up shops, acting as an activated public space similar to other corridors adjacent to baseball stadiums. Additionally, adjacent walls can be adorned with appropriate artwork.



### Bicycle Infrastructure

- Designate and mark a bike boulevard on Presidential Boulevard between East Main Street and West Broadway.
- Install hybrid bike lanes on Temple Street south of Burhans Avenue.
- Conduct further study to potentially convert Totowa Avenue to one-way between West 31st Street and Preakness Avenue, and install new protected bike lanes. This one-way conversion supports a recommendation in the 2016 Great Falls Circulation Study to “prioritize two-way street conversions to mitigate traffic impacts.”
- Install bike lanes on:
  - 1) *River Street between Main Street and Lafayette Street*
  - 2) *Haledon Avenue to Straight Street south of River Street*
  - 3) *Liberty Street and Maple Street east of Preakness Avenue*



## Improve Access and Signage















- Further investigate freight movement to and from the Bunker Hill industrial area, promoting and accommodating trucks on routes designed for heavy vehicles that are beyond residential areas.
- Improve vehicular wayfinding alerting motorists to Great Falls NHP and Hinchcliffe Stadium.


Together, these recommendations will result in a thriving, urban residential neighborhood that benefits from the nearby regional assets of Hinchcliffe Stadium and Great Falls National Historical Park. Improvement to biking and walking conditions will improve the ability for people of all ages and abilities to safely and comfortably bike to and through the neighborhood and enhance the neighborhood's sense of "place."


## CONCLUSION


Recommendations for the Paterson – Presidential Boulevard PIA would capitalize on the recent development of Hinchcliffe Stadium and Great Falls NHP to promote Complete Streets and resilient land uses in an area prone to flooding. The Presidential Boulevard corridor will become a social and recreational destination, catalyzing further redevelopment. Opportunities for green infrastructure should be considered with all proposed improvements.


**RECOMMENDATIONS**


-  Proposed Bike Boulevard
-  Proposed Standard Bike Lanes
-  Active Street
-  Complete Streets Re-design
-  Potential Protected Bike Lanes
-  Existing Bicycle Lane
-  Existing Trail
-  Railway Line
-  Great Falls HNP
-  Hinchliffe Stadium
-  Paterson Great Falls
-  Schools
-  Transit Station
-  NJT Bus Stops


Install Complete Streets and traffic calming elements 


Improve freight movement and wayfinding to Bunker Hill industrial area 


Integrate with BIKE Paterson recommendations 

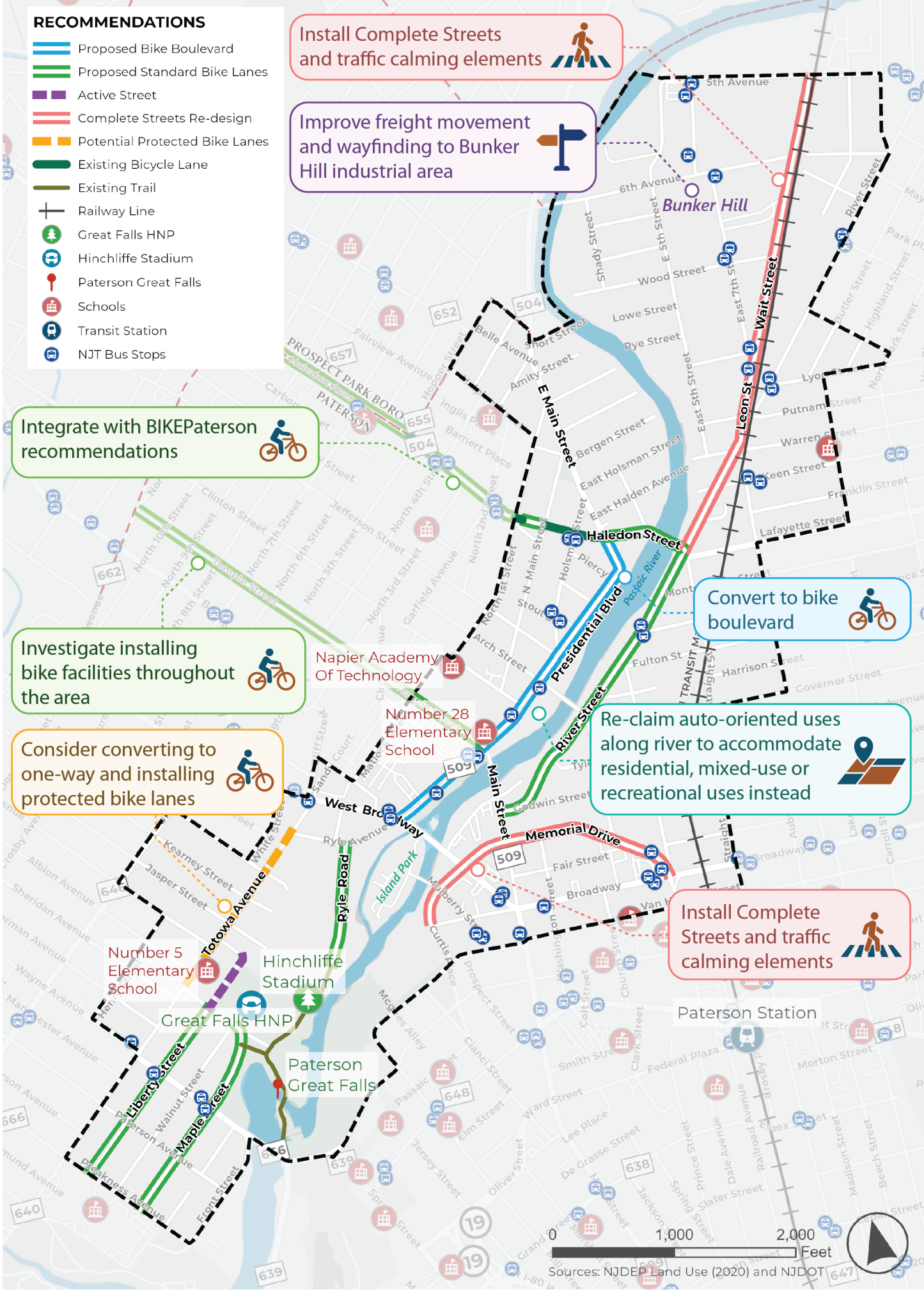
Investigate installing bike facilities throughout the area 

Consider converting to one-way and installing protected bike lanes 

Convert to bike boulevard 

Re-claim auto-oriented uses along river to accommodate residential, mixed-use or recreational uses instead 

Install Complete Streets and traffic calming elements 



Paterson - Presidential Boulevard Priority Investment Area Map

## PIA Implementation Matrix

Location	Recommendation	Partners	Time Frame	Cost
Great Falls NHP and Hinchcliffe Stadium area	Improve vehicular wayfinding alerting motorists to Great Falls NHP and Hinchcliffe Stadium.	County Municipality	●	\$
Presidential Boulevard between East Main Street (CR 504) and West Broadway	Designate and mark a bike boulevard.	County Municipality	● ●	\$
Temple Street south of Burhans Avenue	Install hybrid bike lanes.	Municipality	● ● ●	\$
River Street between Main Street and Lafayette Street	Install bike lanes.	Municipality	● ● ●	\$
Haledon Avenue/Straight Street (CR 650) south of River Street	Extend existing bike lanes.	County Municipality	● ● ●	\$
Liberty Street and Maple Street, east of Preakness Avenue	Install bike lanes.	Municipality	● ● ●	\$
Larry Doby Lane	Repave with distinctive materials and act as a gateway or “active street” between the stadium and community. This can include accommodating food trucks or pop-up shops, acting as an activated public space similar to other corridors adjacent to baseball stadiums. Additionally, adjacent walls can be adorned with appropriate artwork.	Municipality Property owner	● ● ● ●	\$
1) Presidential Boulevard 2) Ryle Road 3) Liberty Street 4) Maple Street 5) Wait/River Street 6) Memorial Drive	Conduct a community-based re-design initiative for the following selected corridors with Complete Streets elements, including multimodal facilities, traffic calming elements, complete sidewalks, curb extensions, pedestrian-scale lighting, wayfinding, and upgraded traffic signals and green infrastructure where feasible, to promote safety and civic life within and across the community.	County Municipality	● ● ●	\$ \$
Bunker Hill industrial area	Further investigate freight movement to and from area, promoting and accommodating trucks on routes designed for heavy vehicles that are beyond residential areas.	County Municipality Property owners Business owners	● ● ●	\$ \$

Location	Recommendation	Partners	Time Frame	Cost
Totowa Avenue between West 31 <sup>st</sup> Street and Preakness Avenue	Conduct further study to potentially convert Totowa Avenue to one-way and install new protected bike lanes.	County Municipality	● ● ●	\$ \$
Narrow pockets between the Passaic River and Presidential Boulevard/ East Main Street (CR 504)	Integrate green infrastructure and flood mitigation strategies, such as community gardens or rock gardens.	Municipality	● ● ● ● ●	\$ \$ \$
Parcel at corner of East Main Street (CR 504) and East Haledon Avenue (CR 650)	Re-claim the auto-oriented portion of the parcel to accommodate a residential or mixed-use land use more consistent with the overall Haledon Avenue corridor with its mix of homes, apartments, small businesses, and institutional and community land uses.	County Municipality Property owners Business owners	● ● ● ● ●	\$ \$ \$ \$
A-Line Motors property adjacent to Arch Street bridge	Repurpose property for new active recreation activities as an extension of the existing basketball fields and introduce outdoor areas for pickleball, tennis, etc.	County Municipality Property owners Business owners	● ● ● ● ●	\$ \$ \$ \$
Parcels between Presidential Boulevard and Passaic River, particularly between East Haledon Avenue (CR 650) and Arch Street	Reclaim the parcels to present an attractive and welcoming corridor and streetscape that recaptures access to the riverfront and provides storm resilience.  This new “river-frontage” corridor should be redeveloped with a variety of pervious surfaces, including an off-street multi-use trail, green infrastructure, human-made wetlands, an area that currently includes junk yards, automobile storage, other derelict and underutilized properties. These efforts rebrand the riverfront as an attractive, welcoming, and sustainable destination and cultivate vibrant hubs of activity that enrich community life.	County Municipality Property owners	● ● ● ● ●	\$ \$ \$ \$
Valley of the Rocks (part of Paterson Great Falls National Historical Park, located near the Passaic River beyond Ryle Road)	Recapture for active and passive recreation activities such as kayaking and pervious areas along Presidential Boulevard as potential community gardens.	County Municipality	● ● ● ● ●	\$ \$ \$ \$

**Time Frame**

- <2 years
- ● ● 2-5 years
- ● ● ● ● =>5 years

**Cost Estimate**

- \$ <\$1M
- \$ \$ \$1M-5M
- \$ \$ \$ >\$5M



*St. Joseph's University Medical Center in Paterson City ©St. Joseph's Health*

# PATERSON - HOSPITAL COMPLEX

## Priority Investment Area #4



### Location & Boundary



- City of Paterson
- Centered on Saint Joseph's University Medical Center, including areas south of Interstate 80 and west of NJ TRANSIT's Main Line
- 211 acres and 1,041 parcels

### Existing Uses & Facilities

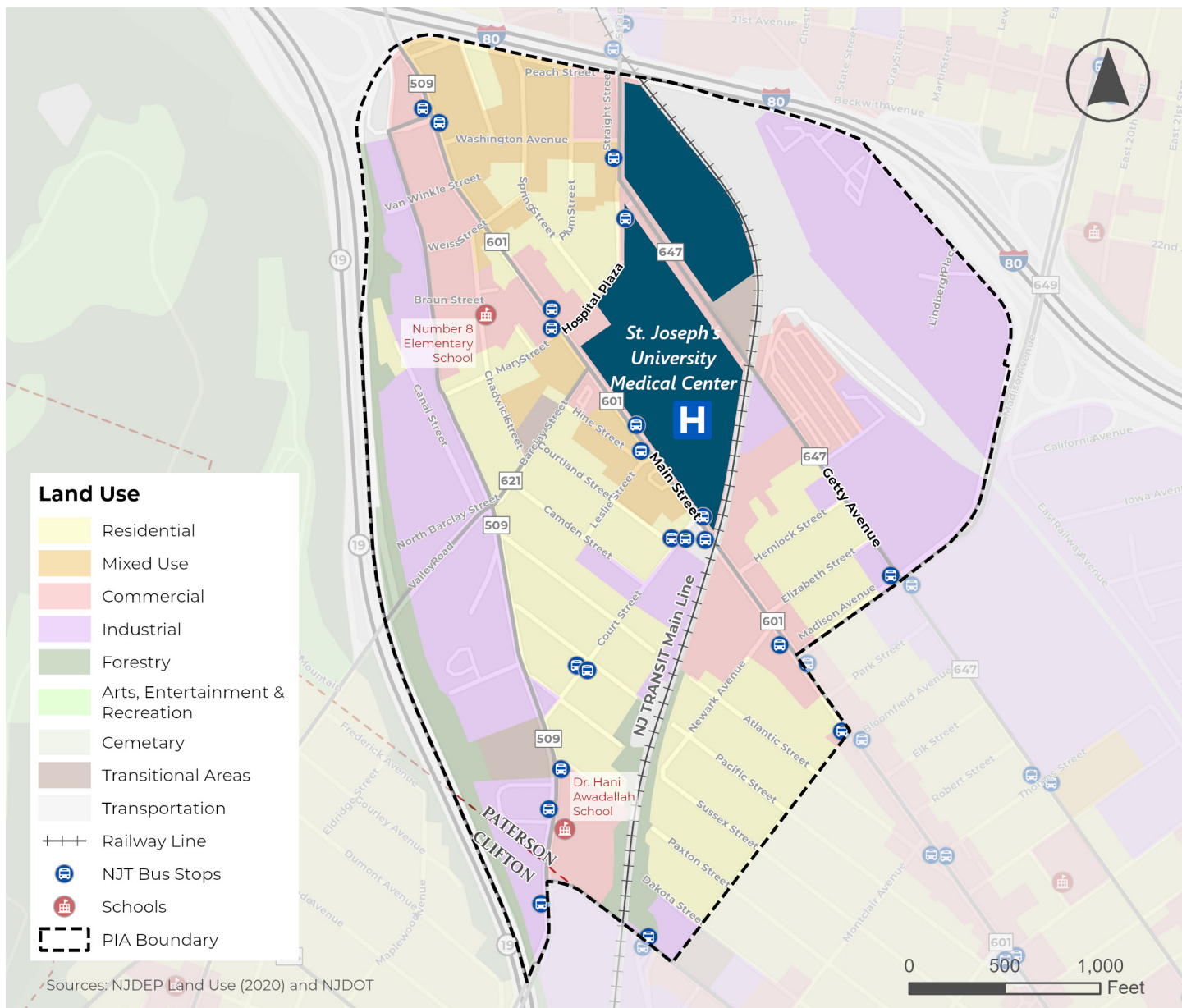


- Institutional complex, high-density residential, and industrial uses
- I-80, Route 19, Main Street (CR 601), Barclay Street (CR 621), and Getty Avenue/ Straight Street (CR 647)
- Several local bus routes; train station

### Growth Potential & Investments



- Prominent healthcare campus, train station opportunity, near interstates
- 3.6 million-square-foot warehouse and 90 residential units planned; St. Joseph's expanding healthcare, social service, educational, and housing mission



Paterson - Hospital Complex Land Use Area Map

# EXISTING CONDITIONS OVERVIEW

The Saint Joseph’s University Medical Center complex (Hospital Complex) is located in the City of Paterson, south of I-80, along Main Street and Getty Avenue. The main roadways traveling through the PIA include Getty Avenue (CR 647), Main Street (CR 601), and Straight Street (CR 647). Getty Avenue has a speed limit of 35-mph, although actual speeds are likely higher due to the lack of pedestrian-friendly land uses. More than 12,000 vehicles (2012) travel daily on Getty Avenue. Main Street also has a 35-mph speed limit, with daily traffic volumes slightly below 12,000 vehicles (2018). Straight Street has a speed limit of 30-mph.



The most prominent crash hotspot in the Paterson – Hospital Complex PIA is at the intersection of Getty Avenue and Straight Street. This gateway into the hospital area had 32 crashes (2018-2022). A plurality of crashes were right-angle or fixed object crashes.



An existing bike lane is present on Getty Avenue between Straight Street and Hemlock Street. BIKEPassaic recommends additional bike lanes on Madison Avenue, Getty Avenue, and Straight Street into downtown Paterson. BIKEPaterson includes these same recommendations in addition to a bike lane on Barclay Street and a shared-use path along the existing rail right-of-way that currently accommodates NJ TRANSIT’s Main Line.



The Paterson train station is located approximately 1 mile to the north. This span is not considered walkable for most people. In addition to the distance, pedestrians must walk under the I-80 viaduct along Straight Street through an industrial area to travel between the station and the Hospital Complex. Local NJ TRANSIT bus service is provided.



Within the PIA, I-80 is part of the National Highway Freight Network. The NJ Access Network includes the route north along Marshall Street, east along Mary Street, and north along Main Street. Route 19, to the west of the PIA, is also part of the NJ Access Network. The primary freight demand in the PIA will be at 297 Getty Avenue, which is a multi-tenanted warehousing and manufacturing complex currently available for lease.



Most of the Paterson – Hospital Complex area, including the hospital facilities, are categorized as Commercial/Services land uses. The area is also home to Mixed Urban or Built-Up Land, Residential, High Density or Multiple Dwelling, and Industrial land uses.



The area is not prone to flooding though a portion of Getty Avenue in front of the hospital faces ponding issues (small but noticeable accumulations of water during storm events).



The area is home to multiple residential developments, cumulatively accounting for 90 residential units and a new 3.6 million-square-foot warehouse on Getty Avenue.



The PIA currently has no transportation projects in the NJTPA’s TIP.



# OPPORTUNITIES & CHALLENGES



## OPPORTUNITIES

- Proximity to major highways
- Dense roadway network of corridors that are not overly wide with moderate volumes
- Hospital is a major regional employer, institution, and resource with growing set of properties
- Mix of residential, commercial, industrial, and institutional uses



## CHALLENGES

- Paterson train station is not adjacent to PIA; walking to station presents public safety concerns
- Hospital properties are constrained by densely developed surrounding area
- Rail corridor creates barrier
- Large surface parking consumes space
- A potential train station has been discussed for decades but faces hurdles
- Area's several land uses that conflict with walkability and thriving neighborhood

# MULTIMODAL TRANSPORTATION IMPROVEMENTS

## VISION



The Paterson - Hospital Complex area will become a world-class health campus serving Paterson and northern New Jersey, capitalizing on the century-old strength of Saint Joseph's University Medical Center, offering traffic calmed streets and encouraging businesses that complement the hospital. The new train station will offer employees and patients easy transit access to the hospital and enhance the surrounding area's vibrancy, if found to be reasonable for construction. The proposed changes will support mobility, access to opportunities, and job creation.



## 01. TRANSIT IMPROVEMENTS

Depending where in the PIA one is situated, the area can seem like a disconnected network of medical buildings and other uses. While Getty Avenue includes numerous medical uses, it can seem like the “back” of the hospital, with Main Street being the “front.” The overall concept for the Saint Joseph’s University Medical Center complex is to create a more cohesive campus environment, better integrated with and connected to the surrounding community.

A stakeholder meeting with a St. Joseph’s Medical Center representative shed additional light on ongoing discussions with NJ TRANSIT about restoring passenger rail service to the neighborhood. Major discussion points from this meeting are summarized below:

- The Hospital is the designated master developer of 244 acres in the neighborhood.
- The Hospital has discussed the potential for a new train station in the area with NJ TRANSIT for at least two decades.
- A train station used to exist at Levine Street but service was terminated due to low ridership.
- The proximity of a potential station to the Paterson station, potential limited length of platform, curvature of the rail at the Hospital, accessibility concerns, and operating schedule changes are constraints.
- A survey of potential hospital riders using NJ TRANSIT’s methodology was conducted, which revealed an expected ridership of 800 on weekdays and 400-500 on weekends.

These constraints must be considered in future efforts and discussions concerning a potential train station in the area. The possibility of improved bus service to the Hospital was discussed, but it is believed that a critical mass of Hospital staff are unlikely to commute via bus.

The following recommendations are made for transit in the PIA:



### New Train Station

- Conduct demand and feasibility analysis to consider constructing a new train station at Getty Avenue at the NJ TRANSIT Main Line. The feasibility of constructing a new parking structure (with at least 1,500-2,000 spaces) should also be investigated.
- Repurpose existing smaller surface lots used by the Hospital for new buildings, medical uses, and office space.

A significant amount of research, outreach, and coordination will be required as part of investigating the feasibility of a potential train station on Getty Avenue. This study will help reveal the latent demand and need for such services and help St. Joseph’s grow and pursue its mission.



## 02. ROADWAY IMPROVEMENTS

The “campus” concept and potential new train station would be supported by improved circulation with traffic calming, improved walk and bike access, a new parking garage adjacent to the potential new station, potential re-use of existing surface lots for new campus buildings, and walkable connectivity both within the campus surrounding the local streets, and regional highway network. These modifications would substantially improve the ability to travel to the Hospital Complex by various modes. The overall concept would emphasize the campus as a cohesive and welcoming place rather than as a series of independent buildings separated by scattered surface parking.



### Complete Streets

- Re-design corridors to create well-lighted, safe, traffic-calmed, and multimodal set of “Health Campus Corridors”:
  - 1) *Getty Avenue between Straight Street and Madison Avenue*
  - 2) *Straight Street/Hospital Plaza between I-80 and Main Street*
  - 3) *Main Street between Washington Avenue and Madison Avenue*
- Install Crime Prevention Through Environmental Design (CPTED) elements on Getty Avenue, including both street (driver-scale) lighting and pedestrian-scale lighting. The corridor would also benefit from provision of a continuous, well-maintained sidewalk.



### Safety

- Conduct analysis to lower the posted speed limit on Getty Avenue from 35 mph to 25-30 mph.
- Upgrade the existing crosswalk adjacent to 69 Getty Avenue with RRFB signal equipment and include transverse rumble striping on both approaches.
- Construct roundabout at the intersection of Straight Street, Getty Avenue, and Hospital Plaza.
  - If a new train station and parking garage are deemed feasible, a new traffic signal should be installed to service the new parking structure. A potential site for this signal is the striped crosswalk between the NJ TRANSIT Main Line viaduct and the Southside Firehouse.
  - If a new train station and parking garage are deemed feasible, installing a kiss-and-ride site would help facilitate drop-offs and pick-ups.
  - If a new train station and parking garage are deemed feasible, a roundabout can be constructed at the intersection of Getty Avenue and the new parking garage.



## Bicycle Infrastructure

- Install bike lanes on the following corridors:

1) *Straight Street north from Getty Avenue to East 20th Street*

2) *Madison Avenue between East 20th Street and Getty Avenue*

These recommendations will support redevelopment of the overall neighborhood as a more welcoming campus-type environment within the surrounding urban context. Traffic calming will slow traffic and enhance placemaking, indicating the hospital's presence to all roadway users. The suite of circulation improvements will improve the ability for people to comfortably and safely travel in the area, be it to reach a doctor's appointment, a nearby store, to socialize, or any other reason.



**Parking lot on Getty Avenue southeast of rail line in Paterson, NJ ©Passaic County**



*NJ TRANSIT Main Line next to St. Joseph's Hospital in Paterson, NJ ©Passaic County*



### 03. LAND USE

St. Joseph's Medical Center is making ongoing efforts to provide supportive housing for patients exiting full-time care at the hospital. **This housing should be encouraged within the PIA, close to the hospital and bus routes.**



*Getty Avenue southeast of NJ TRANSIT Maine Line in Paterson, NJ - Source: Passaic County*



Install CPTED and traffic calming elements along Health Campus Corridors

Provide continuous sidewalks

Repurpose surface parking for more productive uses

Consider constructing a parking garage at proposed train station

Investigate constructing new train station

Lower speeds on Getty Ave

Extend Getty Ave bike lane along Railroad Ave & add bike lanes on Madison Ave

- RECOMMENDATIONS**
- New Transit Station
  - New Roundabout
  - New Traffic Signal
  - New RRFB Signal
  - Health Campus Corridor Re-design
  - BIKE Paterson Bike Lanes
  - Parking Re-purpose
  - Railway Line
  - NJT Bus Stops
  - Schools

0 500 1,000 Feet  
Sources: NJDEP Land Use (2020) and NJDOT

Paterson - Hospital Complex Priority Investment Area Map

# CONCLUSION

Recommendations for the Paterson – Hospital Complex PIA would promote a “campus” vision for the St. Joseph’s University Medical Center area, capitalizing on the hospital’s long-held importance and commitment to the City of Paterson. The potential of a new transit station will improve the ability for people to travel to the hospital for work and medical visits while offering park & ride opportunities for people throughout the area. The hospital and nearby businesses would benefit from increased visitors and trips to the area.

## PIA Implementation Matrix

Location	Recommendation	Partners	Time Frame	Cost
Getty Avenue (CR 647)	Conduct analysis to lower the posted speed limit from 35 mph to 30 or 25 mph.	County Municipality	● ● ●	\$
Straight Street north from Getty Avenue to East 20th Street	Install bike lane.	Municipality	● ● ●	\$
Madison Avenue between E 20th Street and Getty Avenue (CR 647)	Install bike lane.	Municipality	● ● ●	\$
1) Getty Avenue (CR 647) between Straight Street and Madison Avenue  2) Straight Street/Hospital Plaza between I-80 and Main Street (CR 509)  3) Main Street (CR 509) between Washington Avenue and Madison Avenue	Re-design to create well-lit, safe, traffic-calmed, and multimodal set of “Health Campus Corridors.”	County Municipality Property owners	● ● ●	\$ \$
Getty Avenue (CR 647)	Install Crime Prevention Through Environmental Design (CPTED) elements, including both street (driver-scale) lighting and pedestrian-scale lighting.	County Municipality	● ● ●	\$ \$
Getty Avenue (CR 647)	Provide for continuous, well-maintained sidewalk.	County Municipality	● ● ●	\$ \$
Crosswalk adjacent to 69 Getty Avenue (CR 647)	Upgrade the existing crosswalk with RRFB signal equipment and include transverse rumble striping on both approaches.	County Municipality	● ● ●	\$ \$ \$



Location	Recommendation	Partners	Time Frame	Cost
Paterson – Hospital Complex Area	St. Joseph’s Medical Center is making ongoing efforts to provide supportive housing for patients exiting full-time care at the hospital. This housing should be encouraged within the PIA, close to the hospital and bus routes.	Municipality Property Owner	● ● ● ●	\$ \$ \$ \$
Striped crosswalk between railroad viaduct and Southside Firehouse	If new train station and parking garage are deemed feasible, install new traffic signal to service the new parking structure.	County Municipality	● ● ● ● ●	\$ \$
Hospital Complex (bounded by Getty Avenue (CR 647), Hospital Plaza, Main Street (CR 509), and the NJ TRANSIT Main Line viaduct)	Repurpose existing smaller surface lots for new buildings, medical, and office space.	Property owners	● ● ● ● ●	\$ \$ \$ \$
Straight Street/Getty Avenue (CR 647)/Hospital Plaza	Construct roundabout.	County Municipality	● ● ● ● ●	\$ \$ \$ \$
Adjacent to new parking structure and traffic signal	If new train station and parking garage are deemed feasible, consider installing a kiss-and-ride site.	County Municipality Property owners NJ TRANSIT	● ● ● ● ●	\$ \$ \$ \$
Intersection of Getty Avenue (CR 647) and new parking garage	If new train station and parking garage are deemed feasible, consider constructing a roundabout.	County Municipality	● ● ● ● ●	\$ \$ \$ \$
Getty Avenue (CR 647) at NJ TRANSIT Main Line	Consider conducting demand and feasibility analysis to consider constructing a new train station.	County Municipality Property owners NJ TRANSIT	● ● ● ● ●	\$ \$ \$ \$ \$
Getty Avenue (CR 647) at NJ TRANSIT Main Line	Consider conducting analysis to consider constructing a new parking structure (with at least 1,500-2,000 spaces).	County Municipality Property owners NJ TRANSIT	● ● ● ● ●	\$ \$ \$ \$ \$

**Time Frame**

- <2 years
- ● ● 2-5 years
- ● ● ● ● >5 years

**Cost Estimate**

- \$ <\$1M
- \$ \$ \$1M-5M
- \$ \$ \$ >\$5M



Aerial View of Clifton, NJ ©AdobeStock

# CLIFTON - ROUTE 3

## Priority Investment Area #5



### Location & Boundary



- City of Clifton
- Route 3 and properties within approximately 500 feet between Bloomfield Avenue and Route 21 in Clifton
- 436 acres and 339 parcels

### Existing Uses & Facilities

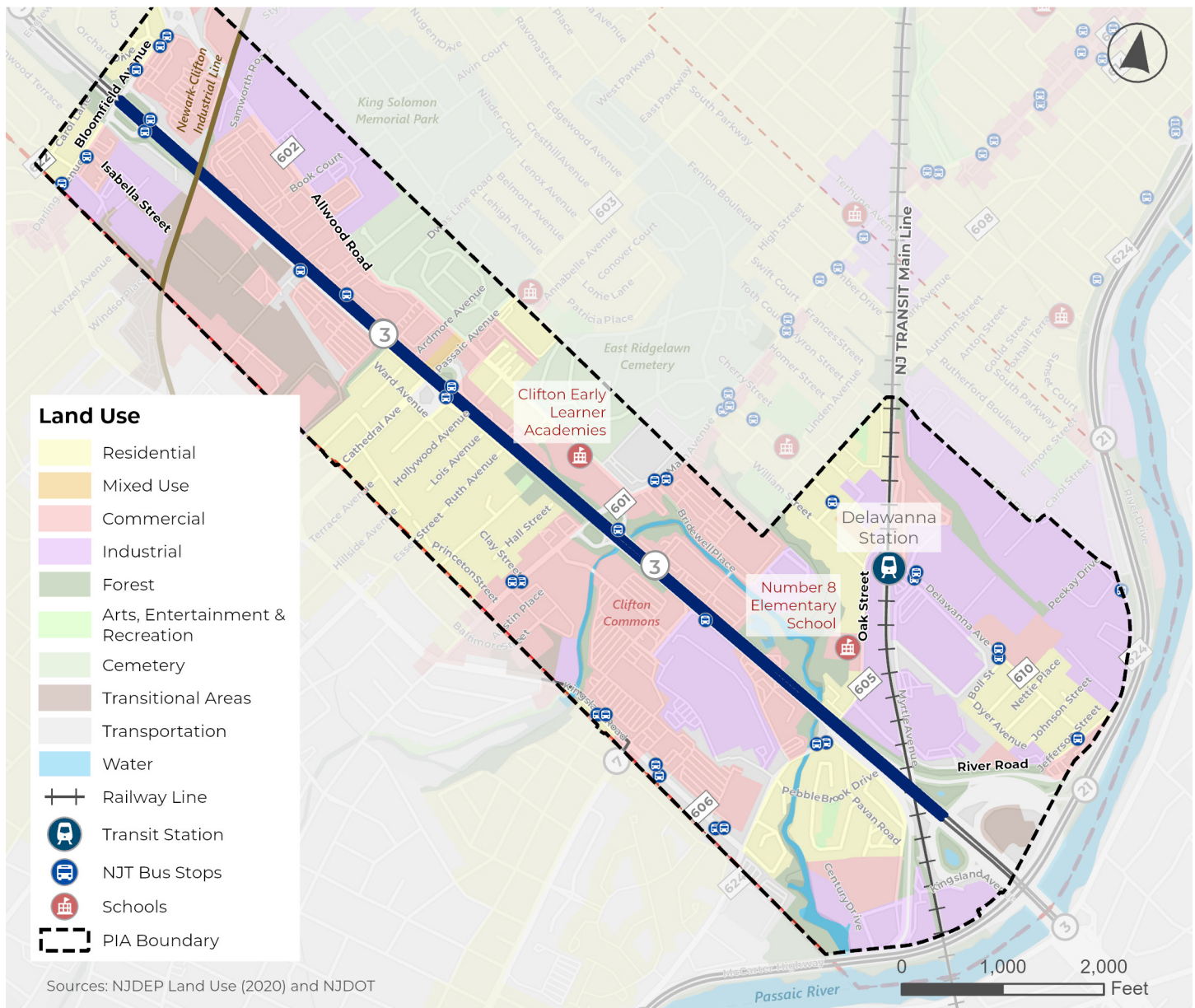


- Commercial/services, residential, office and industrial hub
- Route 3, Delawanna Avenue (CR 610), Main Avenue (CR 601), Passaic Avenue (CR 603), Bloomfield Avenue (CR 622)
- Several local bus routes; train station

### Growth Potential & Investments



- Newark Industrial Line
- Laboratory, commercial, and warehouse development along Ideation Way and Metro Boulevard; expansion of multimodal local roadway network



Sources: NJDEP Land Use (2020) and NJDOT

Clifton - Route 3 Land Use Area Map

# EXISTING CONDITIONS OVERVIEW

Route 3 is an urban principal arterial/expressway in North Jersey that accommodates both regional and local traffic. Within Passaic County, the corridor has a 55-mph speed limit with three to four lanes in each direction. The route continues to the northwest as Route 46, connecting to Route 23 and Interstate 80 and accommodating traffic to Interstate 287. To the southeast, Route 3 continues into Bergen and Hudson counties, providing essential roadway connections to Route 17, the New Jersey Turnpike, the Lincoln Tunnel, and the Meadowlands Sports and Entertainment Complex. While most of the corridor functions as a limited-access freeway within the identified Priority Investment Area, Route 3 accommodates several bus stops and driveways. The portion of Route 3 within the PIA limits accommodates 124,000 vehicles per day (2018). The combination of regional through-traffic and local access causes safety concerns due to the mix of speeds and merging of contexts.



Within the PIA, the three primary interchanges of Route 3 (Bloomfield Avenue, Passaic Avenue, and Main Avenue) are major crash hotspots, with 250-350 crashes at or adjacent to each interchange within the last five years (2018-2022). Approximately 75 percent of crashes at these three interchanges were same direction-rear ends. These often occur in congested conditions.



While the Route 3 corridor allows bicycles, the existing Bicycle Level of Traffic Stress is a four (4), indicating comfort only for the most experienced riders. While most of the corridor accommodates a 12-foot shoulder, these shrink or disappear at interchanges and off-ramps, posing challenging conditions for cyclists. BIKEPassaic recommends a bike boulevard along Passaic Avenue and a shared-use path along the underutilized Newark Industrial Line.



Seven NJ TRANSIT bus routes travel along Route 23 within the PIA limits and stop at eight stops (four in either direction) along the corridor. These stops are located on splitter islands at driveways or in grassy areas between the highway and parking lots. None of the eight stops connect to crosswalks or sidewalks, and most require crossing driveways or off-ramps to reach local destinations. The Delawanna train station, which serves NJ TRANSIT's Main Line, is ¼ mile north of Route 3.



Within the PIA, Route 3 is part of the NJ Access Network. Retail uses on either side of Route 3 have substantial goods movement needs, including Costco, Stop & Shop, and Trader Joes. Nearby industrial uses and properties under development around Metro Boulevard may also generate substantial truck volumes. The recently opened Quest Diagnostics Laboratory at 1 Insights Drive includes a garage for several hundred small delivery vehicles.



Most adjacent uses are large shopping centers, though both the western and eastern ends feature sizable industrial and transitional area land uses. Transitional area land uses refer to those that are changing from one land use to another. The middle portion of the corridor is adjacent to medium-density single-unit residential uses.



The area is home to several recent and ongoing commercial and industrial developments. These include a 1.5-million-square-foot major subdivision and roadway improvements on Ideation Way. The 2020 Paterson-Newark Transit Market Study produced a market study identifying potential ridership, capacity, routing, and stations for transit service along the Newark Industrial Track, which lies within the PIA.



The PIA currently has no transportation projects in NJTPA's TIP.

# OPPORTUNITIES & CHALLENGES



## OPPORTUNITIES

- Newark Industrial Line offers transit-oriented development opportunities
- Major retail and employment hubs
- Major regional corridors
- Several local & regional bus routes on Route 3
- Highly developing employment area
- Nearby train stations
- High volumes on Route 3



## CHALLENGES

- Need to provide for both regional and local travel needs
- Antiquated interchange design negatively impacts safety and congestion
- Delawanna train station area is not walkable
- Many crashes on Route 3
- High volumes on Route 3

# MULTIMODAL TRANSPORTATION IMPROVEMENTS

## VISION



The Clifton - Route 3 area will provide a regional business, residential, and transit hub. The Route 3 roadway corridor will cater to regional traffic and transit while reconfiguring driveway access to businesses to be along safer and more comfortable access via other entrances. Bus service will be provided in safe locations accessible to pedestrians and close to businesses. The parcels around the Newark Industrial Line will feature premiere land uses designed for transit-oriented development appropriate for a future passenger train station. The proposed changes will support safety, mobility, access to opportunities, and job creation.



## 01. IMPROVE SAFETY & MAINTAIN TRANSIT ACCESS

Bus stops along Route 3 are located on splitter islands and other areas not accommodative of pedestrians. While sidewalks or other footpaths are provided near the splitter islands, the lack of marked crossings requires all bus passengers at these stops to cross uncontrolled on- and off-ramps, which often cater to high-speed traffic not expecting pedestrians. Most commercial locations with direct access to Route 3 also provide access via side streets. Seven NJ TRANSIT routes currently operate on Route 3 through the PIA, stopping at each bus stop on splitter islands or grass. The presence of several routes along the corridor provides an opportunity for one or two routes to be temporarily diverted to sideroads. This would allow Passaic County, NJ TRANSIT, and transit riders to test the outcomes before making any permanent changes. With a plethora of bus routes traveling the corridor, those providing more local connections and access (potentially one or two bus routes) can be initially re-routed to side roads. Based on existing bus patterns, NJ TRANSIT Route 191 may be a preferred route to divert to Allwood Road because the route currently exits for Allwood Road at Bloomfield Avenue.

The following recommendations are made for improving safety while maintaining transit access in the PIA:



### Bus Service

- Conduct further analysis to assess the potential to divert one or more bus routes from Route 3. Westbound service could exit Route 3 at Passaic Avenue, travel along Allwood Road to Bloomfield Avenue, and re-enter Route 3 westbound. Similarly, eastbound service would exit Route 3 Bloomfield Avenue, travel along Isabella Drive and Metro Boulevard, re-enter Route 3 eastbound at the existing Metro Boulevard bus stop, stop at the existing eastbound stop at Passaic Avenue, exit Route 3 at Main Avenue and travel in the shopping center in front of Burlington and Barnes & Noble. The route could stop at a new bus stop in the shopping center, improving access compared to the existing stop located on Route 3 eastbound. From here, the bus route could re-enter Route 3 eastbound and continue its route.
- Should diverting bus route from Route 3 be feasible, evaluate the feasibility of installing new bus stops.
- Should new stops be created, they should be enhanced by providing marked crosswalks and sidewalks.



### Pedestrian Access

- Fill sidewalk gap to existing bus stop on east side of Bloomfield Avenue at Route 3 westbound off-ramp.

It is expected that this re-routing would extend the route length by approximately five minutes, though riders would ultimately save time by having stops closer to their ultimate destination and in an environment that improves both safety and mobility for pedestrians. Re-routing NJ TRANSIT buses will require coordination and negotiation with NJ TRANSIT. Additionally, data concerning the use of existing stops in the PIA should be reviewed to better understand origins and destinations.



## 02. SPUR GROWTH & IMPROVE MULTIMODAL CONNECTION TO EXISTING & POTENTIAL TRANSIT SERVICE

Route 3 acts as a barrier between the two sides of Clifton. The few underpasses allow pedestrians and cyclists to cross but there are long distances between these crossings, and pedestrian and cyclist comfort can be limited by the narrow roadway and sidewalk widths, in addition to the antiquated interchange designs that present short on- and off-ramps. There is also limited bicycle-pedestrian access between the more residential eastern part of the PIA and the more retail-focused central and western portions. In June 2020, the Paterson-Newark Transit Market Study was completed by Passaic County, Essex County, and the NJTPA. Of seven investigated alternatives and alignments, three received additional modeling, including two light rail options and one bus rapid transit option. These alternatives offered various locations for stations and stops within and near the Clifton – Route 3 PIA, including at Allwood Road, Route 3, and Kingsland Street. These three stations fall along a 0.63-mile segment of the Newark Industrial Line in Clifton and Nutley within a largely retail and office hub.

The following recommendations are made for spurring growth and improving multimodal connections to existing and potential transit service in the PIA:



### Bicycle Infrastructure

- Construct a pedestrian and cycling path between Oak Street and the Costco shopping center.
- Install standard dedicated bicycle lanes on River Road east from Oak Street.
- Install shared-lane markings on Oak Street between Delawanna Avenue and River Road.



### Mixed-use TOD

- Designate a transit-oriented development (TOD) zone in the area around Isabella Street, Metro Boulevard, and the Newark Industrial Line.

These recommendations will improve local connections between various land uses and enhance growth and development around the Newark Industrial Line.





### 03. ENHANCE LOCAL & INTERNAL VEHICLE CIRCULATION

Within the Clifton – Route 3 PIA, there are 34 driveways westbound and 14 driveways eastbound along Route 3, including both driveway movements onto and off Route 3. Each driveway provides a point where vehicles must slow to enter or exit from a nearly stopped position, jockeying with traffic traveling 55+ mph. In some instances, acceleration or deceleration lanes are provided; in others, shoulders accommodate these movements, and in other locations, vehicles must accelerate or decelerate in travel lanes. Gas stations are the only retail locations with direct access to Route 3 that do not provide vehicular access via other roadways. The larger shopping centers provide access via other roadways, including Metro Boulevard, Main Avenue, River Road, and Allwood Road.



#### Roadway Design

- Close or consolidate access points (driveways) on Route 3 while maintaining access to side roads.
- Consider installing roundabouts on Passaic Avenue and other future sites under development in the PIA.

A stakeholder meeting with the developer of the parcels around Metro Boulevard revealed that some eastbound driveways in this area will be consolidated and/or enhanced with acceleration/deceleration lanes to improve safety. These and other treatments could contribute to a “town center” or otherwise traffic-calmed environment. These measures would help ensure that despite reducing the number of access points to businesses, the vitality of appeal of these businesses would not be harmed. Consolidating driveways and improving internal circulation will require a traffic analysis and analysis of access points to best mitigate potential negative impacts.



*NJ Route 3 at Bloomfield Avenue WB Ramp in Clifton, NJ ©Passaic County*



Extend side-walks to existing bus stops



**RECOMMENDATIONS**

- Proposed Bike Boulevard
- Proposed Multi-Use Bridge
- Proposed Bike Lane
- Proposed Bus Route
- Proposed Bus Stop
- Outdated Interchange
- Proposed Transit Oriented Development District
- Newark Industrial Line
- Existing Bus Route
- Railway Line
- Transit Station
- NJT Bus Stops
- Schools

Designate Transit-Oriented Development district



Re-route some NJ Transit bus routes off Route 3



Improve outdated interchanges along Route 3



Enhance new bus stops on re-route through sidewalks, crosswalks, and bus stop infrastructure



Evaluate feasibility of a multi-use bridge



Create bicycle boulevard



Investigate installing new bike facilities to connect to train station



Sources: NJDEP Land Use (2020) and NJDOT

Clifton - Route 3 Priority Investment Area Map

# CONCLUSION

Recommendations for the Clifton – Route 3 PIA would provide transit access to better serve shoppers and commuters to businesses along the Route 3 corridor. Taking transit trips off of Route 3 and consolidating driveways will improve regional throughput along the congested corridor while providing an opportunity for improved access via back roads and the opportunity for an improved streetscape and local corridor. Designation of the transit-oriented development district will prepare the area for future by creating a blueprint for community and site development that is safe, more accessible, supports businesses and job creation, and that improves the feasibility of implementing passenger service along the Newark Industrial Line.

## PIA Implementation Matrix

Location	Recommendation	Partners	Time Frame	Cost
Oak Street between Delawanna Avenue and River Road (CR 624)	Install shared-lane markings.	Municipality	●	\$
River Road (CR 624)	Install standard dedicated bicycle lanes.	County Municipality	● ● ●	\$
East leg of Bloomfield Avenue (CR 522) at Route 3 westbound off-ramp	Fill sidewalk gap.	Municipality	● ● ●	\$ \$
Driveways on Route 3	Consider closing or consolidating access points while maintaining access to side roads.	County Municipality Property owners NJDOT	● ● ●	\$ \$ \$
Westbound service could exit Route 3 at Passaic Avenue, travel along Allwood Road to Bloomfield Avenue, and re-enter Route 3 westbound. Similarly, eastbound service would exit Route 3 Bloomfield Avenue, travel along Isabella Drive and Metro Boulevard, re-enter Route 3 eastbound at the existing Metro Boulevard bus stop, stop at the existing eastbound stop at Passaic Avenue, exit Route 3 at Main Avenue and travel in the shopping center in front of Burlington and Barnes & Noble. The route could stop at a new bus stop in the shopping center, improving access compared to the existing stop located on Route 3 eastbound. From here, the bus route could re-enter Route 3 eastbound and continue its route.	Consider further analysis to assess the potential to divert one or more bus routes from Route 3.	County Municipality NJ TRANSIT	● ● ● ●	\$

Location	Recommendation	Partners	Time Frame	Cost
Allwood Road (CR 602) at Main Avenue (CR 601), Passaic Avenue (CR 603), and Book Court, and on Isabella Street and within the Barnes & Noble shopping center	Should diverting bus route from Route 3 be feasible, consider installing new bus stops.	County Municipality NJ TRANSIT	● ● ● ●	\$
Allwood Road (CR 602) at Main Avenue (CR 601), Passaic Avenue (CR 603), and Book Court, and on Isabella Street and within the Barnes & Noble shopping center	Should new stops be created, they should be enhanced by providing marked crosswalks and sidewalk.	County Municipality	● ● ● ●	\$ \$
Ongoing redevelopment around Isabella Street and Metro Boulevard	Designate as transit-oriented development (TOD) zone.	County Municipality Property owners	● ● ● ●	\$ \$
Oak Street and Costco shopping center	Construct a pedestrian and cycling path.	Municipality Property owners	● ● ● ● ●	\$ \$ \$
Passaic Avenue (CR 603) and other future sites under development	Consider installing roundabouts.	County Municipality Property owners	● ● ● ● ●	\$ \$ \$

**Time Frame**

- <2 years
- ● ● = 2-5 years
- ● ● ● ● = >5 years

**Cost Estimate**

- \$ <\$1M
- \$ \$ = \$1M-5M
- \$ \$ \$ >\$5M

## READERS NOTE

Both County and municipal planning documents were reviewed to both inform the Passaic County Strategic Infrastructure Investment Plan and ensure the recommendations contained therein are consistent with the vision and proposals already developed within each municipality.

County, State, and regional planning documents were reviewed early in the study process to provide context into the County and previous efforts. Municipal master and circulation plans were reviewed for each municipality where a Priority Investment Area was identified, including the Borough of Pompton Lakes, Township of Wayne, City of Paterson, and City of Clifton. Recommendations contained in the Passaic County Strategic Infrastructure Investment Plan were deemed to be consistent with the consensus vision for each municipality outlined in their municipal planning documents.

The following County, State, regional, and municipal studies were reviewed as part of this study. “Agency” refers to the lead agency (or agencies) that prepared the document. “Study Area” refers to the geographic scale of the study. In numerous instances, a document’s study area extended beyond Passaic County.

Document Name	Agency	Study Area Level	Year
New Jersey’s Long-Range Transportation Plan	New Jersey Department of Transportation NJ TRANSIT	State	2008
New Jersey State Rail Plan	NJ TRANSIT	State	2012
New Jersey Bicycle & Pedestrian Master Plan	New Jersey Department of Transportation	State	2016
New Jersey Strategic Highway Safety Plan	New Jersey Department of Transportation	State	2020
Highlands Regional Master Plan	New Jersey Highlands Council	Regional	2008
Freight Rail Industrial Opportunities Corridor Program	North Jersey Transportation Planning Authority	Regional	2019
Morris Canal Greenway Feasibility Study	Passaic County	County	2011
Highlands Element of the Passaic County Master Plan	Passaic County	County	2011
Moving Passaic County: Transportation Element of the Passaic County Master Plan	Passaic County	County	2012
Passaic County Future: Sustainability Element of the Passaic County Master Plan	Passaic County	County	2013
Parks, Recreation and Open Space Master Plan: Comprehensive Plan Element	Passaic County	County	2014
Passaic County, New Jersey Comprehensive Economic Development Strategy	Passaic County	County	2015

Document Name	Agency	Study Area Level	Year
Highlands Rail Trail Feasibility Study	Passaic County	County	2017
Green Stormwater Infrastructure Element of the Passaic County Master Plan	North Jersey Transportation Planning Authority	County	2018
Passaic-Bergen Passenger Service Restoration Project Current Conditions Study	NJ TRANSIT	County	2019
Paterson-Newark Transit Market Study	Passaic County Essex County	County	2020
BikePassaicCounty: Passaic County Bicycle Master Plan	Passaic County	County	2022
Paterson Green Infrastructure Feasibility Study	Passaic Valley Sewerage Commission New Jersey Agricultural Experiment Station	Municipality	NA
Clifton Master Plan	City of Clifton	Municipality	2003
Clifton Master Plan Reexamination	City of Clifton	Municipality	2008
Clifton Master Plan Reexamination	City of Clifton	Municipality	2021
Pompton Lakes Master Plan	Borough of Pompton Lakes	Municipality	2007
Paterson Master Plan	City of Paterson	Municipality	2014
Planning for the Installation of 5G Services for the City of Passaic and City of Paterson	Passaic County	Municipality	2019
BIKEPaterson	City of Paterson	Municipality	2024
Pompton Lakes Master Plan Reexamination	Borough of Pompton Lakes	Municipality	2017
Wayne Master Plan	Township of Wayne	Municipality	1994
Wayne Master Plan Reexamination	Township of Wayne	Municipality	2003
Wayne Master Plan Reexamination	Township of Wayne	Municipality	2010
Wayne Master Plan Reexamination	Township of Wayne	Municipality	2020
Paterson Northside Community Action Plan: A Local Demonstration Project	Together North Jersey Paterson Habitat for Humanity	Neighborhood	2015
Great Falls Circulation Study	North Jersey Transportation Planning Authority	Neighborhood	2016

# IMPLEMENTATION MATRIX

The following recommendations are made earlier in this document. All recommendations would require additional analysis, including, but not limited to, traffic flow, environmental constraints, property ownership, and engineering feasibility. Timeframe tiers are provided based on expected length of necessary analysis, study, stakeholder engagement, and construction.

Timeframe tiers include:                      Order of magnitude costs include:

- Short=<2 years
- Medium=2-5 years
- Long=>5 years
- Low=<\$1M
- Medium=\$1M-\$5M
- High=>\$5M

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Pompton Lakes – Wanaque Avenue	West side of Wanaque Avenue (CR 684)	Visibility of pedestrians should be improved through signage and markings.	Pedestrian	County Municipality Business - owners Parcel owners	Short	Low
Pompton Lakes – Wanaque Avenue	Parking lot west of Wanaque Avenue (CR 684)	Parking lot should also be adequately marked so motorists can see where parking spaces are. This may require installing stop signs and lane markings within the parking lot.	Parking	Business - owners Parcel owners	Short	Low
Pompton Lakes – Wanaque Avenue	Wanaque Avenue (CR 684)	As an interim measure, temporary painted curb extensions, sidewalk cafes, and parklets can be strategically sited in front of appropriate businesses while a parking study is conducted to ensure that there is ample off-street parking provided in advance of the permanent removal of on-street parking spaces.	Pedestrian	County Municipality Business - owners	Short	Low

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Pompton Lakes – Wanaque Avenue	1) Hamburg Turnpike/Wanaque Avenue between Ramapo Avenue and Cannonball Road 2) Romain Avenue/Lincoln Avenue between Colfax Avenue and Poplar Avenue 3) Paterson Hamburg Turnpike (CR 511A) between Ringwood Avenue (CR 511A) and Wanaque Avenue (CR 684) 4) Ringwood Avenue (CR 511A) between Wanaque Avenue (CR 684) and Paterson Hamburg Turnpike (CR 511A)	Designate and mark as bicycle boulevard.	Cycling	County Municipality	Short	Low
Pompton Lakes – Wanaque Avenue	Access points between parking lot and Wanaque Avenue (CR 684)	Pedestrian safety would be improved by promoting visibility and alert measures at the driveway access points. These measures can include installing driveway convex mirrors and vehicle exit alert signs to improve pedestrian safety.	Pedestrian	County Municipality Parcel owners Business - owners	Short	Low - Medium
Pompton Lakes – Wanaque Avenue	Wanaque Avenue (CR 684) at Cannonball Road	Install curb extensions, lighting, distinctive crosswalks, and other streetscape improvements.	Pedestrian	County Municipality	Short	Low - Medium
Pompton Lakes – Wanaque Avenue	Parking lot west of Wanaque Avenue (CR 684)	Access and markings should be improved to clearly identify where vehicles should enter and exit.	Parking	County Municipality Business - owners Parcel owners	Short-Medium	Low

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Pompton Lakes – Wanaque Avenue	Parking lot west of Wanaque Avenue (CR 684)	Access points to and from the parking lot should be comprehensively reviewed to clearly identify and prioritize safe and adequate access points. This may require installing additional traffic controls (stop signs and/or traffic signals).	Parking	County Municipality Business - owners Parcel owners	Short- Medium	Low
Pompton Lakes – Wanaque Avenue	1) Ramapo Avenue between Lakeside Avenue and Riverdale Road 2) Wanaque Avenue (CR 684) between Cannonball Road and Ringwood Avenue (CR 511A) 3) Colfax Avenue between Adrian Street and the border of the Borough of Oakland 4) Lakeside Avenue between Ramapo Avenue and Jefferson Avenue.	Install standard bicycle lane.	Cycling	County Municipality	Short- Medium	Low
Pompton Lakes – Wanaque Avenue	Parking lot driveway west of Wanaque Avenue (CR 684)	Off-street loading should be encouraged to reduce impacts to traffic flow and pedestrian mobility.	Freight	County Municipality Business - owners Parcel owners	Short- Medium	Low
Pompton Lakes – Wanaque Avenue	Parking lot west of Wanaque Avenue (CR 684)	Trees, plantings, bike racks, lighting and stormwater management infrastructure should be installed as part of the parking lot redesign. Markings may be improved to increase number of available spaces.	Parking	Business - owners Parcel owners	Short- Medium	Low - Medium



PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Pompton Lakes – Wanaque Avenue	West side of intersection of Wanaque Avenue (CR 684) and Colfax Avenue	Construct curb extension.	Pedestrian	County Municipality	Medium	Medium
Pompton Lakes – Wanaque Avenue	Parking lot driveway west of Wanaque Avenue (CR 684)	Across all parking lot driveways, sidewalks should be constructed to better indicate to motorists that pedestrians are present.	Pedestrian	County Municipality Parcel owners	Medium	Medium
Pompton Lakes – Wanaque Avenue	Northwest and southwest corners of intersection of Wanaque Avenue (CR 684) and Colfax Avenue	Construct curb extensions.	Pedestrian	County Municipality	Medium	Medium
Pompton Lakes – Wanaque Avenue	Cannonball Trail and existing rail to south along rail right-of-way	Consult and coordinate with Morris County to investigate connecting these two existing trails 1) via on-road facilities along Wanaque Avenue or residential streets in Pompton Lakes, 2) through a new trail along the Wanaque River, or 3) along a converted rail-to-trail via the Pompton Industrial Line and New York, Susquehanna, and Western Railway.	Cycling / Pedestrian	County Municipality Riverdale Borough Pequannock Township Morris County	Long	Low - Medium
Wayne – Route 23 Willowbrook	Right turn from Erie Avenue at Sherman Street to Route 23	Consider installing additional signage clarifying one-way movement.	Traffic	Municipality NJDOT	Short	Low
Wayne – Route 23 Willowbrook	West Belt Parkway from County border to approximately 6 West Belt Parkway	Investigate designating and marking as bike boulevard.	Cycling	County Municipality	Short	Low
Wayne – Route 23 Willowbrook	Bus stop adjacent to Route 46 exit to Willowbrook Mall (west of 113 Route 46)	Consider further analysis to evaluate potential relocation of bus stop to internal Wayne Plaza parking lot.	Parking	Municipality Property - owners NJ TRANSIT NJDOT	Short- Medium	Low

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Wayne – Route 23 Willowbrook	Parking lot entrance at 6 West Belt Parkway to NJ TRANSIT viaduct	Investigate installing bike lanes.	Cycling	County Municipality	Short-Medium	Low
Wayne – Route 23 Willowbrook	Four-lane cross section of West Belt Parkway that runs through Eastern Industrial Park	Conduct further study on potential implementation of a road diet	Traffic	County Municipality	Short-Medium	Low
Wayne – Route 23 Willowbrook	Edison Drive at Riverview Drive (CR 640)	Improve pedestrian crossings.	Pedestrian	Municipality	Short-Medium	Low
Wayne – Route 23 Willowbrook	Erie Avenue at Mountainview Boulevard	Consider installing new crosswalks and consider installing a Rectangular Rapid Flashing Beacon (RRFB).	Pedestrian	Municipality	Short-Medium	Low - Medium
Wayne – Route 23 Willowbrook	Southwest corner of Erie Avenue and Route 202	Consider feasibility installing a truck apron	Freight	Municipality NJDOT	Medium	Low
Wayne – Route 23 Willowbrook	West Belt Parkway from NJ TRANSIT viaduct to Wayne Department of Public Works	Investigate installing a cycle track.	Cycling	County Municipality NJ TRANSIT	Medium	Low
Wayne – Route 23 Willowbrook	West Belt Parkway corridor	Investigate implementing a road diet.	Traffic	County Municipality	Medium	Low
Wayne – Route 23 Willowbrook	From Eastern Industrial Area (West Belt Parkway at Hanes Drive) to Wayne Route 23 Transit Center and Western Industrial Area along West Belt Parkway and Demarest Lane	Considering conducting further analysis of demand and operational feasibility of extending NJ TRANSIT bus service or operating municipal or private shuttles.	Transit	Municipality Business - owners NJ TRANSIT	Medium	Low
Wayne – Route 23 Willowbrook	Edison Drive at Riverview Drive (CR 640)	Install ADA-compliant ramps at intersection corners, high-visibility crosswalks, and a pedestrian refuge island.	Pedestrian	Municipality	Medium	Low
Wayne - Route 23 Willowbrook	Willowbrook Mall property	Construct sidewalks or otherwise marked pedestrian paths and crossings to connect buildings and plazas.	Pedestrian	Property - owners	Medium	Low - Medium

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Wayne – Route 23 Willowbrook	Willowbrook Mall property	Coordinate with NJ TRANSIT and property owners to investigate the feasibility of moving the bus transfer hub closer to Route 46.	Transit	Property - owners NJ TRANSIT	Medium	Low - Medium
Wayne – Route 23 Willowbrook	Willowbrook Boulevard	Investigate the feasibility to creating more pedestrian-friendly “Main Street” feel and encourage mix of land uses, including a road diet and adding more pads around Willowbrook Boulevard.	Land	Municipality Property - owners Business - owners	Medium	Low - Medium
Wayne – Route 23 Willowbrook	Mountainview Boulevard/Boonton Turnpike (US 202) west of the Mountain View Train Station	Complete the sidewalk network.	Pedestrian	County Municipality Property - owners	Medium	Low - Medium
Wayne – Route 23 Willowbrook	Stahl Plaza Shopping Cener	Extend the sidewalk width by 6 feet.	Pedestrian	Municipality Property - owners	Medium	Low - Medium
Wayne – Route 23 Willowbrook	Stahl Plaza Shopping Cener	Consider consolidating driveway access.	Traffic	Municipality Property - owners	Medium	Low - Medium
Wayne – Route 23 Willowbrook	Willowbrook Mall Area	A mix of land uses should be encouraged around the mall, including residential, where appropriate..	Land	Municipality Property - owners	Medium-Long	Low - Medium
Wayne – Route 23 Willowbrook	Stahl Plaza Shopping Cener	Provide rear parking with multiple access points around the existing building footprint.	Parking	Municipality Property - owners Business - owners	Medium-Long	Medium

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Wayne – Route 23 Willowbrook	Willowbrook Mall property	Consider the feasibility of consolidating lots and lot access and determine if underutilized lots, especially on the south side (which fall within the FEMA regulatory floodway), can be converted to pervious surfaces.	Parking	Property - owners NJ TRANSIT	Long	Low - Medium
Wayne – Route 23 Willowbrook	Mountain View train station area	Apply for designation as a Transit Oriented Development (TOD) area. Consider rezoning the area to enable a mix of uses (including residential apartments).	Land	Municipality NJ TRANSIT	Long	Low - Medium
Wayne – Route 23 Willowbrook	Wayne Route 23 station	Consider installing stormwater infrastructure.	Resilience	NJ TRANSIT	Long	Low - Medium
Paterson – Presidential Boulevard	Great Falls NHP and Hinchcliffe Stadium area	Improve vehicular wayfinding alerting motorists to Great Falls NHP and Hinchcliffe Stadium.	Traffic	County Municipality	Short	Low
Paterson – Presidential Boulevard	Presidential Boulevard between East Main Street (CR 504) and West Broadway	Designate and mark a bike boulevard.	Cycling	County Municipality	Short-Medium	Low
Paterson – Presidential Boulevard	Temple Street south of Burhans Avenue	Install hybrid bike lanes.	Cycling	Municipality	Medium	Low
Paterson – Presidential Boulevard	River Street between Main Street and Lafayette Street	Install bike lanes.	Cycling	Municipality	Medium	Low
Paterson – Presidential Boulevard	Haledon Avenue/Straight Street (CR 650) south of River Street	Extend existing bike lanes.	Cycling	County Municipality	Medium	Low
Paterson – Presidential Boulevard	Liberty Street and Maple Street, east of Preakness Avenue	Install bike lanes.	Cycling	Municipality	Medium	Low

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Paterson – Presidential Boulevard	Temple Street south of Burhans Avenue	Install hybrid bike lanes.	Cycling	Municipality	Medium	Low
Paterson – Presidential Boulevard	River Street between Main Street and Lafayette Street	Install bike lanes.	Cycling	Municipality	Medium	Low
Paterson – Presidential Boulevard	Haledon Avenue/Straight Street (CR 650) south of River Street	Extend existing bike lanes.	Cycling	County Municipality	Medium	Low
Paterson – Presidential Boulevard	Liberty Street and Maple Street, east of Preakness Avenue	Install bike lanes.	Cycling	Municipality	Medium	Low
Paterson – Presidential Boulevard	1) Presidential Boulevard 2) Ryle Road 3) Liberty Street 4) Maple Street 5) Wait/River Street 6) Memorial Drive	Conduct a community-based re-design initiative for the following selected corridors with Complete Streets elements, including multimodal facilities, traffic calming elements, complete sidewalks, curb extensions, pedestrian-scale lighting, wayfinding, and upgraded traffic signals and green infrastructure where feasible, to promote safety and civic life within and across the community.	Cycling / Pedestrian	County Municipality	Medium	Low - Medium
Paterson – Presidential Boulevard	Totowa Avenue between West 31st Street and Preakness Avenue	Conduct further study to potentially convert Totowa Avenue to one-way and install new protected bike lanes.	Cycling / Traffic	County Municipality	Medium	Low - Medium

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Paterson – Presidential Boulevard	Bunker Hill industrial area	Further investigate freight movement to and from area, promoting and accommodating trucks on routes designed for heavy vehicles that are beyond residential areas.	Freight	County Municipality Property - owners Business - owners	Medium	Low - Medium
Paterson – Presidential Boulevard	Larry Doby Lane	Repave with distinctive materials and act as a gateway or “active street” between the stadium and community. This can include accommodating food trucks or pop-up shops, acting as an activated public space similar to other corridors adjacent to baseball stadiums. Additionally, adjacent walls can be adorned with appropriate artwork.	Cycling / Pedestrian	Municipality Property - owners	Medium- Long	Low
Paterson – Presidential Boulevard	Narrow pockets between the Passaic River and Presidential Boulevard/ East Main Street (CR 504)	Integrate green infrastructure and flood mitigation strategies, such as community gardens or rock gardens.	Resilience	Municipality	Long	Medium
Paterson – Presidential Boulevard	Parcel at corner of East Main Street (CR 504) and East Haledon Avenue (CR 650)	Re-claim the auto-oriented portion of the parcel to accommodate a residential or mixed-use land use more consistent with the overall Haledon Avenue corridor with its mix of homes, apartments, small businesses, institutional and community land uses.	Land	County Municipality Property - owners Business - owners	Long	Medium - High
Paterson – Presidential Boulevard	A-Line Motors property adjacent to Arch Street bridge	Repurpose property for new active recreation activities as an extension of the existing basketball fields and introduce outdoor areas for pickleball, tennis, etc.	Land	County Municipality Property - owners Business - owners	Long	Medium - High

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Paterson – Presidential Boulevard	Valley of the Rocks (part of Paterson Great Falls National Historical Park, located near the Passaic River beyond Ryle Road)	Recapture for active and passive recreation activities such as kayaking and pervious areas along Presidential Boulevard as potential community gardens.	Land	County Municipality	Long	Medium - High
Paterson – Presidential Boulevard	Parcels between Presidential Boulevard and Passaic River, particularly between East Haledon Avenue (CR 650) and Arch Street	Reclaim the parcels to present an attractive and welcoming corridor with streetscapes that reconnects access to the riverfront and provides storm resilience. The new “river-frontage” corridor should be redeveloped with a mix of permeable surfaces, an off-street multi-use trail away from Presidential Boulevard, including man-made wetlands and green infrastructure improvements. This redevelopment will transform an area currently filled with junkyards, car storage, and other neglected properties. These initiatives aim to showcase the riverfront as an attractive, welcoming, and sustainable destination, fostering lively activity hubs that enrich community life.	Land / Resilience	County Municipality Property - owners	Long	Medium - High
Paterson – Hospital Complex	Getty Ave (CR 647)	Conduct analysis to lower the posted speed limit from 35 mph to 30 or 25 mph.	Traffic	County Municipality	Medium	Low
Paterson – Hospital Complex	Straight St north from Getty Ave to East 20th Street	Install bike lane.	Cycling	County Municipality	Medium	Low
Paterson – Hospital Complex	Madison Ave between East 20th Street and Getty Ave (CR 647)	Install bike lane.	Cycling	Municipality	Medium	Low

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Paterson – Hospital Complex	1) Getty Ave (CR 647) between Straight Street and Madison Ave 2) Straight St/Hospital Plaza between I-80 and Main Street (CR 509) 3) Main Street (CR 509) between Washington Avenue and Madison Avenue	Re-design to create well-lit, safe, traffic- calmed, and multimodal set of “Health Campus Corridors.”	Pedestrian /Traffic	County Municipality Property - owners	Medium	Low - Medium
Paterson – Hospital Complex	Getty Avenue (CR 647)	Install CPTED elements, including both street (driver-scale) lighting and pedestrian-scale lighting.	Pedestrian	County Municipality	Medium	Low - Medium
Paterson – Hospital Complex	Getty Avenue (CR 647)	Provide for continuous, well-maintained sidewalk.	Pedestrian	County Municipality	Medium	Low - Medium
Paterson – Hospital Complex	Crosswalk adjacent to 69 Getty Avenue (CR 647)	Upgrade the existing crosswalk with RRFB signal equipment and include transverse rumble striping on both approaches.	Pedestrian	County Municipality	Medium	Medium
Paterson – Hospital Complex	Paterson – Hospital Complex Area	St. Joseph’s Medical Center continues ongoing efforts to provide supportive housing options for patients transitioning from full-time care at the hospital. Housing should be encouraged within the PIA, in close proximity to the hospital and bus routes.	Land	Municipality Property - owners	Medium- Long	Medium - High
Paterson – Hospital Complex	Striped crosswalk between railroad viaduct and Southside Firehouse	If a new train station and parking garage are deemed feasible, consider installing a kiss-and-ride site.	Traffic	County Municipality	Long	Low - Medium
Paterson – Hospital Complex	Straight Street/Getty Avenue (CR 647)/Hospital Plaza	Construct roundabout.	Traffic	County Municipality	Long	Medium - High



PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Paterson – Hospital Complex	Intersection of Getty Avenue (CR 647) and new parking garage	If a new train station and parking garage are deemed feasible, consider constructing a roundabout.	Traffic	County Municipality	Long	Medium - High
Paterson – Hospital Complex	Adjacent to new parking structure and traffic signal	If a new train station and parking garage are deemed feasible, consider installing a kiss-and-ride site.	Transit	County Municipality Property - owners NJ TRANSIT	Long	Medium - High
Paterson – Hospital Complex	Hospital Complex (bounded by Getty Avenue (CR 647), Hospital Plaza, Main Street (CR 509), and the NJ TRANSIT Main Line viaduct)	Repurpose existing smaller surface lots for new buildings, medical, and office space.	Land	Property - owners	Long	Medium - High
Paterson – Hospital Complex	Getty Avenue (CR 647) at NJ TRANSIT Main Line	Consider conducting demand and feasibility analysis to consider constructing a new train station.	Transit	County Municipality Property - owners NJ TRANSIT	Long	High
Paterson – Hospital Complex	Getty Avenue (CR 647) at NJ TRANSIT Main Line	Consider evaluating the feasibility of constructing a new parking structure (with at least 1,500 - 2,000 spaces).	Parking	County Municipality Property - owners NJ TRANSIT	Long	High
Clifton – Route 3	Oak Street between Delawanna Avenue and River Road (CR 624)	Install shared-lane markings.	Cycling	Municipality	Short	Low
Clifton – Route 3	River Road (CR 624)	Install standard dedicated bicycle lanes.	Cycling	County Municipality	Medium	Low
Clifton – Route 3	East leg of Bloomfield Avenue (CR 522) at Route 3 westbound off-ramp	Fill sidewalk gap.	Pedestrian	Municipality	Medium	Low - Medium

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Clifton – Route 3	Driveways on Route 3	Consider closing or consolidating access points while maintaining access to side roads.	Traffic	County Municipality Property - owners NJDOT	Medium	Medium
Clifton – Route 3	Westbound service could exit Route 3 at Passaic Avenue, travel along Allwood Road to Bloomfield Avenue, and re-enter Route 3 westbound. Similarly, eastbound service would exit Route 3 Bloomfield Avenue, travel along Isabella Drive and Metro Boulevard, re-enter Route 3 eastbound at the existing Metro Boulevard bus stop, stop at the existing eastbound stop at Passaic Avenue, exit Route 3 at Main Avenue and travel in the shopping center in front of Burlington and Barnes & Noble. The route could stop at a new bus stop in the shopping center, improving access compared to the existing stop located on Route 3 eastbound. From here, the bus route could re-enter Route 3 eastbound and continue its route.	Consider further analysis to assess the potential to divert one or more bus routes from Route 3.	Transit	County Municipality NJ TRANSIT	Medium-Long	Low

PIA	Location	Recommendation	Mode	Partners	Timeframe	Cost
Clifton – Route 3	Allwood Road (CR 602) at Main Avenue (CR 601), Passaic Avenue (CR 603), and Book Court, and on Isabella Street and within the Barnes & Noble shopping center	If diverting bus routes along Route 3 is feasible, consider installing new bus stops.	Transit	County Municipality NJ TRANSIT	Medium-Long	Low
Clifton – Route 3	Ongoing redevelopment around Isabella Street and Metro Boulevard	Consider applying for designation as a transit-oriented development (TOD) zone.	Land	County Municipality Property - owners	Medium-Long	Low - Medium
Clifton – Route 3	Allwood Road (CR 602) at Main Avenue (CR 601), Passaic Avenue (CR 603), and Book Court, and on Isabella Street and within the Barnes & Noble shopping center	If diverting bus routes along Route 3 is feasible, consider installing new bus stops.	Pedestrian	County Municipality	Medium-Long	Low - Medium
Clifton – Route 3	Oak Street and Costco shopping center	Construct a pedestrian and cycling path.	Cycling / Pedestrian	Municipality Property - owners	Long	Medium
Clifton – Route 3	Passaic Avenue (CR 603) and other future sites under development	Consider installing roundabouts.	Traffic	County Municipality Property - owners	Long	Medium

