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Economic and Quality of Life Impacts of Route 21 Freeway Construction

FINAL REPORT

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16. Abstract

Opened to traffic in December 2000, the "missing section" of the Route 21 Freeway in Clifton and Passaic (Hope Ave. to the Route 46 Interchange) was designed utilizing the "equivalent" to the Context Sensitive Solutions (CSS) approach at that time and will be used herein for the evaluation of the success of the project in fulfilling its goals. A great deal of planning and design work was done to enhance the quality and appearance of this roadway and to maximize positive impacts on and for the surrounding communities.

This research project evaluated over a five year period how effective the CSS approach was in the design of the Route 21 Freeway. The evaluation focused on economic and quality of life issues. The type of economic issues that were reviewed include impacts on neighborhoods, residential and commercial real estate values, the success of commercial enterprises in the area, and traffic and safety in the local area. The type of quality of life issues that were reviewed include: aesthetics and viewscape, traffic flow, noise impacts and other factors of concern to the local population.

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PROJECT ABSTRACT

Opened to traffic in December 2000, the “missing section” of the Route 21 Freeway in Clifton and Passaic (Hope Ave. to the Route 46 Interchange) was designed utilizing the “equivalent” to the Context Sensitive Solutions (CSS) approach at that time and will be used herein for the evaluation of the success of the project in fulfilling its goals. A great deal of planning and design work was done to enhance the quality and appearance of this roadway and to maximize positive impacts on and for the surrounding communities.

Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach to identifying and solving transportation problems, in which consensus building extends from defining the project need and purpose, concept evolution, design and construction through maintenance and operation. CSS maximizes the integration of the roadway into the surrounding environment/community while providing for the road user's needs in a manner which is fiscally feasible. CSS is an approach and a process, not an outcome.

This research project evaluated over a five year period how effective the CSS approach was in the design of the Route 21 Freeway. The evaluation focused on economic and quality of life issues. The type of economic issues that were reviewed include impacts on neighborhoods, residential and commercial real estate values, the success of commercial enterprises in the area, and traffic and safety in the local area. The type of quality of life issues that were reviewed include: aesthetics and viewscape, traffic flow, noise impacts and other factors of concern to the local population.

Public perception initially and over the five year period was measured by surveys taken regularly for the duration of the project. This is a most critical element in the study because success ultimately must be “seen” by the impacted public, literally and figuratively. In addition, traffic counts were taken to determine changes from pre-construction to post-construction conditions and variations over the five years of the study. Other published data was utilized to measure changes in economic and quality of life impacts.

This type of post-construction review is unique. Typically, once a project is completed, there is no requirement to measure the success of achieving the original goals and projections made for the project. The post-construction review benefits the design-construction process used by the NJDOT in the following ways:

- It assesses if the project achieved its intended goals both from the NJDOT’s perspective as well as that of the local community.

- It investigates areas where the project could have been improved upon..

- It builds support and confidence in the community by interfacing with them after the project is completed.

- Based on the experience of this project, an optimal time frame and methodology for future NJDOT project reviews can be established.

SUMMARY HISTORY OF THE ROUTE 21 COMPLETION PROJECT

When Route 21 was originally constructed, the road connected the City of Newark with the City of Passaic as shown in black on Figure 1 of the region. The northern terminus of the highway emptied traffic onto local streets in Passaic. Regional traffic then proceeded on different routes along local streets to connect to Route 46, another major highway. This caused car and truck congestion on the local streets.

The Route 21 completion project connects the two existing highways, Route's 21 and 46. The completion section is shown in orange/gray on Figure 1.

Planning for the completion project was undertaken many years ago. An early alignment for the Route 21 Completion Project was selected in the 1960's as shown on Figure 2. The alignment crosses the Passaic River and continues in Elmwood Park where it connected with Route 80. Land was purchased at that time consistent with the early alignment.

In the mid 1980's, an EIS was conducted along with the design of the Extension. In response to political considerations, the alignment was changed to the west side of the Passaic River. The new and final alignment is shown on Figure 3.

Within the general alignment shown, several alternates were studied, in detail, in the EIS. The alignments included a full interchange at the intersection of Route's 21 and 46. The full interchange, however, would require the taking of many homes adjacent to Route 46 in Clifton. This extensive property taking was unacceptable to the City of Clifton. The design was then changed from a full to a partial interchange.

The final alignment, with a partial interchange, was agreed upon after the completion of the EIS. In general, the EIS accurately represented the final alignment. Local traffic patterns in the vicinity of the interchange, however, were slightly different than those considered in the EIS because of the cited changes in the interchange.

Construction of the project was initiated in 1997 and the project was completed in December of 2000.

In January of 2002, the NJDOT issued a contract with NJIT to perform the study herein.

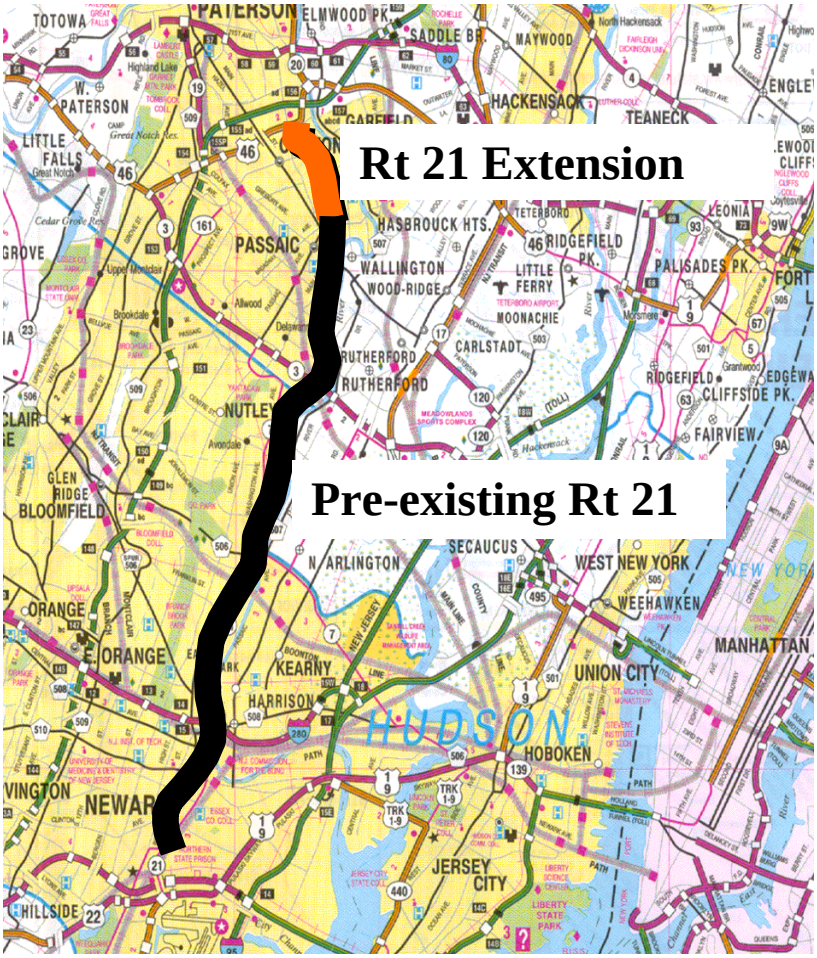


Figure 1: Road Map in the Area of Interest

Figure 2: 1960's Alignment for Route 21 Freeway Extension

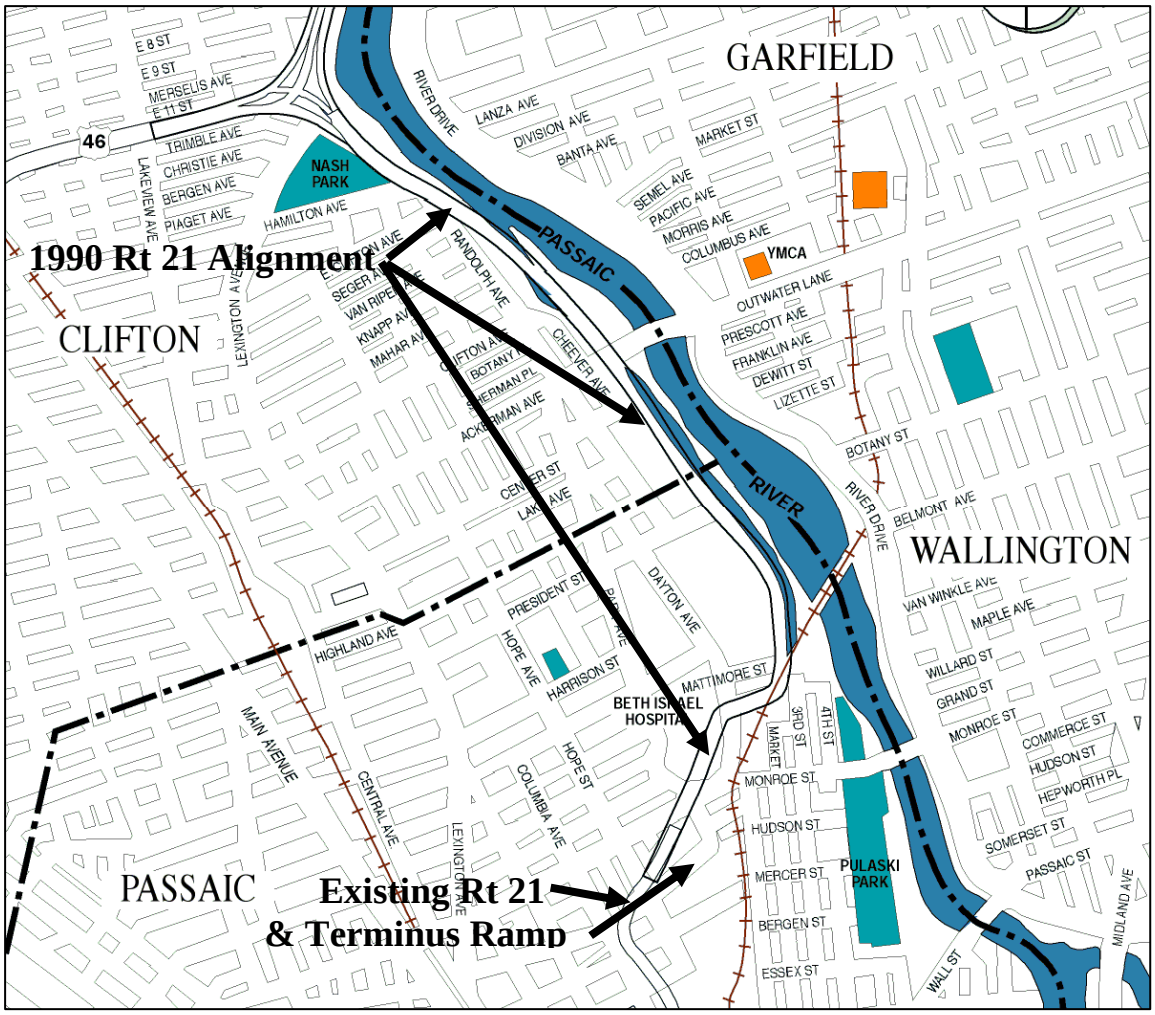


Figure 3: Final Alignment of the Route 21 Extension

PROJECT OBJECTIVES

The NJIT team implemented the following objectives as set forth in the RFP:

1. Determine the economic and quality of life impacts of the Route 21 Extension Project construction on the communities it traverses.

2. Determine these impacts by using simple indicators that show evidence of change in economic conditions or quality of life.

3. Follow-up on the pre-construction baseline data collected by NJDOT staff, by collecting information on the same indicators and public spaces in years 2002-2006; thereby, evaluating these impacts over a five year period.

4. Evaluate the communities' reaction to the "Context Sensitive Solutions" initiatives taken for this highway project which utilized extensive CSD elements to enhance the quality of public space.

5. Evaluate the impacts on traffic volumes and characteristics of removing traffic from local streets.

6. Evaluate the success and weaknesses of the project design and construction to improve future project designs.

PROJECT APPROACH

Introduction

In order to fulfill the project objectives as delineated above, the following scope of services were performed in this study:

1. Reviewed all of the technical documents prepared by or on behalf of the NJDOT that were utilized in the design of the Route 21 Freeway.

2. Obtained a list of all major stakeholders who either participated in the original planning, design and construction process, or were public officials during this study period.

3. Surveyed business owners in all commercial districts in proximity to the newly constructed sections of Route 21.

4. Surveyed residents in proximity to the noise barriers constructed as part of the project.

5. Photographed sections of both communities to assess the relative accuracy of projections of the appearance of the Route 21 corridor after completion of the project.

6. Investigated the various amenities provided by the NJDOT, and surveyed users as well as appointed and elected officials as to their evaluations regarding same.

7. Obtained real estate assessed valuation data for key locations in the subject cities before and after project construction.

8. Recorded sound levels and traffic counts at locations where projections were made in the original studies.

9. Surveyed merchants in the Botany Village Commercial District in the City of Clifton.

10. Reviewed newspaper articles related to the history and evolution of the Botany Village District.

11. Reviewed progress related to the Eastside Redevelopment Plan for the City of Passaic during the period of this study.

NJDOT Baseline Data

The first step undertaken in this study was to establish a reference point from which to assess changes in the subject area associated with the Route. 21 construction project.

The baseline data provided to the project team is summarized in this section of the report. The NJDOT reports in the baseline data that were utilized in this study are as follows:

- Final EIS/ Section 4(f) Evaluation, Volume I – Main Text, August 1996
- Technical Environmental Study, Volume VIII, Engineering, April 1992
- Technical Environmental Study, Volume VI, Socioeconomic, April 1992
- Technical Environmental Study, Volume VII, Visual Enhancement, July 1987
- Final EIS/ Section 4(f) Evaluation, Volume III – Appendix G, August 1996
- Final EIS/ Section 4(f) Evaluation, Volume II – Appendices A through F & H, August 1996
- Technical Environmental Study, Vol. II, Noise, 4/92

The information utilized in the current study has been reproduced in Appendix 1, The Baseline Data.

The above reports (parts of which is included in Appendix 1) were useful in assessing the type of data collection and resultant projections that were made by the NJDOT and its consultants in the preparation of the final environmental impact statement for the Route 21 freeway extension. The studies also provided background and a basic understanding of the project. Data comparisons are made in this study of data collected by the NJDOT in the late 1980's and data produced by the NJIT team.

Presented below is an overview of information reviewed from the respective documents which is referenced and used for comparison purposes in this study.

A map of the final alignment for the project may be found on page A1-2.

Final EIS/Section (4f) Evaluation, Volume I-Main Text, August 1996
The main text of the final EIS document prepared by the NJDOT is basically a compilation and overview of material developed in some of the other documents referenced herein in which the subject disciplines (e.g. traffic analysis, noise, socioeconomics, etc) are presented in individual reports.

The main EIS Report provides a number of useful figures which clearly represent the study area in detail. On page A1-3 of this report is a map showing the alignment of the previously approved alignment of the 1960's. This report is an important document in understanding how the final alignment was selected. The report, page A1-4**,** provides projections of changes in traffic patterns and traffic volumes along local streets resulting from the Route 21 freeway extension.

Page A1-5 shows designated discharge paths from Route 21 to local streets prior to construction of the project.

The EIS indicates pictorially and numerically the problems associated with truck traffic attempting to negotiate through local streets from the prior terminus of Route 21 in the city of Passaic to the Route 46 corridor, pages A1-6, 7.

The study, pages A1-8, 9, also provides information from an origin-destination survey conducted in 1985 related to the ultimate destination of vehicles at the prior terminus of Route 21 proceeding there from and related level of service determinations at key intersections.

Also, 2 way ADT projected year 2010 traffic volumes on many of the local streets in the subject area are presented in the report. The above data presents a framework with which to make comparisons now that the new roadway is operational. On pages A1-10 to 15 preliminary traffic projections were presented.

Additional traffic volume information is provided in the document entitled "Technical Environmental Study", Volume VIII, Engineering, April 1992". Data reviewed and utilized in this study, provided in Appendix 1, include peak hour traffic volume projections in the year 2010 at the Monroe Street/Dayton Avenue, Ackerman Avenue/Route 46, and at the Route 46 interchange near Crooks Avenue, pages A1-16 to19.

Technical Environmental Study, Volume VI, Socioeconomic, April 1992
One of the potential positive impacts perceived by the NJDOT study team in preparation of the E.I.S. was that the Route 21 freeway extension might enhance redevelopment in the industrial zone in Passaic (located near the Passaic River south of Monroe Street), and upgrade the commercial area in the Monroe Street/Parker/Dayton area by reducing traffic and truck congestion on those thoroughfares.

The socioeconomic study provided actual census data in 1970 and 1980 for the cities of Clifton and Passaic as a whole, as well as for the census tracts in close proximity to the Route 21 extension, page A1-20. It also provided population projections, page A1-20, for both cities to time horizon 2000. The study also provided historical information about the area, listed businesses and facilities, see page A1-21, in the primary study area, and developed projections of impacts on the tax revenues (i.e. minimal due to minimal takings of land required) of the cities of Passaic and Clifton.

Technical Environmental Study, Vol. II, Noise, 4/92
Noise data, page A1-22 and 25 and mapping, pages A1-23, 24, developed by the NJDOT in 1985 illustrating the seven monitoring locations, are provided in this report. Monitored sound level data at seven locations in the subject area taken in 1985 were revisited in the current study. This analysis which references the use of Baseline Data developed by the NJDOT is provided in a section of this report, Noise Level Assessment.

Technical Environmental Study, Volume VII, Visual Enhancement, July 1987
This report contains panoramic views of five important viewscapes in the Freeway area, pages A1-26 to 30. The panoramas depict what existed before construction and projected what would be there after construction.

Final EIS/ Section 4(f) Evaluation, Volume III – Appendix G, August 1996
This report contains photographs of important locations along the Freeway. The photographs depict conditions before construction and presents a visual simulation of projections for conditions after construction. These depictions are included, pages A1-31 to 46, and utilized in the study as a comparison to what actually exists post-construction.

Final EIS/ Section 4(f) Evaluation, Volume II – Appendices A through F & H, August 1996
This document contains letters sent to the NJDOT by attorneys representing land owners as well as the Cities of Clifton and Passaic and the North Jersey Chamber of Commerce. The letters from the City of Passaic indicate strong support for the proposal. The City of Clifton passed a resolution of its municipal council in 1987 opposing any construction of the Freeway that would require the removal of any buildings (tax ratables) in their municipality.

“Special” Districts in Clifton and Passaic
There are two special districts that were investigated in this study; Botany Village in Clifton and the Eastside Redevelopment Area in Passaic.

Botany Village
Botany Village is a commercial district in the City of Clifton bounded on the south by Highland Avenue (boundary between the cities of Clifton and Passaic), on the north by Ackerman Avenue, and on the east and west by Randolph and Parker Avenues, respectively.

Botany Village is a shopping area in Clifton where several merchants and public officials believed that they have been negatively impacted by the freeway project. Data with regard to the composition of the various merchants and their locations may be found on pages A6-2 to 6 in 2002.

The history of Botany Village may be found on its website. The “Fast Facts” as found on its website follows below:

Botany Village was one of Clifton's first areas to be developed, and it was settled by Italian and German immigrants. The section of town on the Passaic border was known for its woolen mills, such as Forstmann's and Botany, which lent its name to the neighborhood. The mills closed in the 1950s.

In the late 1960s, the city received $ 1.1 million to redevelop the area and create a shopping center by closing off Dayton Avenue, installing brick sidewalks, planting trees, and encouraging merchants to renovate their shops to create an old-fashioned look.

Botany Village is one of the fastest-growing neighborhoods in Clifton. The school district plans to build a new elementary school in response to the increasing population.

Several of the economic issues raised in the article describe a complex situation. Some of the key factors that contribute to the situation are:

Many of the stores in Botany Village are ethnic based. The ethnic makeup of the area has and is continuing to change. The Village has strong competition from the Home Depot, Walgreens, K-Mart and Pathmark that are recent additions to the neighborhood. These mega-stores represent the new shopping patterns of our society and are able to offer products at prices that are difficult for small stores to meet.

The Urban Enterprise Zones (UEZ) in neighboring Paterson and Passaic, that have only fifty percent of the normal sales tax, also present an unfair competition to Clifton Merchants. The mega-stores cited above are located in the UEZ.

The country was in an economic decline for the first few years of this study, 2001-2003, which was exacerbated by the 9/11 event.

The completion of Route 21, which was successful in redirecting regional traffic from local streets to the highway, has had an impact on traffic volumes passing through the Village area. The modification of the Route 46 interchanges in Clifton also has had an impact on traffic patterns in the area. A study performed by Rocciolla Engineering for the Freeholders and the City of Clifton quantified this change and is presented and reviewed in this study. The change in traffic patterns is perceived by the merchants to have had a negative impact on Botany Village.

Eastside Redevelopment Plan in the City of Passaic

In the EIS prepared for the Route 21 Project, the report projected qualitatively that the completion of the Route 21 Freeway would provide improved access to the industrial area of Passaic. Shortly after the Freeway completion, a redevelopment agency was formed in the City of Passaic. This agency has produced a redevelopment plan for the industrial area, bounded by Route 21 on the west, the Passaic River on the south and east and an irregular line following local streets to the north and northeast.

A copy of the redevelopment plan may be found in Appendix 8.

In the spring of 2005, the team met with the redevelopment plan director, Ms. Donna Rendeiro, to discuss the status of the plan. She indicated that a plan to develop retail/commercial from Monroe Street south to Passaic Street and west of Canal Street has been approved. Projections made for the project in the original EIS, with regard to redevelopment associated with the Route 21 Project, has proved to be accurate.

STUDY METHODOLOGY & DATA COLLECTION

In the RFP for this study, a major component was to assess changes in the study area associated with the Route 21 construction. Appropriate data was obtained to measure those changes. The data collection included traffic counts, noise measurements, and real estate assessed value and sales data. This data represents factual information, in that “hard numbers” are available. In addition the study included photographic records of the subject area to visually assess changes in the appearance of the communities during the study period. Lastly, local merchants, residents in proximity to noise barriers constructed as part of the Route 21 construction, and local elected and appointed officials were surveyed to assess their perception of the project and its impacts.

This report presents the information in three separate sections, factual data, photographic records and surveys.

Photographic Records

An important part of this project was to document the visual impact of the construction of the Route 21 Connector. The NJDOT took special care to enhance the visual perspective of this section of Route 21. The original EIS performed for the project included projections of how the design team thought the viewscape at important locations would appear. This section of the report documents the appearance of those viewscapes.

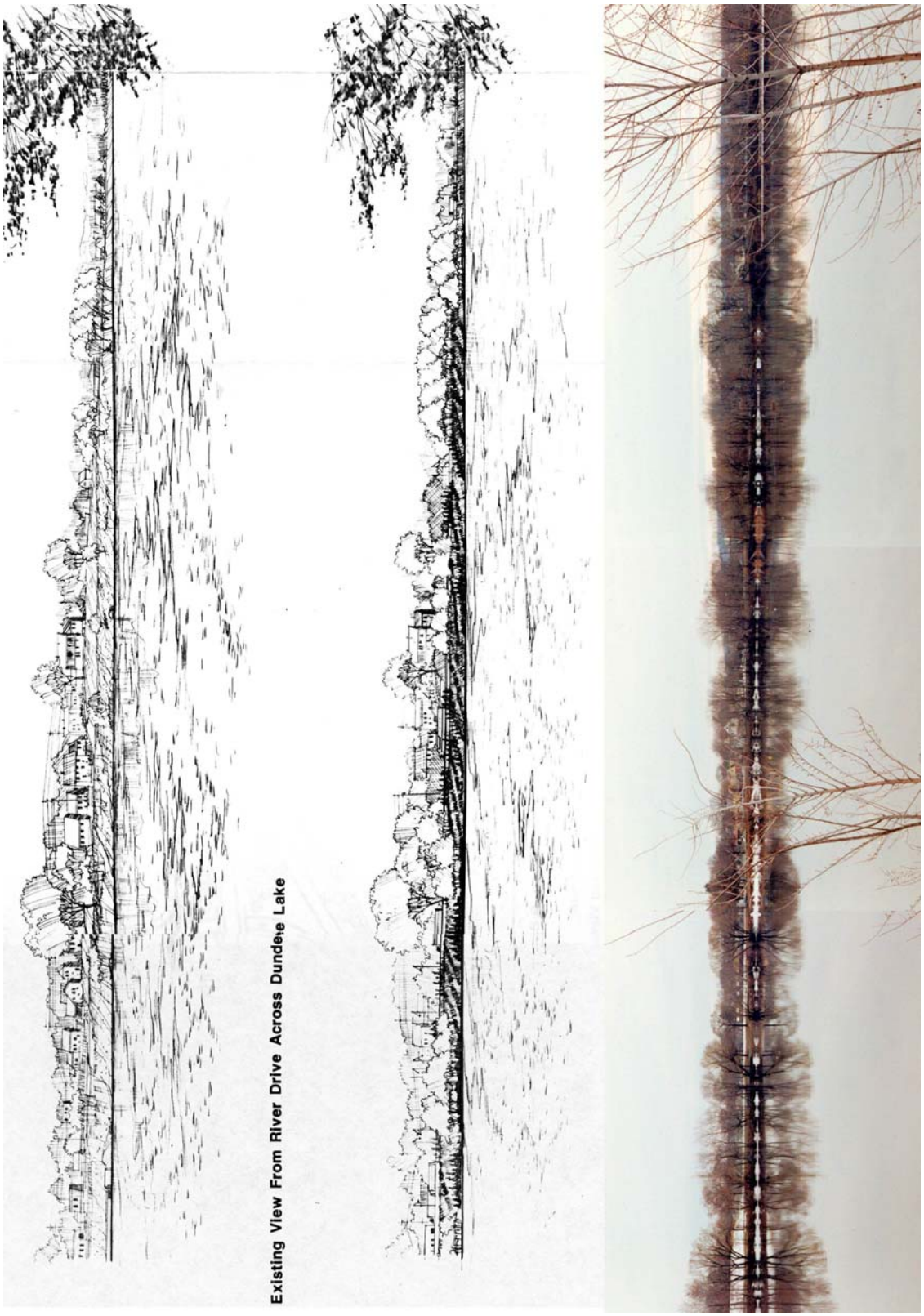
Photographs were taken by the project team at the same locations. These were added to the original photos taken by the NJDOT consultants and the projected post-construction views. On the following page, a sample photo with all three views is shown. Comparing the three situations at each location shows that the actual post-construction is quite pleasing and sometimes even more attractive than projected.

The sixteen paired sets of pre-construction photographs along with their corresponding actual post-construction views may be found on pages A2-2 to 17 of Appendix 2.

In addition, the EIS projected critical panoramic views along the extension project. One of the panoramas is shown on page 14 and the remaining panoramas are found on pages A2-19 to 21 of Appendix 2. The panoramas have three parts, pre-construction, projected post-construction, and actual post-construction. The projected views were reasonably accurate.

34 Parker Avenue Looking South 2002

Pre/Post/Projected Views of Selected Locations



Existing-Projected-Actual Panoramic Views

Streetscapes

A series of photographs were taken along streets with potential for impacts by the project. These streetscapes along Monroe Street and Parker Avenue in Passaic and Trimble Avenue in Clifton may be found in Appendix 2 of the CD attached to this report. This CD includes many high quality digital image streetscapes.

Monroe Street, Passaic

Monroe Street is a major commercial district directly north of the pre-construction terminus of Route 21. Photographs taken of each building along the street may be found in Appendix 2A. This provides a detailed record of conditions on Monroe Street at the completion of the Extension Project. This record was compared to photographs taken before construction began. It can also be used in the future to study long term changes in the area.

Parker Avenue, Passaic

Parker Avenue, between Monroe and President Streets, is comprised of residential and commercial properties. Parker Avenue, pre-construction was a major thoroughfare for traffic coming off Route 21 and proceeding to Route 46. Appendix 2B provides a detailed photographic record of conditions on Parker Avenue at the completion of the Extension Project. This record may be compared to photographs taken before construction began. It can also be used in the future to study long term changes in the area. Since the traffic patterns in the area have changed since the completion of the Freeway Project, the photographic record provides a baseline to measure the changes that will occur.

Trimble and Haines Avenues

Trimble Avenue is a residential street immediately adjacent to Route 46 and the noise barriers installed as part of the Route 21 Project. Post construction photographs along Trimble Avenue may be found in Appendix 2C. Similarly, post construction photographs along Haines Avenue may be found in Appendix 2D.

Industrial Zone in the City of Passaic – Photographic Record of South and 8th Streets

The industrial zone in the City of Passaic covers the general area east of Canal Street and south of Passaic Street. At a meeting with Ricardo Fernandez, zoning officer for the City of Passaic, he indicated that a redevelopment plan for this area would be initiated in 2003-2004. This projection has proved to be accurate. At that time, he provided the NJIT team with a copy of the tax maps of the area that were the focus of the redevelopment plan.

To gain a perspective and baseline data for the area, the team traversed the area conducting a windshield survey to assess existing conditions and to develop a sense of what a future redevelopment might encompass. South Street represents the most southerly street in the area which extends from East 11th

Street, near the Passaic River, through to Market Street. In addition, traversing South Street from the Passaic River westerly to Market Street provided an interesting panorama of varied coexisting land uses which appear to function well.

To this end, the project team developed a photographic record of South Street to provide a baseline by which to measure future changes. The photographs may be found in Appendix 2E of this report.

The photographic record begins at the easterly terminus of South Street at the River. With the exception of the photos of the river, all photos were taken moving west and showing north, south and west views at all of the respective intersections with South Street.

In the spring of 2005, the project team photographed 8th Street from its southerly origin at the Wallington border north to Passaic Street. The photographic record of South and 8th Streets provides a perspective of the industrial zone in Passaic. The 8th Street photographs may be found in Appendix 2G.

North Pulaski Park

As part of the amenities added to the Route 21 Project, North Pulaski Park was improved with the addition of a playground for children and the addition of trees and shrubbery. A photographic record taken in the spring of 2005 shows the Park in detail and may be found in Appendix 2H.

Comments from the business administrator of the City of Passaic, cited on page A4-3, indicated an appreciation for the amenity, but there were concerns that the NJDOT was not maintaining the park. This highlights the need for educating the local officials to their responsibility in maintaining the park amenities. There should be a clear understanding as to where the maintenance responsibility lies during the construction and operational phases of the project.

An additional concern focused on the fact that there were not handrails on all stairways leading from the park to the walkway along the river. Handrails were added by the NJDOT in the area where the playground was installed. The City of Passaic has the responsibility to make changes to the handrails in the other areas of the park where the NJDOT did not make additions.

Traffic Analysis

The Route 21 Extension is 1.8 miles long and situated on the westerly side of the Passaic River from its prior terminus on Monroe Street in Passaic to Route 46 in Clifton. Prior to the extension, there was a designated route along local streets with two-way traffic from Route 21 through Dayton Ave. and Randolph Ave. to Route 46. Traffic surveys prior to the extension showed that about 2400 trucks per day traveled on the local street network, with 670 or 28% classified as heavy

trucks. Impacts included traffic safety problems with insufficient turning radii for these trucks on local narrow streets, potential safety hazards to pedestrians with additional traffic and truck traffic, noise and vibration impacts to local residences and businesses and related quality of life (negative) impacts.

In the Route 21 Freeway Extension project (Technical Environmental Study) produced by NJDOT, dated April 1992, a Route 21 Phase II traffic study details projected traffic volumes on traffic links in the project area, for the years 1990 and 2010 for build (Route 21 Extension) and no build alternatives (see Figure 4 which shows no-build ADT counts as well as showing the areas where traffic counts and projections were made). The remaining study maps are presented in Appendix 1 on pages A1-10 and 11.

For the key traffic links in the study area, the results shown on Tables 3 and 4, pages A1-12 to 15, projected substantial reductions in traffic for the build alternative vs. no build on most of the links analyzed. For example for 2010, a 61% reduction in traffic volumes was predicted on Dayton Avenue between Monroe Street and President Street, 30% on Randolph Avenue between Clifton Avenue and Route 46, and 41% on Lexington Ave. from President Street to Ackerman Avenue.

In some cases, it is difficult to compare the post Route 21 extension traffic volumes to the traffic projections made in the 1980's studies as the directional flow of some local streets have changed. For example, Randolph Ave. from Lexington Ave. to Clifton Ave. is now one-way southbound, whereas it was formally a two way thoroughfare. Further, the extension project was modified after the EIS was completed (the Route 46 interchange was modified).

Traffic Counts 2004-5

Traffic counts were conducted in 2004 and 2005 at a number of intersections in both cities. These counts may be found in Appendix 9. The intersections are as listed below:

Clifton
Piaget & Main
Piaget & Lexington
Piaget & Lakeview
Piaget @ Route 46 exit
Ackerman & Lexington
Ackerman & Parker
Ackerman & Randolph

Passaic
President & Dayton
President & Parker
President & Lexington
Passaic & 8th
Passaic & Columbia
Passaic & Market
Monroe & Dayton
Monroe & Parker
Monroe & River Road
River Rd & 8th

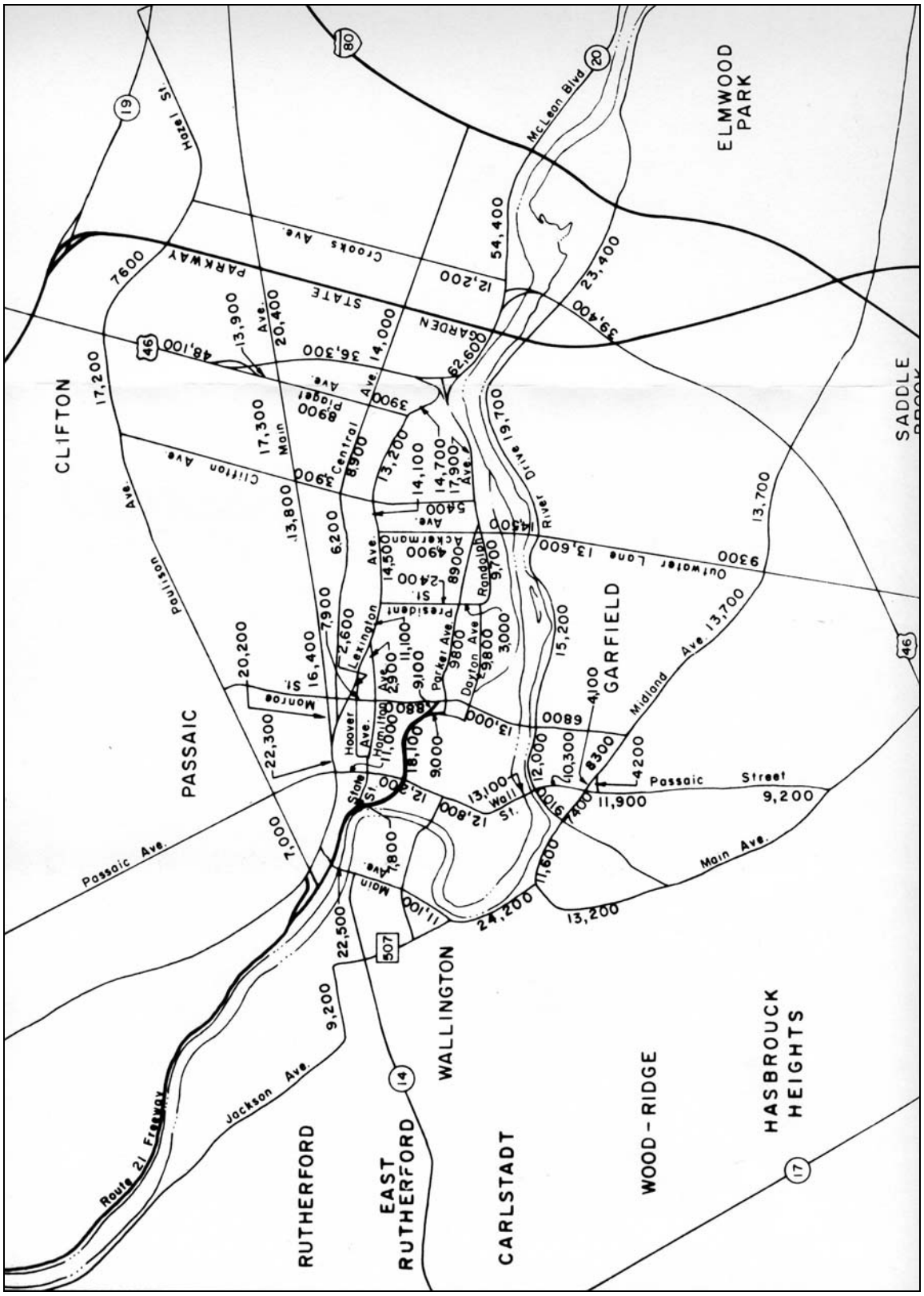


Figure 4: 2 Way ADT Year 2010 - No Build Phase II Study

The counts shown in Appendix 9 are compared to 2010 projections made in 1985 by the traffic consultants, HNTB, on the Route 21 Project (see Appendix 1, Pages A1-10 to19). The counts are expected to differ for the following reasons:

- Comparisons were made between 2010 projections and 2004 actual counts.

- The 1985 projections did not reflect the final alignment selected by the NJDOT.

The differences between the alignment used for the projections and the actual alignment are primarily in the design of the Routes 21/46 Interchange.

Traffic Projections v. Traffic Counts

A comparison of the no-build and build traffic projections with actual counts taken by the project team may be found in the table below:

Table 1: PEAK HOUR TRAFFIC 2004-2005 NO-BUILD, BUILD v. ACTUAL

STREET	FROM	TO	PEAK HR PROJECTED NO BUILD	PEAK HR PROJECTED BUILD	PEAK HR ACTUAL
Lexington Ave.	Hamilton	President	1100	720	1237
Lexington Ave.	President	Ackerman	1438	850	1260
Parker Ave.	President	Ackerman	878	340	434
Parker Ave.	Monroe	President	960	460	506
Dayton Ave.	Monroe	President	968	380	267
Randolph Ave.	President	Ackerman	953	400	357
President St.	Lexington	Parker	238	180	398
Ackerman Ave.	Parker	Lexington	488	440	412
Main Ave.	Piaget	Crooks	1905	1820	1141
Main Ave.	Piaget	Clifton	1700	1150	1092
Piaget	Main	Lakeview	877	780	695
Piaget	Main	Rt 46	1370	1240	751
Piaget	Lexington	Lakeview	385	410	347

No-Build

The data for build and no-build scenarios were given in ADT format in the 1980's studies. That data was divided by ten to estimate peak hourly values. In addition, the values for 1990 and 2010 were weighted to approximate the projected 2004-05 no-build readings. The data in the table show that for all streets considered, except two, there were significant decreases in traffic due to the Route 21 completion as projected in the EIS. Notably, Parker and Dayton Avenues, which were the heaviest traveled routes prior to the completion of Route 21, are carrying much lighter volumes of traffic. In addition, Piaget Avenue which became a major thoroughfare for traffic exiting Route 46E, still has reduced volumes compared to the no-build scenario.

Build
There are two factors that impact the projections of traffic volumes in the EIS. The first, Randolph Avenue, was changed to southbound only after the Route 21 extension was built. The second, the interchange at Route's 46 and 21 was changed from a full to a partial interchange. The EIS projections were based on a full interchange.

In viewing the data, traffic projections on roads in Clifton near the interchange reflect a variation from the actual counts. This is attributable to the interchange reconfiguration. Traffic projections in Passaic and Clifton (away from the interchange) reflect consistency with the actual counts.

Truck Traffic Survey 2002
From survey data taken in August, September, and October 2002, truck traffic is dramatically reduced as a percentage of total traffic as compared to the pre-extension traffic (Reported 28% heavy trucks in the designated corridor to Route 46 and north). The survey data on Randolph Ave., south of Lexington @Homcy Place shows an average of approximately 2% trucks (both single axle and multiple axle) in the 7-9 AM peak as well as the 5-7 PM peak. This captures the southbound traffic.

To capture the northbound truck traffic in this corridor, survey results from Lexington Avenue at Clifton Avenue (northbound and southbound traffic) show 5% truck traffic in the 7-9 AM peak hour, and a similar percentage in the PM peak hour. The Dayton Ave. truck traffic in the AM peak hours is 12% of the total traffic, with survey results of 10% trucks in the PM peak hour. This corridor will continue to exhibit truck traffic accessing the industrial area in Passaic.

Clearly, one expects that there will continue to be some local truck traffic, however, the above data demonstrates that reduction in truck traffic has occurred and that regional truck traffic is now utilizing the freeway.

Traffic Considerations – The Rocciola Report
The City of Clifton's elected public officials, as well as the officers of the Botany Village Merchants Association have argued that the elimination of the former exit ramp from Route 46 eastbound to the Lexington Avenue/Randolph Avenue intersection associated with the construction of the Route 21 freeway has had a negative impact on the Botany Village merchants, and perhaps as well for the merchants located on Main Avenue and Lakeview Avenue.

To this end, the City of Clifton and Passaic County jointly commissioned (funded) a study by Rocciola Associates, LLC, and John Zanetakos Associates, Inc. to investigate the impact of the NJDOT constructed Route 46/Route 21 interchange on local traffic volumes and traffic patterns in the City of Clifton.

The Rocciola Report was completed in 2003 and disseminated for public consumption. The report consists of 3 volumes, which, as indicated in the report, provided the following information:

- Volume 1 addressed the traffic conditions and recommended improvements for local streets within the study area that includes Botany Village, the Main Avenue district, and the Lakeview Avenue district. Recommendations range from new signage to new traffic signals, minimized roadway widening or other minor reconstruction.

- Volume 2 presents findings regarding access to and from Routes 46, 21 and Ackerman Avenue. Several options for new ramps are illustrated along with estimated construction costs. These would involve major reconstruction to state highways or the Route 46/21 interchange. Any of these improvements (as clearly noted in the Rocciola report) must be approved and implemented by the NJDOT.

- Volume 3 is a compendium of all traffic counts and capacity analyses performed in conjunction with the study.

A CD was provided by Mr. Rocciola which contains all the volumes of material noted above and given to the NJDOT.

A brief overview of the nature of the study and its related findings and related commentary, where deemed appropriate for clarification purposes, is presented in Appendix 5. The City of Clifton and Passaic County, as of the writing of this report have not acted on the major recommendations made.

Accident Data

Accident Data Reported by Local Municipalities

To compare the pre and post Route 21 Extension accident data, a request was made of the City of Clifton Police Dept. (Traffic Division) and the City of Passaic Police Dept. for the total number of reported motor vehicle accidents for the years 1995 to 2002. The data* from Clifton is shown below:

Year	Total No. of Accidents
1995	4,811
1996	4,575
1997	4,808
1998	4,470
1999	4,864
2000	5,405

*Data supplied by Lt. Les Goldstein – Clifton Police Dept.

The data ** from Passaic is shown below. It consists of total number of motor vehicle accidents for the month of June for each reported year.

Year	Total No. of Accidents (June)
1995	294
1996	286
1997	238
1998	211
1999	213
2000	230
2001	253
2002	248

**Data supplied by Officer Ian Dubac – Passaic Police Dept.

Accident Data as Reported by the NJDOT Website

The accident data base for the state was downloaded from the NJDOT website for Passaic County for the available years, 1997 to 2003. The number of accidents recorded in the county and in the cities of Clifton and Passaic were found as:

Year	Accidents in County	Accidents in Passaic & Clifton
1997	23,857	7,480
1998	19,325	5,906
1999	19,367	5,883
2000	21,916	7,104
2001	20,663	6,543
2002	20,809	6,422
2003	20,800	6,439

As may be seen, the number of accidents in Clifton and Passaic for each year over the period of record was reasonably uniform with the exception of 1997 and 2000 (the year construction was completed). The county, as a whole, also showed an increased number of accidents for the two years noted above.

The database was then examined to determine the number of accidents over the period of record for specific streets that were identified in the EIS with projected increases/decreases in traffic flows with the completion of the Route 21 Thruway. In general, all other factors being equal, as traffic flow increases/decreases one would expect that the number of accidents would likewise increase/decrease. Thus, the accident data should reflect changes in traffic flow.

The following table shows the number of accidents on the identified streets for the period of record. The records for most of the streets are inconclusive. Some of the streets, however, do reflect change. Some observations of trends in the data follow:

The 1999 data shows fewer accidents than preceding and following years which is not reflected in the county wide data above. Exceptions to this observation exist for Parker and Central Avenues. This may reflect an impact of the construction on Route 21 on traffic flows.

Central Avenue shows a decrease in accidents after 1999 with an anomaly in 2003. This pattern, without the anomaly, is also found for Hamilton, Mercer and Monroe streets. This pattern, with the same anomaly in 2003, is also found for Parker and Market streets.

River Drive and Dayton Avenue shows a clear increase in 2002 and 2003. Main Avenue, likewise, shows a marked increase in accidents in 2003.

Table 2: Accident Data in the Vicinity of Route 21

	1997	1998	1999	2000	2001	2002	2003
Ackerman	70	46	61	44	61	54	56
Central	16	22	29	10	11	17	36
Cheever	0	2	1	2	2	2	0
Crooks	1	6	2	0	2	2	1
Dayton	42	49	29	48	36	52	65
Hamilton	47	71	19	40	30	25	34
Hoover	52	20	27	20	31	24	25
Hope	80	73	52	71	48	60	54
Lakeview	5	20	7	8	5	21	8
Lexington	6	23	8	19	14	12	14
Main	45	96	84	70	77	67	104
Market	32	35	9	21	14	15	30
Mercer	12	22	5	10	1	7	3
Monroe	134	153	88	153	140	115	110
Parker	14	20	33	16	6	4	24
Paulson	19	24	18	24	38	17	26
Piaget	2	5	5	6	3	9	6
President	24	19	12	19	25	13	15
Randolph	1	7	6	7	13	7	12
River Dr	5	7	2	7	3	17	21
State	8	12	6	7	9	4	12
	616	732	503	602	574	544	656

Accidents have decreased since 2000 in the Hope Avenue and Monroe Street corridors which are the original terminus off the Route 21 freeway. However, accidents during the same period have increases on Dayton Avenue, Main Avenue and River Drive. The total number of accidents in the area considered has been reasonably consistent over the study period. This suggests that the completion of the Route 21 Corridor has not had a measurable impact on accident statistics on local streets in the project area.

Noise Analysis

The NJDOT performed a noise assessment (i.e. Technical Environmental Study, Volume II, dated April 1992) as part of the overall environmental impact statement (i.e. Final EIS/Section 4(f) Evaluation Vols. I & II, Main Text and Appendices A through F & H, August 1996) prepared in conjunction with the Route 21 Freeway extension.

The noise assessment, as shown below, contained the results of the monitoring of existing sound levels at seven locations in the cities of Passaic and Clifton in 1985. The locations, as well as the noise levels monitored (using the Leq noise descriptor in the study) are shown below.

Existing Noise Levels at Monitoring Sites

Noise Monitoring Location	1985 Existing Monitored Noise Levels (dBA Leq)
Site 1 – Cheever Avenue	60
Site 2 – Merselis Avenue	61
Site 3 – Christie Avenue	61
Site 4 – Nash Park	64
Site 5 – George Street	66
Site 6 – Passaic School	64
Site 7 – Third Street	64

The exact locations where the monitoring was performed at the above-noted seven sites is shown on plans entitled “Noise Contours Alternative 1 – Monroe Street to Ackerman Avenue,” and “Noise Contours Alternative 1 – Ackerman Avenue to Route 46 Scheme 3.” A copy of the above plans is provided on pages A1- 23 and 24 of this report.

The NJDOT utilized the abovementioned actual monitoring data as input to a mathematical model which produced projected noise contours to the year 2010 in proximity to the subject sites for both the no-build and build scenarios based upon accepted noise attenuation laws associated with distance from the highway as well as for barrier attenuation effectiveness. At most of the locations, they developed contours representing 62, 64, and 67dBA Leq’s, respectively.

All of the seven sites monitored by the NJDOT were either in close proximity to noise barriers constructed in conjunction with the project, or close to elevated sections of the roadway.

In discussions with the City Engineers from both Passaic and Clifton, they both noted that there have been no formal complaints registered related to traffic noise from the Route 21 extension subsequent to its opening in December 2000.

In order to assess the relative effectiveness of the noise barriers and the Route 21 extension highway traffic-induced noise impacts in general, sound level monitoring was initially conducted on two dates, namely, July 25, 2002, and October 21, 2002. On July 25th, monitoring was performed exclusively in the City of Clifton near Route 46 and the associated noise barriers in that area. On October 21st, monitoring was conducted specifically at the exact seven locations that were measured for sound in 1985 by the NJDOT. All of the measurements were made using the same dBA Leq noise descriptor chosen in the NJDOT study in 1985.

The locations monitored and the resultant sound levels recorded are shown below.

Sound Level Readings (Leq) July 25, 2002 (From 10 AM to Noon)

	LOCATION	Leq (in dBA)
1.	#56 Trimble Ave. (near barrier)	50-53 (no local traffic on Trimble) 60-61 (due to local street traffic)
2.	#23 Trimble Ave. (near barrier)	56-58 ½
3.	Corner of Merselis and Haines Avenues	57-58 (no local street traffic) 59-61 (due to local street traffic)
4.	At Route 46 Westbound Lanes at roadway edge, approximately 150 yds west of Lakeview Ave at E. 11th St	76-77 (within 10 feet of roadway)
5.	On E. 11th Street (off of Lakeview Ave) at Nash Avenue	57–58

Sound Level Readings (Leq) October 21, 2002 (From 10 AM to 1 PM)

LOCATION	Leq (in dBA)
Site 1 – Cheever Avenue	58-59½ (no local traffic) 58 to 65 (due to local traffic)
Site 2 – Merselis Avenue	51½ -56 (no local traffic)
Site 3 – Christie Avenue	46½-48 (no local traffic) 53½-56 (local traffic)
Site 4 – Nash Park (by Route 21 service road)	57-58½ (no local traffic) up to 64 (local traffic on service road)
Site 5 – George Street	58½-61
Site 6 – Passaic School (by Market & Morris Streets)	59–59½
Site 7 – Third Street (near Morris Street)	58–58½

Projected v. Post-construction Sound Levels 2002

A comparison of monitored sound levels in 2002 at the same seven locations monitored for sound in 1985 by the NJDOT (in conjunction with the subject Route 21 extension) revealed that the noise barriers constructed by the NJDOT have been very effective in attenuating traffic-induced sound from Routes 21 and 46 highway traffic onto local streets in close proximity to either the noise barriers or elevated sections of the new roadway. In fact, sound levels on local streets adjacent to the above roadways are impacted more by sound from a few vehicles traversing the streets each minute than from the highway traffic.

The above-noted results also note that the Leq values monitored in 2002 at the seven locations of interest were lower than those values monitored in 1985. Since the Leq readings taken in 2002 in conjunction with this assessment study were taken during off-peak hours associated with highway traffic, future measurements were taken in 2005 to coincide with typical AM and PM peak hours of traffic. That data and analysis is provided below.

Noise Surveys Conducted in 2005

Additional noise level surveys were conducted in 2005 at essentially the same locations that were monitored in 2002. The Leq noise descriptor was used to be consistent with prior reported studies in 1985 and 2002.

The current monitoring program was conducted during typical AM and PM peak traffic rush hours to reflect peak traffic on the Routes 21 and 46 corridors in the subject area.

The locations monitored, dates and times of monitoring, and the resultant noise readings, measured in Leq (in dba), are presented below. The general locations represent respectively, the seven locations originally monitored in 1985, and the readings initiated in 2002 near the noise barriers constructed adjacent to Route 46 in conjunction with the Route 21 project.

Sound Level Readings (in Leq) near the Route 46 Noise Barriers

Location	Date	Time	Sound Levels-Leq (in dBA)
#23 Trimble Ave. (near barrier)	11/23/05	5:30-5:45 PM	55 (no local traffic) 60-65.5 (due to local traffic)
	12/1/05	8:53-8:58 AM	59.5-62.5 (due to local traffic)
On E. 11th Street at Nash Ave.	11/23/05	5:55-6:05 PM	59.5-60 (no local traffic) 59.5-62 (due to local traffic)
	12/1/05	8:30-8:35 AM	60.5 (no local traffic) 61.5-63 (due to local traffic)
#17 Trimble Ave.	12/1/05	8:47-8:50 AM	56.5-57.5 (no local traffic)

Sound Level Readings (in Leq) at Locations Monitored in 1985

Location	Date	Time	Sound Levels-Leq dBA
Site 1 Cheever Avenue	11/21/05 11/15/05 12/1/05	5:00-5:10 PM 5:35-5:30 PM 9:07-9:12 AM	62-62.5 (no local traffic) 65-69.5 (due to local traffic) 61-62.5 (due to local traffic)
Site 2 Merselis Avenue	11/21/05 12/1/05	5:15-5:30 PM 8:40-8:45 AM	56-59.5 (no local traffic) 56.5-57.5 (no local traffic)
Site 3 Christie Avenue	1/4/06	5:45-5:50PM	57.5 (no local traffic) 58.5-63.5 (due to local traffic)
Site 4 – Nash Park (by Route 21 service road)	11/21/05 11/15/05 12/01/05	4:40-4:50 PM 6-00-6:15 PM 9:00-9:05 AM	59-60.5 (no local traffic) 62-68.5 (due to local traffic) 59.5-60 (no local traffic) 62 (due to local traffic)
Site 5 – George Street	11/23/05	5:00-5:15 PM	60.5-63.5
Site 5 – Passaic Street (by Market & Morris Streets)	11/11/05	4-00-4:20 PM	61.5-62.5
Site 7 – Third Street (near Morris Street)	11/11/05	4:20-4:40 PM	57-63.5

Conclusions-Noise Analysis

The results of the 2005 studies, taken during peak AM and PM hours of traffic volumes on the Route 21 and 46 corridors, demonstrates that the noise barriers constructed in conjunction with the Route 21 project are working very effectively to attenuate sound generation from the highways onto local streets. Furthermore, the sound levels are consistently below the 64 dBA criteria level that the NJDOT designs for neighborhoods in proximity to the constructed noise barriers. Lastly, noise projections made in the EIS for this project were found to be quite accurate.

Economic Analysis

Botany Village Special District

Botany Village merchants supported by their elected officials have the strong view that the Route 21 construction changed the local traffic patterns and thereby impacted their business activity. Specifically, they attribute the change to the loss of Route 46 interchanges at Randolph Avenue in Clifton, which existed prior to the Route 21 construction.

Level of Turnover in Botany Village

The level of turnover in the Village is reflected in the data presented to the authors by the Botany Village Merchants Association in June 2002, which is reproduced below.

The Botany Merchants Association has stated many times, in letters and newspaper articles, the effect the Route 21 configuration would have on our community. Below is a list of area businesses and their transitions before and after the completion of Route 21.

The Dayton Bar&Grill-Jumbo's Steakhouse-Sunrise Restaurant-Melody Bar&Grill-?(Spanish)
Botany Village Card&Gift(closed due to death of owner but was selling at time of death due to increased competition created by Pathmark-K-Mart-Waldgreens.
Morrocco Funeral Home(established over 100 years in the Village has established another location on Cofax and Broad street possibly leaving the Village in the future.
John Dikin Jewlers(closed due to death store is still empty)
Parian Jewlers(established over 80 years in the Village. moved due to loss of business as a result of elimination of 46East ramp into Village)replaced by Polish Insurance Agency
Met Food Grocery Store-Pioneer Food Store-?
Coop Store-T&J-Medeterian Market
Dayton Candy Store-Baby Clothes Store-Empty
John Traupmann(Hardwarestore and refrigeration service)closing due to increased competion due to Home Depot.
Maria's Ravioli(relocated to Wayne due to loss of business from ramp closure)Established over 50 years
T&M Glass(closed store still empty)
AM-FM Records (Closed)
Morgans Pub-?-Woody's Grill(Selling)
Buff's Cheese Shop(closing after more than 50 years in business)Increased competition from Pathmark.
Skyline Caterers-Polish Deli
Corporate Caterers(closed due to change in traffic patterns of Route 21)
DeTone Travel Agency(closed)

A concise description of Botany Village, its development and issues related to the Route 21 completion may be found in an article published in the Record and written by Robert Ratish on April 1, 2002, see pages A6-12 to 16.

A list of the merchants in Botany Village was provided to the project team by the Merchants Association in June 2002. That list has been reproduced on pages A6-2 to 7. A similar list available in the Botany Village website was available in 2005 and is reproduced in Appendix 6, pages A6-8 to 11. A summary of the types of businesses are listed below:

Table 3: Summary of Business Types in Botany Village 2002 and 2005

Type of Business	# of Businesses 2002	# of Businesses 2005
Professional	30	23
Personal Services	11	11
Restaurants	14	15
Retail food	14	11
Agencies	9	8
Retail	10	14
Specialty Stores	18	13
Offices	4	7
TOTAL	110	102

Professional	Accounts, Advertising, Architects, Attorneys, Banks, Graphics, Insurance-Tax, Memorial Chapel, Mortgage, Pest Control, Pharmacy Physicians, Real estate
Personal Services	Barber, Beauty Parlor-Nails, Karate, Music, Readers, Tailor
Restaurants	Bar, Coffee Shop, Pizza, Restaurant,
Retail food	Bakery, Deli, Liquor Store, Specialty Food, Supermarket
Agencies	Temp Employment, Travel, Printing, Mail Box, Communications,
Retail	Appliances, Auto Service, Clothing, Cosmetics, Department Store, Shoe Store, Record Store
Specialty Stores	Card & Gift Shop, Collectibles, Hardware, Home Furnishing, Florist, Laundromat, Nutrition, Video Store
Offices	General Offices, Manufacturing, Police, Recycling

In general, clients that go to professional offices are not constrained heavily by travel time and further do not represent a large number of people visiting the office each day. Businesses categorized as personal services which in general are local customers have been fairly consistent. Retail businesses in the Village, the majority of these (excepting specialty stores) have a local clientele.

Some preliminary conclusions on the economic impacts to Botany Village in the past few years are suggested by an examination of the data above. Based on conversations with the Botany Merchants Association, there is a change in the type of businesses in the Village.

Additional Commentary Regarding Botany Village

A series of five articles written by Tom Sullivan were published in the Dateline Journal from January 16, 2003 to February 13, 2003. Mr. Sullivan is uniquely qualified to write the articles about the history of Botany Village, since he was

both a reporter, and an influential force in the development of Botany Village. The articles which are included herein (see pages A6-12 to 16), provide a historical account of the people responsible for the development and the procurement of HUD loans in support of same. In addition, he provides a detailed and objective narrative of the numerous factors, including the Route 21 construction, influencing the current state of Botany Village.

Lastly, comments by Mr. Sullivan, in the February 13th article, indicate that the Village has been adversely impacted by the urban enterprise zone adjacent to the Village, a lack of direct connection to the Botany Plaza commercial development and the construction of the Route 21 corridor.

Actions by Botany Village Merchants in 2005

In March 2005, a "Special Improvement District", (SID), known as Clifton's Historic Botany District, Inc. was approved by the Clifton City Council. The boundaries of the district are from Highland Avenue on the south to Ackerman Avenue on the north and from Parker Avenue on the west to Randolph Avenue on the east. The SID includes both Botany Village and Botany Plaza, a neighboring commercial center located east of Botany Village.

An announcement, posted on the Botany Village Website, explains the District and lists its executive board members. This can be found in Appendix 6.

One of the initial activities associated with the development of the SID was a "cleanup day" set on May 21, 2005. The project team photographed the Village and these photographs may be found in Appendix 2F. It was observed that the backs of the stores whose rear entrances faced Botany Plaza on Randolph Avenue now provide access to the stores. This is an important improvement to the Village. Also noted were new professional offices located on the second floor of buildings in the Village Center. Also noted were renovations to the building at the corner of Lake and Randolph. Lastly, new signs and an expanded supermarket were noted. This was a noted improvement to the Village. Photographs depicting these changes may be found in Appendix 6.

In summary, there are a number of factors that created a decline in business for several Botany Village merchants after the completion of Route 21. The merchants, through their SID Program, have improved their properties through new signing and better access to the Botany Plaza Mall.

Impacts on Real Estate Sales in Passaic and Clifton

Background

The project team obtained real estate data to quantify the economic impacts associated with the completion of the Route 21 freeway in the cities of Passaic and Clifton in December of 2000.

To this end, a major thrust has been to collect and digitize, from both cities, information such as assessed valuations, sales prices, and dates of sales for both residential and commercial properties for periods before and after completion of the Route 21 corridor. The data was compiled for locations within close proximity to the reconfigured Route 21 corridor, as well as for commercial properties which represent local or regional shopping areas in both cities. The intent was to provide a means to quantify the change in real estate values for properties located in immediate versus close proximity to the new alignment. The results are compared to surveys taken to assess whether perceptions by merchants and public officials (as previously noted herein) correlate with valuations found in the real estate data.

All blocks and lots in the City of Passaic along Main Avenue, which have been sold since 1996 through September of 2003, are provided in Table 7, Page 39. Similar data has been compiled in the City of Clifton for the same time period for those blocks and lots in direct proximity to the Route 21 freeway and those sections of Clifton adjacent to the newly constructed noise barriers located parallel to Route 46. In addition, real estate data associated with sales of commercial properties located on Main Avenue in both cities (Tables 7 & 8) and Botany Village in Clifton (Table 6) have been compiled as well. Lastly, maps depicting the locations of all pertinent block and lots in the study area were obtained from the two municipalities.

In order to quantify the relative impacts of the Route 21 freeway on residential and commercial properties, the following variables were examined: the assessed valuation of each parcel of interest; the date(s) the properties have been sold since 1996; the ratio of selling price to assessed valuation, the location of parcels vis-à-vis the Route 21 corridor that are subjectively defined herein as in the immediate impact area, and in the proximate impact area to be considered to be non-impacted by the freeway. In general, real estate values in the Northeastern United States have risen appreciably in the years following completion of the Route 21 Project probably as a result of the low interest climate available to buyers of real estate. This phenomenon is factored into the analysis

In the Environmental Impact Statement prepared by the NJDOT for the Route 21 Freeway section completed in December 2000, there was discussion related to the subsequent economic impact of the proposal on the cities of Passaic and Clifton.

In the City of Passaic, the takings of property required for the construction of the final section of Route 21 were completed by the NJDOT decades before the EIS was completed. Whatever impact that might have been associated with the original takings was not articulated in the EIS. The EIS did speculate that the completion of the project might have a positive economic benefit on the industrial section of the City (i.e., South of Monroe Street and East of Canal Avenue) in

that vehicles accessing that area would be able to negotiate same more directly. This, in turn, might have a positive effect on property values in that area.

In the City of Clifton, the City Council voted against any takings of residences associated with the project in the area of the Route 46 interchange. This resulted in minimal takings of portions of residential lots in order to build noise barriers associated with the design change from a full to a partial interchange connecting Routes 21 and 46. As such, no economic impacts were contemplated for the City of Clifton in the EIS.

Subsequent to the construction and operation of the freeway, merchants in the Botany Village area of Clifton indicated an economic decline in their business activity which they claimed resulted from the above mentioned Route 21/46 "partial" interchange. The design change eliminated a relatively direct connection from Route 46 eastbound to Botany Village via an exit on Randolph Avenue. This left a more indirect connection from Route 46 eastbound exit at Piaget Avenue for vehicles with destinations to Botany Village.

Real Estate Studies

The following analyses were conducted in order to assess economic impacts (if any) in both cities that could be attributed to the Route 21 freeway operation which commenced in December of 2000. These analyses include:

1. Assessment of the economic impact on residential properties in the City of Clifton in direct proximity to the noise barriers constructed in conjunction with the Route 21 project.
2. Impacts of the Route 21 freeway on values of commercial properties in the Botany Village area in Clifton and in the Main Avenue corridor in Clifton and Passaic.
3. Changes in the general patterns of the real estate values in Passaic and Clifton from 1997 to 2003.

In order to conduct these studies, the following information was compiled:

1. Copies of the tax maps for both cities which provided street maps and related block and lot designations for all properties located in each municipality.
2. A record of all sales of residential and commercial properties of interest in the above studies, including date of sale and selling price.
3. A record of assessed valuations (structure, land, and total) of all properties of interest.

The investigators recognize that the change in the selling price of a parcel of land and related structure over time is a function of numerous factors including, in this study, the possible economic impact associated with completion of the Route 21 freeway.

As such, one can, at best, look for associations between each factor (i.e., the Route 21 freeway) rather than a calculable direct cause and effect value. It is also important to note that, in the years 2001 to 2003, the prime interest rate was the lowest in 40 years in the United States. This created a phenomenon in which home buyers, able to secure mortgages at historically low rates, bought homes and, in the process, helped to create a bidding war which has created a major seller's market in terms of selling prices. Thus, this factor alone has driven prices up greatly in real estate value in both cities independent of any other factors (such as the Route 21 freeway completion) which may be involved. Although the prime rate has risen steadily to 5.00% as of May 2006, real estate values have continued to rise in the region.

In recognition of the complexity of directly correlating changes in real estate value with a single factor, the following analyses are presented herein which attempts to provide, at least anecdotally, associations between changes in real estate values in the subject area of the construction and operation of the Route 21 freeway.

Impact on Real Estate Values of the Rt. 46 Noise Barriers

The NJDOT designed noise barriers parallel and adjacent to Route 46 on Trimble Avenue and 11th Street in the City of Clifton in conjunction with the constructed Route 46/21 interchange. In addition, a few residents located on Haines Avenue and Nash Avenue are also directly adjacent to the noise barriers. Lastly, some residents located on Merselis Avenue, 8th Street, 9th Street, Christie Avenue, and Bergen Avenue are within close proximity (i.e., within three city blocks) to the barriers. Figure 5 depicts Route 46 and the neighboring streets, as noted above, north and south of the highway.

It has been documented in the noise analysis section of this report that the noise barriers are effectively attenuating the sound generation of Route 46 traffic from neighboring streets (as noted above) to levels below acceptable target levels projected in the NJDOT's Environmental Impact Statement prepared for the Route 21 project. These noise levels are also lower than those that existed before the freeway construction.

In addition, surveys taken of residents on Trimble Avenue and 11th Street, whose residences have noise barriers directly in either their rear yard (i.e., Trimble Avenue) or facing their frontage (i.e., 11th Street) have basically indicated that the barriers have been effective in reducing sound from Route 46 traffic (survey results can be found in Table 6 of Appendix 7). However, a number of the same respondents indicated their concerns regarding the aesthetic impacts of having such tall noise barriers in their immediate front or rear view, and its associated impact on the value of their properties.

To this end, the total assessed valuations and actual selling prices of all properties located with 3 blocks of the noise barriers on Trimble Avenue and 11th Street and sold between November 1995 and May 2003 were analyzed. The lots were sorted into six categories ranging from those in direct proximity to the barriers (i.e., code 0) to those 3 blocks away (i.e., code 2.5). For each of the six categories, the average percent ratio of the selling price to the assessed value was calculated for all of the sales in question. The computations were viewed for two periods in the record, 1995 to 2000 and 2001 to May 2003. The latter period was chosen to reflect the period after the beginning of operation of the Route 21 freeway in December of 2000. The data may be found in Appendix 10 and are summarized in Table 4, Page 36.

The noise walls are located on both sides of the Route 46 corridor going from top to bottom in the middle of Figure 5.

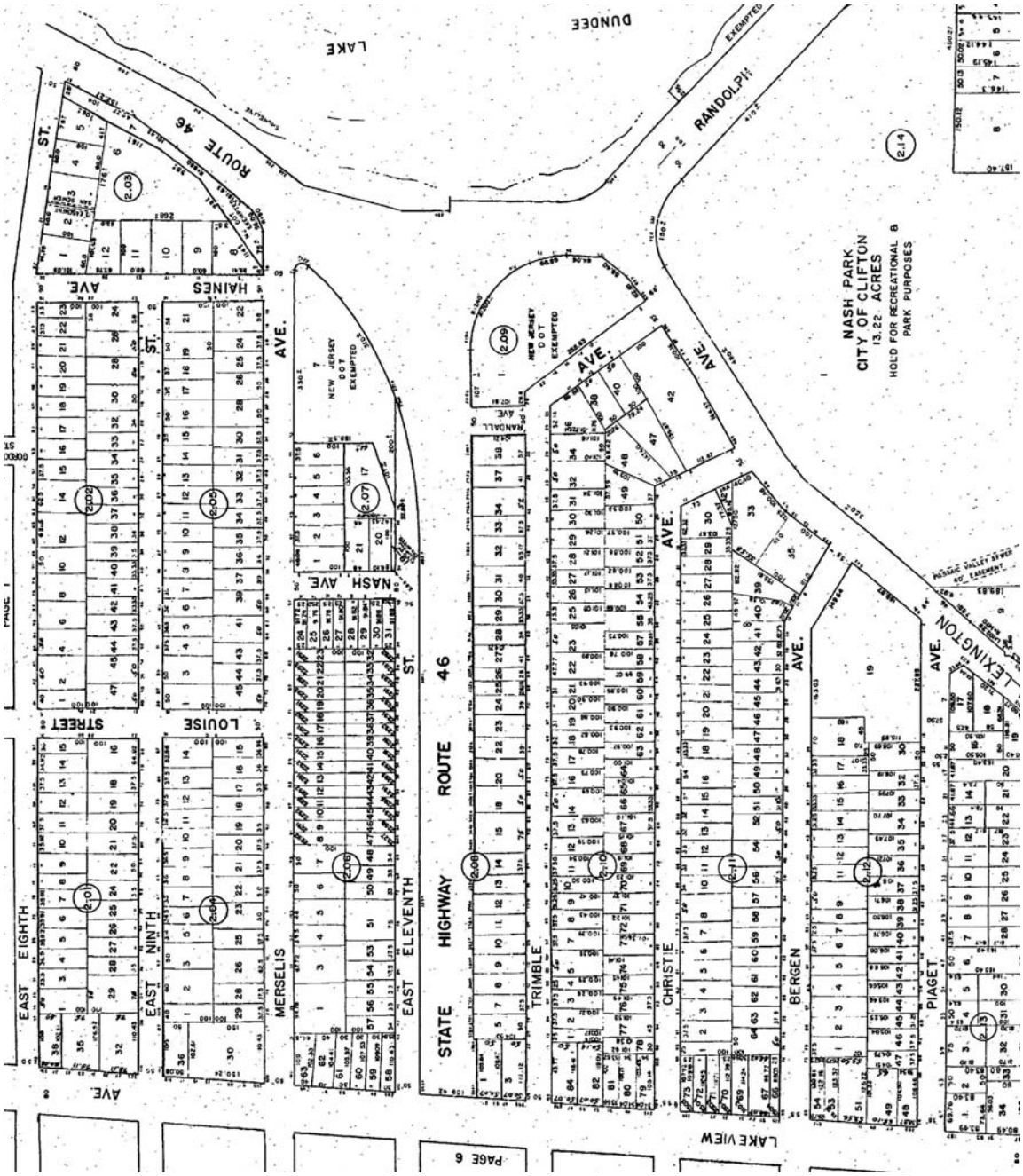


Figure 5: Route 46 Noise Barriers and Vicinity

Table 4: Average Percent Ratio of the Selling Price to the Assessed Value in Proximity To Route 21 Noise Barriers in Clifton

North of Route 46 Barrier

Code #	Street	% Ratio 1995-2000	% Ratio 2001-2003
0	11th Street	100	114
0.5	Merselis Avenue	104	128
1.0	Merselis Avenue	118	152
1.5	9th Street	107	157
2.0	9th Street	105	143
2.5	8th Street	99	158

South of Route 46 Barrier

Code #	Street	% Ratio 1995-2000	% Ratio 2001-2003
0	Trimble Avenue	105	177
0.5	Trimble Avenue	116	139
1.0	Christie Avenue	*	145
1.5	Christie Avenue	114	*
2.0	Bergen Avenue	123	138

* insufficient data available

In interpreting the results, it should be appreciated that the Federal Reserve began lowering the prime rate in the year 2000. This began to trigger a demand for housing because of the cheaper cost of home mortgages. As such, one can readily see that the average profit for sellers in the subject area from 2001 to 2003 consistently and appreciably exceeded the profits accrued by sellers in the same location from 1995 to 2000.

The following observations on the results in the table above include:

North of the barriers

- From a relative standpoint, there is an advantage in real estate values for homes that are more than a block from the barrier and beyond that point there is no change.

- The homes that are directly across the street from the barriers and to the rear of those houses showed a significantly smaller increase in value than the houses that are further away.

South of the barriers

- The data indicates that the most positive impact in real estate increases associated with the noise barriers is on Trimble Avenue, immediately adjacent to the barrier. It is observed that this may have occurred because the residents at this location were directly subjected to Route 46 traffic noise at the rear of their lots, where the bedrooms are located. As a result, sleep disturbance was a factor prior to the erection of the noise barriers.

- For the remaining houses, the rate of increase of value is relatively uniform and not a function of distance from the barrier.

Residents on 11th Street directly facing Route 46 would have lesser impacts regarding sleep disturbance than their counterparts on Trimble Avenue. Also the residences on Trimble are closer to the roadway than those on 11th Street because the latter are across the street from the freeway. This might explain why residents on 11th Street experienced more modest profits because their original noise problem was not as severe.

Detailed data utilized in the development of Table 4 may be found in Appendix 10.

Impacts - Sales of Commercial Properties

As previously noted, merchants in the Botany Village area of Clifton have argued prior to and subsequent to the completion of the Route 21 project that they would be economically impacted due to the removal of the Randolph Avenue exit off of Route 46 which existed prior to the new construction.

Surveys taken by the NJIT researchers during the conduct of this study (see Tables 9-10, pages A7-4 to 7) demonstrate that Botany Village Merchants have verbally indicated generally negative impacts resulting from the proposal, whereas Main Avenue merchants in the Cities of Clifton and Passaic have indicated generally positive impacts as it relates to the above.

In order to attempt, quantitatively, to substantiate the verbal responses provided by the two groups cited above, all sales of commercial properties from 1996 to 2003 in the Botany Village and Main Avenue corridors were analyzed for the average percent ratios of the selling price to the assessed valuation. The data was divided into two time periods, 1996 to 2000 and 2001 to 2003.

The raw data may be found at the end of this section in Tables 6, 7, and 8 on Pages 39 and 40. The data may be summarized as shown in the following table.

Table 5: Average Percent Ratio of the Selling Price to the Assessed Valuation for Commercial Properties in Botany Village and Main Avenue

Subject Area	% Ratio 1996-2000	% Ratio 2001-2003
Botany Village	102	103
Main Ave. Clifton	90	126
Main Ave. Passaic	95	124

An analysis of the data indicates:

- Real estate values held steady for commercial properties in Botany Village after 2000. Removing one sale from the table, 1997 at 260 Parker Avenue, the average percent ratio for 1996 to 2000 would drop to 92 which is consistent with values on Main Avenue for the same time period.

- Real estate values increased significantly after 2000 for the Main Avenue corridor in both municipalities.

- The % ratios on Main Avenue are consistent for both cities, both before and after 2000 (90-95, 126-124).

The above data tends to support the negative feelings of Botany Village merchants, and the positive feelings of Main Avenue merchants in Passaic as found in the surveys conducted by the project team in 2002 - 2004.

The cause of the above cited lack of increase in value in Botany Village as compared to Main Avenue is a complex issue to resolve because of a number of potential factors that may be responsible, such as, proximity to other commercial districts in the U.E.Z, the “big box” commercial development in Botany Plaza, and a shopping district devoid of an anchor. One of the factors put forth by the Botany Village merchants is the elimination of the Randolph Avenue exit off of the Route 46 eastbound lanes has reduced the accessibility of their facility. The project team believes that the accessibility issue is not as important as the other factors cited. See other sections of this report for more detailed discussion of this issue.

Conversations with Harry Swanson, Director of Economic Development in the City of Clifton in the spring of 2005 revealed; Botany Village is not eligible for consideration as an Urban Enterprise Zone (to be considered, one must be adjacent to two UEZ municipalities) and Main Avenue in Clifton is still eligible because of its location between the cities of Passaic and Paterson. The city is still pursuing this option through a consultant.

TABLE 6: Percent Ratio of Selling Price to Assessed Valuation for Botany Village Commercial Properties

Year	Selling	Block	Lot	Land	Building	Total	Address		SP/AV	Avg %
	Price						#	Street	%	Ratio
1996	340000	4.16	35	126400	274500	400900	241	Parker	85	
1997	250000	4.11	16	103300	121700	225000	255	Parker	111	
1997	320000	4.18	24	55000	123000	178000	260	Parker	180	
1997	825000	4.22	13	121300	640500	761800	227	Parker	108	
1999	175000	4.10	14	110300	58600	168900	299	Parker	104	
1999	285921	4.24	2	92300	310100	402400	1	Village Sq	71	
1999	310000	4.24	6	112500	237200	349700	6	Village Sq	89	
1999	320000	4.24	10	81000	283700	364700	10	Village Sq	88	
2000	340000	4.24	2	92300	310100	402400	1	Village Sq.	84	102
2001	220000	4.18	23	56200	152100	208300	258	Dayton	106	
2001	140000	4.11	9	66900	49200	116100	273	Parker	121	
2002	1400000	4.24	11	481800	870400	1352200	218	Dayton	104	
2002	240000	4.22	16	135000	176200	311200	217	Parker	77	
2002	380000	4.24	2	92300	310100	402400	1	Village Sq	94	
2003	170000	4.10	14	110300	58600	168900	299	Parker	101	
2003	750000	4.24	3	168800	481200	650000	4	Village Sq	115	103

TABLE 7: Percent Ratio Sales Price to Assessed Value Main Avenue City of Passaic

Number	Year	Price	Block	Lot	Assessed Value			% Ratio	Average
	Sold				Land	Building	Total	SP/AV	% Ratio
570-574	1996	145,000	134	22	62,800	104,700	167,500	87	
614	1997	295,000	134	2	59,300	250,700	310,000	95	
890	1997	145,000	106A	19	60,300	140,500	200,800	72	
900	1998	90,000	106A	10	69,500	16,900	86,400	104	
648	1998	200,000	131A	19	59,800	182,500	242,300	83	
190	1998	$65,000	290A	7	72,300	8,100	80,400	81	
880	1999	350,000	107	10	64,800	89,400	154,200	227	
954	1999	60,000	103A	25	60,100	139,900	200,000	30	
638	1999	400,000	131A	24	62,700	400,300	463,000	86	
962	2000	160,000	103	17	60,100	126,800	186,900	86	95
580	2001	190,000	134	18	60,900	76,600	137,500	138	
258	2001	275,000	263	40	69,400	177,000	246,400	112	
952	2001	140,000	103A	24	59,800	82,100	141,900	99	
178	2001	250,000	290A	1	72,300	149,600	221,900	113	
916-922	2002	270,000	106	14	70,800	210,800	281,600	96	
588	2002	200,000	134	14	207,400	5,000	212,400	94	
584	2002	315,000	134	17	59,200	137,500	196,700	160	
934	2002	120,000	103A	16	58,400	1,600	60,000	200	
258	2003	385,000	263	40	69,400	177,000	246,400	156	
644	2003	1,600,000	131A	20	67,800	1,101,400	1,169,200	73	124

TABLE 8: Percent Ratio Sales Price to Assessed Value
Main Avenue City of Clifton

Block	Lot	Year	Sale Price	Land	Building	Total	SP/AV	Average
							% Ratio	% Ratio
12.04	9	1996	300000	86100	152800	238900	126	
12.26	18	1996	60000	46900	40700	87600	68	
9.18	21	1997	390000	130400	222800	353200	110	
10.04	25	1997	215000	137500	294200	431700	50	
12.11	7	1997	223000	73700	175200	248900	90	
82.06	5	1998	450000	269300	120100	389400	116	
10.16	1	1999	375000	127500	261800	389300	96	
12.04	4	1999	165000	79600	125400	205000	80	
8.01	2,31	2000	340000	156100	275600	431700	79	
12.04	5	2000	225000	84400	245600	330000	68	
12.04	7	2000	235000	76300	132400	208700	113	
12.04	9	2000	230000	86100	152800	238900	96	
12.11	9	2000	120000	71400	116100	187500	64	
12.16	14	2000	335000	185600	159400	345000	97	
12.23	17	2000	135000	97400	43600	141000	96	90
8.02	2	2001	335000	70000	219500	289500	116	
10.03	9	2001	300000	105300	125600	230900	130	
10.04	25	2001	250000	137500	198800	336300	74	
10.05	22	2001	215000	116900	86500	203400	106	
11.07	18	2001	197000	50000	95600	145600	135	
12.23	19	2001	325000	75500	241200	376500	86	
9.02	6	2002	450000	230000	149400	379400	119	
11.07	16	2002	180000	60900	82900	143800	125	
11.20	11	2002	500000	202000	191600	393600	127	
12.11	7	2002	270000	73700	156700	230400	117	
13.05	19	2002	370000	52000	146400	198400	186	
82.01	35	2002	325000	150000	177800	327800	99	
9.07	1	2003	475000	131600	164500	296100	160	
9.18	21	2003	360000	130400	190800	321200	112	
11.07	15	2003	248000	68500	86200	154700	160	
11.07	19	2003	430000	85800	179700	265500	162	
12.11	10	2003	310000	74200	159200	233400	133	126

Impacts-Sale of Residential Properties

In the Main Avenue corridor, the residences consist of condos which exhibited an average profit of $34,130 per dwelling for all sales from 1996 to 2003, and an average profit of $43,278 per dwelling unit for all sales between 2001 and 2003. Similarly, the sales of commercial properties, on average, increased by $58,225 from 1996 to 2003, and increased by $112,779 for all sales, when averaged, between 2001 and 2003.

The above figures support the general consensus found by NJIT in their surveys of merchants in the Main Avenue corridor that they have a positive outlook regarding the economic impact of the Route 21 freeway completion on their community.

In the Botany Village District, the residential dwelling units are predominantly single family, detached units which exhibited an average profit (i.e., compared to their total assessed valuations) of $30,006 for those units sold between 1996 and 2003, and $56,291 for the average of the units sold between 2001 and 2003. The relative profits for residential units in the Botany village District are consistent with those on Main Avenue in Passaic, and have actually surpassed same during the 2001 through 2003 time horizon.

Comparing sales price to valuation ratios (1996-2000/2001-2003), one observes the average ratio goes from 104 to 143 for residential sales in the Botany Village District. Comparing residential sales to commercial sales in the Botany Village area for the same periods (see Table 5), the ratios go from 102 to 101 for the commercial. Of all commercial and residential properties studied in the subject area between 2001 and 2003, only the commercial properties in the Botany Village District failed to appreciate in value. The raw data utilized above may be found on the following pages.

Residential Sales Data Botany Village														
Month	Day	Year	Sold Price	Block	Lot	Prop Class.	Land	Buildings	Total	Address		Sold Price-Valuation	Sold Price/Valuation	Average % Ratio
										Number	Street			
9	6	1996	119000	4.10	10	2	64000	80300	144300	129	Ackerman Ave	-25,300	0.82	
11	26	1996	114000	4.10	48	2	62600	54000	116600	18	Lincoln Pl	-2,600	0.98	
7		1996	105000	4.10	59	2	62600	69000	131600	40	Lincoln Pl	-26,600	0.80	
4	11	1996	125000	4.13	22	2	58500	67100	125600	74	Randolph Ave	-600	1.00	
11	8	1996	115000	4.16	62	2	60700	75300	136000	116	Lake Ave	-21,000	0.85	
10	17	1997	140000	4.10	27	2	62400	72300	134700	32	Exchange Pl	5,300	1.04	
11	7	1997	185000	4.13	21	2	75500	75600	151100	26	Durant Ave	33,900	1.22	
1	10	1997	115000	4.16	47	2	62100	57700	119800	74	Lake Ave	-4,800	0.96	
10	21	1997	108000	4.22	35	2	56500	63400	119900	99	Van Winkle Ave	-11,900	0.90	
1	16	1998	80000	4.10	15	2	72000	41600	113600	297	Parker Ave	-33,600	0.70	
9	10	1998	163500	4.11	6	2	72900	78800	151700	279	Parker Ave	11,800	1.08	
9	30	1998	162000	4.11	23	2	64200	85800	150000	18	James St	12,000	1.08	
6	5	1998	150000	4.16	14	2	61000	85000	146000	53	Center St	4,000	1.03	
5	7	1998	176500	4.16	56	2	72400	104800	177200	98	Lake Ave	-700	1.00	
12	28	1999	175500	4.10	16	2	74800	78300	153100	291	Parker Ave	22,400	1.15	
12	14	1999	147000	4.10	24	2	66200	62900	129100	22	Exchange Pl	17,900	1.14	
8	1	1999	139900	4.10	36	2	64200	74000	138200	15	James St	1,700	1.01	
10	27	1999	139900	4.10	36	2	64200	74000	138200	15	James St	1,700	1.01	
11	9	1999	139000	4.10	59	2	62600	69000	131600	40	Lincoln Pl	7,400	1.06	
3	14	1999	150000	4.18	4	2	75000	103500	178500	51	Durant Ave	-28,500	0.84	
11	1	1999	140000	4.18	7	2	65000	65800	130800	55	Randolph Ave	9,200	1.07	
10	25	2000	188000	4.10	8	2	67600	79900	147500	133	Ackerman Ave	40,500	1.27	
9	27	2000	121000	4.10	31	2	63400	58900	122300	25	James St	-1,300	0.99	
3	9	2000	175000	4.10	54	2	62600	69400	132000	30	Lincoln Pl	43,000	1.33	
9	8	2000	153000	4.10	55	2	62600	77100	139700	32	Lincoln Pl	13,300	1.10	
9	29	2000	125000	4.16	26	2	60700	35300	96000	21	Center St	29,000	1.30	
9	15	2000	135000	4.16	42	2	58500	48600	107100	62	Lake Ave	27,900	1.26	
11	1	2000	140000	4.18	7	2	65000	65800	130800	55	Randolph Ave	9,200	1.07	

Residential Sales Data Botany Village														
Month	Day	Year	Sold Price	Block	Lot	Prop Class.	Land	Buildings	Total	Address		Sold Price-Valuation	Sold Price/Valuation	Average % Ratio
										Number	Street			
9	18	2000	750000	4.22	14	2	131200	387000	518200	225	Parker Ave	231,800	1.45	
8	2	2000	75000	4.22	43	2	56500	37600	94100	115	Van Winkle Ave	-19,100	0.80	
11	10	2000	100000	4.22	43	2	56500	37600	94100	115	Van Winkle Ave	5,900	1.06	104
12	4	2001	224000	4.10	34	2	64200	60500	124700	19	James St	99,300	1.80	
3	6	2001	150000	4.10	35	2	64200	65100	129300	17	James St	20,700	1.16	
7	27	2001	235000	4.10	35	2	64200	65100	129300	17	James St	105,700	1.82	
8	30	2001	130000	4.10	52	2	62600	72300	134900	26	Lincoln PL	-4,900	0.96	
6	26	2001	100000	4.10	60	2	62600	51700	114300	42	Lincoln PL	-14,300	0.87	
6	26	2001	100000	4.10	60	2	62600	51700	114300	42	Lincoln PL	-14,300	0.87	
11	8	2001	134000	4.16	15	2	57200	35100	92300	51	Center St	41,700	1.45	
6	22	2001	249000	4.16	43	2	71900	94900	166800	64	Lake Ave	82,200	1.49	
2	9	2001	165000	4.16	62	2	60700	75300	136000	116	Lake Ave	29,000	1.21	
3	1	2001	118500	4.22	39	2	66000	71300	137300	107	Van Winkle Ave	-18,800	0.86	
3	9	2001	134000	4.22	43	2	56500	37600	94100	115	Van Winkle Ave	39,900	1.42	
2	25	2002	210000	4.10	4	2	67600	52100	119700	145	Ackerman Ave	90,300	1.75	
1	31	2002	228800	4.10	33	2	63900	79200	143100	21	James St	85,700	1.60	
1	31	2002	148000	4.10	60	2	62600	51700	114300	42	Lincoln PL	33,700	1.29	
10	15	2002	249000	4.10	60	2	62600	51700	114300	42	Lincoln St	134,700	2.18	
7	31	2002	187000	4.12	14	2	64300	88300	152600	44	Durant Ave	34,400	1.23	
5	9	2002	184500	4.16	4	2	61500	85800	147300	81	Center St	37,200	1.25	
2	29	2002	171400	4.16	16	2	67800	52900	120700	49	Center St	50,700	1.42	
7	25	2002	141000	4.16	59	2	60100	45100	105200	108	Lake Ave	35,800	1.34	
5	29	2002	237000	4.22	35	2	56500	56600	113100	99	Van Winkle Ave	123,900	2.10	
10	29	2002	320000	4.22	44	2	70500	110700	181200	117	Van Winkle Ave	138,800	1.77	
3	27	2003	303000	4.10	38	2	100000	96000	196000	11	James St	107,000	1.55	143

Surveys

Introduction

Comprehensive surveys were conducted of merchants in the City of Passaic in the Monroe Street and Parker and Main Avenue corridors, and merchants in Clifton in the Main Avenue and Botany Village areas. In addition, public officials in both cities were questioned regarding their thoughts on the economic impacts of the Route 21 freeway. In general, both officials (cited elsewhere in this report) and merchants in Clifton were of the opinion that the lack of direct access for Route 46 eastbound traffic to Randolph Avenue (located in proximity to Botany Village) in the current roadway configuration has had a negative economic impact on merchants located in the Botany Village District, and perhaps in the Main and Lakeview Avenue corridors as well. In Passaic, fewer merchants noted an economic downturn, and, at that, attributed same more to the impacts of September 11, 2001 than to the new configuration of Route 21. In fact, the majority of merchants were generally optimistic about the completion of the project on their future economic well being. Although it is still early in the redevelopment of the industrial sites in Passaic east of the Route 21 corridor, the public officials are optimistic as well about its economic future.

The above information and related survey findings are cited in detail in this report. It is appreciated, however, that the surveys, while of interest to both the project investigators and the NJDOT, provide anecdotal information and perceptions for which some verification, as previously noted using real estate sales, and was attempted in this study.

Questionnaires

All quotes in this report have been reviewed for accuracy by the interviewees. Door-to-door dissemination and retrieval of completed questionnaires was obtained (while our staff was in attendance to respond to any related questions posed) from merchants located on Monroe Street between Hamilton Avenue and Third Street (i.e. across Parker and Dayton Avenues), and on Parker Avenue between Monroe and President Streets in Passaic. Questionnaires (see Appendix 3) were prepared in both English and Spanish to facilitate the process. In addition, the staff utilized in the surveys included an individual who spoke Spanish fluently to further encourage merchants to respond comfortably. In all cases, respondents were informed that they would remain anonymous as individuals in order to enhance the degree of response.

Similar surveys were conducted in the City of Clifton in the Botany Village Shopping Area (i.e. between Highland and Ackerman Avenue, and between Parker Avenue and Randolph Avenue) see page A6-2 .

As previously noted, local merchants in the Monroe Street/Parker Avenue area in close proximity to the newly constructed Route 21 access/egress ramps were asked to fill out questionnaires regarding their perceptions of the impact of the Route 21 freeway design and operation.

The merchants were asked to grade the impacts of the Route 21 Freeway on a number of potential business –related factors, (see the Appendix 3 to this report for a copy of the complete questionnaire): The values in the questionnaire were rated as follows:

Value	Interpretation
1	major decline
2	some decline
3	no effect
4	some improvement
5	major improvement
NA	not applicable

Lastly, the merchants were asked if they saw a decline in customer spending. If so, they were asked to indicate when the decline originated, and the extent of the decline on a percentage basis.

Tabulated in Table 8, Appendix 7 are the responses to the questionnaires by merchants located on Monroe Street in Passaic.

Analysis of Surveys on Monroe Street and Parker Avenue -- 2002

A review of the tabulated results compiled for the merchants in the City of Passaic reveal the following findings:

Of the 26 respondents, only two (2) noted a decline in customer spending in 2002. In both cases, they associate same with the aftermath of the 9/11 incident.

For virtually all of the factors mentioned, they note an average value which indicates a small improvement compared to prior conditions.

They score an average gain of 0.8 for improvements in customer traffic (i.e. 3.1 to 3.9) since the freeway is operational.

They grade total customer spending (3.4) and total customer traffic (3.6) better (i.e. greater than 3.0) then before the project was completed.

In summation, based on questionnaires completed and interviews conducted in the City of Passaic, there is a sense of optimism regarding the impacts of the Route 21 freeway on the community and its residents. This was a project generally welcomed by the City for sometime before its completion because of the traffic problems associated with the lack of the freeway connecting Route 46 in place. There is also optimism that the proposed redevelopment area located east of Route 21 and south of Monroe Street will benefit in the future because of improved access as a result of the Route 21 freeway.

Surveys in Botany Village – 2002, 2004 & 2006
Surveys of businesses in the Botany Village area were conducted in 2002, 2004 and 2006. There were 21 respondents in 2002, 29 in 2004 and 24 in 2006.

Analysis of Surveys in Botany Village 2002
Of the 21 respondents, 8 indicate a decline in customer spending (i.e. from 1995 to 2002) with 7 of the 8 stating the problems have occurred since 1997. Most of the respondents indicate losses greater than 15 percent.

For virtually all of the factors mentioned, they note an average value which indicates a small decline compared to prior conditions

They grade total customer spending (2.4) and total customer traffic (2.5) worse (i.e. less than 3.0) than before the project was completed.

Analysis of Surveys in Botany Village 2004
Of the 29 respondents, 16 indicate a decline in customer spending (i.e. from 1995 to 2002). Most of the respondents indicate losses between 5 and 15 percent.

Analysis of Surveys in Botany Village 2006
Of the 24 respondents, 7 indicate a decline in customer spending (i.e. from 1995 to 2002). Most of the respondents indicate losses between 5 and 15 percent.

Comparison of Botany Village Surveys 2002 & 2004
There were 21 respondents in 2002 and 29 in 2004. There were seven businesses who responded to both surveys. The table below denotes the name of the businesses and the average scores in the two surveys.

Table 9: Business Survey Analysis Botany Village

Merchant	Average Score 2002	Average Score 2004
Stefan & Sons Meat Market	1.5	4.0
Botany Village Pizza	2.2	3.3
Parker Liquor	3.3	2.6
J. Michael's Florist	1.3	1.7
Clifton Paint	2.8	3.0
Johnny's Bar & Grill	1.3	1.8
Perfection Unisex	2.9	3.0
AVERAGE	**2.2**	**2.8**

The average scores in 2004 are significantly higher than those in 2002. The only negative change is Parker Liquors. All of the respondents in 2002 had negative

(below 3) average scores with the exception of Parker Liquor. The average of all the scores in 2004 was higher but still slightly negative.

The above chart was not extended to 2006 because only two of the merchants listed in Table 9 responded in 2006. Botany Village Pizza registered a decline in business (score of 2.1) whereas Perfection Unisex had an improved business climate (score of 4.1).

The average scores, by survey category, for 2002, 2004 and 2006 are shown in the following table:

Table 10: Average Scores by Category – Botany Village

Factors for Local Business	**2002**	**2004**	**2006**
Customer Access (Driving to Your Location)	2.3	2.7	2.8
Ease of Customer Parking	2.3	3.4	3.1
New Customer Traffic since Route 21 Extension	2.4	2.7	2.8
Overall Business Climate	2.5	2.6	3.0
Pride in Neighborhood	2.9	2.7	3.0
Level of Traffic Noise	3.2	3.4	3.4
Traffic Congestion	2.7	3.3	3.0
Traffic Safety	2.8	2.9	3.2
Local Business Activity	2.6	2.7	2.7
Regional Business Activity	2.4	2.6	2.7
Total Customer Spending	2.4	2.5	2.7
Total Business Activity	2.5	2.5	2.6
AVERAGE	2.6	2.8	2.9

It is of interest to note that the greatest improvements recorded in the survey were on traffic. Access to Botany Village, ease of parking, traffic congestion and traffic safety were considerably improved since 2002. The remaining factors were relatively unchanged. Lastly, the tabulated values, in general, demonstrate a consistent response in both years of the survey. In particular, responses to business activity have increased slightly over the four year period.

Main Avenue Surveys in Passaic & Clifton 2003 & 2004

In 2003, merchants were surveyed along the Main Avenue Shopping Corridor extending in Passaic from Monroe Street north to the City of Clifton border (at Highland Avenue), and continuing thereon. The surveys were written in both English and Spanish to reflect the predominant languages spoken by merchants in the subject area.

The formats for responding to the survey were similar (with minor changes to the verbal questions posed in order to clarify same) to those utilized in the first year of the study. The revised surveys may be found in Appendix 3. Tabulated in Appendix 7 are the results of the surveys.

The responses to the 2003 and 2004 surveys were compiled, tabulated and are provided on Tables 13, 14, and 15, Appendix 7, of this report. The general findings indicate that the merchants on Main Avenue in both Passaic and Clifton have noticed, on average, no effect to a slight improvement in the factors they responded to in the survey as a result of the completion of the Route 21 freeway. The results were fairly consistent for both communities with the exception of the factors of local business activity, regional business activity, and total customer spending in which the respondents in the City of Passaic registered average scores of 3.8 to 3.9 (4.0 is some improvement) for these issues compared to the general scores of 3.3 to 3.5 (3.0 is no effect) by Clifton merchants on Main Avenue.

In Clifton, five of the twenty-two respondents indicated a decline in business with two noting declines beginning in 2001 and two noting declines beginning in 2003. In Passaic, seven of the sixteen respondents indicated declines in business with two beginning in 2002 and three commencing in 2003. The latter data noted in Passaic appears to be inconsistent with the relatively high scores previously noted for the factors of business activity and customer spending by the same merchants.

In addition to the abovementioned numerical scores provided by the Main Avenue Merchants for the thirteen (13) factors they responded to, there were a series of questions which required them to provide either yes/no or verbal responses.

Specifically, they were asked “Was the project outcome what you expected?” Of those responding to the question, 71% of the merchants in Clifton, and 88% of the merchants in Passaic answered affirmatively.

In response to the question “Was the NJDOT personnel responsive to local business needs?”

- 83% of the Clifton merchants, and 87% of the Passaic merchants said yes.

In response to the question “Was the project responsive to local business needs?”

- 75% of the Clifton merchants and 87% of the Passaic merchants answered affirmatively.

The second series of questions, which also required yes or no responses, were related to the additional funding provided in the project by the NJDOT to support various amenities.

The merchants were asked whether the enhanced landscaping, park and playground developments, aesthetically enhanced structures, and the Route 21 project compared to other State highway projects, respectively, were “worth” the

additional funding for the project. For the four separate issues noted above, the Clifton merchants who responded to these questions answered affirmatively to the specific questions by majority percentages of 85%, 69%, 77%, and 69% respectively, whereas the Passaic merchants responded positively by percentages of 75%, 60%, 73% and 57%, respectively.

Based upon the above figures, the merchants in the City of Clifton were more positive in their assessment of each of the amenities provided. Also, merchants in both cities were consistently more positively impressed with the landscaping and aesthetically enhanced structures provided. This may be because the latter two amenities are "more visible" to merchants traversing the two municipalities than some of the parks and playgrounds provided or enhanced, which are utilized more by local residents.

The last series of questions in the survey asked the merchants to articulate the positive and negative impacts associated with the completion of the Route 21 missing link. Only one negative comment was recorded from any of the Clifton Avenue merchants, namely, that "the connection to Route 46 is bad." A number of positive impacts were noted as stated below:

- Easier access to Route 80 Eastbound, Route 46 Eastbound, and to the City of Paterson.
- Easier access to Paterson from Route 3 in Clifton.
- Beautification of Route 21.
- Easier access for customers entering and leaving the Main Avenue Shopping area.
- Time of travel in Clifton reduced.
- Area was "an eyesore" before the new construction.
- It helps to bring people to the area.
- It adds respect for the City.

The Passaic merchants on Main Avenue were also very positive about the impacts of the Route 21 freeway.

The negative comments that were noted was the need for more public parking in the Main Avenue corridor (which is incidental to the Route 21 project), and a complaint about the need to improve signs on Route 21. Lastly, one responder noted that, when traveling on Route 21 northbound where it merges with Route 20 northbound, there is always congestion developed because the merge is funneled into one lane.

The positive impacts noted were as follows:

- Creation of easier access for customers to arrive in Passaic (which was stated by a number of respondents).
- Less local road traffic congestion.

- Safer travel in the community.
- Easier access to Teaneck, Newark, and Route 46.
- Easier travel for people who work out of town.
- Faster travel time within the City of Passaic.
- More business created for merchants.

Summary of 2003 Surveys

The surveys conducted on Main Avenue in both Passaic and Clifton in 2003 generally demonstrates a positive attitude by merchants related to the impact of the Route 21 freeway on their respective businesses and on the ability of prospective customers to more easily access their stores. The Clifton merchants on Main Avenue apparently have a different perspective than did the Botany Village merchants surveyed in 2002 and 2004.

Comparison of Surveys on Main Avenue in Clifton 2003 & 2004

Surveys of businesses on Main Avenue, Clifton were conducted in 2003 and 2004. There were 22 respondents in 2003 and 11 in 2004. There were four businesses who responded to both surveys. Table 11 denotes the name of the businesses and the average scores in the two surveys.

Table 11: Business Survey Analysis

Merchant	Average Score 2003	Average Score 2004
Suba Outlet Carpet	2.7	3.3
Clifton Main Vac	3.0	2.8
George's Auto Service	3.7	3.0
Macondo Bakery	3.8	3.9
AVERAGE	**3.3**	**3.3**

The average scores in 2004 are essentially unchanged as compared to those in 2003. The average scores in both surveys are slightly positive.

The average scores, by survey category, for 2003 and 2004 are shown in the following table.

Table 12: Average Scores by Category – Main Avenue Clifton

Factors for Local Business	2003	2004
Customer Access (Driving to Your Location)	3.5	3.8
Ease of Customer Parking	3.2	2.8
New Customer Traffic since Route 21 Extension	3.5	3.4
Overall Business Climate	3.5	3.2
Pride in Neighborhood	3.5	3.3
Level of Traffic Noise	2.9	3.4
Traffic Congestion	3.0	3.4
Traffic Safety	3.1	3.6

Local Business Activity	3.5	3.3
Regional Business Activity	3.4	3.4
Total Customer Spending	3.4	3.5
Total Business Activity	3.5	3.5
AVERAGE	3.3	3.4

It is of interest to note that the greatest improvements recorded in the survey were on traffic, with the exception of "ease of customer parking" on Main Avenue.. Again the factors are fairly uniform, and show consistency, particularly regarding business activity in the subject area over the last two years.

Conclusions Regarding Surveys Conducted from 2002 to 2004

A review of the surveys presented herein indicates the following:

- Merchants in Botany Village surveyed in 2002 and 2004 indicate a consistent result of a slight decline in business since the opening of the freeway.

- Merchants on Main Avenue in both cities surveyed in 2003 indicate a slight improvement in business activity since 2001.

- Surveys conducted on Main Avenue, Clifton are very consistent for surveys taken in 2003 and 2004.

- The decline in business activity since 2001 appears to be an issue only in the Botany Village area. Reasons for this appear to be associated with a number of factors discussed in detail in this report

Surveys in Passaic 2005

In 2005, surveys of businesses were conducted on Monroe Street and Main Avenue in the City of Passaic. The surveys on Monroe were from Main Avenue to 4th Street and on Main Avenue from Monroe Street to Highland Avenue (Clifton border) and on Main Avenue from Monroe to South Passaic Street. Results of these surveys are tabulated in the tables on Pages A7-11 to 13 of Appendix 7.

Comparing the surveys taken on Monroe Street in 2002 and 2005, one observes that the results are very similar with the exception that ease of customer parking has become more difficult. This is attributable to increased business activity in the area.

The comments obtained by the surveys are summarized as follows.

March 2005 Surveys - Main Avenue Businesses Comments from
Monroe Street South to Passaic Street:

> "Traffic unsafe; too much curves in the road."

"Traffic congestion, noise, and safety."
"Accessibility to area improved; connection from Passaic to Paterson."
"More traffic."
"Unsafe place, poor neighborhood."
"No traffic improvement."
"It doesn't seem any better situation with traffic and parking safety."
"Customers prefer private parking places."
"We need safety."
"There is some improvement, however, we have private parking place."
"Tickets are the principal problem."
"Tickets for drivers is not the solution; we need more room and safety."
"On Saturdays, the noise and traffic are high."

April 2005 - Main Avenue Businesses Comments from
Monroe Street North to Highland Avenue:

"Better customer access to the store."
"More clients.
"Traffic getting worse."

New businesses were observed in this area in 2005. They are as follows:

1. Jessy Beauty Center & Spa	980 Man Ave.	1 yr.
2. IAC Windows & Doors	871 Main Ave.	3 yrs.
3. Open MRI Diagnostic Center Inc	831 Main Ave	1 yr.
4. El Meson Bar & Restaurant	831 Main	1 yr.
5. Statewide Carpet	831 Main	4 mos.
6. Gigi Restaurant	879 Main	1 yr.

Surveys of Amenities 2006

As part of the Route 21 Freeway project, the host communities received various amenities which included the construction of a roller hockey rink in Chelsea Park, a tot playground in North Pulaski Park and enhancements (a rose garden and benches) to Nash Park. In the summer of 2006, a survey was conducted of users of the parks.

The basic questions posed in the survey included the following:

Home address
Years at the address
Age – teen, young adult, adult, senior
Impression of the amenity
Frequency of use
Hours of the day utilized
Evaluation of the asset
How could the park be improved

Use of other parks
Other comments

The complete results of all the surveys may be found in Appendix 11. The results of the survey indicate a positive response to the amenities provided.

Personal Interviews
In order to develop an understanding of the perceptions of local elected and appointed officials and residents in the Cities of Passaic and Clifton, interviews and surveys were conducted. Copies of the surveys used may be found in Appendix 3.

Political Surveys 2002
The appointed and elected public officials were asked to grade the impacts of the Route 21 freeway on factors related to traffic on local streets, and on quality of life issues (e.g. noise, amenities provided by the project, aesthetics, safety, access to shopping, etc). The grading chosen for this questionnaire were exactly the same as the questionnaire constructed for the merchants (i.e. a range of 1 to 5).

In addition, the respondents were asked to offer perceptions related to their expectations versus the actual outcomes, the sensitivity and responsiveness of the DOT to the affected neighborhoods, the value of the amenities provided by the DOT, the positive and negative impacts associated with the project, and the assessment process (i.e. the Context Sensitive Solutions or CSS process) utilized by the DOT for this project vis-à-vis other projects by the DOT in the past.

Tabulated in Tables 1 and 2, Pages A7-14 and 15, Appendix 7 are the numerical results for the questionnaires. In addition, the results indicate the average score of all the respondents for each factor graded in the survey. The individual scores and averages were isolated by community to reflect possible differences in perceptions, concerns etc. that may exist in the cities of Clifton and Passaic for public officials on different issues. It should be appreciated that the sampling methods and related results are not purported to be of a scientific nature, however, it is believed to provide valuable anecdotal insights to reviewers of this report as well as to the NJIT investigators involved in the project.

The verbal responses to questions posed (as noted above) to the appointed and elected officials who responded to the survey are shown below.

Analysis and Interpretation of the Political Surveys 2002
In general, discussions with elected and public officials in the cities of Passaic and Clifton revealed quite different perceptions regarding the overall impacts of the Route 21 freeway on their communities. In Passaic, there is a sense that the city is benefiting from the project in that the new access/egress ramps in the Monroe Street/ Parker Avenue area are helping to provide better access to a

proposed redevelopment area near the Passaic River east of Route 21 which may enhance its redevelopment prospects. In addition, there presently is a strong demand for residential and commercial properties in the city whenever and wherever vacancies arise. Passaic is pleased with the amenities (e.g. Dayton mini-park, North Pulaski Park) provided by the DOT in conjunction with the project. However, there are concerns with respect to regulating hours of operation because of problems with graffiti and the homeless frequently utilizing parks in their city.

Problems with takings associated with the freeway in Passaic were a moot point, because they were taken in the 1960's by the NJDOT well in advance of the actual construction. As such, whatever political issues may have existed in the past regarding takings were not an issue when the NJDOT was involved in its assessment and Context Sensitive Solutions process in the early 1990's.

A review of the numerical grading portion of the questionnaire completed by elected and appointed officials in both Passaic and Clifton demonstrates consistency with results found for their respective merchants in both cities as shown earlier in the report. See Appendix 7, Tables 1 and 2.

The average values of all factors considered by Passaic officials indicate improvement (i.e. greater than 3.0) in the overall categories of "Traffic on local streets" (3.4) and "The Neighborhood (3.7). Clifton officials provided figures which would indicate a decline (i.e. less then 3.0) in the categories of "Traffic on local streets" (2.1) and "The Neighborhood" (2.8).

Lastly, regarding the verbal responses to questions posed on the questionnaires, the following general comments can be made (Appendix 7 provides all of the survey data compiled which is reviewed and interpreted):

On the Question: Is the Project Outcome What Was Expected?

- The majority of the Passaic officials expected the outcomes, which have occurred, whereas the Clifton Officials are split on the issue.

On the Question: Was the Project Sensitive To Local Neighborhoods?

- The Passaic officials unanimously voted "yes" on this issue, whereas; the majority of Clifton officials voted "no".

On the Question: was the Project Responsive to Local Neighborhoods?

- The Passaic officials that had an opinion on this question voted "yes", whereas the majority of Clifton officials voted "no".

On the Question: was the Funding Worth While for the Amenities Received?

- The Passaic officials unanimously voted “yes” on this issue, whereas the Clifton officials were split on the question.

Discussion of Survey Findings in Clifton 2002

In general, the main conclusion one draws from both appointed and public officials as well as merchants in the Botany Village area and in the Botany Village Merchants Association in the City of Clifton is the following:

> The removal of direct access from Route 46 eastbound traffic to Randolph Avenue associated with the DOT design of the Route 21 freeway at its connection with Route 46 has had an economic impact on Botany Village merchants. In fact, this issue is virtually paramount in most of the discussions held with representatives of the municipality.

The decision by the NJDOT to redesign the Route 21/46 connection from a full interchange to a partial interchange in the early 1990’s, in response to a resolution by the Mayor and Council of the City of Clifton in 1987 to avoid any takings of ratables associated with the construction of the freeway, resulted in a design which eliminated direct access from Route 46 eastbound traffic to Randolph Avenue.

There is documentation of concerns by the Botany Village Merchants Association since 1993 of the above noted perceived impacts to the Village. In recent years, the merchants as well as officials of the City of Clifton have continued to seek potential options to modify the current alignment. A draft report by Rocciola Engineering, which, in part, addresses this issue, was presented to the City of Clifton and to Passaic County (who jointly commissioned this report) on September 26, 2002. The final report was completed in the spring 2003, and copies made available to NJIT in the fall of 2003. Details regarding the findings in the report are presented in the traffic analysis section of this report

Summary of 2002 Surveys

There appears to be a considerable difference of opinion by the parties surveyed in the cities of Passaic and Clifton related to the impacts of the Route 21 Freeway. The surveys conducted in 2002 serve as a baseline to assess possible changes (if any) in perceptions within the two communities in 2005.

Interviews of Public Officials in Passaic & Clifton (2002)

Questionnaires were sent to the public officials (i.e. mayor and council) in both cities. In the letter accompanying the questionnaire, it was stated that a personal interview would be conducted with each individual if so desired, and telephone numbers were provided of the principal investigators for this study should any questions arise regarding the questionnaire.

The project team attended a public meeting of the City of Clifton's mayor and council in 2002 to provide an overview of the nature of the study to be performed by NJIT, and to alert their staff and community of our presence and purpose during the duration of the study.

The offer was also made to the City of Passaic which was respectfully declined, however, the Business Administrator informed his colleagues and constituents of our presence and purpose.

The personal interviews were basically an open dialogue which enabled the interviewees to provide their frank opinions on direct questions posed to them, and to express their feelings about issues that our project team may not have covered. Those interviews were summarized by the team and are presented in Appendix 4.

COMMENTS FROM ELECTED AND APPOINTED OFFICIALS 2002

Question 1 - Is the project outcome what was expected?

Gloria Kolodziej, Clifton:
Yes: This project was designated to assist Passaic and Paterson and in this respect is a success. Clifton's quality of life (noise, traffic congestion) has been diminished both for residents and our small businesses.

Peter Delgado, Passaic:
Yes: Route. 21 has provided better access to Passaic and removed some truck traffic from Local Streets

John Whiting, Clifton:
Yes

Albert Greco, Clifton:
No: Access to Botany Village limited, Access to new nature walkway not available, quality of on ancillary park improvements poor

Greg Hill, Passaic:
Yes

Stefan Tatarenko, Clifton:
No: Major traffic problems throughout city- Lakeview, Botany, etc.

Edward Szwalek, Passaic:
No: A greater decrease in vehicle volumes were expected on Monroe Street and First Street.

Richard Smith, Clifton:
No: Merchants did not count on the closure of the eastbound route 46 exit. When they became aware it was “Too late” to make changes.

James Yellen, P.E. , Clifton
Yes

Jane Grubin, Passaic
Not having been here at its inception, I don’t know

Glenn Carter: , Passaic:
Yes

Question 2 - Was the project sensitive to local neighborhoods?

Gloria Kolodziej:
No: Initially this factor was considered with a promise to evaluate when completed. This survey is evidence that a promise has been kept. Now we need you help to finish the project right.

Peter Delgado:
Not Observed

John Whiting:
No: Coming down Route. 46 from the west, there is no exit on to Lexington Ave, or Randolph Ave. feeding Botany Village merchants or the Lakeview Section of Clifton.

Albert Greco:
No: No access to Botany Village shopping area from Route. 46

Greg Hill:
Yes

Stefan Tatarenko:
No: Major traffic problems throughout city- Lakeview, Botany, etc.

Edward Szwalek
Yes

Richard Smith:
Yes and No: Local being residents near Hot Grill- no homes were taken. The residents near Randolph Were inundated with traffic – including trucks.

James Yellen, P.E.
Yes: Generally yeas with respect to immediately adjacent neighborhoods – however traffic impact in other areas of the city is negative.

Jane Grubin:
Yes

Glenn Carter:
Yes

Question 3 - Was the Project responsible to local neighborhoods?

Gloria Kolodziej:
No: See Above. The neighborhood warned of increased traffic and congestion due to the new access patterns.

Peter Delgado:
Not Observed

John Whiting:
No: Because of the above merchants in the above sections of Clifton suffered and more traffic and congestion was created in residential neighborhoods to the west of Botany Village.

Albert Greco:
No: No access to Botany Village shopping area from Route. 46

Greg Hill:
Unknown

Stefan Tatarenko:
No

Edward Szwalek
Yes

Richard Smith:
Yes: Randolph Ave. was made one way so as to put all traffic northbound onto Clifton Ave- This was done by the local government

James Yellen, P.E.
Yes: DOT resident engineer & project manager were responsive to community during construction.

Jane Grubin:
I was not here to be part of any communication between the citizenry and D.O.T.

Glenn Carter:
Yes

Question 4 - Was the funding worthwhile for the amenities received?

Gloria Kolodziej:
Yes

Peter Delgado:
Unknown at this time. The real estate market is generally better, if it is a result of Route. 21 cannot be easily identified

John Whiting:
Yes: Especially for the city of Passaic and highway commute between Route. 46 to Newark. Trucking was greatly improved by keeping them off local small streets.

Albert Greco:
No: Cost of improvement over priced. (Park Improvements) City had to subsidize project in order for satisfactory completion.

Greg Hill:
Yes

Stefan Tatarenko:
Unknown

Edward Szwalek
Unknown

Richard Smith:
Unknown

James Yellen, P.E.
No: Although the landscaping planted is attractive, DOT does not maintain it. Two years later there are dead plants and much unsightly over growth.

Jane Grubin:
Yes

Glenn Carter:
Yes

Question 5 - Please compare the process for the current project with other projects; what were the positive impacts?

Gloria Kolodziej:
This was not a Clifton project. I believe our concerns were given a much lower priority than those of Elmwood Park, Paterson and Passaic.

+ A cleaner appearance to the area around the roadway as well as "upgraded" enhancements, e.g. rose garden, exterior walls.
- Noise and air pollution from cars backing up on our local thoroughfares.

Peter Delgado:
Know of no other projects

John Whiting:

+ Helped by keeping trucks off local streets and created a direct way to travel form Passaic, Clifton to Newark, etc.
- Hurt local merchants and residential neighborhoods in Clifton by not having a proper exit from Route. 46 (heading east) into Clifton's Botany Village & Lakeview Sections.

Albert Greco:

+ Chelsea Park hockey, Nash park playground, Rose Garden, new parking lot at Nash Park
- Area landscaping improvements left to overgrow and die

Greg Hill:

+ Park developments, noise barriers, less through traffic, potential development
- More litter, park improvements that are show vs. practical

Stefan Tatarenko:
You need specific input from property owners, business owners, who live with this problem on a daily basis. Hold public hearings at city hall

+ Faster highway travel
- Traffic, congestion, loss of business

Edward Szwalek
There is no direct comparison available in Passaic. The prior project was completed over twenty years ago. It was the last leg of Route. 21 between River Rd. and Monroe St.

+ The provision of a freeway access from Passaic to Route. 46 and 80. Improved access may spur economic development in the Dayton Ave. area.
- Not aware of any negative impact.

Richard Smith:
There must be a better way to include those affected in the planning stages.

+ Much easier to travel from north to south & south to north by passing Botany Village
- Shoppers who have shopped Botany Village, find it difficult to get there. Many no longer shop in Botany Village.

James Yellen, P.E.
DOT involved the city and community early in the process and responded well during construction to concerns

+ Ease of access to Route. 21 corridor, Newark, NYC
- Because of the lack of access to and from Route. 46 West, there is much additional traffic on Clifton's Streets including trucks.

Jane Grubin:
With my dearth of knowledge vis-a-vis the project, I cannot reply.

+ For the mental and physical well being of the citizens, the parks were quite an asset.

Glenn Carter:
More response to local concerns

Surveys of Public Officials 2005

A survey and covering letter (see Appendix 4) was sent to elected and appointed officials of the cities of Passaic and Clifton to determine their perceptions about the project after five years in operation. The officials contacted are as follows:

City of Passaic
Honorable Samuel Rivera, Mayor
Honorable Robert C. Hare, Deputy Mayor
Honorable Gary Schaer, Council President
Honorable Gerardo Fernandez, Councilman
Honorable Jose Garcia, Councilman
Honorable Marcellus Jackson, Councilman
Honorable Chaim M. Munk, Councilman
Honorable Daniel J. Schwartz, Councilman
Honorable Jonathan Soto, Councilman
Ronald Van Rensalier, Community Development Director
Glenn Carter, Planning Director
Jane Grubin, Director Department of Human Services
John H. McKinney Jr., Police Director
Stanley A. Jarensky, Chief of Police
Thomas Poalillo, Tax Assessor
Greg Hill, Business Administrator
Donald Schlachter, City Engineer
T.N. Zayatz, Fire Chief

City of Clifton
Honorable Mayor James Anzaldi
Honorable Councilman Frank Gaccione
Honorable Councilman Steven Hatala Jr.
Honorable Councilwoman Gloria J. Kolodziej
Honorable Councilman Donald R. Kowal
Honorable Councilman Stefan Tatarenko
Honorable Councilman Edward Welsh
Albert Greco, City Manager
Donna M. Sidoti, Director Office of Community development
Harry Swanson, Director Office of Economic development
James Yellen p.e.,l.s.,p.p., City engineer
Debbie Oliver, Recreation Supervisor:
Jon N. Whiting, CTA, Municipal Assessor
Robert Ferreri, Chief of Police
John E. Dubravsky, Fire Chief

The results of the survey follow.

The comments that were returned with the survey are also of interest. These follow.

COMMENTS FROM ELECTED AND APPOINTED OFFICIALS
FOR SURVEY SENT IN OCTOBER 2005

1. Is the project outcome what you anticipated?
T. N. Zayatz, Fire Chief, City of Passaic
Increased Motor Vehicle Accidents due to 3 lane to 1 lane bottleneck (on Route 21 N). Long straight sections, not enough banking in curves = high speed and loss of control in curves – check the marks on the Jersey barriers.

J. Anzaldi, Mayor City of Clifton
Landscaping along highway walls has not been maintained. Lexington exit a major economic blunder for area. Randolph exit not safe.

Gloria Kolodziej, Councilwoman City of Clifton
It is my opinion that this project was not meant to benefit
Clifton. Our business district remains cut off and our residential areas are negatively impacted by the rerouted traffic patterns.

2. Does the completed project blend into to local neighborhoods?
James J. Yellen, City Engineer , City of Clifton
The new highway divides the neighborhoods. Sound walls create a “walled in” feeling. Lack of access to highway creates a feeling that the highway is a corridor through the City and not part of it.

T.N. Zayatz, Fire Chief, City of Passaic
An elevated highway will never blend in; however, it has improved some blighted areas. The homeless appreciate the “new” quarters under the over-pass.

Jim Anzaldi, Mayor, City of Clifton
Some aspects are OK. The exit problem overrides all that is good about 21.

Samuel Rivera, Mayor, City of Passaic
Partly.

Gloria Kolodziej, Councilwoman City of Clifton
Our Botany /E. Clifton Ave. and Lakeview Ave. main thoroughfares are congested and detracts from the quality of life for the people that live there.

3. Was the project responsive to community input?
James J. Yellen, City Engineer, City of Clifton
Not entirely. Community wanted exit to Botany Village, however DOT did not provide it.

T.N. Zayatz, Fire Chief, City of Passaic
Fire Office request for standpipe system in last phase was included and supplied. Should have been included in initial design, but who thought of this type of facility 45 years ago.

Jim Anzaldi, Mayor, City of Clifton
Except for exit, landscaping, wall design, etc., all were things community input dealt with at design stages of project.

Samuel Rivera, Mayor, City of Passaic

Unknown. (Editor’s Note: Mayor Rivera took office after assessment process took place).

Gloria Kolodziej, Councilwoman City of Clifton
Certain requests for sound walls and architectural enhancements were heeded. However, the concerns of our Historic Botany Village businessmen have been largely ignored.

4. Were the amenities received an asset at the community?
James J. Yellen, City Engineer, City of Clifton
Somewhat – hockey rink is utilized.

T.N. Zayatz, Fire Chief, City of Passaic
Boat ramp for Fire Department boat access to Passaic River was an asset. Small ancillary park @ Monroe St. is not used much by public except for drug dealers.

Jim Anzaldi, Mayor, City of Clifton
The sound wall did reduce highway noise, the landscaping has been not taken care of, causing City to do work and to get Adopt A Spot for others.

Samuel Rivera, Mayor, City of Passaic
Nice Mini Park.

Gloria Kolodziej, Councilwoman City of Clifton
Those few that we were given are an asset. However, I still believe Clifton was shortchanged. I hope Paterson and Elmwood Park were happy with their amenities.

5. Were the communications with the NJDOT adequate during the design phase of the project?
James J. Yellen, City Engineer, City of Clifton
Yes, however DOT did not provide the exit requested by the Community.

T.N. Zayatz, Fire Chief, City of Passaic
Only during last phase. Initial phase 45 years ago is unknown.

Samuel Rivera, Mayor, City of Passaic
Unknown.

Gloria Kolodziej, Councilwoman City of Clifton
Clifton should have been allowed a greater say in the final design. It appears to me that we had the least input and the greatest sacrifice of land and resident's inconvenience.

6. Please evaluate the design process utilized for the Route 21 project with other projects in your experience.
James J. Yellen, City Engineer, City of Clifton
The process took much too long. Conceived in the 1960s . Decisions were made in the 1970s and 1980s that were not reversible when the project came to fruition in the 1990s despite changed conditions in the City.

T.N. Zayatz, Fire Chief, City of Passaic
Only during the last phase. Initial phase 45 year ago is unknown.

Glenn Carter, Planning Director, City of Passaic
Acceptable.

Jim Anzaldi, Mayor, City of Clifton
The City set up committees of various governmental groups that included elected officials, administration, recreation and beautification members.

Samuel Rivera, Mayor, City of Passaic
Before my time.

Gloria Kolodziej, Councilwoman City of Clifton
Clifton always seems to be asked to give input after the fact, after important decisions have been made. I don't know if this is just a result of our geographical location or other factors that seem to negatively impact us.

7. Are there any changes that you would recommend for improvement to the design process used by the NJDOT?
James J. Yellen, City Engineer, City of Clifton
Make the process more responsive to current community desires.

Debbie J. Oliver, Recreation Supervisor, City of Clifton
The initial design was done without the recreation department but that was somewhat fixed. In the future please use the professionals in the various departments up front. It will save a lot of time.

Thomas Paolillo, Tax Assessor, City of Passaic
No.

T.N. Zayatz, Fire Chief, City of Passaic
Initial improvement of local emergency services during planning/design phase. We are the ones who have to live with these projects long after the planners are gone.

Glenn Carter, Planning Director, City of Passaic
1) Inter municipal issues (i.e., river walk) resolved to lowest common denominator. 2) Design needed to be more sensitive to ongoing maintenance.

Jim Anzaldi, Mayor, City of Clifton
Think more about future of local economic loss if exits are to be closed. This has really affected local economy especially on Lexington Ave.

Gloria Kolodziej, Councilwoman City of Clifton
No project can completely satisfy all communities. However, just once I would like to see an NJDOT project put Clifton residents and businesses needs first.

8. Were there positive impacts of the project in your community?
James J. Yellen, City Engineer, City of Clifton
There were no positive impacts to the community.

Debbie J. Oliver, Recreation Supervisor, City of Clifton
Yes, people use the amenities all the time.

Thomas Paolillo, Tax Assessor, City of Passaic
Easy access to highway.

T.N. Zayatz, Fire Chief, City of Passaic
Easier to get from one end of town to the other at certain times of day. Boat ramp.

Glenn Carter, Planning Director, City of Passaic
Yes, much improved access, took traffic off local roads.

Jim Anzaldi, Mayor, City of Clifton
Easy travel from Botany section to Delawanna section of town. Less trucks on City roads.

Samuel Rivera, Mayor, City of Passaic
Potential redevelopment; parks.

Gloria Kolodziej, Councilwoman City of Clifton
The ability to save a portion of Dundee Island for an environmental preserve.

9. Were there negative impacts of the project on your community?
James J. Yellen, City Engineer, City of Clifton
Yes, the project created a corridor through the City. The project eliminated access to and egress from the Botany Village and Lakeview sections of the City.

Thomas Paolillo, Tax Assessor, City of Passaic
Vacant parcels of land.

T.N. Zayatz, Fire Chief, City of Passaic
Increase in crime along highway due to easy access and ability to move to another location quickly. Divided town in some areas. Lack of access to water supply for emergency operations in older portion of town.

Glenn Carter, Planning Director, City of Passaic
1) Barrier between neighborhoods. 2) Aesthetic upgrades not maintained (i.e., painted barriers)

Jim Anzaldi, Mayor, City of Clifton
Economic – traffic closed off from Eastside portion of City. Some promised signs to direct cars from Route 3 to 21 to Botany/Lexington still have not been installed.

Samuel Rivera, Mayor, City of Passaic
Construction diRoute Additional litter. Additional Fire and Police cost.

Gloria Kolodziej, Councilwoman City of Clifton
Congestion on main arteries that service the eastside of Clifton. Small businesses that are cutoff from a main shoppers route into their district.

10. Other Comments

Jim Anzaldi, Mayor, City of Clifton

Landscaping is dying or under cared for, thus it is not growing properly. The State should spend some time to correct this by cutting and removing weeds and trimming dead portions of shrubs and trees.

Survey of Residents Near Noise Barriers Along Route 46 - 2003

A mail survey was conducted of local residents in direct proximity to the Route 46 noise barriers. Respondents were asked to comment on the overall quality of life impacts resulting from the installation of the noise barriers. Specifically, the surveys were sent to residences along Trimble Avenue and East 11th Street in the City of Clifton. A copy of the survey may be found in Appendix 3, Page A3-15.

The numerical results of the survey are presented in Table 6, Appendix 7, Page A7-17. The respondents were not asked for their names and addresses to maximize their frank responses.

An analysis of the table yields the following observations:

- Of the seventeen issues responded to by the residents, nine yielded improvement in the situation, four indicated no effect and four showed a slight decline.

- The results appear to be independent of the longevity at the site.

- The most positive results were for improved access to local highways and reduction in traffic congestion on local streets. Safety in the neighborhood and for pedestrian traffic also showed a perceived improvement.

- The most negative results were for ease of local driving and appearance of the neighborhood.

- The individual responses are quite diverse. Some like the project and some don't. Viewing the average for each respondent, there are two responses whose overall average is less than two, five between two and three, four between three and four and three between four and five.

While some of the results appear to be contradictory, ease of local driving, 2.29, and traffic congestion, 3.43; overall, the average of the averages is 3.13. This means that the perception is that the project has had a small positive impact on those closest to the construction. This is a good result for a highway project in a local neighborhood.

As part of the mail survey conducted of local residents in direct proximity to the Route 46 noise barriers, respondents were asked to comment on the overall

quality of life impacts resulting from the installation of the noise barriers. Those comments that were pertinent are highlighted and in general are slightly positive.

Resident A
No Comments.

Resident B
No Comments.

Resident C
Even though **we don't hear as much noise with the noise barriers**, it is a set back because **it blocks off all of the light to the street**. There are three street lights on this street; it is a less safe feeling.

Resident D
The barrier wall grass on E. 11th Street has gotten to be a garbage dump. When we call to have it cleaned and the grass cut it takes 20 calls to get something done. Lets call it pass the buck between agencies. **You can't sleep with the noise from the trucks and motorcycles**. The contractors who built the highway (whose trucks and all other vehicles, who were working from in front of my house) did so much damage to my car I had to get rid of it. In my house they cracked ceilings, walls, the cement separated from my foundation and is still that way. I'm a senior, living on social security and I can't afford these repairs. Also my chimney was cracked inside and outside and half of it had to be replaced. The insurance man, from the contractor, was here on this street looking at the damages and was supposed to compensate us for the damages. That never happened. **We have a name for the wall. The Great Wall of China**. We feel like we are in prison. How would you like to look out your windows and see nothing but bricks and grass 3 to 4 feet high with garbage, beer cans, whiskey bottles, market baskets, tires, etc. People stopping go on and on, but why waste my time, we got the wall and the noise and the garbage and no one is going to do anything about it.

Have a good day.

Resident E
Not sure if I filled these survey questions correctly, but anyhow, the factors for legal residents on traffic noise level doesn't affect me. Traffic congestion - some improvements is needed. **Ease of parking is okay**, no effects. Lighting doesn't bother me; driving Safety needs improvements; street is too narrow, **Pedestrian safety has improved** some, **ease to local driving needs improvement**; there is always too much traffic at all times. Access to local highways has improved highly. **Visual impact of noise barriers – good job – it had been a major improvement. Appearance of neighborhood – looks very good – it has been a major improvement** – it looks extremely better. **Kids are safer to play**

in the street. **Quality of life is better**. **I'm proud to be part of the neighborhood.**

Resident F
The designer had to be drunk when this design was devised.

Resident G
No comments.

Resident H
Better!

Resident I
It has been much better, noise and traffic is less.

Resident J
No comments.

Resident K
The noise is less since we have noise barriers. The problem is people do more **graffiti on the barriers** and that really worries me. The noise doesn't worry anybody, but the graffiti does. Next time pick a color that doesn't show this.

Resident L
The construction caused damages to the inside of our homes. It created cracks in the walls and cracks in the outside pavement. Land sampling needs to be done more often. Increase in additional litter around home and at the end of the block near the Route Exit 13 and 14.

Resident M
Though I have only owned my property less than one year, **noise can still be heard especially from trucks and motorcycles**. I can't control the growth from weeds and trees. This has resulted in animals living in the weeded area. A large garden snake was found recently and killed.

Resident N
We don't feel that the quality of life has changed because of the noise barriers. It has changed because of the new people moving into the neighborhood. Examples of same are no courtesy for neighbors, kids speeding down the street, neighbors playing loud music in their yard or house with windows open. Also there are illegal apartments which cause parking problems on the street. Lastly the crime rate has risen in the area and we don't feel safe walking on the street at night

Resident O

The noise barriers are really good. However, at the wall behind the house, the gardening never gets cleaned. We always have garden snakes and skunks that are concerned when you have little children. That is an issue that I would like to see fixed.

Summary of Surveys

As can be seen in this study, extensive surveys were conducted in a number of major commercial and residential areas potentially impacted by the Route 21 Project. The surveys reflect the attitudes of the public officials, merchants and residents of both Clifton and Passaic regarding the planning, design, construction and operation of the completed Route 21 Freeway.

Without post-assessment surveys, such data would not be available to the NJDOT and the public at large.

CONCLUSIONS

The main purpose of this study was to assess the impacts of the Route 21 Project after construction was complete and the roadway was operational. The conclusions drawn by the study team are as follows:

- The findings in this study indicate that members of the DOT project team who prepared the assessment accurately predicted the outcomes of the project to elected and appointed officials.

- The accessibility of NJDOT personnel during the entire process was noted and appreciated by the local officials.

- The Route 21 Project was built because the NJDOT made necessary design changes to gain support from the impacted communities. An example was the redesign of the Route 46 interchange which eliminated the takings of many homes which would have been necessary with a full interchange design. This redesign was performed at the behest of the elected officials of the City of Clifton. This change became a point of contention by the Botany Village merchants.

- The traffic assessment in this report demonstrates that the projected reduction in truck traffic on local streets has occurred since regional truck traffic is now utilizing the Route 21 Freeway.

- Noise projections made in the EIS for this project were found to be quite accurate.

- It has been documented in the noise analysis section of this report that the noise barriers are effectively attenuating on neighboring streets the sound

generated by traffic on Routes 21 and 46. Noise levels are less than those projected in the NJDOT's Environmental Impact Statement prepared for the Route 21 project.

- Viewscapes prepared by the NJDOT of projections at key locations presented in the EIS proved to be accurate based on observations and photographs taken in this study.

- Real estate assessments in the subject area during a period of local, regional and national trends of increased real estate values indicated similar results. The only exception was in the Botany Village commercial district in which real estate values showed no increase from 1996 to 2003.

- Political, commercial and residential surveys taken in this study provided anecdotal information and generally indicated positive acceptance of the project and the related amenities provided to the two cities. The sole major complaint was registered in Clifton by both public officials and the merchants in Botany Village regarding perceived economic losses to the merchants due to the loss of an exit from Route 46 resulting from the new construction.

- In all NJDOT projects, responsibility for maintenance should be clearly articulated between the Department and the local communities so that the responsible parties meet their commitments to same.

This project became in effect, a post project assessment (PPA). This has been shown to be a valuable tool for the NJDOT and should be considered for future projects.

Post project assessment would be a reminder to the NJDOT that an EIS is a document whose words remain for all to see long after a project is completed. As such, the EIS should be factual, accurate, and projections made therein should be realistic and well documented.

If this particular project represents a typical approach by NJDOT to communicate and work with local communities during the planning, design, and construction process, then the NJDOT should be confident and comfortable with their efforts, and see post project assessment as a positive approach to enhancing their existing competencies. For future projects, such reviews will help to build confidence in the impacted communities.

RECOMMENDATIONS

A post project assessment, as performed for the Route 21 study, should be considered by the NJDOT for all its projects. The duration of the review required

should be of the order of one to two years depending on the scope and extent of the project.

For major projects, a final assessment of impacts should be undertaken one or two years after the project is operational. These studies should be performed by outside consultants. Small projects can be performed by NJDOT personnel soon after project completion.

Although surveys and interviews are useful tools in measuring public perception, the interviews proved to be the more effective tool in this study.

Future studies should be implemented by the NJDOT to flesh out a process for conducting post project assessments. Some important lessons learned from this project include:

- The PPA should initiate before the completion of construction.

- Although it is recognized that the success of a project is linked to the project team and its leadership, the focus of the PPA process is to learn and improve on the methods used. Using the PPA as an evaluative instrument for the personnel is unnecessary since if the judgment of the PPA is either good or bad, the credit/blame accrues to the team.

- The database needed for the PPA should be accumulated at the start of the study as required by the PPA.

- The EIS for the project should reflect all changes in the project in the design-construction phase.

APPENDIX 4

INTERVIEWS

INTERVIEWS WITH PUBLIC OFFICIALS

Initial Meetings with City Administrators Robert Hammer (Clifton) and Greg Hill (Passaic)

On May 7, 2002, the principal investigators met with City Administrators Robert Hammer (City of Clifton) and Greg Hill (City of Passaic). The purpose of the meeting was to introduce ourselves, discuss the scope and purpose of our project to solicit their support in arranging meetings with elected and appointed officials, and to receive any comments that they might have regarding the subject project. The commentary received from the Administrators are highlighted below:

Comments from Robert Hammer (Clifton)

After the freeway was completed, there were some traffic problems involving motorists traversing Randolph Ave. North bound in the vicinity of East Clifton Avenue intending to execute left hand turns against a double merging of traffic which exited Route 21 south onto Randolph Avenue south at high speeds. This condition was averted by the City and County by converting Randolph Avenue to one-way southbound between Route 46 and Clifton Avenue (which is located five 5 blocks south of East Clifton Avenue) in February 2001.

The current amount of traffic on Lakeview Avenue is greater than anticipated after opening of the freeway.

The elimination of the Route 46 eastbound exit onto Randolph Avenue with the new alignment has created difficulties for the Botany Village merchants.

The City is trying to help Botany Village merchants in terms of marketing themselves; a special improvement district may be developed for Botany Village after the May 14th mayoral election.

The skating rink amenity provided by the NJDOT in conjunction with the project was moved to Chelsea Park rather than Nash Park due to a lack of sufficient area for same in Nash Park.

A traffic study of the impacts of the Route 21 freeway connector on the City of Clifton jointly commissioned by the City and Passaic County is underway and should be completed by the late fall of 2002 (amended to fall 2003). In general, Mr. Hammer felt that traffic reductions on the local thoroughfares anticipated by the NJDOT in their EIS and traffic studies haven't materialized in Clifton.

Comments from Greg Hill (and from other professional representatives at the meeting), Passaic

In response to a question by NJIT, it was determined that there has been no tax re-assessment in Passaic since the freeway was built; other approaches will be needed to assess socio-economic impacts.

The City has a new mayor, Samuel "Sammy" Rivera, since July 1, 2001, who was not involved in the evolution of the Route 21 freeway project.

Dayton Park, an amenity provided and encouraged by NJDOT, was a concern expressed to NJDOT early in the assessment process by Passaic officials. Concerns related to vandalism, graffiti, and occupation by the homeless, were expressed. A compromise was reached when the NJDOT agreed to construct an iron fence around the perimeter of the park, which could lock the park at the City's discretion.

Pulaski Park, another amenity provided by NJDOT, was appreciated. However, there are concerns of a lack of handrails associated with steep concrete steps leading from the park to the Passaic River. Also, it was stated that trees and shrubs installed in the park were not properly maintained by the DOT and died.

The Monroe area of Passaic is comprised of residents who are predominantly Hispanic speaking individuals. In addition, the section includes people of Eastern European heritage (i.e. Polish, Hungarian). This should be considered during the interviewing process.

Residents of Passaic generally have a perception that Clifton received more amenities than Passaic from the DOT on this project because they are a wealthier community, and are bordered on three sides by Clifton.

One of the highlights for Passaic is the recent addition of the Home Depot and Walgreens Shopping Center on Parker Avenue, North of Monroe Street.

Subsequent Meetings with Appointed Public Officials

As a result of the meetings with City Administrators Hammer and Hill on May 7th, subsequent meetings were arranged in June 2002 in which individual members were queried during thirty-minute interviews. The purpose was to attempt to obtain more detailed information from each of the professionals regarding their input into the Context Sensitive Design (CSD) process utilized by the DOT during the assessment process, and to obtain their views regarding the outcomes associated with the project. The interviews and findings are noted below.

Meetings with Clifton Officials – Thursday, June 20, 2002
Jim Yellen - City Engineer
He provided a chronology of the Route 21 Freeway Project. In the mid-80's the connection of Route 21 and 46 was designed as a full interchange. The City of Clifton, by resolution, objected to taking of homes that would have been needed to construct the full interchange. The project then remained dormant until about 1995. NJDOT then altered the design to comply with the abovementioned resolution.

Botany Village suffered a regional (its specialty shops) and local impact since the only remaining access to the site via Rt. 46 is at Piaget Avenue and Clifton Avenue.

Homes were taken by the DOT in Clifton for this project in the '60's but the project was dormant until the mid-90's. As such, the City of Clifton did not feel the impact when the project resumed, but lost tax revenues on those properties for thirty years or more.

Noise is not an issue because of the noise walls placed. Merselis Avenue residents near westbound lanes of Route 46 are protected by the noise barrier, but they can see 46 eastbound traffic.

Landscaping is not maintained by DOT in their taking areas.

Debbie Oliver – Recreation Supervisor
A roller skating rink was to be built by the NJDOT in Nash Park. For safety reasons, Clifton requested that it be relocated to Chelsea Park. There was some resistance initially by residential neighbors, but this has quieted down.

Nash Park – The NJDOT provided a parking lot for spaces lost due to their takings on Randolph Avenue. That was helpful to the community but it is still difficult to get parking when all four softball fields are in use.

Comments on the process – She was involved late in the process. She was asked for input but DOT didn't follow her recommendation to use resources of recreational specialists and related contractors to build the roller rink facility. She felt as a result that it added cost, took additional time, and produced a sub-standard design and quality of construction by the local contractor. Her opinion was that some NJDOT staff were helpful, sensitive, etc., - but had no control over bidding and contractors. This resulted in subsequent costly maintenance for the roller rink surface by Clifton. She recommended that the DOT should have utilized the N.J. Parks & Recreation Association for design guidance.

She and her supervisor asked when NJDOT would open the Dundee Dam River Walk by Ackerman Avenue to the public.

Harry Swanson – Director of Economic Development
Clifton surrounds Passaic on three sides. Paterson and Passaic border Clifton and both are totally in the Urban Enterprise Zone (UEZ). As a result, sales taxes to consumers are reduced from 6% to 3%. The remaining 3% of the tax is kept by the municipality rather than by the State of New Jersey.

Passaic was designated an Urban Enterprise Zone in the late 1990's.

Botany Village has 8 of its 99 businesses presently vacant as of January 2003.

In the Main Avenue shopping area, 27 of 296 businesses are currently (January 2003) vacant, but the vacancy rate appears to be improving.

The City has petitioned the State for the Main Avenue corridor and Botany Village to be designated as UEZ's. The UEZ's in Paterson and Passaic have impacted Clifton businesses because they represent unfair competition. The process is moving forward.

Botany Village, in the past, had upscale stores, which drew customers from the region. This is no longer true due to the new 21/46 interchange. An example is Marchesin Shoes which has been financially hurt in the last few years (closed in January 2003).

He indicated that there is a heavy Polish presence in the region (i.e. in Clifton, Elmwood Park, Garfield, and Wallington). In Botany Village, to accommodate same, there is a Polish Deli, Polish meat store and the Dayton Restaurant.

Presently, there is a movement of Passaic's Hispanic population expanding into Clifton in the Botany Village area.

In order to reinvigorate Botany Village, they are planning a Polish festival in August similar to the Garden State Arts Center ethnic pride programs. In June, they held an antique car festival attended by United States Senator John Corzine, Freeholder Peter Eagler and several municipal leaders.

Clifton is willing to pay eighty percent of the cost for sign improvements for merchants in Botany Village. There have been few takers of this offer.

Of the 99 merchants in Botany Village, only about 15 pay the $35 annual dues to their Merchants Association.

The Botany Plaza (Old Forstman Mill). Across Randolph Avenue near Botany Village is a commercial enterprise that was built in early 2000 (Feb. 2000) on Highland Ave. This street defines the border of Clifton and Passaic and is

therefore eligible for the U.E.Z. 3% sales tax. The Plaza includes a K-Mart, a Pathmark, and other satellite stores.

In close proximity to Botany Village, there is a Home Depot and a Walgreens in the City of Passaic. Both stores enjoy the 3% sales tax advantage.

Jack Whiting – Tax Assessor
A history of ratables in Clifton is available.

He indicated that there is a strong demand for residential housing in the Botany Village area from Passaic, Paterson, and Garfield residents due to Clifton's quality education system and the present low interest rate climate.

He has annual and 10 year maps of sales (by block & lot) available for the whole city on tax maps. They are color coded by year. He also has records of paired sales (i.e. for sites sold & resold), with corresponding dates and price of sale from the 80's to the present.

Donna Sidotti – Director of Community Development
Rich Smith of the same office was also present.
When the Mayor & Council passed a resolution opposing any loss of homes associated with the construction of the 21/46 interchange, the merchants may not have been aware that, as a result, the full interchange was lost (due to loss of ramps from 46E to 21S and from 21N to 46W.
Impact on Botany Village: 3 or 4 specialty shops closed (lost customer base from the West).

- Marchesin's Shoe Store remains – but impacted.
- Maria's Ravioli left.
- Parian's Jewelers – now in Franklin Lakes.

Rich Smith indicated that it appears that there have been more turnovers in the last 4 to 5 years in Botany Village. However, ten percent vacancies, the current rate, is common in commercial areas.

Mrs. Sidotti indicated that the noise barriers located on Trimble Avenue were huge and, as such, unattractive.

<u>Meetings with Passaic Officials – June 3 and June 21, 2002</u>
Greg Hill – Business Administrator 6/3/02
North Pulaski Park was improved by NJDOT as part of the Route 21 freeway project. It is now opened during daylight as per public request, but it is policed due to concerns of graffiti and the homeless utilizing the park at night. Concerns were expressed that the concrete steps in the park are not safe, and DOT wouldn't install railings.

Dayton (Monroe) mini-park is also now open. Problems of liter do exist in the park. He credited the DOT with installing a perimeter fence of seven-foot height so that the city could close the park at night as needed.

Ed Szwalek – City Engineer 6/3/02
Mayor Moller (Elmwood Park) was successful in keeping the Route 21 freeway from encroaching on their township by insuring that the final alignment was maintained on the westerly side of the Passaic River.

He suggested that many changes were made to the alignment of the freeway during the period of the 1960's to the final design due to political pressure. As a result, not all the changes were necessarily positive. One example was that Route 21 northbound, at its connection with Route 46 tapers down to one lane, which creates constant back up, particularly during rush hour periods. He indicated that the design decision was made to avoid the taking of six residences in the city of Clifton.

Mr. Szwalek has no knowledge of noise complaints from Passaic residents. The City of Passaic voted to accept noise barriers if they were required in conjunction with the project. He noted that the only one that was built by the DOT was near Beth Israel Hospital.

He stated that there is no apparent problem at Beth Israel Hospital due to the taking of some 86 parking spaces by the DOT.

He indicated that the noise barriers constructed by the DOT were huge (he cited those in the Lakeview Avenue area in Clifton). He stated that these could cause aesthetic concerns from those residents.

Mr. Szwalek indicated a perception by residents that Clifton received more amenities then Passaic. One example cited was the pattern of a rose in the brickwork of a noise barrier in Clifton. (Editor's note: we pointed out it was done to commemorate Scotto Nash, an inventor associated with development of a certain class of rose).

Peter Delgado – Tax Assessor 6/21/02
Passaic has a low-end workforce which is predominantly Hispanic and which is reliable. This has worked well for industry in the area, which depends heavily on "walk-in" labor, which resides in close proximity to the industrial facilities.

The 1.8 million square foot Botany Mills industrial complex is 95 percent occupied on its first and second building floors, somewhat less on the third and fourth floors (due to lifting problems).

Shopping in the Main Street area is predominantly by locals who frequent the stores; the 8th street Shoprite shopping center is an exception because there is a

bridge to Garfield (as well as close to Wallington) which draws neighboring residents to that facility.

The redevelopment area (some 20 acres) south of Passaic Street and East of Canal street is a prime area for future development.

Mr. Delgado believes that the Botany Mills Industrial Complex will eventually go retail.

Passaic is thriving due to its walk-in labor force and good public transit.

He believes that the Botany Village area in Clifton has to develop similar to the concept in New Hope, Pennsylvania (near Lambertville, New Jersey) in order to survive as a shopping area.

The missing link of Route 21 hurt the city of Passaic. They didn't have the political muscle in the 1970's and 1980's to promote acceleration of completion of the freeway. As such, Route 80 was completed first by the DOT.

Jane Grubin – Parks and Recreation Supervisor 6/21/02
Very happy with the amenities provided at North Pulaski Park and the Monroe/Dayton mini-park Concerned, however, with lack of railings on steep steps in North Pulaski Park leading to the river walk.

Unable to comment regarding the assessment process utilized by DOT since she has been in her position only one year.

Ed Szwalek – City Engineer 6/21/02
Since Clifton passed a resolution of "no takings" of residences in the 1980's regarding the freeway, the initial full interchange design of Routes 21 and 46 was lost.

The City of Passaic really didn't participate in the design process. Perhaps this was due to the fact that DOT had taken parcels needed for the freeway in the 1960's. As such, no new taking issues arose in Passaic when the freeway was built in the year 2000.

The access/egress ramps are generally operating properly in the Monroe Street area. It would have been desirable to have had an exit off Route 21 by City Hall, but it would've resulted in a taking of 1 city block to accomplish same.

In the PM period, one does experience back up on Monroe Street by the Route 21 exit ramp.

Truck traffic still exists on Monroe Street, in part, perhaps, because people take time to adjust to new travel routes. He suggested that, to alleviate same, a four (4) ton limit for vehicles on Monroe Street should be imposed.

During the AM and PM peak hours, traffic on Route 21 northbound negotiating Route 46 back up of the order of one thousand (1,000) feet down to Ackerman Avenue. As a result, to avoid same, many of the locals take Lexington Avenue as an alternative.

Traffic problems exist in the Randolph Avenue corridor because of its elimination as a direct connection to Route 46. The result is that motorists tend to get lost in the area in utilizing local streets to reach Randolph Avenue.

The Route 21 freeway can possibly help in increasing valuations of property in Passaic, and, as such, improve the socio-economic fabric of the city. There is a demand for commercial and residential properties presently in Passaic.

Ricardo Fernandez – Zoning Officer, Department of Community Development 6/21/02
Provided detailed maps of the parcels associated with the proposed redevelopment district in the city. The area is zoned industrial, and is readily accessible along Route 21 at its new exits.

The plans are presently for developing manufacturing in the above district, although the NJIT team pointed out that some of the parcels abutting the Passaic River may have potential for hi-rise residential development. Mr. Fernandez said that it is still an open process regarding redevelopment schemes, and will probably be 1 to 2 years before such plans are finalized. The Redevelopment Agency in Passaic is relatively new itself (i.e. less than two years in existence).

The low vacancy rate in housing and commercial properties in the city are due in part by the positive effect of the Route 21 freeway in the municipality.

Gerardo "Gerry" Fernandez – Councilman and Council President 6/21/02
In a brief conversation, indicated that he was pleased with the process utilized by the DOT in constructing the freeway.

INTERVIEWS WITH OFFICERS OF THE BOTANY VILLAGE MERCHANTS ASSOCIATION (6/25/02)
On June 25, 2002, NJIT project investigators met with the following officers of the Botany Village Merchants Association: George J. Silva (Competitive Caskets, Inc.), John Penkalski (Johnny's Bar/Catering), and Joe Nikischer, (J. Michael's Florist). Also in attendance were Harry Swanson and Richard Smith from the City of Clifton's Department of Economic Development and Community

Development. The Botany Village Merchants Association provided NJIT with the following material:

- A scope of services for a Route 21/Botany Village Traffic Impact Study, commissioned jointly by the City of Clifton and Passaic County, and to be performed by Rocciola Engineering of Pompton Plains, New Jersey.

- A letter from Birdsall Engineering, Inc. representing the City of Clifton (dated August 1, 2000) to Assistant Commissioner Dennis K. Keck of the NJDOT regarding alternate access to Botany Village.

- A sheet detailing closings (vacancies) of stores in the Botany Village area. In addition, the sheet provides commentary indicating that Botany Village Merchants have been adversely affected because the combination of Botany Plaza and the elimination of the Route 46 East ramp (i.e. Editors Note: to Randolph Avenue) has caused a twofold effect of increased competition and lack of access."

- A listing of names, addresses, and telephone numbers of all merchants (by category) in Botany Village.

- A copy of a resolution adopted September 1, 1987 by the City of Clifton related to the construction of Route 21 through the City of Clifton and the Interchange at Route 46. As part of the resolution, the Municipal Council "wishes to record its displeasure and opposition to the removal, under any circumstances of any further (tax ratables) buildings in the area of the proposed construction, if any, of Randolph Avenue, Lexington Avenue, and the Route 46 interchange." The resolution was introduced by James Anzaldi, the present mayor of the City of Clifton. The mayor in 1987 was Gloria Kolodziej, who is presently a councilwoman.

- Letters to the Mayor and Council of the City of Clifton by Glenn Parian representing the Botany Village Merchants Association dated May 28, 1993. The letter talks mainly to the concerns related to the closing of the exit from Route 46 eastbound to Botany Village via Randolph Avenue, and its related traffic and socio-economic impacts.

- Letter from Steven Manera, Project Manager of the NJDOT to the Honorable William Pascrell, Jr. dated September 7, 1999. The letter is in response to an exit ramp addition proposal by the Botany Village Merchants Association from Route 46 eastbound to Route 21 southbound.

- Mr. Manera, upon review of same, and in consultation with HNTB Corp., NJDOT's design engineers concludes the following: "Unfortunately, the proposed ramp fails to meet the ultimate test, providing a safe connection to Rt. 21 southbound from Rt. 46 eastbound. Any other feasible ramp

connection for this movement requires the taking of additional (Editors Note: something was left out of the sentence, we presume, it was meant to read the following: additional residential property). Therefore, the NJDOT will be unable to incorporate the ramp into this project."

- Letter to the Honorable Christine Todd Whitman from Robert P. Hammer, City Manager of Clifton, dated December 27, 1999. The letter seeks the Governor's intervention regarding the lack of access from Route 46 Eastbound to Randolph Avenue and the elimination of two-way traffic on Randolph Avenue.

- Letter to Governor Whitman from John Penkalski of the Botany Village Merchants Association dated January 13, 2000. The letter reiterates the above letter by Robert Hammer, and their similar concerns stated since 1993 to local and DOT officials, and also asks for her intervention on the matter.

COMMENTS RECEIVED FROM THE BOTANY VILLAGE MERCHANTS (BVMA) ON JUNE 25, 2002

The NJDOT paid little attention to the BVMA and their concerns since 1993 because they were "not engineers". They argued as early as 1993 that the removal of the Route 46 eastbound ramp to Randolph Avenue would have a severe economic impact on Botany Village Merchants.

It is now tougher to get to Route 46 westbound from Botany Village than before the freeway connection was built. One must now travel through a number of local streets in Clifton to access Route 46 westbound.

Plans prepared by HNTB Inc., design engineers for the NJDOT on this project, indicated signing for Botany Village, which hasn't fully materialized. (Editors Note: we asked for specifics regarding same from the attendees of the BVMA").

INTERVIEW WITH GEORGE HOMCY 8/25/2003

George Homcy was formerly with the North Jersey Regional Chamber of Commerce in Clifton, NJ. Retired now and with Nicholas Martini Foundation in Clifton, NJ. The Chamber of Commerce supported the completion of the Route 21 Freeway with a full interchange design at the intersection with Route 46. He indicated that this design of the interchange would require the taking of approximately 90 homes. The City of Clifton chose the lesser of the three available plans for the interchange which took no homes but left an incomplete interchange.

Mr. Homcy indicated that the lack of a full interchange may have had an impact on Botany Village. He further indicated that it is difficult to quantify the impact

because of other important factors including the 3% sales tax in the immediately adjacent community, the economic downturn in the past few years, the lack of an anchor in the Botany Village complex & the lack of a direct connection to the new developments at Botany Plaza (Home Depot & K-Mart).

He believes that the NJDOT process and personnel worked well in developing the project. In his opinion the project had a positive impact on surrounding towns. He further indicated that the NJDOT was responsive and the money spent on the amenities was well worth the added expenditure and in general the State did a beautiful job.

INTERVIEW WITH DOLORES CAMLET 8/25/2003

The original alignment for the Route 21 extension was through Elmwood Park. The town felt that the impact would have been great on their infrastructure and opposed it vigorously. When the alignment was shifted to the other side of the river, the town was very pleased.

The impacts of the project, as built, has been very positive for Elmwood Park. Transportation movement has been greatly improved for the area. She indicated that it is an excellent regional road and the residents in Elmwood Park are pleased with the project.

The only negative was the homes that were purchased by the State in Elmwood Park along the original alignment on River Drive have not yet been returned to the tax rolls through sale to individual owners by the State. There also appears to be more trucks entering and leaving Route 80 in Elmwood Park since the completion of Route 21. Further, Market Street and Main Avenue in the town have greater numbers of eighteen wheelers which appear to have destinations in the town. This may indicate that the trucks are taking a different route since the completion of Route 21.

APPENDIX 7

COMMUNITY & POLITICAL SURVEY RESULTS

TABLE 8
PASSAIC BUSINESS Monroe Street 2002
Factors for Local Business

	BP	Passaic Metal Products	Windows Plus	Rehtech Machine Co.	Payless USA Phonecards	Tuliana's Bridal	Kuky Electronics	Lucys Pharmacy	Home Depot	Hosta	Four Corners	EC Special	Miami Refrigeration	La Casa del Sardarichi	Pacheco Bar	El Chellere Restaurant	Nazzal store
Customer Access (Driving to Your Location)	4	5	5	5	3	3	1	3	5	4	3	4	5	1	3	3	3
Ease of Customer Parking	n/a	2	4	4	3	1	3	1	5	4	3	3	n/a	n/a	3	2	3
Prior to Route 21 Extension: Customer Traffic	n/a	1	2	4	4	3	2	3	4	4	3	2	2	4	3	5	n/a
New Customer Traffic since Route 21 Extension	4	5	5	n/a	5	3	5	3	5	3	3	4	5	2	4	3	2
Overall Business Climate	4	3	4	5	3	n/a	5	3	5	3	3	3	5	3	4	3	2
Pride in Neighborhood	1	3	n/a	2	3	n/a	4	4	5	3	n/a	5	2	2	4	4	2
Level of Traffic Noise	3	3	4	1	1	3	4	3	3	2	3	3	3	2	2	3	n/a
Traffic Congestion	3	5	1	3	1	5	4	3	5	2	3	4	1	3	3	2	1
Traffic Safety	n/a	1	3	4	3	3	3	1	5	n/a	5	4	1	1	3	2	1
Customer Traffic from Local area	3	4	4	4	3	5	3	3	5	3	3	4	3	1	3	2	4
Customer Traffic from Region	4	3	4	4	5	4	5	3	5	3	3	5	5	2	3	5	4
Total Customer Spending	3	3	4	n/a	3	2	5	4	5	3	3	4	4	2	5	2	3
Total Customer Traffic	4	4	4	3	5	3	5	3	5	3	3	4	5	2	4	3	2
Average score per merchant	**3.3**	**3.2**	**3.7**	**3.5**	**3.2**	**3.2**	**3.8**	**2.8**	**4.8**	**3.1**	**3.2**	**3.8**	**3.4**	**2.1**	**3.4**	**3.0**	**2.5**
Was there a decline in customer spending																	
When did it begin										9/01	9/01						
What percent										>15							

TABLE 8 (Continued)
PASSAIC BUSINESS Monroe Street 2002

Factors for Local Business	Don Pancho Mexican Restaurant	Corte Tropical	SJM Furnitures	Monroe Plaza Laundromat	De Puebla Veracruz Restaurant	Anunta Restaurant	Rosario Refrigeration	La Nueva Esperanza Record	Tepexac Grocery	**Average**
Customer Access (Driving to Your Location)	5	5	4	4	2	1	5	3	3	**3.5**
Ease of Customer Parking	4	3	2	4	n/a	3	1	3	4	**3.0**
Prior to Route 21 Extension: Customer Traffic	5	3	2	3	5	n/a	1	n/a	n/a	*****
New Customer Traffic since Route 21 Extension	2	5	4	5	4	3	5	3	5	**3.9**
Overall Business Climate	4	3	4	5	4	3	5	5	3	**3.8**
Pride in Neighborhood	4	5	5	5	3	5	4	4	4	**3.6**
Level of Traffic Noise	5	1	3	3	3	3	3	3	3	**2.8**
Traffic Congestion	4	1	5	2	1	3	1	3	1	**2.7**
Traffic Safety	3	5	5	5	1	4	4	4	1	**3.0**
Customer Traffic from Local area	2	3	3	5	5	4	5	4	4	**3.5**
Customer Traffic from Region	4	4	4	5	2	3	3	3	4	**3.8**
Total Customer Spending	2	3	3	5	4	2	4	3	4	**3.4**
Total Customer Traffic	2	3	4	5	3	3	5	3	4	**3.6**
Average score per merchant	**3.5**	**3.4**	**3.7**	**4.3**	**3.1**	**3.1**	**3.5**	**3.4**	**3.3**	**3.4**

Was there a decline in customer spending
When did it begin
What percent
* the question is unclear and the results are subject to interpretation

TABLE 9
Botany Village 2002
Factors for Local Business

	RtraupMann Appliance Parts	Luigi Palazzo Barber Shop	Stefan & Sons	Boczniewicz Travel Service	Botany Village Pizza	O & K Laundromat	Parker Inn	Martial Arts Tae Kwon Do Center	Ceop Italian American Family Assoc	Lee Catzin	Parker Liquor	DGS Wireless	J. Michael's Florist & Gift Shoppe Inc.	Clifton Paint Supply	George Coffee Shop
Customer Access (Driving to Your Location)	1	1	1	5	1	3	3	2	3	5	n/a	n/a	1	3	1
Ease of Customer Parking	1	1	3	3	2	3	4	5	3	2	2	1	1	3	1
Prior to Route 21 Extension: Customer Traffic	5	4	1	4	5	4	3	3	4	n/a	n/a	n/a	2	3	4
New Customer Traffic since Route 21 Extension	1	1	1	2	1	4	3	1	3	5	n/a	5	2	3	1
Overall Business Climate	1	1	1	3	2	4	3	1	5	4	n/a	5	1	2	1
Pride in Neighborhood	3	1	1	1	3	5	4	3	4	1	4	5	1	1	1
Level of Traffic Noise	n/a	3	5	3	3	n/a	2	5	4	3	3	n/a	1	3	3
Traffic Congestion	n/a	1	n/a	4	1	4	2	3	4	3	1	5	1	3	2
Traffic Safety	n/a	1	n/a	4	4	3	3	3	1	3	1	5	1	3	4
Customer Traffic from Local area	1	1	1	3	1	3	3	2	3	3	5	5	1	3	1
Customer Traffic from Region	1	1	1	4	2	3	3	2	3	4	5	n/a	2	3	1
Total Customer Spending	1	1	1	3	2	3	2	4	4	n/a	5	n/a	2	3	1
Total Customer Traffic	1	1	1	3	2	4	3	2	3	4	n/a	5	1	3	1
Average score per merchant	**1.6**	**1.4**	**1.5**	**3.2**	**2.2**	**3.6**	**2.9**	**2.8**	**3.4**	**3.4**	**3.3**	**4.5**	**1.3**	**2.8**	**1.7**
Was there a decline in customer spending															
When did it begin	98	00	70		97								02		
What percent	>15	>15	>15		>15								>10	>15	>15

TABLE 9 (continued)
Botany Village 2002

Factors for Local Business	Anthoux Furino	Smakosli	Joe D's Appliance	Johnny's Bar & Grill	Angel's Hair Design	Perfection Unisex	**Average**
Customer Access (Driving to Your Location)	1	n/a	4	2	3	2	**2.3**
Ease of Customer Parking	3	1	3	2	1	4	**2.3**
Prior to Route 21 Extension: Customer Traffic	4	n/a	4	2	5	4	*****
New Customer Traffic since Route 21 Extension	1	4	4	2	2	2	**2.4**
Overall Business Climate	1	n/a	4	2	4	2	**2.5**
Pride in Neighborhood	4	5	5	2	4	2	**2.9**
Level of Traffic Noise	4	3	3	1	4	5	**3.2**
Traffic Congestion	4	4	2	1	1	5	**2.7**
Traffic Safety	4	5	2	1	2	3	**2.8**
Customer Traffic from Local area	1	4	4	2	4	3	**2.6**
Customer Traffic from Region	1	1	4	1	4	2	**2.4**
Total Customer Spending	1	3	4	2	2	2	**2.4**
Total Customer Traffic	1	4	4	2	3	2	**2.5**
Average score per merchant	**2.3**	**3.4**	**3.6**	**1.7**	**3.0**	**2.9**	**2.7**

Was there a decline in customer spending		
When did it begin	'95	'01
What percent	>15	>10

* the question is unclear and subject to interpretation

TABLE 10
Botany Village Businesses 2004
Factors for Local Business

	Johnny's Bar & Grill 110 Ackerman	Botany Village Pizza 266 Parker	Peoples Choice Market 234 Parker	Ozzie's Barber Shop 244 Dayton	Stefan & Sons Meat 246 Dayton	Angelo Custom Tailor 248 Dayton	Emperor's Palace 256 Dayton	Jay's Hair Sensation 260 Parker	Perfection Unisex 232 Parker	Parker Wine & Liquor 203 Parker	Parker Group 209 Parker	Global PC Solutions 209 Parker	Adviana Resturant 213 Parker	Valley Farms Dairy 243 Parker	Clifton Paint 225 Parker	Banco Popular 10 Village Sq E	Competitive Caskets 221 Dayton	A-1 Gewant Chiropractic 229 Dayton	Discount Liquors 73 Ackerman
Customer Access (Driving to Your Location)	1	3	3	3	5	2	1	2	3	1	1	5	3	1	3	5	4	4	5
Ease of Customer Parking	1	4	3	4	4	5	1	1	5	4	3	5	5	3	3	5	4	5	5
Prior to Route 21 Extension: Customer Traffic	5	na	4	5	3	5	5	3	4	na	2	5	1	3	na	na	5	4	1
New Customer Traffic since Route 21 Extension	4	3	3	2	5	2	1	1	3	na	2	5	1	1	na	na	4	4	5
Overall Business Climate	1	3	2	3	4	2	1	1	2	3	2	5	na	1	na	5	4	4	5
Pride in Neighborhood	2	4	1	1	3	2	1	1	na	1	1	5	3	2	na	5	3	5	5
Level of Traffic Noise	1	3	5	5	4	5	5	5	3	3	3	3	2	2	3	5	3	na	4
Traffic Congestion	1	3	5	5	5	5	5	5	4	3	2	3	1	2	3	na	3	4	2
Traffic Safety	2	3	3	3	4	3	3	3	2	3	1	3	3	2	3	5	4	4	4
Local Business Activity	1	4	3	1	4	3	1	1	3	3	1	5	3	3	na	5	5	na	5
Regional Business Activity	2	3	2	1	4	3	1	1	2	2	1	5	3	3	na	5	5	na	5
Total Customer Spending	1	3	2	1	3	3	1	1	3	3	2	5	3	1	na	5	4	na	5
Total Business Activity	1	3	2	1	4	3	1	1	2	3	2	5	3	1	na	5	4	na	5
Average Score per Merchant	**1.8**	**3.3**	**2.9**	**2.7**	**4**	**3.3**	**2.1**	**2**	**3**	**2.6**	**1.8**	**4.5**	**2.6**	**1.9**	**3**	**5**	**4**	**4.3**	**4.3**
Was there an economic decline?	y	na	y	n	n	y	y	y	y	y	y	n	y	y	n	n	n	n	n
When did it begin?	01		1			1			3		00		00						
What % decline?	10	na	5	na	na	>15	60	>15	5	5	>15	na	10	>15					
Years at location?	51	15	10	17	25	22	24	12	4	3	23	1	4	72	14		6	7	5

Legend 1-Major decline 2-Some decline 3-No effect 4-Some improvement 5-Major improvement NA-Not applicable

TABLE 10 (continued)
Botany Village Businesses 2004

Factors for Local Business	GNC 69 Ackerman	Macedonian Soccer Club 97 Ackerman	Lucchi Co 98 Ackerman	Grand Prix Auto Serv. 80 Ackerman	Peter's Service Ctr 89 Ackerman	Damiano Pharmacy 270 Parker	Mars Furniture 290 Parker	Wanda's Beauty Parlor 286 Parker	Clifton Savings Bank 1 Botany Village Sq.	J. Michael's Florist 315 Parker	**Average**
Customer Access (Driving to Your Location)	5	4	1	3	3	1	1	1	4	1	**2.7**
Ease of Customer Parking	5	4	1	3	3	3	1	1	4	3	**3.4**
Prior to Route 21 Extension: Customer Traffic	na	4	5	4	2	1	4	5	na	na	*****
New Customer Traffic since Route 21 Extension	3	2	1	1	3	2	5	1	4	1	**2.7**
Overall Business Climate	2	3	1	4	3	1	2	1	4	1	**2.6**
Pride in Neighborhood	4	3	1	4	3	2	2	1	4	3	**2.7**
Level of Traffic Noise	3	3	3	3	5	3	3	2	na	3	**3.4**
Traffic Congestion	3	3	2	1	5	3	3	3	4	3	**3.3**
Traffic Safety	1	4	1	1	5	3	3	3	5	1	**2.9**
Local Business Activity	2	3	1	4	3	1	2	1	4	1	**2.7**
Regional Business Activity	2	3	1	4	3	1	2	1	5	1	**2.6**
Total Customer Spending	2	3	1	2	3	1	2	1	5	1	**2.5**
Total Business Activity	2	3	1	4	3	1	2	1	3	1	**2.5**
Average Score per Merchant	**2.8**	**3.2**	**1.5**	**2.9**	**3.4**	**1.8**	**2.5**	**1.7**	**4.2**	**1.67**	**2.9**
Was there an economic decline?	y	n	y	n	n	y	y	y	n	y	
When did it begin?	03		04			"00	02	00		00	
What % decline?	5		>15			15	15	>15		>15	
Years at location?	2	25	10	10	12	71	4	12	20	16	

* the question is unclear and the results are subject to interpretation

TABLE 13
PASSAIC BUSINESS - MAIN AVENUE 2003

Factors for Local Business	Hair & Nail Connection 108 Main	Jan Jill & John 170 Main Ave	Advantage Computers 178 Main	Jerry's in the Park 200 Main	Reliable Jim's 529 Main	Quality Food Market #3 565 Main	Nail Studio 571 Main	Mobil Media 586 Main	Spirit PCS 590 Main	Home Liquors 593 Main	Easy Choice Inc. 596 Main	Go Bananas 604 Main	Dr E Waldman Optomotrist 607 Main	All Court Sportswear 610 Main	Easy Pickins 638 Maim	Excel Dentistry 641 Main	**Average**
Customer Access (Driving to Your Location)	4	1	5	3	5	3	4	1	2	3	4	5	5	4	4	4	**3.6**
Ease of Customer Parking	4	na	2	1	2	3	4	4	3	3	na	5	3	4	3	na	**3.2**
Prior to Route 21 Extension: Customer Traffic	2	na	2	3	3	3	3	3	na	3	3	4	2	4	3	2	*****
New Customer Traffic since Route 21 Extension	4	na	2	3	5	3	4	3	na	3	4	5	4	4	4	5	**3.8**
Overall Business Climate	2	na	1	5	4	3	4	4	3	3	3	4	4	4	3	4	**3.4**
Pride in Neighborhood	3	na	1	2	4	4	na	5	1	3	5	3	4	4	3	4	**3.3**
Level of Traffic Noise	3	na	3	3	1	3	3	na	3	3	4	4	3	3	3	3	**3.0**
Traffic Congestion	na	na	3	4	1	3	3	5	3	3	na	4	3	3	4	4	**3.3**
Traffic Safety	na	na	2	4	4	3	3	4	1	3	4	4	4	3	3	3	**3.2**
Local Business Activity	3	na	3	3	4	4	3	5	4	3	na	4	4	4	5	5	**3.9**
Regional Business Activity	5	na	3	3	4	5	4	2	na	3	3	4	4	4	4	5	**3.8**
Total Customer Spending	3	na	4	3	4	4	3	5	4	3	5	4	3	4	4	5	**3.9**
Total Business Activity	3	na	4	3	4	4	3	2	2	3	4	4	4	4	3	5	**3.5**
Average score per merchant	**3.3**	**1.0**	**2.7**	**3.1**	**3.5**	**3.5**	**3.4**	**3.6**	**2.6**	**3.0**	**3.9**	**4.2**	**3.6**	**3.8**	**3.5**	**4.1**	**3.4**
Was there a decline in customer spending																	
When did it begin	03	02	03				02		03								
What percent	>10	>15	>5				>5	<5	>15		>10						

* the question is unclear and subject to interpretation

TABLE 14
CLIFTON BUSINESS - MAIN AVENUE 2003

Factors for Local Business	Wendy's 83 Main	All Start Cleaners 226 Main	Accurate Wholesale Kitchens 340 Main	Clark Surveying 400 Main	Ideal Driving School 1151 Main	Int'l Motorsports 1372 Main	Clifton Main Vac 1197 Main	American Sports 1241Main	All the People Insurance 1289 Main	Welsh Farm 1330 Main	Macando Bakery 1154 Main	Luna Skincare 1169 Main	Studio J 1233 Main	Suba Carpet 1247 Main	Georges Auto Service 1260 Main	HMA Tax Accounting Service 1289 Main	Amigo's Bagel 668 1/2 Main	Exclusive USA 674 Main	HAH 684 Main	Delgado Travel 687 Main	Buy & Save Electronics 688 Main	Magic Nails 701 Main	**Average**
Customer Access (Driving to Your Location)	3	3	5	3	5	5	3	3	2	1	5	4	5	2	4	1	4	4	3	5	5	2	**3.5**
Ease of Customer Parking	na	3	5	3	4	na	3	3	3	1	3	2	5	3	4	2	na	3	4	5	3	1	**3.2**
Prior to Route 21 Extension: Customer Traffic	3	3	2	3	5	3	2	3	2	na	3	4	na	4	4	4	na	1	3	3	3	2	**3.0**
New Customer Traffic since Route 21 Extension	3	4	4	4	5	4	2	3	3	3	4	5	na	3	3	3	na	2	4	3	5	na	**3.5**
Overall Business Climate	3	4	4	4	5	4	3	3	3	2	4	4	5	2	4	2	na	4	3	4	4	3	**3.5**
Pride in Neighborhood	3	4	4	4	5	4	4	3	2	na	4	3	na	3	4	2	4	4	3	4	3	3	**3.5**
Level of Traffic Noise	3	3	3	na	4	4	3	3	4	1	3	2	na	3	3	2	3	2	4	3	3	2	**2.9**
Traffic Congestion	3	3	4	4	3	na	4	3	3	1	3	3	3	1	4	2	na	2	3	3	3	4	**3.0**
Traffic Safety	3	3	4	4	2	na	2	3	2	4	3	na	3	3	4	1	3	4	3	na	4	3	**3.1**
Customer Traffic from Local area	3	3	4	4	5	4	3	1	3	1	4	5	5	3	4	2	4	4	3	4	4	4	**3.5**
Customer Traffic from Region	3	3	4	4	5	na	na	1	3	2	4	4	5	na	4	2	na	4	3	4	3	4	**3.4**
Total Customer Spending	3	3	4	4	5	4	na	1	3	3	5	3	5	na	2	3	na	2	3	5	4	3	**3.4**
Total Customer Traffic	3	4	4	4	5	4	4	1	3	2	5	4	5	na	4	2	na	3	3	na	4	3	**3.5**
Average score per merchant	**3.0**	**3.3**	**3.9**	**3.8**	**4.5**	**4.0**	**3.0**	**2.4**	**2.8**	**1.9**	**3.8**	**3.6**	**4.6**	**2.7**	**3.7**	**2.2**	**3.6**	**3.0**	**3.2**	**3.9**	**3.7**	**2.8**	**3.3**
Was there a decline in customer spending																							
When did it begin							03	01				03		01									
What percent									>15	>15	<5			>10		>10							

TABLE 15
CLIFTON BUSINESS - MAIN AVENUE 2004

Factors for Local Business	Midtown Grill 1218 Main	Eden Musical 1165 Main	Tony's Jewelers 1173 Main	Angelica Fashion 1241 Main	Clifton Main Vac 1197 Main	Suba Outlet Carpet 1247 Main	Macondo 1154 Main	7/11 1202 Main	Amore 1281 Main	George's Auto Service 1260 Main	White Castle 1341 Main	**Average**
Customer Access (Driving to Your Location)	3	4	4	3	3	5	5	5	4	3	3	**3.82**
Ease of Customer Parking	3	4	1	1	1	3	5	5	2	3	3	**2.82**
Prior to Route 21 Extension: Customer Traffic	3	4	3	4	3	na	3	5	3	3	3	*****
New Customer Traffic since Route 21 Extension	3	4	3	3	3	na	3	5	4	3	3	**3.40**
Overall Business Climate	4	4	3	2	3	2	5	na	3	3	na	**3.22**
Pride in Neighborhood	4	4	3	2	3	3	5	na	3	3	na	**3.33**
Level of Traffic Noise	3	5	3	2	3	4	3	5	3	3	3	**3.36**
Traffic Congestion	3	5	3	2	3	3	3	5	4	3	3	**3.36**
Traffic Safety	5	5	3	2	3	4	3	4	4	3	3	**3.55**
Local Business Activity	4	3	3	4	3	3	4	3	3	3	3	**3.27**
Regional Business Activity	3	5	3	4	3	3	4	3	3	3	3	**3.36**
Total Customer Spending	4	5	3	4	3	3	4	3	3	3	3	**3.45**
Total Business Activity	4	5	3	4	3	3	4	3	3	3	3	**3.45**
Average score per merchant	**3.5**	**4.4**	**2.9**	**2.8**	**2.8**	**3.3**	**3.9**	**4.2**	**3.2**	**3.0**	**3.0**	**3.37**
Was there a decline in customer spending	n	n	n	y	n	y	n	n	n	n	n	
When did it begin				01		04						
What percent				>15		>15						
Years at location	5	4	20	10	18	3	6	4	12	8	15	

* the question is unclear and subject to interpretation

LOCAL BUSINESS - MONROE STREET **PASSAIC BUSINESS 2005**	4 Hermanos 236	Crazy & Lace 233	Tatiana Rest 231	Tapeyao 225	Frank's Refrigeration 232	Robert Electronics 224	Palonia Bakery 204	Imagen Lunar 192 A	SJM Furniture 259
Factors for Local Business									
Customer Access (Driving to Your Location)	3	5	3	4	5	4	4	5	1
Ease of Customer Parking	1	1	1	1	1	1	1	1	1
Prior to Route 21 Extension: Customer Traffic	2	3	2	3	2	3	4	4	4
New Customer Traffic since Route 21 Extension	3	4	3	3	4	4	5	4	3
Overall Business Climate	3	3	3	3	4	4	4	4	3
Pride in Neighborhood	3	3	3	3	4	4	4	4	3
Level of Traffic Noise	3	2	3	3	3	3	3	3	3
Traffic Congestion	3	2	3	2	4	3	2	4	1
Traffic Safety	3	3	3	3	3	3	3	3	3
Local Business Activity	3	3	3	3	4	4	4	4	na
Regional Business Activity	3	3	3	3	4	4	4	4	na
Total Customer Spending	3	3	3	3	4	4	4	4	na
Total Business Activity	3	3	3	3	4	4	4	4	na
AVERAGE	**2.8**	**2.9**	**2.8**	**2.8**	**3.5**	**3.5**	**3.5**	**3.7**	**2.4**
Years at Location	5	15	5	13	5	5	50	4	5
Was there a decline in customer spending	n	n	n	n	y	n	n	n	y
When did it begin					01				00
What percent					5-10		1-5		1-5

LOCAL BUSINESS - MAIN AVENUE **Monroe to Passaic St. 2005**	Wholesale Furniture 741 Main	Passaic 1 hour Photo 739	RAC Rent-a Center 695	America Training Ctr. 625	Joyeria Mona Lisa 743	Passaic Transport 723	Palacios Travel 689	**Average**
PASSAIC BUSINESS								
Factors for Local Business								
Customer Access (Driving to Your Location)	3	5	4	5	3	2	2	**3.6**
Ease of Customer Parking	2	1	1	5	3	2	2	**2.7**
Prior to Route 21 Extension: Customer Traffic	3	3	3	3	2	3	3	*****
New Customer Traffic since Route 21 Extension	3	3	3	4	4	4	2	**3.7**
Overall Business Climate	3	4	2	4	4	4	2	**3.4**
Pride in Neighborhood	3	4	2	4	na	3	2	**3.5**
Level of Traffic Noise	3	3	2	1	na	2	3	**3.0**
Traffic Congestion	3	3	1	1	5	2	3	**2.8**
Traffic Safety	3	3	1	2	5	2	4	**2.9**
Local Business Activity	3	4	2	4	3	2	3	**2.9**
Regional Business Activity	3	4	2	4	3	3	3	**3.1**
Total Customer Spending	3	4	2	4	3	3	3	**3.3**
Total Business Activitty	3	4	2	4	3	3	3	**3.4**
								3.2
Was there a decline in customer spending			Y			Y	Y	
When did it begin			2001			2001	2000	
What percent						5	15	
Years at Location	30	10	10	10	5	8	30	

LOCAL BUSINESS - MAIN AVENUE **Monroe to Highland 2005**	El Girasol 873 Main	Fabric King 829	Perfumeria de Sunny Inc 831	Carlos Used Auto Sales 775	Armando Auto Body Inc 801-3	VR Supermarket 924	Royal Pizza 921
PASSAIC BUSINESS							
Factors for Local Business							
Customer Access (Driving to Your Location)	3	3	5	4	4	4	3
Ease of Customer Parking	na	3	5	3	3	1	2
Prior to Route 21 Extension: Customer Traffic	na	3	5	2	3	na	3
New Customer Traffic since Route 21 Extension	na	4	4	4	4	1	3
Overall Business Climate	3	4	4	4	4	2	4
Pride in Neighborhood	3	na	4	4	4	1	4
Level of Traffic Noise	3	3	5	4	4	2	4
Traffic Congestion	2	3	na	4	4	1	4
Traffic Safety	2	4	na	4	4	1	4
Local Business Activity	2	2	na	4	4	3	4
Regional Business Activity	3	2	5	4	4	4	4
Total Customer Spending	4	3	5	4	4	3	4
Total Business Activity	3	3	5	4	4	3	4
Was there a decline in customer spending							
When did it begin							
What percent							
Years at Location	5	17	5	9	30	5	7

TABLE 1
POLITICAL SURVEYS 2002 PASSAIC

	Glenn Carter (Planning Dept.) Passaic 8 yrs	Greg Hill (Business Administrator) Passaic 7 yrs	Edward Szwalek (Municipal Engineer) Passaic 23 Yrs	Jane Gurtman Grubin (Director of Human Services) Passaic 1 Yr	Peter Delgado (Assessor) Passaic 12 Yrs	**Average**
Traffic on Local Streets						
Traffic Noise Levels	4	2	2	n/a	n/a	**2.7**
Traffic Congestion	4	1	2	n/a	n/a	**2.3**
Ease of Parking Your Car	3	3	n/a	n/a	n/a	**3.0**
Street Light	3	3	n/a	n/a	n/a	**3.0**
Driving Safety	4	3	3	n/a	n/a	**3.3**
Pedestrian Safety	4	3	4	n/a	n/a	**3.7**
Ease Of Pedestrian Movement	4	4	4	n/a	n/a	**4.0**
Ease of Driving in the Neighborhood	4	4	4	n/a	n/a	**4.0**
Safety of Street Play	4	5	n/a	n/a	n/a	**4.5**
				Average of averages		**3.4**
The Neighborhood						
Level of Crime	3	3	n/a	n/a	n/a	**3.0**
Use of Parks and Other Amenities	4	4	n/a	5	n/a	**4.3**
Access to Local Shopping	4	3	4	5	4	**4.0**
Quality of Local Shopping	4	3	3	n/a	n/a	**3.3**
Appearance of Neighborhood	4	4	4	5	4	**4.2**
Quality of Life	4	3	4	n/a	n/a	**3.7**
Pride in Neighborhood	4	3	3	n/a	3	**3.3**
Appearance of Route 21 Corridor	4	2	5	5	4	**4.0**
Neighborhood Safety	4	3	3	n/a	n/a	**3.3**
				Average of averages		**3.7**
Is the project outcome what was expected	yes	yes	no	unk	yes	
Was the project sensitive to local neighborhoods	yes	yes	yes	yes	unk	
Was the project responsive to local neighborhoods	yes	unk	yes	unk	unk	
Was the funding worthwhile for the amenities received	yes	yes	unk	yes	unk	

TABLE 2
***POLITICAL SURVEYS 2002* CLIFTON**

	Gloria Kolodziej (Councilwoman) Clifton 20 Yrs	Albert Greco (Health Officer) Clifton 7 yrs	Stefan Tatarenko (Councilman) Clifton 5 Yrs	Richard Smith (Community Specialist) Clifton 11 yrs	James Yellen, P.E. (City Engineer) Clifton 10 Yrs	Jon Whiting (Municipal Assessor) Clifton 31 Yrs	**Average**
Traffic on Local Streets							
Traffic Noise Levels	n/a	2	1	n/a	n/a	3	**2.0**
Traffic Congestion	n/a	2	1	n/a	1	2	**1.5**
Ease of Parking Your Car	3	4	1	n/a	n/a	n/a	**2.7**
Street Light	3	4	1	n/a	n/a	n/a	**2.7**
Driving Safety	n/a	3	1	n/a	n/a	3	**2.3**
Pedestrian Safety	n/a	3	1	n/a	2	2	**2.0**
Ease Of Pedestrian Movement	n/a	3	1	n/a	2	3	**2.3**
Ease of Driving in the Neighborhood	n/a	1	1	n/a	1	2	**1.3**
Safety of Street Play	n/a	3	1	n/a	n/a	n/a	**2.0**
					Average of averages		**2.1**
The Neighborhood							
Level of Crime	3	3	n/a	n/a	n/a	3	**3.0**
Use of Parks and Other Amenities	3	5	n/a	n/a	n/a	3	**3.7**
Access to Local Shopping	3	1	1	n/a	n/a	1	**1.5**
Quality of Local Shopping	3	1	1	n/a	n/a	2	**1.8**
Appearance of Neighborhood	4	4	1	n/a	2	4	**3.0**
Quality of Life	2	4	1	n/a	2	4	**2.6**
Pride in Neighborhood	3	3	1	n/a	n/a	n/a	**2.3**
Appearance of Route 21 Corridor	4	5	4	n/a	n/a	5	**4.5**
Neighborhood Safety	2	3	n/a	n/a	2	3	**2.5**
					Average of averages		**2.8**
Is the project outcome what was expected	yes	no	no	no	yes	yes	
Was the project sensitive to local neighborhoods	no	no	no	yes/no	yes	no	
Was the project responsive to local neighborhoods	no	no	no	yes/no	yes	no	
Was the funding worthwhile for the amenities received	yes	no	unk	unk	no	yes	

POLITICAL SURVEYS 2005 Clifton & Passaic	Jim Anzaldi, Mayor, Clifton	James Yellen, City Engineer, Clifton	Debby Oliver, Recreation Supervisor, Clifton	Gloria Kolodziej, Councilwoman, Clifton	Samuel Rivera, Mayor, Passaic	Thomas Polalillo, Tax Assessor, Passaic	T. N. zayatz, Fire Chief, Passaic	Glenn carter, Planning Director, Passaic
Is the project outcome what was expected	n	x	y	n	y	y	y	y
Does the completed project blend into local neighborhoods	y/n	n	y	n	y	y	n	y
Was the project responsive to community input	y	n	x	y	unk	n	y	y
Were the amenities received anasset to the community	y/n	y	y	y	y	y	y/n	y
Where communications with NJDOT adequate during design phase	y	y	y	n	unk	y	x	y
Were there positive impacts on your community	y	n	y	y	y	y	y	y
Were there negative impacts on your community	y	y	x	y	y	y	y	y

TABLE 6

RESIDENTS Adjacent to Noise Barriers	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	**Avg.**
Factors for Local Residents																
Ease of Local Driving	4	1	3	1	2	2	5	3	2	3	2	1	na	1	2	**2.29**
Appearance of Neighborhood	5	1	2	1	5	1	3	3	5	2	2	1	5	2	2	**2.67**
Lighting	5	3	2	2	3	3	na	4	4	3	2	1	na	3	1	**2.77**
Change in Visual Landscape	5	1	2	1	4	1	3	5	5	3	2	1	5	4	na	**3.00**
Safer to Play in Streets	3	1	3	1	5	3	5	2	4	5	3	1	na	1	5	**3.00**
Pride in Neighborhood	5	1	3	1	5	3	4	4	4	1	2	2	5	2	3	**3.00**
Driving Safety	5	1	3	1	2	3	5	4	4	4	3	2	na	2	1	**2.86**
Traffic Noise Levels	5	3	4	1	3	2	4	3	2	4	4	4	na	3	2	**3.14**
Ease of Parking Your Car	5	3	3	5	3	3	5	3	3	1	4	1	na	2	1	**3.00**
Quality of Life	5	1	4	1	5	3	5	4	4	3	3	2	5	1	2	**3.20**
Appearance of Rt21/46 corridor	5	5	4	1	3	1	4	4	4	2	3	1	5	4	2	**3.20**
Visual Impact of Noise Barriers	5	na	2	1	5	1	5	5	4	2	3	2	4	4	3	**3.29**
Perceived Real Estate Values	na	5	na	na	5	na	5	5	2	1	2	2	na	na	4	**3.44**
Pedestrian Safety	5	1	3	1	4	3	5	5	4	5	3	2	na	2	1	**3.14**
Neighborhood Safety	4	5	4	1	5	3	5	5	3	1	2	3	5	2	na	**3.43**
Traffic Congestion	5	4	4	1	3	3	5	2	4	5	4	4	na	3	1	**3.43**
Access to Local Highways	5	1	4	na	5	2	5	5	4	4	5	3	na	2	2	**3.62**
	4.8	**2.3**	**3.1**	**1.3**	**3.9**	**2.3**	**4.6**	**3.9**	**3.6**	**2.9**	**2.9**	**1.9**	**4.9**	**2.4**	**2.1**	**3.13**

Legend 1-Major decline 2-Some decline 3-No effect 4-Some improvement 5-Major improvement na-Not applicable

Years at Site	50	4	7	10	11	50	17	3	48	5	9	11	0.7	25	3	**16.90**

APPENDIX 9

Traffic Counts

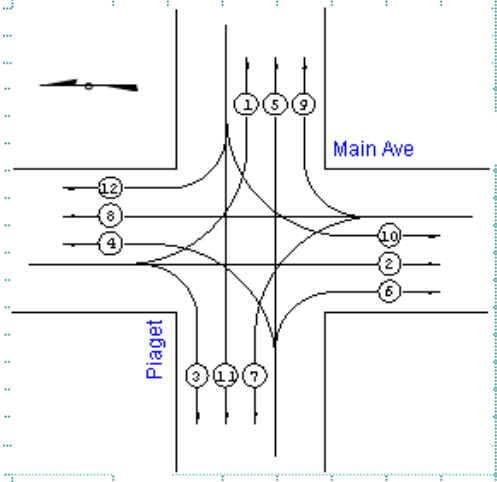
TRAFFIC COUNT SUMMARY Piaget and Main

PROJ. NO.:
PROJECT:
RECORDER: Alex Zuendt

INTERSECTION: Piaget and Main
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: April 13, 2004 DAY: Tuesday
TIME: 4:00 PM to 5:00 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
-	14	147	8	169	11	74	13	98	7	123	9	139	17	67	14	98	504
-	18	189	0	207	12	82	21	115	8	175	18	201	12	66	11	89	612
-	13	214	6	233	18	73	18	109	9	165	26	200	12	71	12	95	637
-	6	233	10	249	13	89	17	119	8	244	9	261	7	95	5	107	736
TOTAL	51	783	24	858	54	318	69	441	32	707	62	801	48	299	42	389	2489

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Main & Lakeview	820.00	780.00
Piaget between Main & Rt 46	796.00	1240.00
Main between Piaget & Crooks	1661.00	1820.00
Main between Piaget & Clifton	1701.00	1150.00

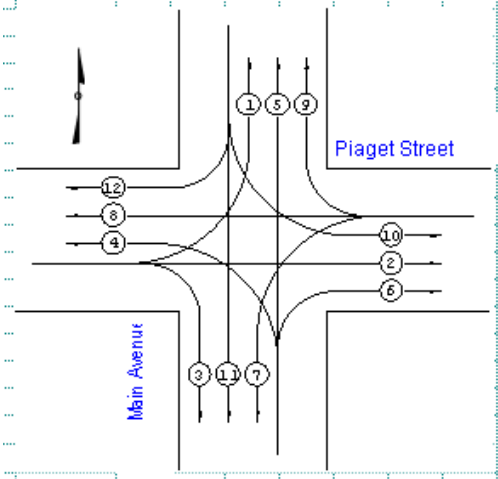
TRAFFIC COUNT SUMMARY Piaget Street & Main Avenue

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Piaget Street & Main Avenue
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: August 4, 2005 DAY: Thu
TIME: 5:25 PM to 6:25 PM

COMMENTS: 10% truck traffic on Main avenue

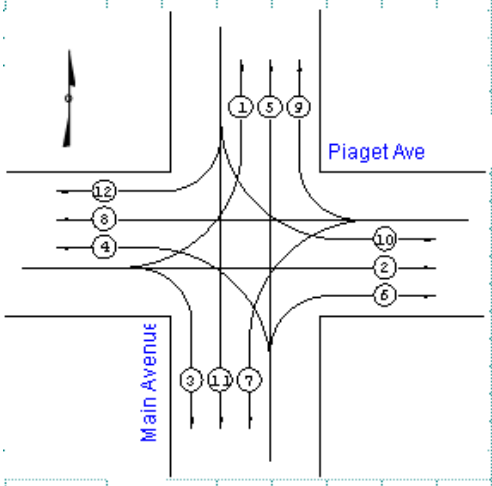


TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:25-6:25	111	298	69	478	111	307	31	449	27	206	126	359	74	323	2	399	1685

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Main & Lakeview	762.00	780.00
Piaget between Rt 46 & Main	797.00	1240.00
Main between Piaget & Crooks	943.00	1820.00
Main between Clifton & Piaget	868.00	1150.00

TRAFFIC COUNT SUMMARY Piaget and Main

PROJ. NO.:		INTERSECTION:	Piaget and Main
PROJECT:			
		MUNICIPALITY:	Clifton
RECORDER:	Paul Locus	COUNTY:	Passaic
		DATE:	September 1, 2005 DAY: Thu
		TIME:	8:15 AM to 9:15 AM
		COMMENTS:	12% truck traffic on Main avenue
			6% truck traffic on Piaget avenue



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
8:15-9:15	106	164	61	331	81	258	34	373	26	189	92	307	58	248	58	364	1375

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Main & Lakeview	563.00	780.00
Piaget between Main & Rt 46	659.00	1240.00
Main between Piaget & Crooks	820.00	1820.00
Main between Piaget & Clifton	708.00	1150.00

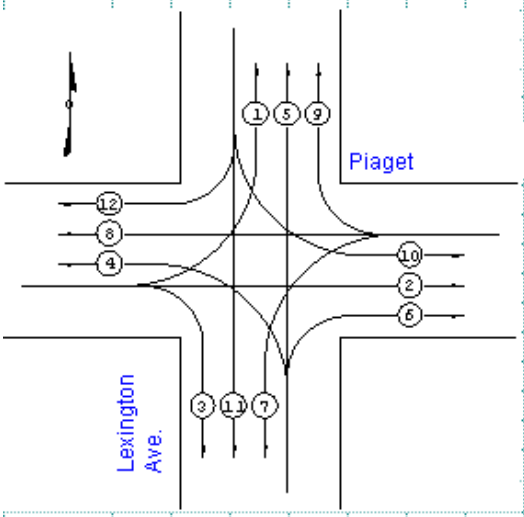
TRAFFIC COUNT SUMMARY Piaget and Lexington

PROJ. NO.:
PROJECT:
RECORDER: Alex Zvendt

INTERSECTION: Piaget and Lexington
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: April 6, 2004 DAY: Tuesday
TIME: 4:00 PM to 5:00 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:00-4:15	0	0	0	0	0	98	4	102	2	0	4	6	3	113	0	116	224
4:15-4:30	0	0	0	0	0	117	2	119	3	0	5	8	3	134	0	137	264
4:30-4:45	0	0	0	0	0	125	3	128	3	0	2	5	7	150	0	157	290
4:45-5:00	0	0	0	0	0	180	4	184	7	0	2	9	6	213	0	219	412
TOTAL	0	0	0	0	0	520	13	533	15	0	13	28	19	610	0	629	1190

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Lexington & Lakeview	60	410
Lexington between Piaget & Rt 46	1162	1110
Lexington between Piaget & Clifton	1158	460

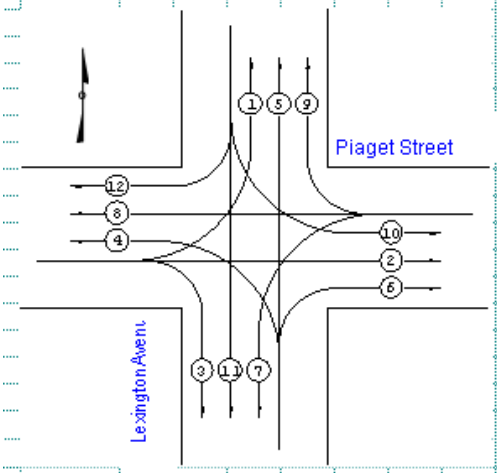
TRAFFIC COUNT SUMMARY Piaget Street & Lexington Avenue

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Piaget Street & Lexington Avenue
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: August 5, 2005 DAY: Fri
TIME: 5:00 PM to 5:45 AM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:00-5:45	125		71	196	101	387		488				0		354	65	419	1103

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Lakeview & Lexington	483.00	410.00
Lexington between Clifton & Piaget	1217.00	460.00
Lexington between Piaget & rt 46	1241.00	1110.00

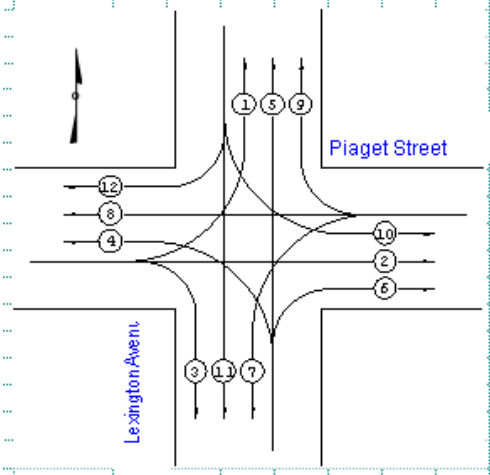
TRAFFIC COUNT SUMMARY Piaget Street & Lexington Avenue

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Piaget Street & Lexington Avenue
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: August 9, 2005 DAY: Tue
TIME: 4:40 PM to 5:40 AM

COMMENTS: 2% truck traffic on Lexington



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:40-5:40	147		114	261	115	530		645				0		499	84	583	1489

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Lakeview & Lexington	460.00	410.00
Lexington between Clifton & Piaget	1258.00	460.00
Lexington between Piaget & rt 46	1260.00	1110.00

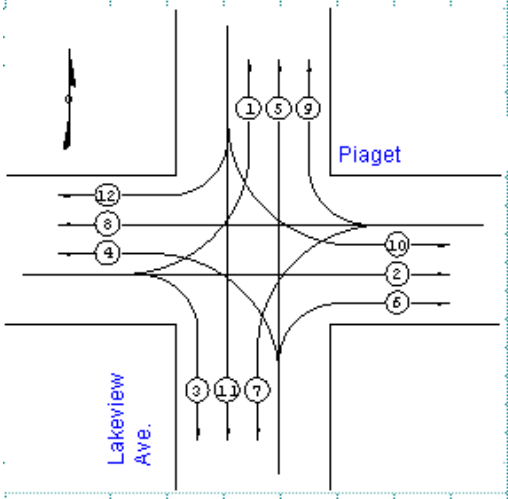
TRAFFIC COUNT SUMMARY Piaget and Lakeview

PROJ. NO.:
PROJECT:
RECORDER: Alex Zvendt

INTERSECTION: Piaget and Lakeview
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: April 20, 2004 DAY: Tuesday
TIME: 4:00 PM to 5:00 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:00-4:15	3	58	10	71	4	99	11	114	9	61	15	85	2	87	10	99	369
4:15-4:30	6	79	3	88	2	74	8	84	6	76	7	89	6	67	8	81	342
4:30-4:45	6	52	6	64	4	91	7	102	8	61	9	78	3	101	8	112	356
4:45-5:00	8	85	9	102	6	93	8	107	8	58	14	80	2	78	11	91	380
TOTAL	23	274	28	325	16	357	34	407	31	256	45	332	13	333	37	383	1447

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Main & Lakeview	634	780
Piaget between Lakeview & Lexington	653	410
Lakeview between Piaget & Crooks	808	880
Lakeview between Piaget & Clifton	799	730

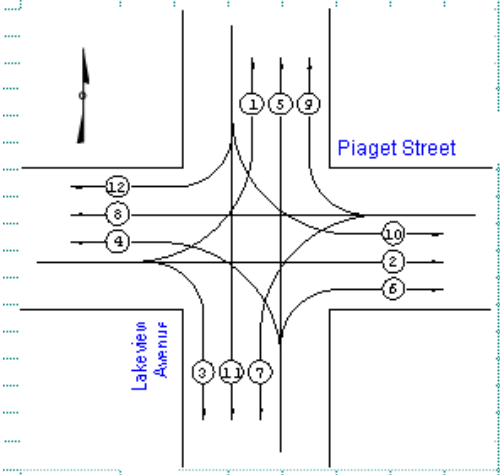
TRAFFIC COUNT SUMMARY Piaget Street & Lakeview Avenue

PROJ. NO.:
PROJECT:
RECORDER: Alex Zvendt

INTERSECTION: Piaget Street & Lakeview Avenue
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: September 23, 2005 DAY: Fri
TIME: 5:30 PM to 6:00 PM

COMMENTS:



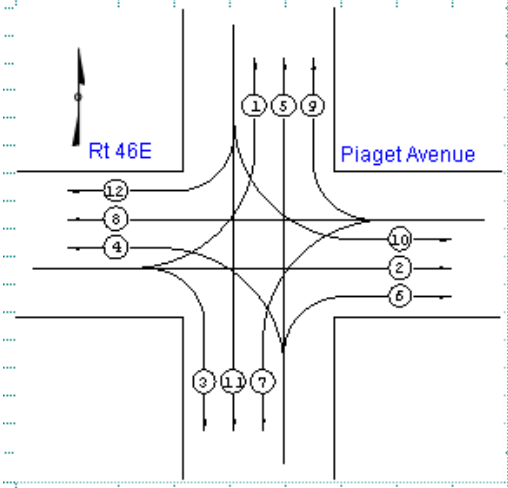
TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:30-6:00	45	70	53	168	72	249	10	331	12	92	23	127	8	283	34	325	951

	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Main & Lakeview	366.00	780.00
Piaget between Lakeview & Lexington	215.00	410.00
Lakeview between Clifton & Piaget	679.00	730.00
Lakeview between Piaget & Crooks	642.00	880.00

TRAFFIC COUNT SUMMARY Rt 46E exit at Piaget avenue

PROJ. NO.:		INTERSECTION:	Rt 46E exit at Piaget avenue
PROJECT:			
		MUNICIPALITY:	Clifton
RECORDER:	Paul Locus	COUNTY:	Passaic
		DATE:	Sept 12, Oct 21, 2005
		TIME:	to

COMMENTS: In the AM count, there was 8% trucks, and in the PM count there was 1% trucks.



TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
)-5:45PM		182															182
)-8:30AM		297															297
-																	
TOTAL	0	479	0	479	0	0	0	0	0	0	0	0	0	0	0	0	479

			Tech Env Study
		NJIT Counts	2010 Projections
Rt 46 exit to Piaget		728	762 estimated
Rt 46 exit to Piaget		594	762 estimated

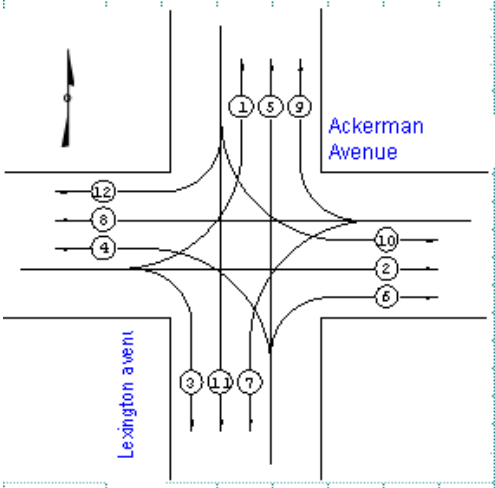
TRAFFIC COUNT SUMMARYAckerman Avenue & Lexington Avenue

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Ackerman Avenue & Lexington Avenue
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: August 19, 2005 DAY: Fri
TIME: 5:10 PM to 6:10 PM

COMMENTS: 2% truck traffic on Lexington Avenue
3% truck traffic on Ackerman Avenue

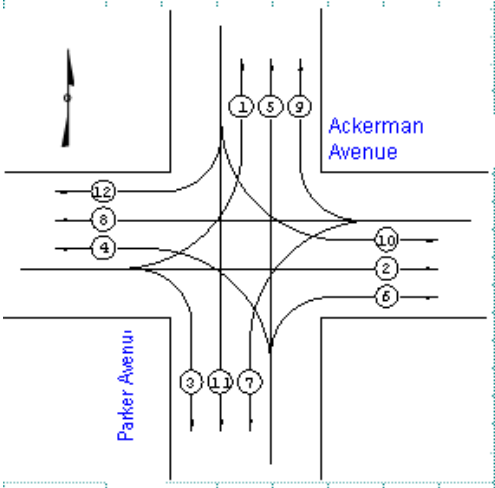


TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:10-6:10				0	9	409	55	473	88	37	101	226	84	414	8	506	1205

	NJIT Counts	Tech Env Study 2010 Projections
Ackerman between Lexington & Parker	365.00	440.00
Lexington between President & Ackerman	1063.00	850.00
Lexington between Ackerman & Clifton	1016.00	810.00

TRAFFIC COUNT SUMMARY Ackerman Avenue & Parker Avenue

PROJ. NO.:		INTERSECTION:	Ackerman Avenue & Parker Avenue
PROJECT:			
		MUNICIPALITY:	Clifton
RECORDER:	Paul Locus	COUNTY:	Passaic
		DATE:	August 2, 2005 — DAY: Tue
		TIME:	5:00 PM to 6:00 PM
		COMMENTS:	

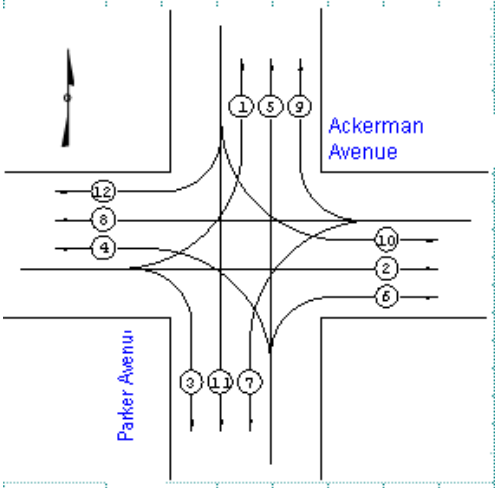


TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
5:00-6:00		193	50	243				0	176	232		408	348	349	0	697	1348

	NJIT Counts	Tech Env Study 2010 Projections
Parker between Ackerman & President	575.00	340.00
Ackerman between Parker & Lexington	475.00	440.00

TRAFFIC COUNT SUMMARY Ackerman Avenue & Parker Avenue

PROJ. NO.:		INTERSECTION:	Ackerman Avenue & Parker Avenue
PROJECT:			
		MUNICIPALITY:	Clifton
RECORDER:	Paul Locus	COUNTY:	Passaic
		DATE:	October 20, 2005 DAY: Tue
		TIME:	8:10 AM to 8:25 AM
		COMMENTS:	



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
8:10-8:25		39	10	49				0	22	46		68	75	41	4	120	237

	NJIT Counts	Tech Env Study
	hourly	2010 Projections
Parker between Ackerman & President	292.00	340.00
Ackerman between Parker & Lexington	396.00	440.00

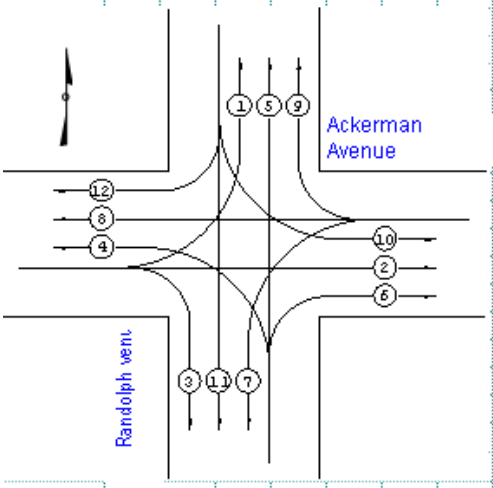
Ackerman Avenue & Randolph Avenue

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Ackerman Avenue & Randolph Avenue
MUNICIPALITY: Clifton
COUNTY: Passaic

DATE: August 22, 2005 DAY: Mon
TIME: 4:50 PM to 5:50 PM

COMMENTS: 2% truck traffic on Randolph Avenue
1% truck traffic on Ackerman Avenue



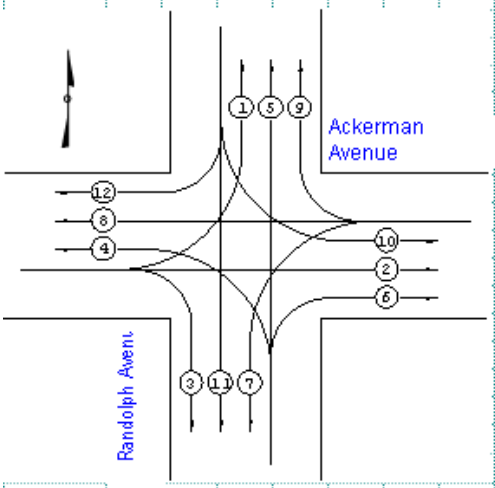
TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
4:50-5:50	5	549		554	36	153	276	465		406	36	442				0	1461

	NJIT Counts	Tech Env Study 2010 Projections
Ackerman between Parker & Randolph	996.00	440.00
Randolph between President & Ackerman	465.00	400.00

Ackerman Avenue & Randolph Avenue

PROJ. NO.:		INTERSECTION:	Ackerman Avenue & Randolph Avenue
PROJECT:			
		MUNICIPALITY:	Clifton
RECORDER:	Paul Locus	COUNTY:	Passaic
		DATE:	October 20, 2005 DAY: Tues
		TIME:	8:40 AM to 8:55 AM

COMMENTS:
10% truck traffic on Ackerman Avenue



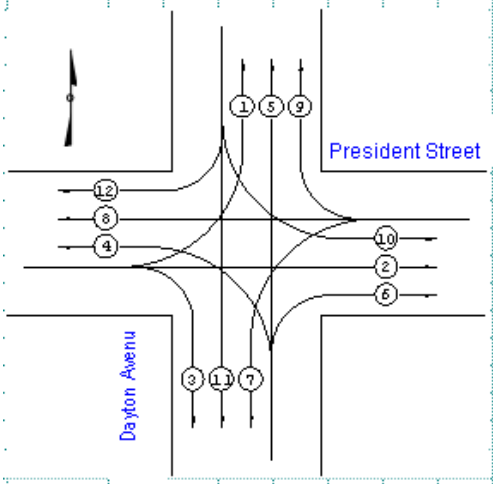
TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
8:40-8:55	0	106		106	4	17	41	62		65	6	71				0	239

	NJIT Counts	Tech Env Study 2010 Projections
Ackerman between Parker & Randolph	700.00	440.00
Randolph between President & Ackerman	248.00	400.00

TRAFFIC COUNT SUMMARY Dayton Avenue & President Street

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Dayton Avenue & President Street
MUNICIPALITY: Passaic
COUNTY: Passaic
DATE: June 13, 2005 DAY: Wedd
TIME: 5:00 PM to 6:00 PM
COMMENTS:

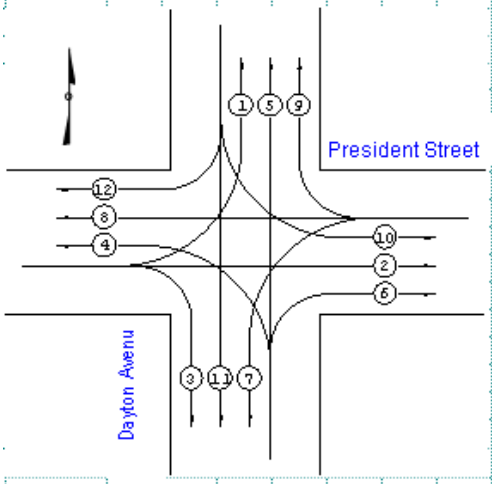


TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:00-6:00	5	9	1	15	5	77	24	106	14	56	31	101	83	97	199	379	601

	NJIT Counts	Tech Env Study 2010 Projections
Dayton between Monroe & President	271.00	380.00
President between Parker & Dayton	218.00	160.00

TRAFFIC COUNT SUMMARY Dayton Avenue & President Street

PROJ. NO.:		INTERSECTION:	Dayton Avenue & President Street
PROJECT:		MUNICIPALITY:	Passaic
RECORDER:	Paul Locus	COUNTY:	Passaic
		DATE:	June 21, 2005 — DAY: Tue
		TIME:	8:25 AM to 9:25AM
		COMMENTS:	



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
8:25-9:25	6	33	35	74	55	57	92	204	3	2	4	9	3	70	14	87	374

	hourly NJIT Counts	Tech Env Study 2010 Projections
Dayton between Monroe & President	312.00	380.00
President between Parker & Dayton	145.00	160.00

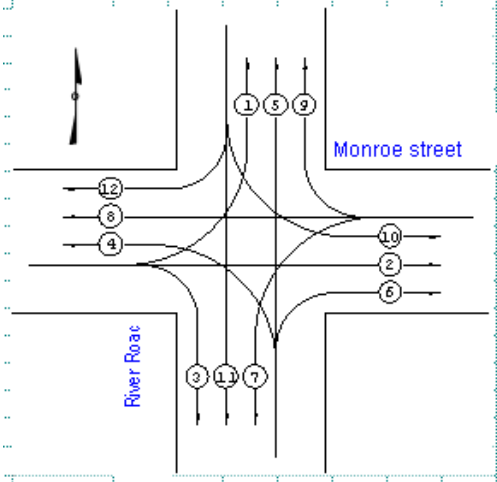
TRAFFIC COUNT SUMMARY Monroe Street & River Road

PROJ. NO.:
PROJECT:
RECORDER: Alex Zuendt

INTERSECTION: Monroe Street & River Road
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: August 3, 2005 DAY: Wed
TIME: 5:00 PM to 6:00 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:00-6:00	141	204	58	403	89	372	16	477	11	170	31	212	33	297	123	453	1545

	NJIT Counts	Tech Env Study 2010 Projections
Monroe between River & Midland	465.00	730.00
Monroe between Dayton & River	785.00	1140.00
River between Monroe & Outwater	997.00	1040.00
River between Passaic & Monroe	843.00	1170.00

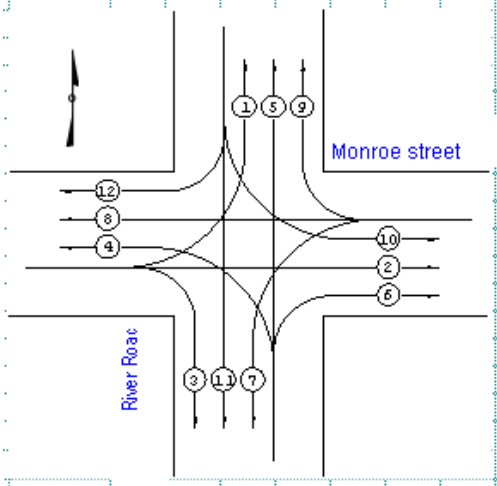
TRAFFIC COUNT SUMMARY Monroe Street & River Drive 2

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Monroe Street & River Drive 2
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: October 7, 2005 DAY: Fri
TIME: 8:40 AM to 9:10 AM

COMMENTS: 8% truck traffic on River Road
8% truck traffic on Monroe Street



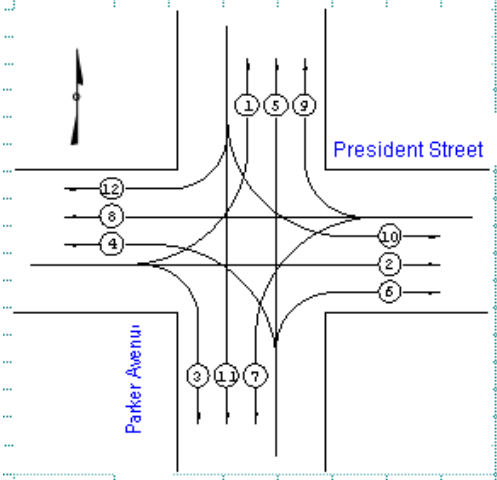
TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
8:40-9:10	43	68	40	151	32	151	6	189	4	78	12	94	22	141	40	203	637

	NJIT Counts	Tech Env Study 2010 Projections
Monroe between River & Midland	380.00	730.00
Monroe between Dayton & River	602.00	1140.00
River between Monroe & Outwater	818.00	1040.00
River between Passaic & Monroe	748.00	1170.00

TRAFFIC COUNT SUMMARY Parker Avenue & President Street

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Parker Avenue & President Street
MUNICIPALITY: Passaic
COUNTY: Passaic
DATE: June 21, 2005 DAY: Tue
TIME: 4:00 PM to 5:00 PM
COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:00-5:00	21	60	81	162	82	60	29	171	9	102	18	129	40	228	83	351	813

	NJIT Counts	Tech Env Study 2010 Projections
President between Lexington & Parker	429.00	180.00
President between Parker & Dayton	204.00	160.00
Parker between President & Ackerman	450.00	460.00
Parker between Monroe & President	459.00	340.00

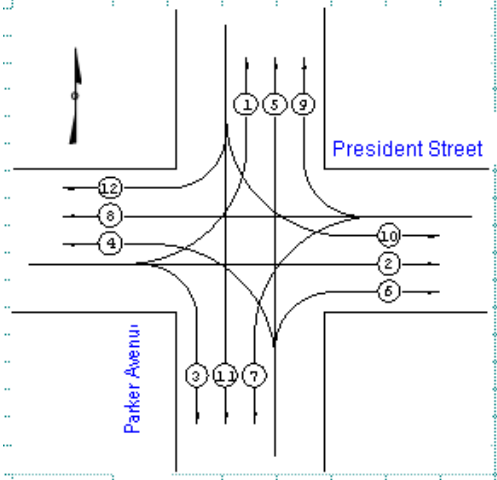
TRAFFIC COUNT SUMMARY Parker Avenue & President Street

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Parker Avenue & President Street
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: June 24, 2005 DAY: Fri
TIME: 5:15 PM to 6:15 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:15-6:15	20	69	64	153	67	94	46	207	11	99	26	136	36	270	80	386	882

	NJIT Counts	Tech Env Study 2010 Projections
President between Lexington & Parker	399.00	180.00
President between Parker & Dayton	287.00	160.00
Parker between President & Ackerman	526.00	460.00
Parker between Monroe & President	552.00	340.00

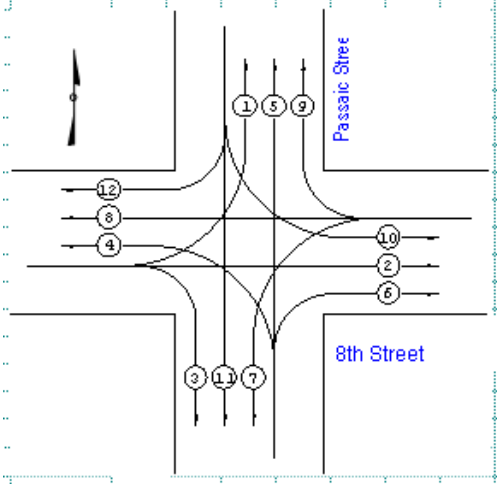
TRAFFIC COUNT SUMMARY Passaic & 8th Streets

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Passaic and 8th streets
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: June 14, 2005 DAY: Tue
TIME: 4:00 PM to 5:00 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:00-5:00	45	131	8	184	19	57	65	141	46	95	11	152	3	23	2	28	505

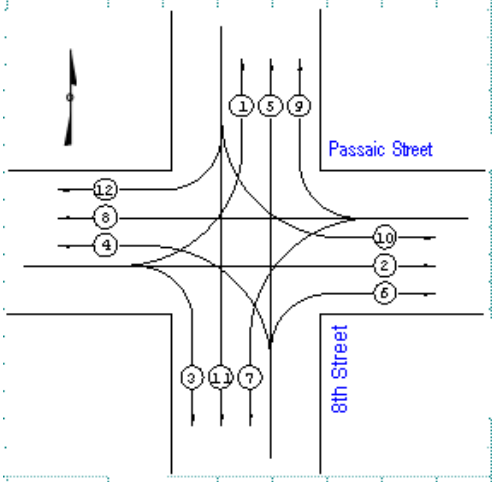
TRAFFIC COUNT SUMMARY Passaic Street & 8th Street

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Passaic and 8th
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: June 29, 2005 DAY: Wed
TIME: 8:15 AM to 9:15 AM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
8:15-9:15	10	119	9	138	9	17	56	82	45	90	6	141	4	17	2	23	384

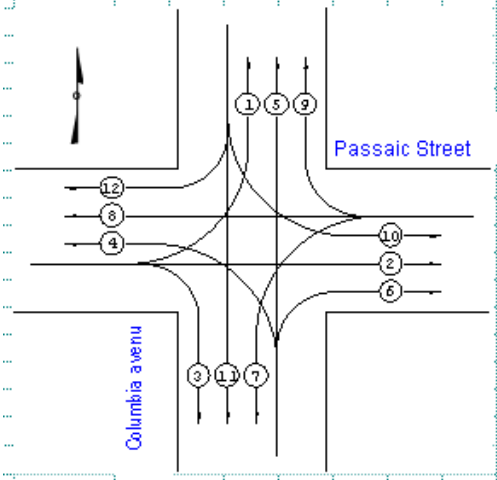
TRAFFIC COUNT SUMMARY Passaic Street & Columbia Avenue

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Passaic Street & Columbia Avenue
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: June 27, 2005 DAY: Mon
TIME: 4:35 PM to 5:35 PM

COMMENTS:



TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
4:35-5:35	37	458	37	532	0	0	0	0	45	225	86	114	48	24	42	114	760

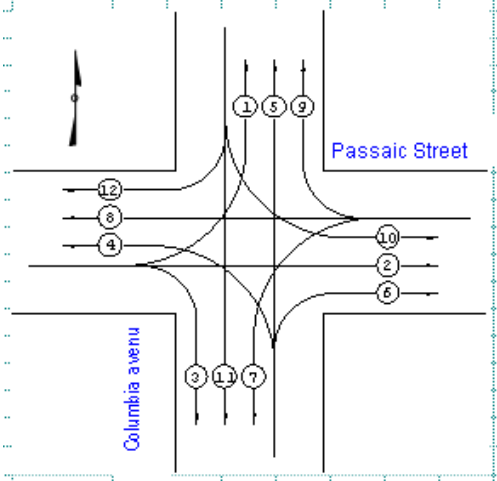
TRAFFIC COUNT SUMMARY Passaic Street & Columbia Avenue

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Passaic Street & Columbia Avenue
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: August 16, 2005 DAY: Tue
TIME: 8:25 AM to 9:30 AM

COMMENTS: 13% truck traffic on Passaic Street



TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
8:25-9:30	16	271	27	314				0	22	367	37	426	34	12	22	68	808

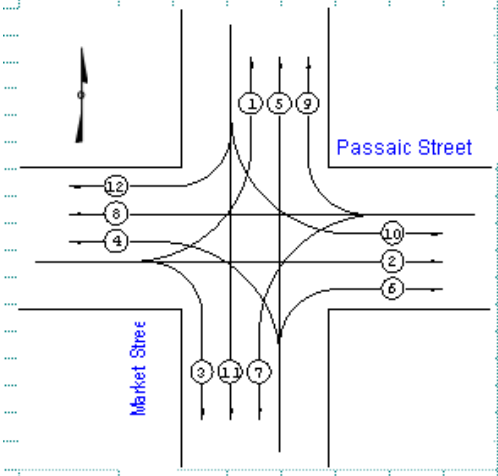
TRAFFIC COUNT SUMMARY Passaic Street & Market Street

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Passaic Street & Market Street
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: July 29, 2005 DAY: Fri
TIME: 8:15 AM to 9:15 AM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
8:15-9:15	19	257	53	329	87	49	11	147	17	325	32	374	60	70	52	182	1032

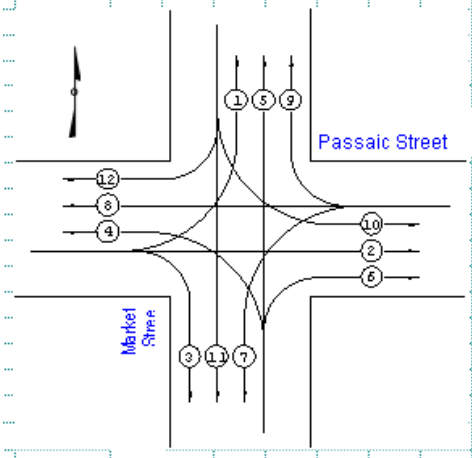
TRAFFIC COUNT SUMMARY Passaic Street & Market Street

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Passaic Street & Market Street
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: November 4, 2005 DAY: Fri
TIME: 4:02 AM to 4:32 PM

COMMENTS: 7% trucks on Passaic Street & 10% on Market



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
8:15-9:15	15	162	46	223	60	44	15	119	9	180	24	213	60	72	40	172	727

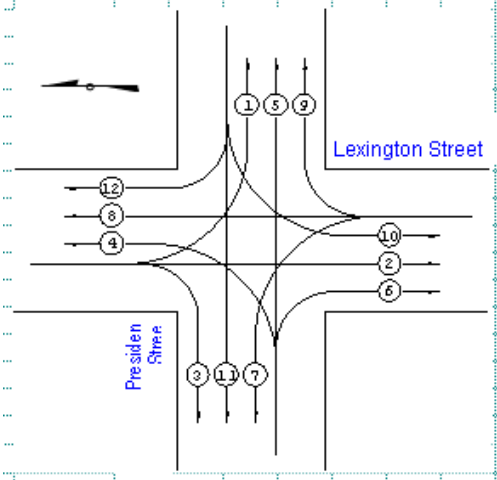
TRAFFIC COUNT SUMMARY President Street & Lexington Stereet

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: President & Lexington
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: June 20, 2005 DAY: Mon
TIME: 4:00 PM to 5:00 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:00-5:00	94	406		500				0		611	76	687	76		96	172	1359

	NJIT Counts	Tech Env Study 2010 Projections
Lexington between Hamilton to President	1169.00	720.00
Lexington between President & Ackerman	1207.00	850.00
President between Lexington & Parker	342.00	180.00

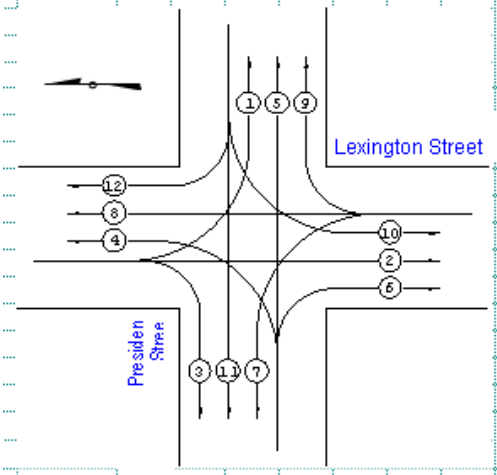
TRAFFIC COUNT SUMMARY President Street & Lexington Stereet

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: President & Lexington
MUNICIPALITY: Passaic
COUNTY: Passaic

DATE: November 4, 2005 DAY: Fri
TIME: 4:49 PM to 5:09 PM

COMMENTS:



	TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
5:	4;	25	134		159				0		232	35	267	34		47	81	507

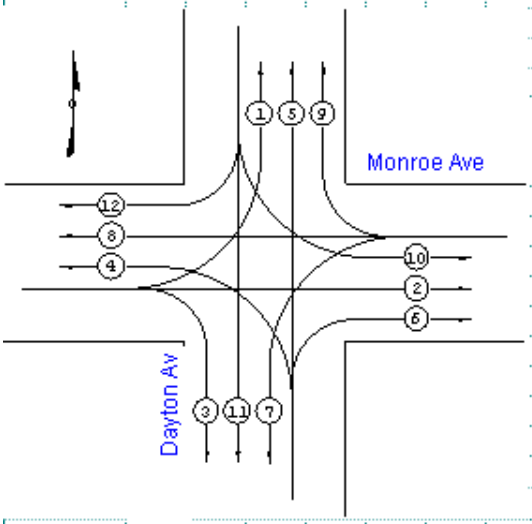
	NJIT Counts	Tech Env Study 2010 Projections
Lexington between Hamilton & President	1305.00	720.00
Lexington between President & Ackerman	1314.00	850.00
President between Lexington & Parker	423.00	180.00

TRAFFIC COUNT SUMMARY Dayton Ave and Monroe

PROJ. NO.:		INTERSECTION:	Dayton Ave and Monroe
PROJECT:		MUNICIPALITY:	Passaic City
RECORDER:	Alex Zuendt	COUNTY:	Passaic

DATE:	June 2, 2004	DAY:	Wednesday	
TIME:	4:00 PM	to	5:00 PM	

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:00-4:15	19	59	1	79	1	15	3	19	2	124	24	150	9	10	40	59	307
4:15-4:30	15	70	0	85	4	4	4	12	5	144	34	183	7	9	24	40	320
4:30-4:45	15	64	2	81	4	8	8	20	2	112	31	145	8	7	40	55	301
4:45-5:00	13	86	1	100	3	14	5	22	2	140	25	167	15	8	48	71	360
TOTAL	62	279	4	345	12	41	20	73	11	520	114	645	39	34	152	225	1288

	NJIT Counts	Tech Env Study 2010 Projections		NJIT Counts	Tech Env Study 2010 Projections
Monroe eastbound to Dayton	345	245	Dayton southbound to Monroe	225	460
Monroe eastbound from Dayton	338	465	Dayton southbound from Monroe	39	220
Monroe westbound to Dayton	645	430	Dayton northbound to Monroe	73	395
Monroe westbound from Dayton	684	355	Dayton northbound from Monroe	217	490

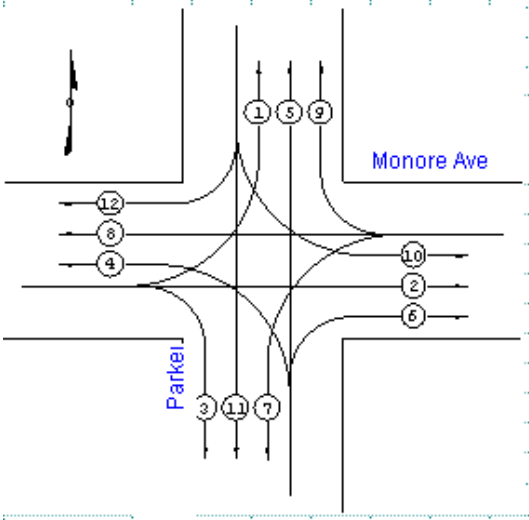
TRAFFIC COUNT SUMMARY Parker and Monroe

PROJ. NO.:
PROJECT:
RECORDER: Alex Zuendt

INTERSECTION: Parker and Monroe
MUNICIPALITY: Passaic City
COUNTY: Passaic

DATE: June 3, 2004 DAY: Thursday
TIME: 4:00 PM to 5:00 PM

COMMENTS:



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:00-4:15	5	66	0	71	0	0	0	0	0	120	43	163	28	0	29	57	291
4:15-4:30	1	69	0	70	0	0	0	0	0	134	38	172	26	0	39	65	307
4:30-4:45	3	62	0	65	0	0	0	0	0	107	37	144	25	0	44	69	278
4:45-5:00	6	71	0	77	0	0	0	0	0	137	41	178	33	0	42	75	330
TOTAL	15	268	0	283	0	0	0	0	0	498	159	657	112	0	154	266	1206

	NJIT Counts	Tech Env Study 2010 Projections
Monroe eastbound to Parker	283	240
Monroe eastbound from Parker	380	245
Monroe westbound to Parker	657	355
Monroe westbound from Parker	652	380

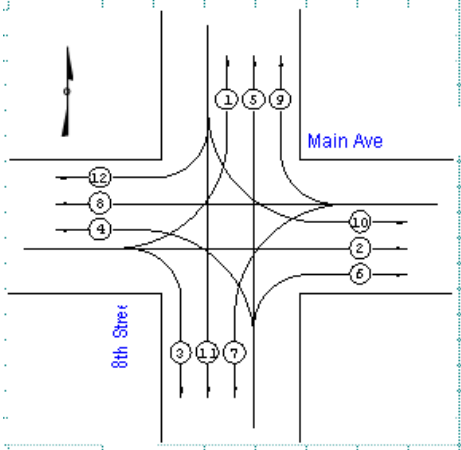
TRAFFIC COUNT SUMMARY Main Ave. (River) Road & 8th Street

PROJ. NO.:
PROJECT:
RECORDER: Paul Locus

INTERSECTION: Main Ave.(River Road) & 8th Street
MUNICIPALITY: Wallington
COUNTY: Passaic

DATE: October 28, 2005 DAY: Fri
TIME: 4:15 PM to 4:45 AM

COMMENTS: Approximately 10% truck traffic on River Road.



TIME	1	2	3	TOTAL 1 - 3	4	5	6	TOTAL 4 - 6	7	8	9	TOTAL 7 - 9	10	11	12	TOTAL 10 - 12	TOTAL
4:15-4:45	17	129	8	154				0	145	138	14	297	34	49	30	113	564