

# **Economic & Quality of Life Impacts of Route 21 Freeway Construction**

## **ANNUAL REPORT THIRD YEAR (2004)**

December 2004

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<p>16. Abstract</p> <p>The New Jersey Department of Transportation in its web page outlines its approach to Context Sensitive Design/Thinking Beyond the Pavement.</p> <p>Context Sensitive Design (CSD) 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. CSD 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. CSD is an attitude and a process, not an outcome.</p> <p>Opened to traffic in December 2000, the "missing section" of the Route 21 Freeway in Clifton and Passaic (Hope Ave. to the Rt. 46 Interchange) was designed utilizing the "equivalent" to the CSD approach at that time and will be used for the evaluation of the CSD approach used. 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.</p> <p>This research project will evaluate over a five year period how effective the CSD approach was in the design of the Route 21 Freeway. The evaluation will focus on economic and quality of life issues. The type of economic issues that may be reviewed include impacts on neighborhoods, residential 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 may be reviewed include: aesthetics and viewscape, level of service of traffic flow and other factors of concern to the local population.</p> <p>Public perception initially and over a five year period will be measured by surveys to be taken each year 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 will be taken to determine changes from pre-construction to post-construction conditions and variations over the five years of the study. Other published data will be utilized to measure changes in economic and quality of life impacts.</p>			
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## **PROJECT ABSTRACT**

The New Jersey Department of Transportation in its web page outlines its approach to Context Sensitive Design/Thinking Beyond the Pavement.

Context Sensitive Design (CSD) 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. CSD 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. CSD is an attitude and a process, not an outcome.

Opened to traffic in December 2000, the "missing section" of the Route 21 Freeway in Clifton and Passaic (Hope Ave. to the Rt. 46 Interchange) was designed utilizing the "equivalent" to the CSD approach at that time and will be used for the evaluation of the CSD approach used. 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 will evaluate over a five year period how effective the CSD approach was in the design of the Route 21 Freeway. The evaluation will focus on economic and quality of life issues. The type of economic issues that may be reviewed include impacts on neighborhoods, residential 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 may be reviewed include: aesthetics and viewscape, level of service of traffic flow and other factors of concern to the local population.

Public perception initially and over a five year period will be measured by surveys to be taken each year 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 will be taken to determine changes from pre-construction to post-construction conditions and variations over the five years of the study. Other published data will be utilized to measure changes in economic and quality of life impacts.

## **PROJECT OBJECTIVES**

The NJIT Team will achieve the following objectives as set forth in the RFP:

1. Determine the economic and quality of life impacts of the Route 21 missing link freeway 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 once each year in Years 2002-2006; thereby, evaluating these impacts over a five year period.
4. Evaluate the communities' reaction to the "Context Sensitive Design" 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.

## **PROJECT APPROACH**

### **NJDOT Baseline Data**

The baseline data provided to the project team is summarized in this section of the report. The NJDOT Reports in the baseline data 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.

Subsequent to the above noted documents, no additional baseline data was compiled in the subject area by the DOT. As such, data comparisons in this study will have to be made with data collection performed by the NJDOT in the

late 1980's and/or with projections made for the 2010 time horizon employed in the above noted documents.

In addition, since the current study has a projected duration of five years, some of the data collected in the earlier years will provide further "baseline" data for the study.

Provided below is an overview of information reviewed from the respective documents which is being referenced and used for comparison purposes in this study. A map of the final alignment for the project may be found in Appendix1, p 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 in Appendix1 of this report is a map showing the alignment of the previously approved alignment of the 1960's. This is an important document in understanding how the final alignment was selected. The report, see page A1-4, in Appendix1 provides projections of changes in traffic patterns and traffic volumes along local streets resulting from the Route 21 freeway extension.

Page A1-5 in Appendix1 shows designated discharge paths from Route 21 to local streets.

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, pp A1-6, 7 in Appendix1.

The study, see pp A1-8, 9 in Appendix1 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.

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 (and 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 Lexington Avenue, pp A1-10-13 in Appendix1.

Also, 2 way AADT 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. In a separate section of this report (see p. 21-22, 30-35), some preliminary traffic analyses have been prepared which involves traffic counting at key intersections during various hours of the day, and projections there from, in some cases, to simulated AADT counts for comparison purposes with data presented in the above referenced NJDOT study reports.

***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, see p. A1-14 in Appendix1. It also provided population projections, see p. A1-14 in Appendix1, for both cities to time horizon 2000. The study also provided historical information about the area, listed businesses and facilities, see p. A1-15 in Appendix1, 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.

In order to assess whether the Route 21 freeway extension has had a socioeconomic impact on Passaic and Clifton, the study herein is developing baseline data which is site specific and which concentrates its activity in the following ways:

- Interviewing merchants in the subject area in both communities (e.g. Monroe and Parker Streets in Passaic; Botany Village in Clifton and Main Avenue in both cities) which may be impacted by the proposal.
- Working with the tax assessors in both cities to get their opinions regarding the impacts of the freeway, as well as available data.
- Keeping abreast of the redevelopment plans in the industrial zone in the city of Passaic located south of Monroe Street and east of the new Route 21 extension.

It is anticipated that the City of Passaic's redevelopment agency, which will have oversight capacity for planning redevelopment in the aforementioned industrial zone, will initiate action within the 2004-2005 time horizon.

***Technical Environmental Study, Vol. II, Noise, 4/92***

Noise data, see p. A1-16 in Appendix1 and mapping, p. A1-17, 18 in Appendix1 developed by the NJDOT in 1985 illustrating the seven monitoring locations are provided in this report. From this study, monitored sound level data at seven locations in the subject area taken in 1985 were revisited in October 2002. This analysis which references the use of Baseline Data developed by the NJDOT, is provided in a section of this report, Noise Level Assessment. On page A1-19 in Appendix1, projections of peak hour sound levels at locations in the study area for time horizon 2010 are resented for both build and no-build scenarios.

***Technical Environmental Study, Volume VII, Visual Enhancement, July 1987***

This report contains panoramic views of five important viewsapes in the Freeway area, see pp. A1-20-24 in Appendix1. The panoramas depict what existed before construction and projected what they thought 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 in the Appendix 1, pp. A1-25-40 in Appendix1 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.

***Botany Village Data***

Botany Village is a shopping area in Clifton where merchants feel that the have been impacted by the freeway project. Data with regard to the composition of the various merchants and their locations may be found in the Appendix, see pp. A1-41-45 in Appendix1.

## **STUDY METHODOLOGY & DATA COLLECTION**

### **Photographic Records**

An important part of this project is 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 Rt. 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 views.

Photographs were taken by the project team during the summer of 2002 at the same locations. These were added to the original photos taken by the NJDOT consultants and the projected views after construction. In the following pages, a combination of photos with all three views and sets of two photos, the actual pre and post-construction photos are shown.

The fourteen paired sets of pre-construction photographs along with their corresponding post-construction views may be found in Appendix 2 – The Photographic Record. The photographic record will be augmented in each of the remaining years of the project to record how the planted foliage as well as other developments affects the view.

Comparing the three situations at each location shows that the actual post-construction is quite pleasing and sometimes even more attractive than projected.

Additional photography will be taken in the following years of the contract to obtain views in different seasons as well as at other locations. Sophisticated software packages will be utilized to balance out the color and brightness of the component photographs to provide enhanced comparisons.

A detailed review of the special enhancements utilized in the construction of the Freeway and its appurtenances will be reviewed in detail along with the park development.

### **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.

#### Industrial Zone in the City of Passaic – Photographic Record of South Street

As noted in the 1<sup>st</sup> Annual Report, 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. He provided the NJIT team with a copy of the tax maps of the area that are the focus of the development 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. At the present time, South Street represents the most southerly street in the area which extends from East 11<sup>th</sup> Street, near the Passaic River, through to Market Street. In addition,

traversing South Street from the Passaic River westerly to Market Street provides 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 2 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 are taken moving west and showing north, south and west views at all of the respective intersections with South Street.

## **Utilization of Personal Interviews and Questionnaires in Assessing Perceived Impacts in the Subject Municipalities of Interest**

In order to develop an understanding of the perceptions of local elected and appointed officials, residents and merchants in the Cities of Passaic and Clifton, interviews and surveys have been 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 grades 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 their 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 Design or CSD 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, on the following pages, are the numerical results for the questionnaires, as well as the verbal responses to questions posed (as noted above) to the appointed and elected officials who responded to the survey. 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 purposed to be of a scientific nature, however, it is believed to provide valuable anecdotal information to reviewers of this report as well as to the NJIT investigators involved in the project.

**TABLE 1**  
**POLITICAL SURVEYS 2002 PASSAIC**  
**Traffic on Local Streets**

	Glenn Carter ( Planning Dept.) Passaic 8 yrs	Greg Hill ( Building Administrator) Passiac 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 Noise Levels	4	2	2	n/a	n/a	<b>2.7</b>
Traffic Congestion	4	1	2	n/a	n/a	<b>2.3</b>
Ease of Parking Your Car	3	3	n/a	n/a	n/a	<b>3.0</b>
Street Light	3	3	n/a	n/a	n/a	<b>3.0</b>
Driving Safety	4	3	3	n/a	n/a	<b>3.3</b>
Pedestrian Safety	4	3	4	n/a	n/a	<b>3.7</b>
Ease Of Pedestrian Movement	4	4	4	n/a	n/a	<b>4.0</b>
Ease of Driving in the Neighborhood	4	4	4	n/a	n/a	<b>4.0</b>
Safety of Street Play	4	5	n/a	n/a	n/a	<b>4.5</b>
			<b>Average of averages</b>			<b>3.4</b>
<u><b>The Neighborhood</b></u>						
Level of Crime	3	3	n/a	n/a	n/a	<b>3.0</b>
Use of Parks and Other Amenities	4	4	n/a	5	n/a	<b>4.3</b>
Access to Local Shopping	4	3	4	5	4	<b>4.0</b>
Quality of Local Shopping	4	3	3	n/a	n/a	<b>3.3</b>
Appearance of Neighborhood	4	4	4	5	4	<b>4.2</b>
Quality of Life	4	3	4	n/a	n/a	<b>3.7</b>
Pride in Neighborhood	4	3	3	n/a	3	<b>3.3</b>
Appearance of Route 21 Corridor	4	2	5	5	4	<b>4.0</b>
Neighborhood Safety	4	3	3	n/a	n/a	<b>3.3</b>
			<b>Average of averages</b>			<b>3.7</b>
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**

**Traffic on Local Streets**

	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 Noise Levels	n/a	2	1	n/a	n/a	3	<b>2.0</b>
Traffic Congestion	n/a	2	1	n/a	1	2	<b>1.5</b>
Ease of Parking Your Car	3	4	1	n/a	n/a	n/a	<b>2.7</b>
Street Light	3	4	1	n/a	n/a	n/a	<b>2.7</b>
Driving Safety	n/a	3	1	n/a	n/a	3	<b>2.3</b>
Pedestrian Safety	n/a	3	1	n/a	2	2	<b>2.0</b>
Ease Of Pedestrian Movement	n/a	3	1	n/a	2	3	<b>2.3</b>
Ease of Driving in the Neighborhood	n/a	1	1	n/a	1	2	<b>1.3</b>
Safety of Street Play	n/a	3	1	n/a	n/a	n/a	<b>2.0</b>

**Average of averages 2.1**

**The Neighborhood**

Level of Crime	3	3	n/a	n/a	n/a	3	<b>3.0</b>
Use of Parks and Other Amenities	3	5	n/a	n/a	n/a	3	<b>3.7</b>
Access to Local Shopping	3	1	1	n/a	n/a	1	<b>1.5</b>
Quality of Local Shopping	3	1	1	n/a	n/a	2	<b>1.8</b>
Appearance of Neighborhood	4	4	1	n/a	2	4	<b>3.0</b>
Quality of Life	2	4	1	n/a	2	4	<b>2.6</b>
Pride in Neighborhood	3	3	1	n/a	n/a	n/a	<b>2.3</b>
Appearance of Route 21 Corridor	4	5	4	n/a	n/a	5	<b>4.5</b>
Neighborhood Safety	2	3	n/a	n/a	2	3	<b>2.5</b>

**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

### **Analysis and Interpretation of the Political Surveys Responded to in the Questionnaires for both Communities 2002**

In general, discussions with elected and public officials in the cities of Passaic and Clifton reveal 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 design 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 later in the report.

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 than 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 4 provides all of the survey data compiled which is reviewed and interpreted herein in the body of the report):

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***

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 a severe 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, will address 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 to date will serve as a baseline to assess

possible changes (if any) in perceptions within the two communities as the project assessment continues in subsequent years of study and analysis.

### **Interviews of Public Officials in Passaic & Clifton (2002)**

Questionnaires 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.

Attendance at a public meeting of the City of Clifton's mayor and council 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 comments were summarized by the team in Appendix 4.

## **TRAFFIC ANALYSIS**

The Route 21 Extension was is 1.8 miles along the western side of the Passaic River from its prior terminus on Monroe Street in Passaic to Rt. 46 in Clifton. Prior to the extension, there was a designated Rt. 21 path along local streets with two-way traffic from Rt. 21 through Dayton Ave. and Randolph Ave. to Rt. 46. Traffic surveys prior to the extension showed that about 2400 trucks per day traveled on the local street "Rt. 21" 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. The study links map and comparison of the results are presented on page 17-21. For the key traffic links in the study area, the results shown on Tables 3-6, pp 18-21, indicate substantial reductions in traffic for the build alternative vs. no build. For example, reductions are predicted of 61% on Dayton Avenue between Monroe Street and President Street, 30% on Randolph Avenue between Clifton Avenue and U.S. 46, and 41% on Lexington Ave. from President Street to Ackerman Avenue.





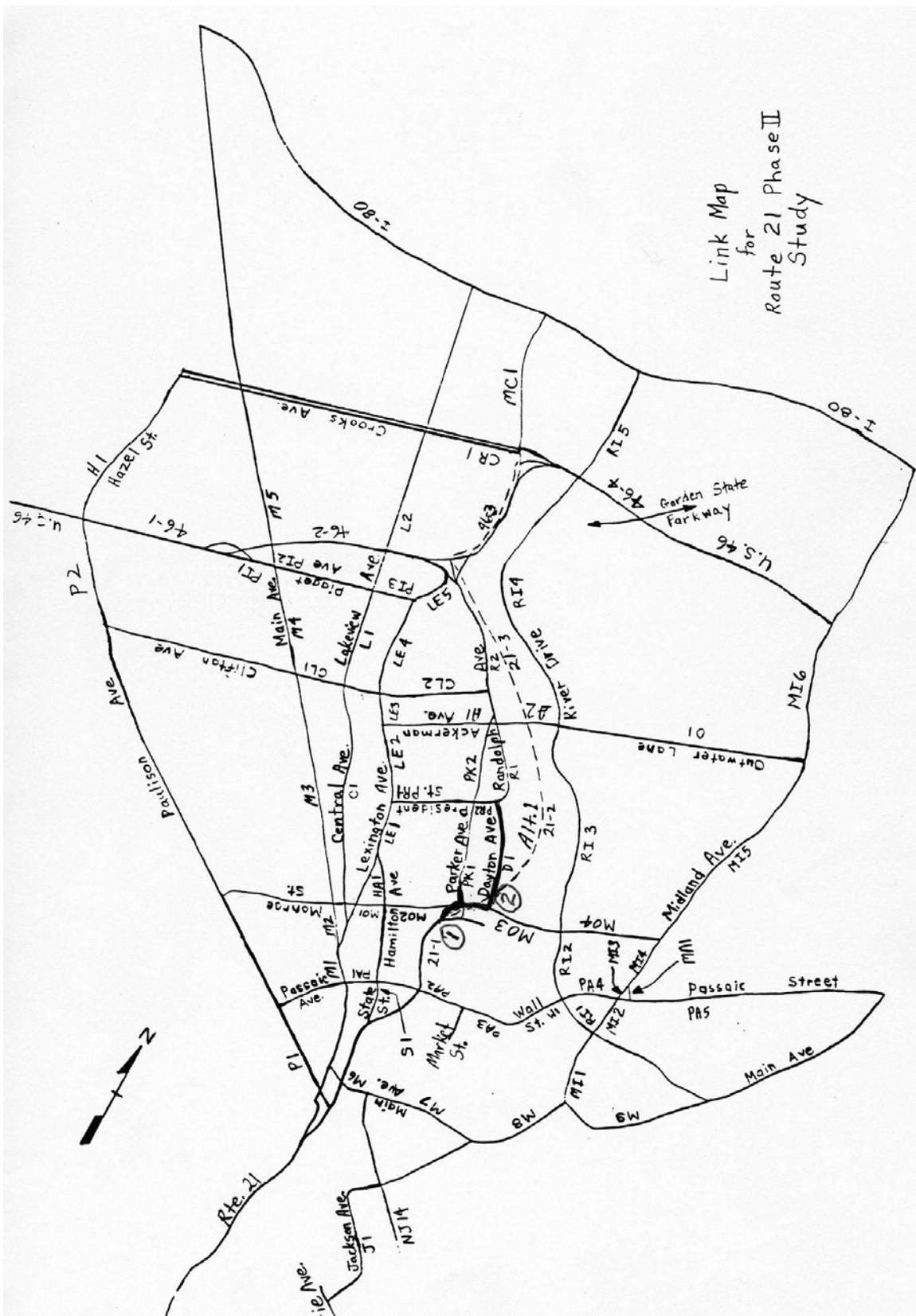


Figure 3 Link Map for Rt 21 Phase II Study Phase II Study

**TABLE 3 ADT ROUTE 21 PHASE II STUDY LINKS - NO BUILD**

Link	Roadway	From	To	1990	2010
P1	Paulison Ave.	Main Ave.	Passaic Ave.	6,600	7,000
P2		Clifton Ave.	U.S. 46	16,000	17,200
H1	Hazel St.	U.S. 46	Crooks Ave.	7,000	7,600
M1	Main Ave.	Passaic Ave.	Lexington Ave	20,700	22,300
M2		Lexington Ave.	Monroe St.	18,800	20,200
M3		Monroe St.	Clifton Ave.	14,000	15,100
M4		Clifton Ave.	Piaget Ave.	16,100	17,300
M5		Piaget Ave.	Crooks Ave.	18,600	20,400
M6		Main Ave. (N)	N.J. 14	21,500	22,500
M7		N.J. 14	Jackson Ave.	10,500	11,100
M8		Jackson Ave.	Midland Ave.	23,000	24,200
M9		Midland Ave.	Passaic St.	12,500	13,200
J1	Jackson Ave.	N.J. 14	Erie Ave.	9,100	9,200
S1	State St.	Rt. 21	Passaic Ave.	7,600	7,800
HA1	Hamilton Ave.	Monroe St.	Lexington Ave	2,600	2,900
C1	Central Ave.	Monroe St.	Clifton Ave.	5,900	6,200
L1	Lakeview Ave.	Clifton Ave.	Piaget Ave.	12,400	12,900
L2		Piaget Ave.	Crooks Ave.	13,600	14,000
LE1	Lexington Ave	Hamilton Ave,	President St.	10,700	11,100
LE2		President St.	Ackerman Ave	14,000	14,500
LE3		Ackerman Ave.	Clifton Ave.	13,600	14,100
LE4		Clifton Ave.	Piaget Ave.	12,700	13,200
LE5		Piaget Ave.	U.S. 46	13,400	14,700
PK1	Parker Ave.	Monroe St.	President St.	9,200	9,800
PK2		President St.	Ackerman Ave	8,400	8,900
D1	Dayton Ave.	Monroe St.	President St.	9,300	9,800
R1	Randolph Ave.	President St.	Ackerman Ave	9,000	9,700
R2		Clifton Ave.	U.S. 46	17,000	17,400
21-1	Rt. 21	Passaic Ave.	Monroe St.	17,200	18,100
21-2		Monroe St.	Ackerman Ave	*	*
21-3		Ackerman Ave.	U.S. 46	*	*
RI1	River Dr.	Midland Ave.	Passaic St.	8,800	9,100
R12		Passaic St.	Monroe St.	11,600	12,000
R13		Monroe St.	Outwater La.	14,700	15,200
R14		Outwater La.	U.S. 46	18,700	19,700
R15		U.S. 46	I-80	22,000	23,400

\* - Links 21-2 and 21-3 did not exist prior to Rt 21 Extension

**TABLE 3 con't. ADT ROUTE 21 PHASE II STUDY LINKS - NO BUILD**

Link	Roadway	From	To	1990	2010
MI1	Midland Ave.	Main Ave.	River Dr.	11,100	11,600
MI2		River Dr.	Passaic St.	7,000	7,400
MI3		Passaic St.	Marsellus Pl.	3,800	4,100
MI4		Marsellus Pl.	Monroe St.	4,800	8,302
MI5		Monroe St.	Outwater La.	13,100	13,700
MI6		Outwater La.	U.S. 46	13,100	13,700
MC1	McLean Blvd.	Crooks Ave.	I-80	50,800	54,400
MA1	Marsellus Pl.	Passaic St.	Midland Ave.	4,000	4,200
PA1	Passaic Ave.	Main Ave.	Hamilton Ave.	10,700	11,000
PA2		Hamilton Ave.	Market St.	11,600	12,200
PA3		Market St.	Wall St.	12,200	12,800
PA4	Passaic St.	Wall St.	Midland Ave.	9,900	10,300
PA5		Midland Ave.	Main Ave.	10,100	10,600
W1	Wall St.	Passaic Ave.	Passaic St.	12,500	13,100
MO1	Monroe St.	Lexington Ave	Hamilton Ave.	7,500	7,900
MO2		Hamilton Ave.	Parker Ave.	8,700	8,800
MO3		Dayton Ave.	River Dr.	12,600	13,100
MO4		River Dr.	Midland Ave.	6,700	6,800
PR1	President St.	Lexington Ave	Parker Ave.	2,300	2,400
PR2		Parker Ave.	Dayton Ave.	2,900	3,000
A1	Ackerman Ave.	Lexington Ave	Randolph Ave.	4,800	4,900
A2		Randolph Ave.	River Dr.	13,900	14,500
O1	Outwater Lane	River Dr.	Midland Ave.	11,100	11,500
CL1	Clifton Ave.	Main Ave.	Central Ave.	3,700	3,900
CL2		Lexington Ave	Randolph Ave.	5,100	5,400
PI1	Piaget Ave.	U.S. 46	Main Ave.	13,100	13,900
PI2		Main Ave.	Lakeview Ave.	8,400	8,900
PI3		Lakeview Ave.	Lexington Ave	3,700	3,900
46-1	U.S. 46	Paulison Ave.	Piaget Ave.	45,300	48,100
46-2		Piaget Ave.	Randolph Ave.	34,200	36,300
46-3		Randolph Ave.	Crooks Ave.	59,000	62,600
46-4		Crooks Ave.	G S P	37,100	39,400

**TABLE 4 ADT ROUTE 21 PHASE II STUDY LINKS - BUILD**

<b>Link</b>	<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>1990</b>	<b>2,010</b>
P1	Paulison Ave.	Main Ave.	Passaic Ave.		6,100
P2		Clifton Ave.	U.S. 46		16,300
H1	Hazel St.	U.S. 46	Crooks Ave.		7,400
M1	Main Ave.	Passaic Ave.	Lexington Ave.		14,600
M2		Lexington Ave.	Monroe St.		13,800
M3		Monroe St.	Clifton Ave.		9,200
M4		Clifton Ave.	Piaget Ave.		11,500
M5		Piaget Ave.	Crooks Ave.		18,200
M6		Main Ave. (N)	N.J. 14		20,000
M7		N.J. 14	Jackson Ave.		8,600
M8		Jackson Ave.	Midland Ave.		21,300
M9		Midland Ave.	Passaic St.		12,700
J1	Jackson Ave.	N.J. 14	Erie Ave.		8,800
S1	State St.	Rt. 21	Passaic Ave.		5,800
HA1	Hamilton Ave.	Monroe St.	Lexington Ave.		1,900
C1	Central Ave.	Monroe St.	Clifton Ave.		4,900
L1	Lakeview Ave.	Clifton Ave.	Piaget Ave.		7,300
L2		Piaget Ave.	Crooks Ave.		8,800
LE1	Lexington Ave.	Hamilton Ave,	President St.		7,200
LE2		President St.	Ackerman Ave.		8,500
LE3		Ackerman Ave.	Clifton Ave.		8,100
LE4		Clifton Ave.	Piaget Ave.		4,600
LE5		Piaget Ave.	U.S. 46		11,100
PK1	Parker Ave.	Monroe St.	President St.		4,600
PK2		President St.	Ackerman Ave.		3,400
D1	Dayton Ave.	Monroe St.	President St.		3,800
R1	Randolph Ave.	President St.	Ackerman Ave.		4,000
R2		Clifton Ave.	U.S. 46		12,200
21-1	Rt. 21	Passaic Ave.	Monroe St.		33,600
21-2		Monroe St.	Ackerman Ave.		34,400
21-3		Ackerman Ave.	U.S. 46		28,000
RI1	River Dr.	Midland Ave.	Passaic St.		8,200
R12		Passaic St.	Monroe St.		10,400
R13		Monroe St.	Outwater La.		11,700
R14		Outwater La.	U.S. 46		14,300
R15		U.S. 46	I-80		18,700

**TABLE 4con't ADT ROUTE 21 PHASE II STUDY LINKS - BUILD**

Link	Roadway	From	To	1990	2010
MI1	Midland Ave.	Main Ave.	River Dr.		9,200
MI2		River Dr.	Passaic St.		5,900
MI3		Passaic St.	Marsellus Pl.		3,600
MI4		Marsellus Pl.	Monroe St.		7,200
MI5		Monroe St.	Outwater La.		12,000
MI6		Outwater La.	U.S. 46		12,200
MC1	McLean Blvd.	Crooks Ave.	I-80		64,100
MA1	Marsellus Pl.	Passaic St.	Midland Ave.		3,700
PA1	Passaic Ave.	Main Ave.	Hamilton Ave.		9,400
PA2		Hamilton Ave.	Market St.		12,000
PA3		Market St.	Wall St.		12,600
PA4	Passaic St.	Wall St.	Midland Ave.		9,900
PA5		Midland Ave.	Main Ave.		10,500
W1	Wall St.	Passaic Ave.	Passaic St.		12,900
MO1	Monroe St.	Lexington Ave.	Hamilton Ave.		6,600
MO2		Hamilton Ave.	Parker Ave.		7,300
MO3		Dayton Ave.	River Dr.		11,400
MO4		River Dr.	Midland Ave.		7,300
PR1	President St.	Lexington Ave.	Parker Ave.		1,800
PR2		Parker Ave.	Dayton Ave.		1,600
A1	Ackerman Ave.	Lexington Ave.	Randolph Ave.		4,400
A2		Randolph Ave.	River Dr.		No data
01	Outwater Lane	River Dr.	Midland Ave.		11,400
CL1	Clifton Ave.	Main Ave.	Central Ave.		3,200
CL2		Lexington Ave.	Randolph Ave.		5,800
PI1	Piaget Ave.	U.S. 46	Main Ave.		12,400
PI2		Main Ave.	Lakeview Ave.		7,800
PI3		Lakeview Ave.	Lexington Ave.		4,100
46-1	U.S. 46	Paulison Ave.	Piaget Ave.		48,100
46-2		Piaget Ave.	Randolph Ave.		36,900
46-3		Randolph Ave.	Crooks Ave.		77,100
46-4		Crooks Ave.	Garden State Pkwy.		40,900

In some cases, it is difficult to compare the post Rt. 21 extension traffic volumes to the traffic projections as the directional flow of the 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.

A traffic survey was taken on Randolph Ave. South of Lexington Ave. at Homcy Place for the peak AM and PM hours from Monday, August 19, 2002 to Friday, August 30, 2002 . The survey showed an average peak AM hourly volume of

350 vehicles/hr. and a peak PM hourly volume of 465 vehicles/hour. If we assume (standard practice) that the average daily traffic (ADT) is 10 times the peak hour, this translates to a ADT of 4650 vehicles/day for (southbound) Randolph Ave. at Homcy Place.

### **Traffic Projections (Build) vs. Survey Results**

The critical corridor traffic projections show dramatic decreases in traffic on the local streets once the Route 21 extension is built.

For Dayton Ave., a reduction of 6,000 vehicles a day is projected with a percentage decrease of 61% and a projected Build volume of 3,800 veh/day. Survey results (Sept. 27, 2002) show a peak hour of 600 vehicles, consistent in the AM peak hour and the PM peak hour (two directions/North-South). For the AADT, the estimate is 10 times the peak hour or 6000 vehicles/day. This compares to a AADT of 9800 veh/day for the No Build alternative and 3800 vehicles/day for The Build alternative.

A listing of the 2002 surveys conducted include the following:

1. Randolph south of Lexington at Homcy Place
2. Dayton at Home Depot (North-South)
3. Intersection of Clifton Ave./Lexington Ave. (all directions)
4. Lakeview (Northbound/Southbound) intersection with Piaget
5. Piaget (Eastbound/Westbound) intersection with Lakeview
6. Intersection of Main and Piaget (all Directions)
7. Intersection of Main and Washington (all Directions)

For Randolph Ave. (Link R1), the projection is 4000 veh/day for the Build alternative. For Randolph Ave. southbound, the Aug. 2002 survey results averaged 425 veh/hour while the Lexington Ave. northbound was approximately 400 veh/hr for the peak hours. Since Randolph Ave. was made southbound only after the Route 21 extension was built, it is not possible to make a true comparison of the pre Rt 21 Extension ADT or The Build alternative forecast.

For Piaget Ave. (PI2), East/West, the survey results (Oct. 2002) show an average of 1000 veh/hr (for the peak hour) total for both directions, or a ADT of 10,000 veh/day. This compares to forecasts of Build, 7800 veh/day, and No Build of 9000 veh/day. This increase over the projected traffic volumes at Piaget, 1,000 ADT or approximately 100 vph, contributed to the perceived need for a traffic study by local officials.

### **Traffic Considerations – The Rocciola Report**

As noted in the annual report for the first year of this study (i.e., for the year 2002), the City of Clifton 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 so-called Rocciola report was recently completed and disseminated for public consumption. The report consists of 3 volumes which, as indicated in the report, provide the following information:

- Volume 1 addresses 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 provided by Mr. Rocciola which contains all the volumes of material noted above is attached to the NJIT annual report for the benefit of NJDOT reviewers. A hard copy of volumes 1 and 2 has been previously given (at a quarterly meeting in September 2003) to Mr. Robert Sasor of the NJDOT.

The purpose of the reporting herein is two-fold: to present a brief overview of the nature of the study and its related findings, and to offer commentary, where deemed appropriate, for clarification purposes.

### ***Overview of the Study – Volume 1***

On pages 4 and 5 of Volume 1 of the study, the report initially lists the potential improvements that could be designed for both local streets and for access to/from Routes 46, 21, and Ackerman Avenue. The report notes (on page 6) that the NJDOT design for the Route 21/46 interchange did not replace the Route 46 eastbound ramp to the Lexington Avenue/Randolph Avenue intersection, eliminating the route to Botany Village. In place of same, guide signs on Route

46 were provided in advance of Piaget Avenue directing motorists to Botany Village via east on Piaget Avenue to left on Lexington Avenue and then to the Randolph Avenue service road.

On the same page, the author notes complaints from residents and merchants in Botany Village, Lakeview, and Main Avenue downtown and states that “The shifted traffic patterns have resulted in an increase in volumes using Piaget Avenue and other residential streets parallel to Route 46 by traffic that normally would have used the Route 46 exit”.

The authors note that the Botany Village merchants were particularly concerned about the loss of the above-noted ramp on their businesses. On page 8 of the report (see Appendix 5, Rocciola Traffic Report, to this report for a copy of this page and other material from the study reviewed in this section of the NJIT report), intersection levels of service for all 28 signalized intersections located in the study area including a number on Route 46 itself are tabulated based upon peak AM weekday counts (i.e., 7 to 9 AM), peak PM weekday counts (i.e., 4 to 6 PM), and Saturday counts from 11 AM to 2 PM taken in March 2002 at the intersections of interest. The author notes (on page 8) that “the capacity analysis for the study intersections generally found that the intersections operate at acceptable Levels of Service, LOS, although some individual approaches reached LOS E or F.”

The author also performed an Origin and Destination Study at eight intersections on Route 46 “to ascertain information regarding the trip-making characteristics of motorists turning right from Route 46 to these streets.” The study also queried motorists via post cards handed out to motorists (see a copy of same in Appendix 5) to determine if a motorist would use a Route 46 ramp to Randolph Avenue (Editors Note: If it were re-instituted) and how often did they typically make this trip in the past.

The streets surveyed off of Route 46 were as follows:

- Sussex Street
- 7<sup>th</sup> Street
- Delaware Street
- Montgomery Street
- 5<sup>th</sup> Street
- 4<sup>th</sup> Street
- Piaget Avenue
- Vernon Avenue

All of the above locations were west of Piaget Avenue on the Route 46 eastbound corridor, with the exception of Vernon Avenue, which runs parallel to and just west of Lakeview Avenue.

A total of 3,420 post cards were distributed, of which 723 (21%) were returned. On page 12 of the report, the author, in summarizing his findings noted that “the O&D survey responses indicate that Main Avenue, the Lakeview section and Botany Village are key destinations for those persons turning right off of Route 46 eastbound. Botany Village was the destination of 14 to 18 percent of the motorists surveyed depending on the day. Approximately half of those persons stated that “they would use a ramp from Route 46 (Editors note: to Randolph Avenue) if it were available.”

The remainder of the report in Volume 1 provides a very comprehensive analysis of potential improvements to some of the previously analyzed 28 intersections with associated costs in providing the improvements. Also, an analysis of traffic signal coordination on Main and Lakeview Avenues was performed in order to enhance traffic flow on these commercial corridors (it was noted specifically that Lakeview Avenue from Piaget Avenue to East 8<sup>th</sup> Street was highly congested). The findings were that signal coordination can work on Main Avenue, but it would not be practical on Lakeview Avenue. Methods to enhance pedestrian movement on Lakeview Avenue without impacting on parking availability was examined as well in this study.

#### ***General Observations by NJIT of Volume 1 of the Rocciola Report***

The report labeled Volume 1 is a comprehensive, objective and highly professionally prepared report. The study offers both the City of Clifton and Passaic County numerous options to enhance traffic flow movement on local streets in the City of Clifton with their associated costs.

The report focuses on current traffic conditions based upon numerous traffic counts conducted in the subject area in March of 2002. It does not attempt to compare counts taken on the subject thoroughfares in March 2002 with counts that existed on the same roadways prior to December 2000 representing the opening of the Route 21 freeway. As such, although it is presumed in the study that the elimination of the ramp from Route 46 eastbound to Randolph Avenue has redirected some additional Route 46 eastbound traffic via Piaget Avenue and other local streets to Botany Village and other local destinations, there is no precise quantification of same presented in Volume 1 of the report.

Further, as previously noted, the report does indicate that the 28 intersections studied do operate presently at acceptable Levels of Service.

Numerous recommendations are provided in the report to enhance traffic flow on local thoroughfares in close proximity to Route 46.

The proposed local roadway improvements suggested as will be noted later, appears to be unrelated to the recent NJDOT construction of the Route 21/46 interchange.

It is also interesting to note that the O & D Study indicates that Vernon Avenue is used much more than Piaget Avenue by eastbound motorists on Route 46 exiting onto local roads with destinations to Lakeview Avenue and the Botany Village area. This data is tabulated on Page 12 of the report and provided in Appendix 5 to this report. This phenomenon occurs despite the fact that signing on Route 46 indicates Piaget Avenue as the appropriate exit point for motorists with destinations to the Botany Village area. Apparently, motorists desiring to get to Botany Village from Route 46 eastbound are aware of how to access same via other thoroughfares than the former Randolph/Lexington Avenue exit. Lastly, it appears that the signing on Route 46 eastbound is providing appropriate information to motorists with destinations to the Botany Village area as evidenced in the findings of the O&D Survey in the Rocciola report.

### ***Overview of the Rocciola Study – Volume 2***

The Rocciola Report, Volume 2, investigates various Route 21 “improvement” concepts at Route 46, Randolph and Ackerman Avenues. For each concept considered, preliminary cost estimates and related designs are provided in the reports. Regarding proposed changes in the vicinity of Lexington/Randolph Avenues, two options were considered:

- Using a 12 foot shoulder on Route 46 eastbound, penetrating through the existing noise barrier parallel to Trimble Avenue near Lexington Avenue and proceeding to Lexington Avenue.
- Using a deceleration lane and the above-noted shoulder, and following the same path as noted above.

The first option would affect 4 properties, with 2 residences taken totally, and two garages from two other lots. The second option would necessitate the same takings as noted above, with the addition of thirteen garages or sheds affecting thirteen additional lots. The latter takings would be necessary to shift the existing noise barrier on Trimble Avenue twelve feet to the south to allow for the proposed deceleration lane to be constructed.

None of the various proposed design changes are specifically recommended in the report, and all the options noted are conceptual and “detailed engineering studies would be necessary to further assess the viability” of the concepts shown.

In the report, it is noted that for DOT signing from Piaget Avenue to Botany Village, an additional sign is needed at the Lexington Avenue/Randolph Avenue service road.

Lastly, it is estimated (on page 6 of the report) that, due to the new routing via Piaget Avenue in lieu of Randolph Avenue off of Route 46 eastbound, 75 to 100 additional vehicles per hour during peak PM weekday hours or on Saturdays are added to the local streets in Clifton.

**General Observations of Volume 2 of the Rocciola Report by NJIT**

As noted earlier, all design options to the Route 46/21 interchange presented in Volume 2 of the report are conceptual in nature. A number of the options would be expensive to construct. No specific recommendations were provided in the report.

The peak hourly projection of 75 to 100 vehicles per hour (vph) presented in the report that would utilize Randolph Avenue if it were to be reinstated as an off-ramp from Route 46 eastbound are estimated to be presently traversing the local streets to Botany Village. Considering the number of streets in the subject area on which the 75 to 100 vph are being distributed, the impacts of same are minimal and, in the opinion of the NJIT project team, it doesn't appear that it would result in the need for local street improvements that were considered in Volume 1 of the Rocciola report.

**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:

<u>Year</u>	<u>Total No. of Accidents</u>
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.

<u>Year</u>	<u>Total No. of Accidents (June)</u>
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 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 for each year over the period of record was reasonably uniform with the exception of 1997 which was approximately twenty percent larger. There was also an increase in 2000 and a smaller increase in subsequent years.

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

**Table 5 Accident Data in the Vicinity of Rt. 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	985	503	602	574	544	656

**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 Ave. @ Clifton (North and South Traffic) show 5% truck traffic in the 7-9 Am peak, and a similar percentage in the PM peak. 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.

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 Counts taken in 2004**

Similar traffic count studies have been conducted in June 2004 at intersections on Monroe Street at Dayton and Parker Avenues in Passaic as well as Piaget Avenue at intersections with Main, Lakeview and Lexington Avenues in the City of Clifton.

The counts are shown on the following pages and are compared to 2010 projections made in 1985 by the traffic consultants on the Rt. 21 Project, see pages 31 - 35 as well as Appendix A1-10 to13. The counts are expected to differ for the following reasons:

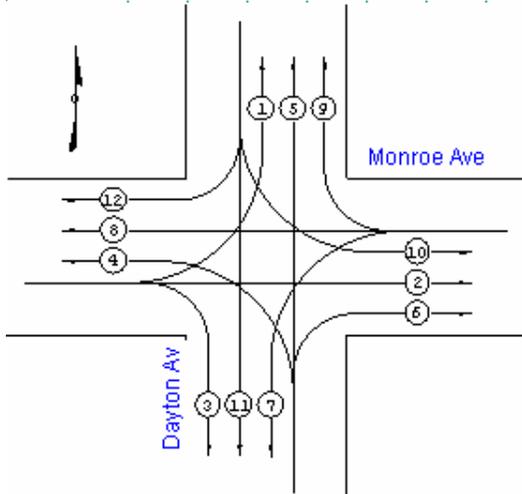
- Comparisons are being made between 2010 projections and 2004 actual counts.
- The 1985 projections did not reflect the ultimate alignment selected by the NJDOT. The differences between the alignment used for the projections and the actual alignment are primarily in the design of the RTS. 21 & 46 intersection.

### 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
<b>TOTAL</b>	<b>62</b>	<b>279</b>	<b>4</b>	<b>345</b>	<b>12</b>	<b>41</b>	<b>20</b>	<b>73</b>	<b>11</b>	<b>520</b>	<b>114</b>	<b>645</b>	<b>39</b>	<b>34</b>	<b>152</b>	<b>225</b>	<b>1288</b>

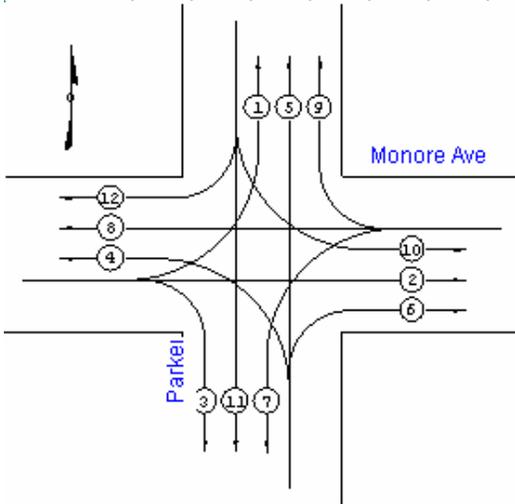
	NJIT Tech Env Study		NJIT Tech Env Study		
	Counts	2010 Projections	Counts	2010 Projections	
Monroe eastbound to Dayton	345	245	Dayton southbound to Monroe	225	460
Monroe eastbound from Dayton	338	465	Dayton southbound from Monroe	39	220
Monroe westbound to Dayton	645	430	Dayton northbound to Monroe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

### TRAFFIC COUNT SUMMARY Parker and Monroe

PROJ. NO.: \_\_\_\_\_ INTERSECTION: Parker and Monroe  
 PROJECT: \_\_\_\_\_ MUNICIPALITY: Passaic City  
 RECORDER: Alex Zvendt COUNTY: Passaic

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

COMMENTS:

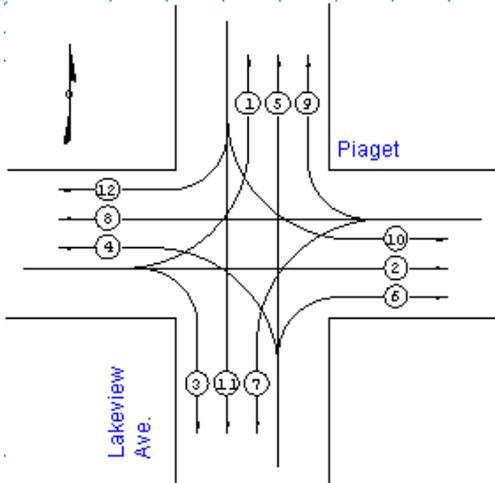


TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
4:00-4:15	5	66	0	71	0	0	0	0	0	120	43	163	28	0	29	57	291
4:15-4:30	1	69	0	70	0	0	0	0	0	134	38	172	26	0	39	65	307
4:30-4:45	3	62	0	65	0	0	0	0	0	107	37	144	25	0	44	69	278
4:45-5:00	6	71	0	77	0	0	0	0	0	137	41	178	33	0	42	75	330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

	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 Piaget and Lakeview

PROJ. NO.:	INTERSECTION: Piaget and Lakeview
PROJECT:	
RECORDER: Alex Zvendt	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
<b>TOTAL</b>	<b>23</b>	<b>274</b>	<b>28</b>	<b>325</b>	<b>16</b>	<b>357</b>	<b>34</b>	<b>407</b>	<b>31</b>	<b>256</b>	<b>45</b>	<b>332</b>	<b>13</b>	<b>333</b>	<b>37</b>	<b>383</b>	<b>1447</b>

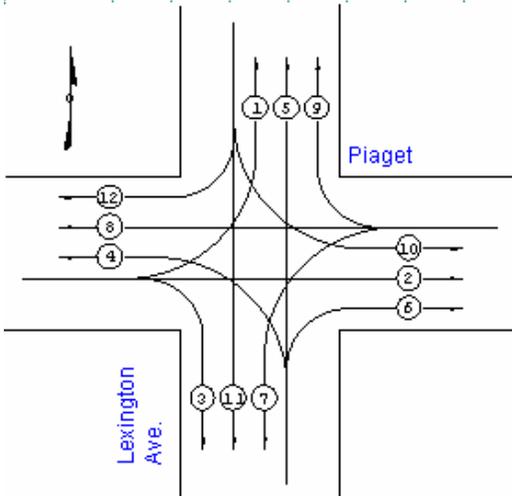
	NJIT Counts	Tech Env Study 2010 Projections
Piaget between Main & Lakeview	634	780
Piaget between Lakeview & Lexington	653	410
Lakeview between Piaget & Crooks	808	880
Lakeview between Piaget & Clifton	799	730

### TRAFFIC COUNT SUMMARY Piaget and Lexington

PROJ. NO.: \_\_\_\_\_ INTERSECTION: Piaget and Lexington  
 PROJECT: \_\_\_\_\_ MUNICIPALITY: Clifton  
 RECORDER: Alex Zuendt COUNTY: Passaic

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

COMMENTS: \_\_\_\_\_

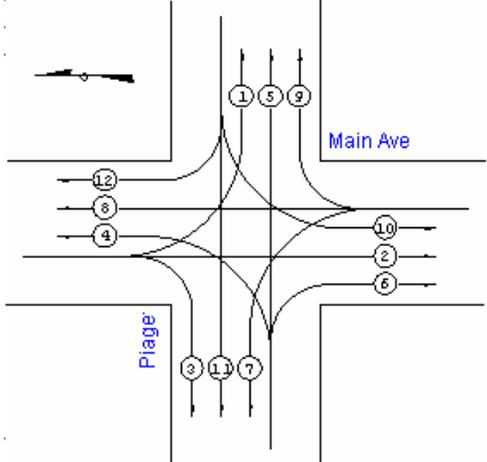


TIME	1	2	3	TOTAL 1-3	4	5	6	TOTAL 4-6	7	8	9	TOTAL 7-9	10	11	12	TOTAL 10-12	TOTAL
4:00-4:15	0	0	0	0	0	98	4	102	2	0	4	6	3	113	0	116	224
4:15-4:30	0	0	0	0	0	117	2	119	3	0	5	8	3	134	0	137	264
4:30-4:45	0	0	0	0	0	125	3	128	3	0	2	5	7	150	0	157	290
4:45-5:00	0	0	0	0	0	180	4	184	7	0	2	9	6	213	0	219	412
<b>TOTAL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

	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 and Main

PROJ. NO.:	INTERSECTION: Piaget and Main
PROJECT:	
MUNICIPALITY: Clifton	
RECORDER: Alex Zvendt	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
4:00-4:15	14	147	8	169	11	74	13	98	7	123	9	139	17	67	14	98	504
4:15-4:30	18	189	0	207	12	82	21	115	8	175	18	201	12	66	11	89	612
4:30-4:45	13	214	6	233	18	73	18	109	9	165	26	200	12	71	12	95	637
4:45-5:00	6	233	10	249	13	89	17	119	8	244	9	261	7	95	5	107	736
<b>TOTAL</b>	<b>51</b>	<b>783</b>	<b>24</b>	<b>858</b>	<b>54</b>	<b>318</b>	<b>69</b>	<b>441</b>	<b>32</b>	<b>707</b>	<b>62</b>	<b>801</b>	<b>48</b>	<b>299</b>	<b>42</b>	<b>389</b>	<b>2489</b>

	Tech Env Study 2010 Projections
	NJIT Counts
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

## **NOISE LEVEL DATA**

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

<u>Noise Monitoring Location</u>	<u>1985 Existing Monitored Noise Levels (dBA Leq)</u>
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 in Appendix 1, p 17-18 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 conducted on two dates, namely, July 25, 2002, and October 21, 2002. On July 25<sup>th</sup>, monitoring was performed exclusively in the City of Clifton near Route 46 and the associated noise barriers in that area. On October 21<sup>st</sup>, 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.

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

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

<u>LOCATION</u>	<u>Leq (in dBA)</u>
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. 11 <sup>th</sup> St	76-7 (within 10 feet of roadway)
5. On E. 11 <sup>th</sup> Street (off of Lakeview Ave) at Nash Avenue	57-58

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

<u>LOCATION</u>	<u>Leq (in dBA)</u>
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

### **Comparison of NJDOT Projected Sound Levels v. Post-construction Readings**

A comparison of recently monitored sound levels at the same seven locations monitored for sound in 1985 by the NJDOT (in conjunction with the subject Route 21 extension) reveals 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 recently monitored at the seven locations of interest are lower than those values monitored in 1985. Since the Leq readings taken to date in conjunction with this assessment study were taken during off-peak hours associated with highway traffic, future measurements will be taken to coincide with typical AM and PM peak hours of traffic. Although one would expect the Leq values to rise during peak hours of traffic to reflect higher traffic volumes associated with those periods, the increases relatively small increases are expected due to the logarithmic nature associated with measuring decibel levels. As such, the numbers recorded to date should be within a couple of decibels (i.e. 2 to 3) of those occurring during peak hours of highway traffic.

In conclusion, it appears that, from a noise perspective, the Route 21 freeway extension has had a negligible noise impact on local residents residing in close proximity to the Route 21 corridor. In fact, it has probably reduced local noise levels by removing traffic from local streets near the old terminus of Route 21 on Monroe Street in Passaic, and by providing noise barriers adjacent to Route 46 parallel to Merselis and Trimble Avenues in Clifton. Additional sound monitoring will be periodically performed during the duration of this study to confirm the findings to date noted herein.

### **Survey of Residents Near Noise Barriers Along Rt. 46**

A mail survey was conducted of local residents in direct proximity to the Rt 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 11<sup>th</sup> Street in the City of Clifton. A copy of the survey may be found in Appendix 3,

The results of the survey are presented in the following table. The respondents were not asked for their names and addresses to maximize their frank responses. The data in the table has been sorted by the average result for the issues.

**TABLE 6**  
**RESIDENTS Adjacent to Noise Barriers**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	Avg.
<b><u>Factors for Local Residents</u></b>																
Ease of Local Driving	4	1	3	1	2	2	5	3	2	3	2	1	na	1	2	<b>2.29</b>
Appearance of Neighborhood	5	1	2	1	5	1	3	3	5	2	2	1	5	2	2	<b>2.67</b>
Lighting	5	3	2	2	3	3	na	4	4	3	2	1	na	3	1	<b>2.77</b>
Change in Visual Landscape	5	1	2	1	4	1	3	5	5	3	2	1	5	4	na	<b>3.00</b>
Safer to Play in Streets	3	1	3	1	5	3	5	2	4	5	3	1	na	1	5	<b>3.00</b>
Pride in Neighborhood	5	1	3	1	5	3	4	4	4	1	2	2	5	2	3	<b>3.00</b>
Driving Safety	5	1	3	1	2	3	5	4	4	4	3	2	na	2	1	<b>2.86</b>
Traffic Noise Levels	5	3	4	1	3	2	4	3	2	4	4	4	na	3	2	<b>3.14</b>
Ease of Parking Your Car	5	3	3	5	3	3	5	3	3	1	4	1	na	2	1	<b>3.00</b>
Quality of Life	5	1	4	1	5	3	5	4	4	3	3	2	5	1	2	<b>3.20</b>
Appearance of Rt21/46 corridor	5	5	4	1	3	1	4	4	4	2	3	1	5	4	2	<b>3.20</b>
Visual Impact of Noise Barriers	5	na	2	1	5	1	5	5	4	2	3	2	4	4	3	<b>3.29</b>
Perceived Real Estate Values	na	5	na	na	5	na	5	5	2	1	2	2	na	na	4	<b>3.44</b>
Pedestrian Safety	5	1	3	1	4	3	5	5	4	5	3	2	na	2	1	<b>3.14</b>
Neighborhood Safety	4	5	4	1	5	3	5	5	3	1	2	3	5	2	na	<b>3.43</b>
Traffic Congestion	5	4	4	1	3	3	5	2	4	5	4	4	na	3	1	<b>3.43</b>
Access to Local Highways	5	1	4	na	5	2	5	5	4	4	5	3	na	2	2	<b>3.62</b>
	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	<b>3.13</b>
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	<b>16.90</b>

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, 3.62, overall, the average of the average 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.

The data in the table is supported by the comments made by some of the respondents. Many of the comments are not germane to the issues at hand. Those comments that were pertinent are highlighted and in general are slightly positive.

Further surveys are needed to clarify and amplify the data.

As part of the mail survey conducted of local residents in direct proximity to the Rt. 46 noise barriers, respondents were asked to comment on the overall quality of life impacts resulting from the installation of the noise barriers. The following comments were made:

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. 11<sup>th</sup> 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 legal 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.

## **ECONOMIC INDICATORS**

### ***Botany Village District***

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

A concise description of Botany Village, its development and issues related to the Rt 21 Missing Link development may be found in an article published in the Record and written by Robert Ratish on April 1, 2002 and reproduced below:

Copyright 2002 Knight Ridder/Tribune Business News  
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The Record (New Jersey)  
April 1, 2002, Monday  
KR-ACC-NO: HK-RETAIL

**HEADLINE:** Smaller Retailers in Clifton, N.J., Neighborhood Experience Problems

**BYLINE:** By Robert Ratish

CLIFTON, N.J.--Irene Spalluto is among the more devoted shoppers in Botany Village. The Garfield resident has been frequenting the shopping district for about 30 years and intends to keep coming back to stores such as Marchesin Shoes and Stefan & Sons deli, where she recently picked up some homemade kielbasa and fresh horseradish.

"I prefer shopping here because I know if I need service, they'll give it to me. If you want the goods, you'll make it a point to come here," she said. Like Spalluto, many of the longtime loyal customers of Botany Village stores continue coming in from all over the state to this working-class neighborhood hard by the Passaic border. Some of the ethnic shops have attracted the neighborhood's Polish and Hispanic newcomers. But some merchants say they are struggling in a neighborhood where the physical and demographic landscapes have changed.\* Located on the city's east side, the shopping district in Botany Village is home to a diverse collection of shops and professional offices. Visitors can order live poultry or buy homemade kielbasa, listen to Mexican music or rent videos from Poland.

Traditionally an immigrant neighborhood, Botany Village helped give many Italian and German newcomers their start in America. Now, many of the older residents have left, making way for the latest wave of immigrants from Eastern European and South American countries. The neighborhood went through a rebirth in the late 1960s through a federal urban renewal project.

Yet the old neighborhood is dwarfed, almost, by its new neighbors: a Kmart, Home Depot, and Walgreens that have brought many cars into its narrow streets but little foot traffic for the older merchants.

Those stores were launched by the completion of the long-awaited Route 21 extension and, because they are either partially or completely in Passaic, an Urban Enterprise Zone, they are allowed to charge only 3 percent sales tax.

"In essence, they set up a mall that keyed into retailing as the American public knows it. All of a sudden, our quaint little village was financially challenged. Home Depot set up, Walgreens set up, and you had very aggressive marketers just down the street," said Harry Swanson, director of economic development for Clifton.

The December 2000 completion of Route 21, which used to end abruptly, dumping traffic into the old neighborhood, has also altered traffic patterns for the business district. And a redesign of Route 46 east meant the loss of the Botany Village exit, because it would have required the demolition of 90 homes.

From inside his store, Jerry Bochna, one of the owners of Stefan & Sons, looked out on an empty street at midday. "Before, this used to be like an extension of Route 21," he said, then pointed out to the street. "Think of that being a highway. It used to be tough getting across the street. Now it's like a dead-end street," he said.

Bochna said he is not angry about the change in the traffic patterns, even though it makes his store less accessible to shoppers coming in from other areas. "I'm hopeful. The bills are being paid, but it's not what it used to be," he said.

"Botany Village is a nice place. It just wasn't the place for us anymore," said Joseph Leonardi, an owner of Maria's Homemade Ravioli, which moved from Parker Avenue to a Wayne highway location last year. Leonardi's grandmother opened the store in 1953, when the neighborhood was populated by mostly Italian immigrants. Grandchildren of the original customers still come in, and the store has followed their migration to the west.

Leonardi still keeps in touch with some of the older merchants in Botany Village. "They would like it to be what it used to be like, but things change," he said.

\* The bold-italic highlight has been added for emphasis by the authors of this report.

Doug Marchesin of Marchesin Shoes said that he may be closing his business, saying that what once was a central location has become out-of-the-way and inconvenient, leading to an estimated 30 percent drop in business. The shoe store has been in Botany Village for more than 60 years. "The whole area is suffering. It isolated us from the rest of Clifton," he said.

"Our demographics were always from the other side of Clifton, Wayne, Totowa, and Little Falls," he said. With the new traffic patterns, customers from out of town are looking for a more convenient place to shop, he said.

Now the Passaic County Board of Freeholders and the city have agreed to split the cost of a traffic study. The study will examine the traffic on the entire east side of Clifton, but will include the possibility of an exit ramp off Route 46 into Botany Village, said Councilman and county Freeholder Peter Eagler.

Not all merchants have been critical of Route 21.

"When I go to the Botany Village Merchants Association, the chief concern is Route 21. Well, Route 21 has come and gone and you've got to get over it," said Jo Ann Sharkey, manager of the Banco Popular that has been a part of the Botany Village square for three years.

She said she has no problem attracting customers who come to do their banking, but she rarely sees much foot traffic in Botany Village Square, where her bank branch is located. Even with big Kmart, Pathmark, and Home Depot nearby, many of the smaller stores have trouble attracting shoppers, she said. "People come specifically for banking, but there's really no place for them to wander," she said. "There's nothing here for the young people. There's no draw for people under 30."

Some shoppers, like Irene Spalluto, said the drop in business has to do with greater competition.

"There were many more people. Now people go to places like Costco and BJ's where they can buy in bulk. Business is too competitive. They're looking for different ways to increase business, but it's impossible. There are too many shopping centers," she said.

There has been some talk about opening the back walls of the stores in hopes of drawing more shoppers from Botany Plaza, which includes the Kmart and Pathmark. Banco Popular has opened a rear entrance, making it more visible to shoppers at Botany Plaza. But other merchants such as Marchesin said that it would cost too much to create a storefront on the rear wall.

The Botany Village Merchants Association also has gone through changes. Perry Iommazzo, a longtime merchant who owned Botany Village Card and Gift and ran the Merchants Association for about 20 years, died last month after long illness. "His whole life was dedicated to promoting Botany Village. This man was a champion who used every ounce of energy he had to move Botany Village ahead," Swanson said.

The new president of the Merchants Association, George Silva, owner of Competitive Caskets, has brought ideas he hopes will draw shoppers through a renewed marketing effort, and special events. Last summer, rain spoiled a 1950s car show, but Silva envisions a summer filled with events such as musical performances, a Polish Night, and a flea market. He also wants to put up signs directing shoppers to Botany Village.

"It's urgent. There's no doubt about it. We're losing business down here. We need to reorganize, and bring the area back to what it used to be. A quaint village with old shops where you can spend the day shopping." Silva said the association has tried to lure chain stores in hopes of attracting shoppers, but efforts to bring in a Friendly's and a Starbucks failed. "The clientele here won't pay \$ 4 or \$ 5 for a cup of coffee," he said.

The city has helped by offering grants to businesses that want to upgrade their storefronts. The city will pay 80 percent of up to \$ 5,000 for stores to put up new awnings. And among merchants, there has been renewed interest in the association. Silva rescheduled the monthly meetings from night to morning, attracting more store owners, he said.

## FAST FACTS

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 adjacent 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 Paterson and Passaic, that have only a three percent sales tax also present an unfair competition to Clifton Merchants. The mega-stores cited above are located in the UEZ.

The country has been in an economic decline for the past few years which has been exacerbated by the 9/11 tragedy and the failure of several major international businesses, e.g. Enron, Anderson, etc...

The completion of the Missing Link on Rt 21, which was successful in moving traffic from local streets to the highway, has had an impact on traffic volumes passing through the Village area.

The modification of the Rt. 46 interchanges in Clifton has had an impact on traffic patterns in the area. A study being performed by Rocciolla Engineering for the Freeholders and the City is quantifying this change and will be published in the near future. The change in traffic patterns is perceived by the merchants to have had an impact on Botany Village.

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 in Appendix 1, pp. A1-41 to 45. A summary of the types of businesses are listed below:

**Table 7 Summary of Business Types in Botany Village 2002**

Type of Business	# of Businesses	Professional Services	Personal Services	Retail	Other
Appliances	1			1	
Architects	2	2			
Attorneys	4	4			
Auto Service	3		3		
Bakery & Assoc.	2			2	
Banks	5	5			
Barbers	2		2		
Bars	8			8	
Beauty-Nail Salons-Cosmetics	7		7		
Card & gift Shops	5			5	
Coffee Shops	1			1	
Collectibles	1			1	
Communications	1				1
Deli & Markets	4			4	
Department Stores	1			1	
Florists	2			2	
General Offices	2				2
Graphics	1				1
Home Furnishing-Repair	6	6			
Insurance & Tax	5	5			
Karate	1			1	
Laundromats	3			3	
Liquor Stores	3			3	
Mail Box	1				1
Memorial Chapels & Furnishing	2		2		
Pharm-Nutrition-Med Supplies	3	3			
Physicians	7	7			
Pizza	1			1	
Police Offices	2				2
Printing	1				1
Real Estate	1	1			
Record Store	2			2	
Recycling	1				1
Restaurants	4			4	
Shoe Store	1			1	
Specialty Food Stores	3			3	
Supermarket	2			2	
Tailor	1				1
Temp Agency	1	1			
Travel Agency	5	5			
Video Store	1			1	
Women's Clothing	1			1	
<b>TOTAL</b>	<b>110</b>	<b>39</b>	<b>14</b>	<b>47</b>	<b>10</b>

Of the total of 110 businesses in the Village, professional services represent 39/110 or 35% of the total. 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. There are 14/110 or 13% of the businesses are categorized as personal services which in general are local customers. Retail comprises 42% of the 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 is 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. Retail establishments are being replaced by professional services. The impacts, themselves, are caused by many factors. It is difficult to assign levels of responsibility, however, the economic downturn coupled with the UEZ surrounding the City of Clifton bears a major responsibility. This study will continue to monitor this situation. Any changes will be evaluated.

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.

**Morocco 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-~~2~~ now "EXTRA"**

**Coop Store-T&J-Medeterian Market**

**Dayton Candy Store-Baby Clothes Store-Empty**

**John Traupmann(Hardwarestore and refrigeration service)**closing due to increased competition 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)

***Additional Commentary Regarding Botany Village***

In the first year of the study, the NJIT Report included a copy of an article by Robert Ratish which described the evolution and current status of Botany Village in the City of Clifton.

Recently, 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 Appendix 6), 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 13<sup>th</sup> 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

## **SURVEYS**

Comprehensive surveys were conducted of merchants in Passaic in the Monroe Street and Parker and Main Avenue corridors, and of merchants in Clifton in the Main Avenue and Botany Village area. 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 from 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 future from an economic standpoint.

The above information and related survey findings are cited in detail in this report. It is appreciated, however, that the above surveys, while of interest to both the project investigators and the NJDOT, provide anecdotal information and perceptions which are not quantitatively verified.

### **Questionnaires Received from Merchants - Monroe and Parker Avenues in Passaic and Botany Village in Clifton -- 2002**

All quotes in this report have been reviewed for accuracy by the interviewees. Door-to-door dissemination and retrieval of completed questionnaires (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 corridor defined as the Botany Village Shopping Area (i.e. between Highland and Ackerman Avenue, and between Parker Avenue and Randolph Avenue).

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 were rated as follows:

<u>Value</u>	<u>Interpretation</u>
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 decline on a percentage basis.

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

**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 Sardaichi	Pacheco Bar	El Chellere Resturant	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 Rt. 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 Rt. 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	<b>3.3</b>	<b>3.2</b>	<b>3.7</b>	<b>3.5</b>	<b>3.2</b>	<b>3.2</b>	<b>3.8</b>	<b>2.8</b>	<b>4.8</b>	<b>3.1</b>	<b>3.2</b>	<b>3.8</b>	<b>3.4</b>	<b>2.1</b>	<b>3.4</b>	<b>3.0</b>	<b>2.5</b>

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 Laundramat De Puebla Veracruz Restaurant	Anunta Resturant	Rosario Refrigeration La Nueva Esperanza Record	Tepexac Grocery	<b>Average</b>		
Customer Access (Driving to Your Location)	5	5	4	4	2	1	5	3	3	<b>3.5</b>
Ease of Customer Parking	4	3	2	4	n/a	3	1	3	4	<b>3.0</b>
Prior to Rt. 21 Extension: Customer Traffic	5	3	2	3	5	n/a	1	n/a	n/a	<b>3.1</b>
New Customer Traffic since Rt. 21 Extension	2	5	4	5	4	3	5	3	5	<b>3.9</b>
Overall Business Climate	4	3	4	5	4	3	5	5	3	<b>3.8</b>
Pride in Neighborhood	4	5	5	5	3	5	4	4	4	<b>3.6</b>
Level of Traffic Noise	5	1	3	3	3	3	3	3	3	<b>2.8</b>
Traffic Congestion	4	1	5	2	1	3	1	3	1	<b>2.7</b>
Traffic Safety	3	5	5	5	1	4	4	4	1	<b>3.0</b>
Customer Traffic from Local area	2	3	3	5	5	4	5	4	4	<b>3.5</b>
Customer Traffic from Region	4	4	4	5	2	3	3	3	4	<b>3.8</b>
Total Customer Spending	2	3	3	5	4	2	4	3	4	<b>3.4</b>
Total Customer Traffic	2	3	4	5	3	3	5	3	4	<b>3.6</b>
Average score per merchant	<b>3.5</b>	<b>3.4</b>	<b>3.7</b>	<b>4.3</b>	<b>3.1</b>	<b>3.1</b>	<b>3.5</b>	<b>3.4</b>	<b>3.3</b>	<b>3.4</b>

Was there a decline in customer spending

When did it begin

What percent

### **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 recent years. 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) than 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. This phenomenon will be monitored by NJIT in future years.

### **Surveys in Botany Village – 2002 & 2004**

Surveys of businesses in the Botany Village area were conducted in 2002 and 2004. There were 21 respondents in 2002 and 29 in 2004. Results of the surveys may be found in Tables 9-10.

**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	Geop 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 Rt. 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 Rt. 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	<b>1.6</b>	<b>1.4</b>	<b>1.5</b>	<b>3.2</b>	<b>2.2</b>	<b>3.6</b>	<b>2.9</b>	<b>2.8</b>	<b>3.4</b>	<b>3.4</b>	<b>3.3</b>	<b>4.5</b>	<b>1.3</b>	<b>2.8</b>	<b>1.7</b>
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	<b>2.3</b>
Ease of Customer Parking	3	1	3	2	1	4	<b>2.3</b>
Prior to Rt. 21 Extension: Customer Traffic	4	n/a	4	2	5	4	<b>3.6</b>
New Customer Traffic since Rt. 21 Extension	1	4	4	2	2	2	<b>2.4</b>
Overall Business Climate	1	n/a	4	2	4	2	<b>2.5</b>
Pride in Neighborhood	4	5	5	2	4	2	<b>2.9</b>
Level of Traffic Noise	4	3	3	1	4	5	<b>3.2</b>
Traffic Congestion	4	4	2	1	1	5	<b>2.7</b>
Traffic Safety	4	5	2	1	2	3	<b>2.8</b>
Customer Traffic from Local area	1	4	4	2	4	3	<b>2.6</b>
Customer Traffic from Region	1	1	4	1	4	2	<b>2.4</b>
Total Customer Spending	1	3	4	2	2	2	<b>2.4</b>
Total Customer Traffic	1	4	4	2	3	2	<b>2.5</b>
Average score per merchant	<b>2.3</b>	<b>3.4</b>	<b>3.6</b>	<b>1.7</b>	<b>3.0</b>	<b>2.9</b>	<b>2.7</b>
Was there a decline in customer spending							
When did it begin	'95			'01			
What percent	>15			>10			



**TABLE 10 continued**  
**Botany Village Businesses 2004**

	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
<b><u>Factors for Local Business</u></b>											
Customer Access (Driving to Your Location)	5	4	1	3	3	1	1	1	4	1	<b>2.7</b>
Ease of Customer Parking	5	4	1	3	3	3	1	1	4	3	<b>3.4</b>
Prior to Rt. 21 Extension: Customer Traffic	na	4	5	4	2	1	4	5	na	na	<b>3.6</b>
New Customer Traffic since Rt. 21 Extension	3	2	1	1	3	2	5	1	4	1	<b>2.7</b>
Overall Business Climate	2	3	1	4	3	1	2	1	4	1	<b>2.6</b>
Pride in Neighborhood	4	3	1	4	3	2	2	1	4	3	<b>2.7</b>
Level of Traffic Noise	3	3	3	3	5	3	3	2	na	3	<b>3.4</b>
Traffic Congestion	3	3	2	1	5	3	3	3	4	3	<b>3.3</b>
Traffic Safety	1	4	1	1	5	3	3	3	5	1	<b>2.9</b>
Local Business Activity	2	3	1	4	3	1	2	1	4	1	<b>2.7</b>
Regional Business Activity	2	3	1	4	3	1	2	1	5	1	<b>2.6</b>
Total Customer Spending	2	3	1	2	3	1	2	1	5	1	<b>2.5</b>
Total Business Activity	2	3	1	4	3	1	2	1	3	1	<b>2.5</b>
Average Score per Merchant	<b>2.8</b>	<b>3.2</b>	<b>1.5</b>	<b>2.9</b>	<b>3.4</b>	<b>1.8</b>	<b>2.5</b>	<b>1.7</b>	<b>4.2</b>	<b>1.67</b>	<b>2.9</b>
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	

### Surveys in Botany Village 2002

Of the 21 respondents, eight (8) indicate a decline in customer spending in recent years (i.e. from 1995 to the present), 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 score an average loss of 1.2 for changes in customer traffic (i.e. 3.6 to 2.4) since the freeway became operational.

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.

### 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 11 Business Survey Analysis**

<b>Merchant</b>	<b>Average Score 2002</b>	<b>Average Score 2004</b>
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
<b>AVERAGE</b>	<b>2.2</b>	<b>2.8</b>

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 scores in 2004 were higher but still slightly negative.

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

**Table 12 Average Scores by Category**

<b>Factors for Local Business</b>	<b>2002</b>	<b>2004</b>
Customer Access (Driving to Your Location)	2.3	2.7
Ease of Customer Parking	2.3	3.4
Prior to Rt. 21 Extension: Customer Traffic	3.6	3.6
New Customer Traffic since Rt. 21 Extension	2.4	2.7
Overall Business Climate	2.5	2.6
Pride in Neighborhood	2.9	2.7
Level of Traffic Noise	3.2	3.4
Traffic Congestion	2.7	3.3
Traffic Safety	2.8	2.9
Local Business Activity	2.6	2.7
Regional Business Activity	2.4	2.6
Total Customer Spending	2.4	2.5
Total Business Activity	2.5	2.5
<b>AVERAGE</b>	<b>2.7</b>	<b>2.9</b>

It is of interest to note that the greatest improvements recorded in the survey were on traffic. Access to Botany Village, ease of parking and traffic congestion were considerably improved in 2004. The remaining factors were unchanged. The only factor that decreased was pride in the neighborhood. Lastly, the tabulated values, in general, demonstrate a consistent response in both years of the survey. In particular, responses to business activity have remained virtually unchanged over the two 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 as suggested by the NJDOT 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 below are the results of the surveys.

**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	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 Main	Excel Dentistry 641 Main	<b>average</b>
Customer Access (Driving to Your Location)	4	1	5	3	5	3	4	1	2	3	4	5	5	4	4	4	<b>3.6</b>
Ease of Customer Parking	4	na	2	1	2	3	4	4	3	3	na	5	3	4	3	na	<b>3.2</b>
Prior to Rt. 21 Extension: Customer Traffic	2	na	2	3	3	3	3	3	na	3	3	4	2	4	3	2	<b>2.9</b>
New Customer Traffic since Rt. 21 Extension	4	na	2	3	5	3	4	3	na	3	4	5	4	4	4	5	<b>3.8</b>
Overall Business Climate	2	na	1	5	4	3	4	4	3	3	3	4	4	4	3	4	<b>3.4</b>
Pride in Neighborhood	3	na	1	2	4	4	na	5	1	3	5	3	4	4	3	4	<b>3.3</b>
Level of Traffic Noise	3	na	3	3	1	3	3	na	3	3	4	4	3	3	3	3	<b>3.0</b>
Traffic Congestion	na	na	3	4	1	3	3	5	3	3	na	4	3	3	4	4	<b>3.3</b>
Traffic Safety	na	na	2	4	4	3	3	4	1	3	4	4	4	3	3	3	<b>3.2</b>
Local Business Activity	3	na	3	3	4	4	3	5	4	3	na	4	4	4	5	5	<b>3.9</b>
Regional Business Activity	5	na	3	3	4	5	4	2	na	3	3	4	4	4	4	5	<b>3.8</b>
Total Customer Spending	3	na	4	3	4	4	3	5	4	3	5	4	3	4	4	5	<b>3.9</b>
Total Business Activity	3	na	4	3	4	4	3	2	2	3	4	4	4	4	3	5	<b>3.5</b>
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	<b>3.4</b>
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						

**TABLE 14**  
**CLIFTON BUSINESS - MAIN AVENUE 2003**  
**Factors for Local Business**

	Wendy's 83 Main	All Start Cleaners 226 Main	Accurate Wholesale Kitchens 340	Clark Surveying 400 Main	Ideal Driving School 1151 Main	Int'l Motorsports 1372 Main 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	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	<b>average</b>	
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	<b>3.5</b>
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	<b>3.2</b>
Prior to Rt. 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	<b>3.0</b>
New Customer Traffic since Rt. 21 Extension	3	4	4	4	5	4	2	3	3	3	4	5	na	3	3	3	na	2	4	3	5	na	<b>3.5</b>
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	<b>3.5</b>
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	<b>3.5</b>
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	<b>2.9</b>
Traffic Congestion	3	3	4	4	3	na	4	3	3	1	3	3	3	1	4	2	na	2	3	3	3	4	<b>3.0</b>
Traffic Safety	3	3	4	4	2	na	2	3	2	4	3	na	3	3	4	1	3	4	3	na	4	3	<b>3.1</b>
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	<b>3.5</b>
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	<b>3.4</b>
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	<b>3.4</b>
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	<b>3.5</b>
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	<b>3.82</b>
Ease of Customer Parking	3	4	1	1	1	3	5	5	2	3	3	<b>2.82</b>
Prior to Rt. 21 Extension: Customer Traffic	3	4	3	4	3	na	3	5	3	3	3	<b>3.40</b>
New Customer Traffic since Rt. 21 Extension	3	4	3	3	3	na	3	5	4	3	3	<b>3.40</b>
Overall Business Climate	4	4	3	2	3	2	5	na	3	3	na	<b>3.22</b>
Pride in Neighborhood	4	4	3	2	3	3	5	na	3	3	na	<b>3.33</b>
Level of Traffic Noise	3	5	3	2	3	4	3	5	3	3	3	<b>3.36</b>
Traffic Congestion	3	5	3	2	3	3	3	5	4	3	3	<b>3.36</b>
Traffic Safety	5	5	3	2	3	4	3	4	4	3	3	<b>3.55</b>
Local Business Activity	4	3	3	4	3	3	4	3	3	3	3	<b>3.27</b>
Regional Business Activity	3	5	3	4	3	3	4	3	3	3	3	<b>3.36</b>
Total Customer Spending	4	5	3	4	3	3	4	3	3	3	3	<b>3.45</b>
Total Business Activity	4	5	3	4	3	3	4	3	3	3	3	<b>3.45</b>
Average score per merchant	<b>3.5</b>	<b>4.4</b>	<b>2.9</b>	<b>2.8</b>	<b>2.8</b>	<b>3.3</b>	<b>3.9</b>	<b>4.2</b>	<b>3.2</b>	<b>3.0</b>	<b>3.0</b>	<b>3.37</b>
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 responses to the 2003 and 2004 surveys were compiled, tabulated and are provided on Tables 14 and 15 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 3.4 (3.0 is no effect) by Clifton merchants on Main Avenue.

In Clifton, five of the twenty-two respondents indicated a decline in business starting from October 2001 with two noting declines beginning in the summer of 2003. In Passaic, seven of the sixteen respondents indicated declines in business beginning in February 2002 with three indicating declines 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 observers traversing the two municipalities than some of the parks and playgrounds provided or enhanced.

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 current surveys conducted on Main Avenue in both Passaic and Clifton 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 last year.

### **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 16 denotes the name of the businesses and the average scores in the two surveys.

**Table 16 Business Survey Analysis**

<b>Merchant</b>	<b>Average Score 2003</b>	<b>Average Score 2004</b>
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
<b>AVERAGE</b>	<b>3.3</b>	<b>3.3</b>

The average scores in 2004 are slightly lower than 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 17 Average Scores by Category**

<b>Factors for Local Business</b>	<b>2003</b>	<b>2004</b>
Customer Access (Driving to Your Location)	3.5	3.8
Ease of Customer Parking	3.2	2.8
Prior to Rt. 21 Extension: Customer Traffic	3.0	3.4
New Customer Traffic since Rt. 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
<b>AVERAGE</b>	<b>3.3</b>	<b>3.4</b>

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 conducted of elected and appointed officials taken in 2002 reflect the slightly positive attitude of merchants in Passaic and the slightly negative attitude of merchants in Botany Village.

## **REAL ESTATE SALES DATA**

### **Economic Impacts of the Rt 21 Corridor on Real Estate Values**

The project team has concentrated much of its efforts in attempting to obtain 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 above data has been 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 is to ultimately 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 will be compared to survey results taken to assess whether perceptions by merchants and public officials (as previously noted herein) correlate with valuations found in the real estate data.

At present, all blocks and lots in the City of Passaic in the First and Fourth Wards (which encompasses all properties immediately adjacent to and in close proximity to the new Route 21 alignment within the City) which have been sold since 1996 through September of 2003 will be provided in Appendix 7 of this report. 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 and Botany Village in Clifton have been compiled as well. Samples of the Clifton real estate data compiled to date will also be provided in Appendix 7. 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 are being 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 past few years probably as a result of the low interest climate available to buyers of real estate. This phenomenon is factored into the analysis

## **IMPACTS ON REAL ESTATE SALES IN PASSAIC AND CLIFTON**

### **Background**

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. 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 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 Performed by NJIT**

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.

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.

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 to the investigators.

The above information, consisting of a very large amount of data, was compiled into a workable format.

The investigators recognize that the change in the selling price of a parcel of land 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 the present, the prime interest rate was the lowest in 40 years in the United States. This has created a phenomenon in which home buyers, able to secure mortgages at historically low rates, have rushed to buy homes and, in the process, have 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.

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 Route 21 Noise Barriers Constructed in the City of Clifton

The NJDOT designed noise barriers parallel and adjacent to Route 46 on Trimble Avenue and 11<sup>th</sup> 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, 8<sup>th</sup> Street, 9<sup>th</sup> Street, Christie Avenue, and Bergen Avenue are within close proximity (i.e., within three city blocks) to the barriers. Figure 3 depicts Route 46 and the neighboring streets, as noted above, north and south of the highway.

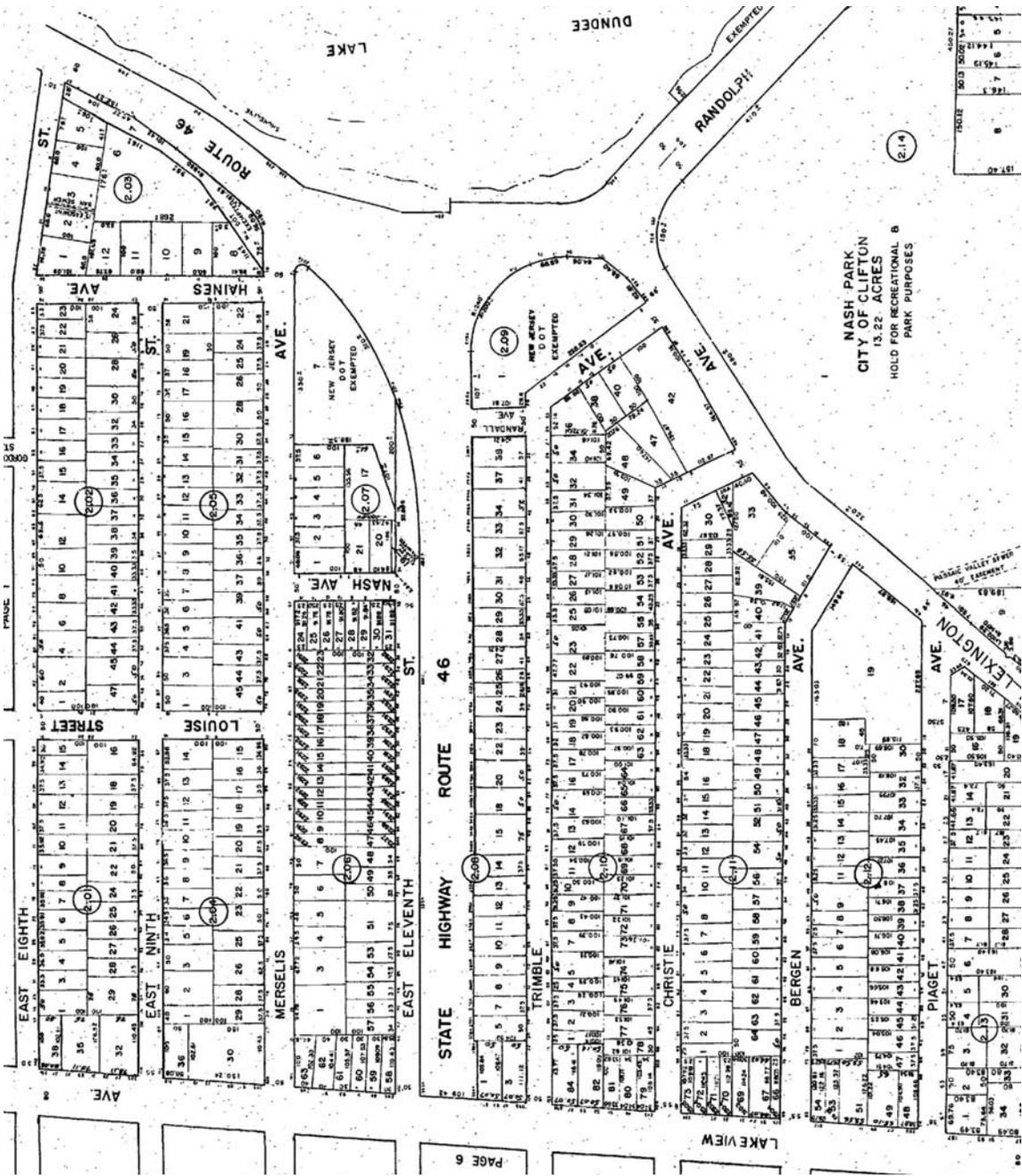


Figure 3 Route 46 Noise Barriers and Vicinity

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 11<sup>th</sup> Street, whose residences have noise barriers directly in either their rear yard (i.e., Trimble

Avenue) or facing their frontage (i.e., 11<sup>th</sup> Street) have basically indicated that the barriers have been effective in reducing sound from Route 46 traffic (Editors Note: survey results can be found on p. 37). 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 11<sup>th</sup> 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 were 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 at the end of this section. Tabulated below are the results of the analysis.

**Table 18 Average Percent Ratio of the Selling Price to the Assessed Value in Proximity To Route 21 Noise Barriers in Clifton**

<b>North of Route 46 Barrier</b>			
<b>Code #</b>	<b>Street</b>	<b>% Ratio 1995-2000</b>	<b>% Ratio 2001-2003</b>
0	11 <sup>th</sup> Street	100	114
0.5	Merselis Avenue	104	128
1.0	Merselis Avenue	118	152
1.5	9 <sup>th</sup> Street	107	157
2.0	9 <sup>th</sup> Street	105	143
2.5	8 <sup>th</sup> Street	99	158
<b>South of Route 46 Barrier</b>			
<b>Code #</b>	<b>Street</b>	<b>% Ratio 1995-2000</b>	<b>% Ratio 2001-2003</b>
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

- The ratios for codes 0 and 0.5 (100,104 & 114,128) are less than the ratios for codes 1.0 and greater (118, 107, 105, 99 & 152, 157, 143, 158) for both time periods.
- The ratios for codes 0 and 0.5 and the ratios for codes 1.0 and greater are relatively uniform for both time periods.
- The percent increase of the ratios are greater for codes 1.0 and above compared to 0 and 0.5 for the period after 2000 than the period before 2000. (100,104 < 114,128) (118, 107, 105, 99 < 152, 157, 143, 158)

#### South of the barriers

- The ratios for code 0 (105) is less than the ratios for codes 0.5 and greater (116, 114, 123) for the earlier time period.
- The ratios for code 0 (177) is significantly greater than the ratios for codes 0.5 and greater (139, 145, 138) for the later time period.
- The ratio for code 0 and the ratios for codes 0.5 and greater are relatively uniform for both time periods.
- The percent increase of the ratios are greater for all codes for the later time period. (105) < 177) (116, 114, 123 < 139, 145, 138)

The data also 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 Rt. 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.

Residents on 11<sup>th</sup> 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 11<sup>th</sup> Street because the latter are across the street from the freeway. This might explain

why residents on 11<sup>th</sup> experienced more modest profits because their original noise problem was not as severe.

**Table 19 Sales Data for Homes Along the Route 46 Noise Barrier Corridor**

Month	Day	Year	Sold Price	Land	Buildings	Total	Address		SP/AV	
							Number	Street	%	Code
2	23	1996	178000	73100	86900	160000	68E	11th St	111	0
9	12	1997	83000	62200	42600	104800	62E	11th St	79	0
8		1997	188000	84700	100100	184800	76E	11th St	102	0
6	25	1999	115000	62200	45700	107900	46E	11th St	107	0
7	24	2000	110000	62200	45600	107800	58E	11th St	102	0
10	24	2001	148000	62200	47300	109500	40E	11th St	135	0
12	7	2001	127200	62200	46500	108700	54E	11th St	117	0
1	10	2002	122000	62200	50000	112200	60E	11th St	109	0
5	30	2003	180000	62200	48200	110400	36E	11th St	163	0
5	14	1996	266500	83200	172900	256100	27E	8 Th St	104	2
10	22	1996	139000	74700	76900	151600	39E	8 Th St	92	2.5
6	12	1996	134000	82300	64600	146900	65E	8 Th St	91	2.5
5	6	1997	135000	75900	63300	139200	91E	8 Th St	97	2.5
8	9	1999	135000	74700	64300	139000	57E	8 Th St	97	2.5
4	19	1999	135500	82300	51900	134200	61E	8 Th St	101	2.5
5	27	1999	178000	80000	81400	161400	81E	8 Th St	110	2.5
7	18	2001	155000	80000	51100	131100	71E	8 Th St	118	2.5
6	26	2002	197000	80000	51100	131100	71E	8 Th St	150	2.5
1	27	2003	270400	74700	56700	131400	35E	8 Th St	206	2.5
12	30	1996	115000	74000	61400	135400	27E	9 Th St	85	1.5
7	24	1997	160000	74000	80100	154100	37E	9 Th St	104	1.5
1	30	1998	157000	74700	77600	152300	73E	9 Th St	103	1.5
8	13	1999	165000	74000	68000	142000	39E	9 Th St	116	1.5
8	13	1999	165000	74000	66600	140600	39E	9 Th St	117	1.5
9	13	1999	142000	74400	59800	134200	75E	9 Th St	106	1.5
10	2	2000	167500	74400	72800	147200	81E	9 Th St	114	1.5
3	21	2000	173000	74700	77600	152300	73E	9 Th St	114	1.5
9	7	2001	265000	74700	94100	168800	51E	9 Th St	157	1.5
12	14	2001	236000	74400	88600	163000	89E	9 Th St	145	1.5
4	17	2003	235000	74000	63700	137700	31E	9 Th St	171	1.5
7	26	1992	136500	80000	66900	146900	10E	9 Th St	93	2
5	19	1997	156000	80000	79700	159700	6E	9 Th St	98	2
2	17	1997	150000	73700	72300	146000	32	9 Th St	103	2
12	19	2000	207000	73700	88600	162300	24E	9 Th St	128	2
9	6	2001	199000	73700	76000	149700	28E	9 Th St	133	2
Month	Day	Year	Sold Price	Land	Buildings	Total	Address		SP/AV	

							Number	Street	%	Code
3	28	2003	210000	73100	63700	136800	40E	9 Th St	154	2
12	13	1995	173000	68500	157700	226200	67	Bergen Ave	76	2
1	26	1996	139237.5	57800	0	57800	68	Bergen Ave	241	2
1	26	1996	139237.5	70800	82600	153400	72	Bergen Ave	91	2
7	3	1997	170700	68900	83500	152400	24	Bergen Ave	112	2
5	7	1997	155000	70800	81000	151800	68	Bergen Ave	102	2
6	19	1998	136700	70800	51700	122500	72	Bergen Ave	112	2
9	11	1998	165000	75900	83800	159700	76	Bergen Ave	103	2
9	28	2000	165000	70800	51700	122500	72	Bergen Ave	135	2
6	29	2000	215000	75900	83800	159700	76	Bergen Ave	135	2
8	6	2001	200000	68900	79500	148400	32	Bergen Ave	135	2
8	28	2002	160000	70800	80800	151600	50	Bergen Ave	106	2
11	1	2002	275000	75900	83800	159700	76	Bergen Ave	172	2
9	8	1998	162000	74200	93700	167900	94	Christie Ave	96	1
10	15	2001	220000	70200	94600	164800	36	Christie Ave	133	1
1	23	2001	137000	70900	66500	137400	88	Christie Ave	100	1
3	14	2001	190500	70900	66500	137400	88	Christie Ave	139	1
10	30	2002	277000	69400	89100	158500	38	Christie Ave	175	1
12	31	2002	230000	70900	58200	129100	86	Christie Ave	178	1
11	1	1995	175000	69200	114300	183500	25	Christie Ave	95	1.5
9	5	1997	135000	70800	58400	129200	75	Christie Ave	104	1.5
5	30	1997	169900	69200	88700	157900	49	Christie Ave	108	1.5
4	24	1999	215000	68900	84100	153000	59	Christie Ave	141	1.5
3	30	1999	177500	69200	98400	167600	33	Christie Ave	106	1.5
5	25	2000	179000	70800	67500	138300	87	Christie Ave	129	1.5
12	31	1997	245000	81900	165900	247800	11	Haines Ave	99	0
6	9	1999	260000	81900	176300	258200	17	Haines Ave	101	0
3	6	2003	360000	81900	165900	247800	40E	Haines Ave	145	0
7	27	2000	295000	81900	172900	254800	29	Haines Ave	116	0.5
5	23	1997	95500	62200	43300	105500	93	Merselis Ave	91	0.5
6	16	1997	95000	62200	46500	108700	91	Merselis Ave	87	0.5
12	4	1997	208000	81600	129800	211400	16	Merselis Ave	98	0.5
6	10	1999	190000	74700	103500	178200	20	Merselis Ave	107	0.5
8	26	1999	215000	74700	126700	201400	24	Merselis Ave	107	0.5
10	16	2000	131000	62200	46600	108800	77	Merselis Ave	120	0.5
4	11	2000	135500	62200	58500	120700	75	Merselis Ave	112	0.5
8	26	2000	215000	74700	126700	201400	24	Merselis Ave	107	0.5
9	11	2002	153000	62200	47900	110100	81	Merselis Ave	139	0.5
5	2	2003	130000	62200	48200	110400	85	Merselis Ave	118	0.5
Month	Day	Year	Sold Price	Land	Buildings	Total	Address		SP/AV	

							Number	Street	%	Code
4	17	1996	174250	74700	87500	162200	50	Merselis Ave	107	1
9	30	1997	202500	74700	123200	197900	80	Merselis Ave	102	1
11	23	1999	209500	74400	91200	165600	84	Merselis Ave	127	1
7	16	1999	227500	74700	120500	195200	38	Merselis Ave	117	1
7	16	2000	227500	74700	111200	185900	38	Merselis Ave	122	1
8	29	2000	220000	74700	93200	167900	50	Merselis Ave	131	1
11	15	2001	279000	74400	104100	178500	84	Merselis Ave	156	1
12	10	2001	260000	74700	118700	193400	116	Merselis Ave	134	1
11	20	2001	285000	75600	110100	185700	56	Merselis Ave	153	1
3	8	2002	208000	74700	85500	160200	44	Merselis Ave	130	1
8	16	2002	265000	80000	79600	159600	60	Merselis Ave	166	1
11	7	2002	223000	80000	48000	128000	64	Merselis Ave	174	1
3	28	2001	134000	62200	52200	114400	6	Nash Ave	117	0
1	15	1999	103000	62200	44000	106200	16	Nash Ave	97	0.5
2	24	1999	110000	62200	43500	105700	12	Nash Ave	104	0.5
9	11	1996	153000	70700	84800	155500	100	Trimble Ave	98	0
5	13	1997	176500	70700	88400	159100	100	Trimble Ave	111	0
11	20	1997	150000	71600	72400	144000	74	Trimble Ave	104	0
10	30	1997	138000	76100	111800	187900	32	Trimble Ave	73	0
10	22	1998	177200	66300	86400	152700	68	Trimble Ave	116	0
1	14	1999	133000	74200	65700	139900	48	Trimble Ave	95	0
12	1	2000	157000	73300	84400	157700	84	Trimble Ave	100	0
7	28	2000	239900	70700	96800	167500	54	Trimble Ave	143	0
9	11	2001	260000	71600	88700	160300	72	Trimble Ave	162	0
8	30	2002	250000	73600	74700	148300	40	Trimble Ave	169	0
3	19	2003	333000	71600	95400	167000	72	Trimble Ave	199	0
11	22	1995	192000	69400	101100	170500	53	Trimble Ave	113	0.5
5	3	1996	160000	70900	78000	148900	73	Trimble Ave	107	0.5
5	16	1996	185000	68500	96300	164800	65	Trimble Ave	112	0.5
7	25	1997	167000	69000	90300	159300	69	Trimble Ave	105	0.5
10	15	1998	141000	70800	69000	139800	81	Trimble Ave	101	0.5
8	20	1998	169000	70800	90000	160800	62	Trimble Ave	105	0.5
12	8	1999	155000	63400	63200	126600	113	Trimble Ave	122	0.5
6	30	1999	147500	63400	56500	119900	105	Trimble Ave	123	0.5
9	29	1999	218000	75900	110300	186200	103	Trimble Ave	117	0.5
6	30	2000	147500	63400	51500	114900	105	Trimble Ave	128	0.5
9	29	2000	218000	75900	110300	186200	103	Trimble Ave	117	0.5
8	22	2000	181000	70800	62500	133300	97	Trimble Ave	136	0.5
2	1	2000	191000	69400	83300	152700	17	Trimble Ave	125	0.5
Month	Day	Year	Sold Price	Land	Buildings	Total	Address		SP/AV	

							Number	Street	%	Code
2	23	2001	175000	70800	54800	125600	107	Trimble Ave	139	0.5
5	21	2001	192500	70900	66700	137600	41	Trimble Ave	140	0.5
5	28	2002	250000	66300	85800	152100	66	Trimble Ave	164	0.5
1	16	2002	170000	76100	56500	132600	27	Trimble Ave	128	0.5
2	19	2003	200000	76100	83700	159800	55	Trimble Ave	125	0.5

**Impacts of the Route 21 Freeway on Sales of Commercial Properties in the Botany\_Village area (Clifton) and on Main Avenue (Clifton and Passaic)**

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 in prior years of this study (see Tables 9-10, pp.56-9) 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 21-23. The data may be summarized as shown in the following table.

**Table 20 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	101
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.

**TABLE 21 Percent Ratio of Selling Price to Assessed Valuation  
for Botany Village Commercial Properties**

Year	Selling Price	Block	Lot	Land	Building	Total	Address		SP/AV %	Avg % Ratio
							#	Street		
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	
2003	265000	4.24	9	56300	232600	288900	9	Village Sq	92	101

**TABLE 22 % Ratio Sales Price to Assessed Value  
Main Avenue City of Passaic**

Number	Year	Price	Block	Lot	Assessed Value			% Ratio	Average
					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 23 % 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

## **APPENDIX 1 NJDOT BASELINE DATA**

The following maps and text were reproduced from “Final EIS/ Section 4(f) Evaluation, Volume I – Main Text”, August 1996. They represent information that was particularly useful to the project team in performing the study.

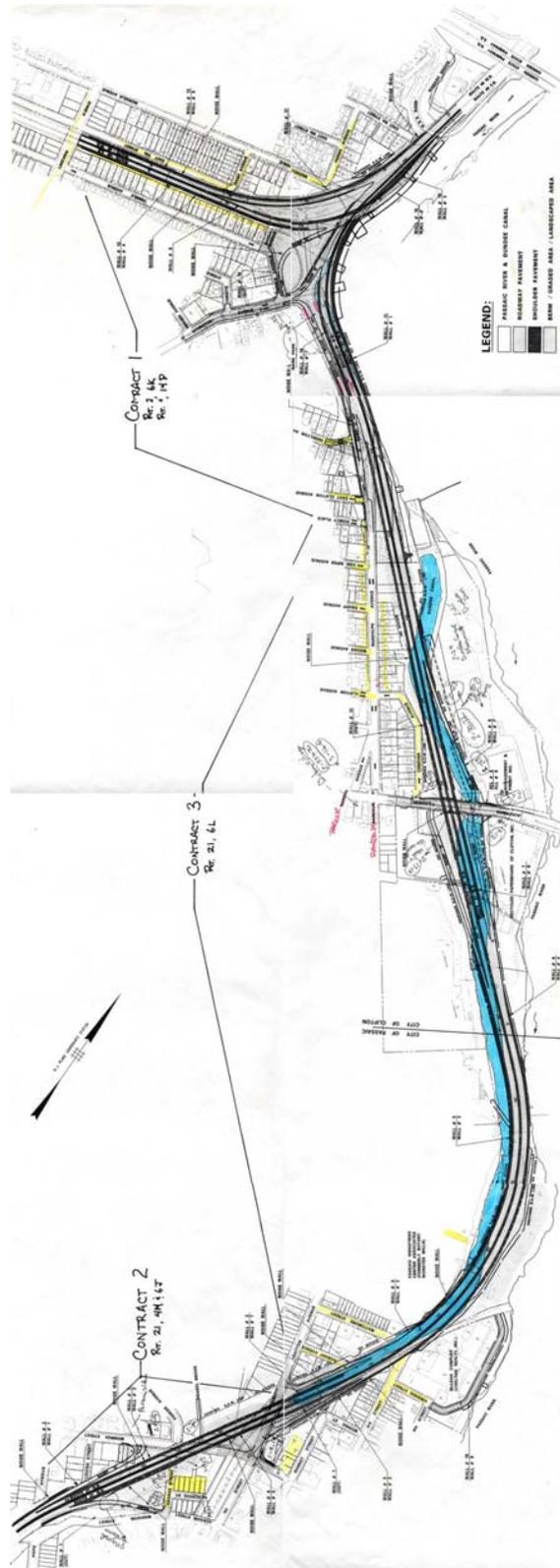


Figure 1 Final Alignment of Freeway Extension

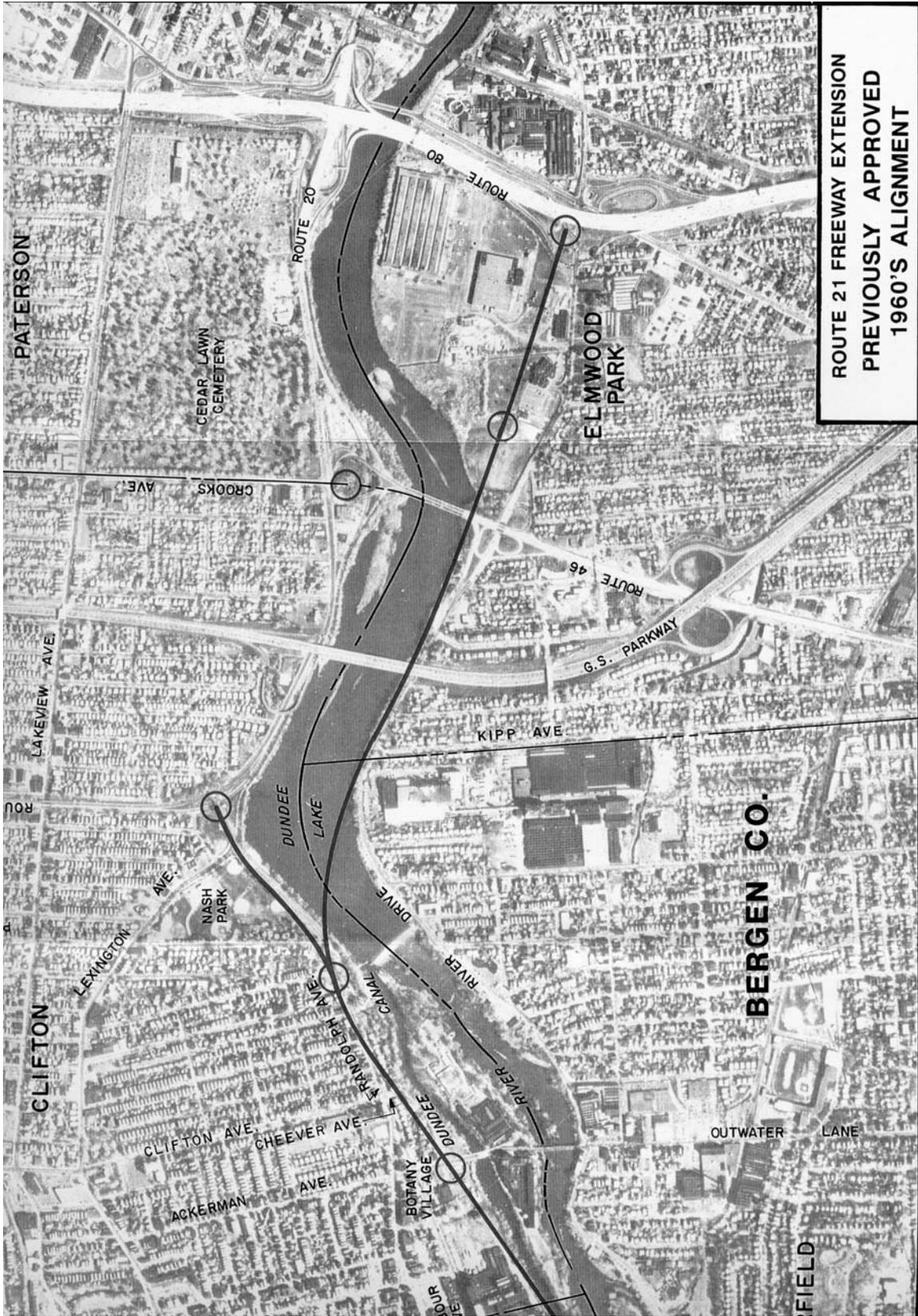
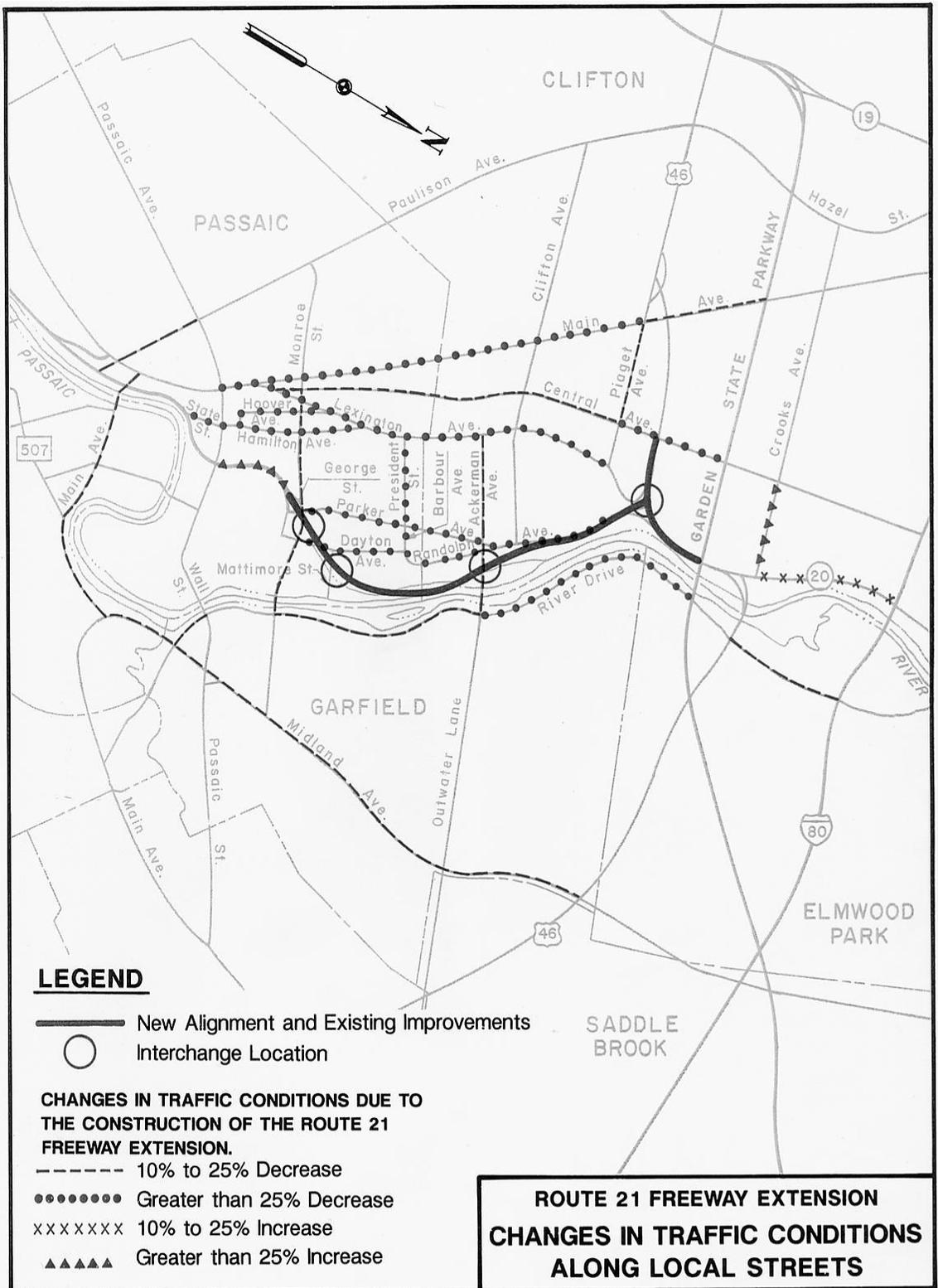


Figure 2 1960's Alignment



I - 8  
Figure 3

Figure I - 4



Figure 4 Page I-9 Designated Rt 21 Paths Along Local Streets



**Photo I-1: George Street / Monroe Street Intersection**

**Trucks entering Monroe Street from George Street track into the westbound lane.**



**Photo I-2: Canal Street / Monroe Street Intersection**

**Trucks entering Monroe Street westbound from Canal Street have to swing into the oncoming traffic lanes due to the tight turning radius and the location of the utility pole.**

I - 14  
Figure 5A



**Photo I-3: Dayton Avenue / Barbour Avenue Intersection**

**Trucks from northbound Dayton Avenue track into the oncoming lane of Barbour Avenue.**



**Photo I-4: Barbour Avenue**

**Trucks track into the oncoming lane due to tight curvature problems.**

I - 15

Figure 5B

**Page I-16, 17** 5. Traffic flow is interrupted by frequent traffic signals and stop signs.

D. Purpose and Need- Details: Existing Route 21 Corridor traffic patterns were established by means of roadside and postcard **origin-destination surveys**. The results of these surveys are contained in the 1985 Route 21 Feasibility Study. The following observations were made from the origin-destination survey:

1. 68% of the trips have destinations on the west side of the Passaic River. 32% have destinations on the east side of the Passaic River. Of these 32%, more than half are localized trips to Garfield in the Out water Lane/River Drive area, which means that less than 15% of the trips have destinations to the northern and eastern areas of Bergen County.
2. About 33% of the trips exiting Route 21 at the present terminus are through trips with destinations up to and beyond Route 46.
3. About 10% of the trips have destinations to the Botany Mills area.
4. Nearly 20% have destinations to the Central Business District of Passaic.
5. Nearly 12% of the trips are truck trips with almost one-third, 3-axle or larger combination trucks.
6. 25% of the truck trips are destined to the Paterson area, and 10% are destined to parts of Bergen County.

To establish the base conditions, **traffic counts** from NJDOT, Passaic County, and municipalities were supplemented with extensive counts conducted by a consultant. It was found that Route 21 deposits nearly 17,000 vehicles per day onto the local streets of Passaic and Clifton where traffic disperses along the various parallel routes. Volumes along the signed route to Route 46 range from 9,300 vehicles per day (vpd) on Dayton Avenue to over 17,000 vpd on Randolph Avenue (just south of Lexington Avenue). Peak hour volumes along the signed path of Route 21 are highest on Randolph Avenue in the vicinity of Lexington Avenue, where they reach over 1,800 vehicles per hour (vpd), which 1-16 exceeds the theoretical capacity of the roadway section. During this peak hour period, over 1,100 vehicles travel in the peak direction. It is projected that completion of the Route 21 Freeway will reduce traffic volumes on some local streets by more than 25% (see Figure 1-4).

Each of the **critical intersections** along the designated path for Route 21 was also evaluated to determine its level of service. Level of Service is a qualitative measure of operating conditions on a highway facility. For a given highway facility, a level of service of A, B, C, D, E, or F, may be assigned: "A" representing free-flow operating conditions to "F" representing forced-flow

operating conditions (see Figure 1-6). The normal design target is Level of Service (LOS) C, although in adverse design conditions. *Level of Service* D is considered acceptable. LOS E is unacceptable and LOS F represents a complete breakdown of traffic flow with extensive queues ("backups"). These evaluations were made using techniques presented in the 1985 Highway Capacity Manual and the Transportation Research Circular #212. Problem areas identified were caused by a combination of narrow lane widths, high truck volumes, geometric and capacity constraints, and signal timing. The critical intersections include:

1. Monroe Street at the Route 21 Southbound Entrance: Observations have shown that traffic lining up for the left turn to Route 21 southbound often extends past Parker Avenue, blocking the signaled intersection. A truck maneuvering through the right turn, which is too tight, often blocks the northbound movement along George Street to eastbound Monroe Street. This intersection exhibits a level of service of E (operating conditions at or near capacity) and sometimes F (stalled traffic).
2. Randolph and Clifton Avenues: Narrow travel lanes through this intersection restrict traffic flow. Four lanes less than 10 feet wide and 10 percent truck traffic result in a level of service of D (high density stable flow), and sometimes E.
3. Dayton and Barbour Avenues: The restrictive geometry of this intersection limits the ability of large trucks to make right turns onto Dayton Avenue southbound and onto Barbour Avenue northbound. A truck must often maneuver several times to complete the turn. This results in a level of service of D, and sometimes E.

The following figures were reproduced from "Technical Environmental Study, Volume VIII, Engineering", April 1992. They represent information that was particularly useful to the project team in performing the study.

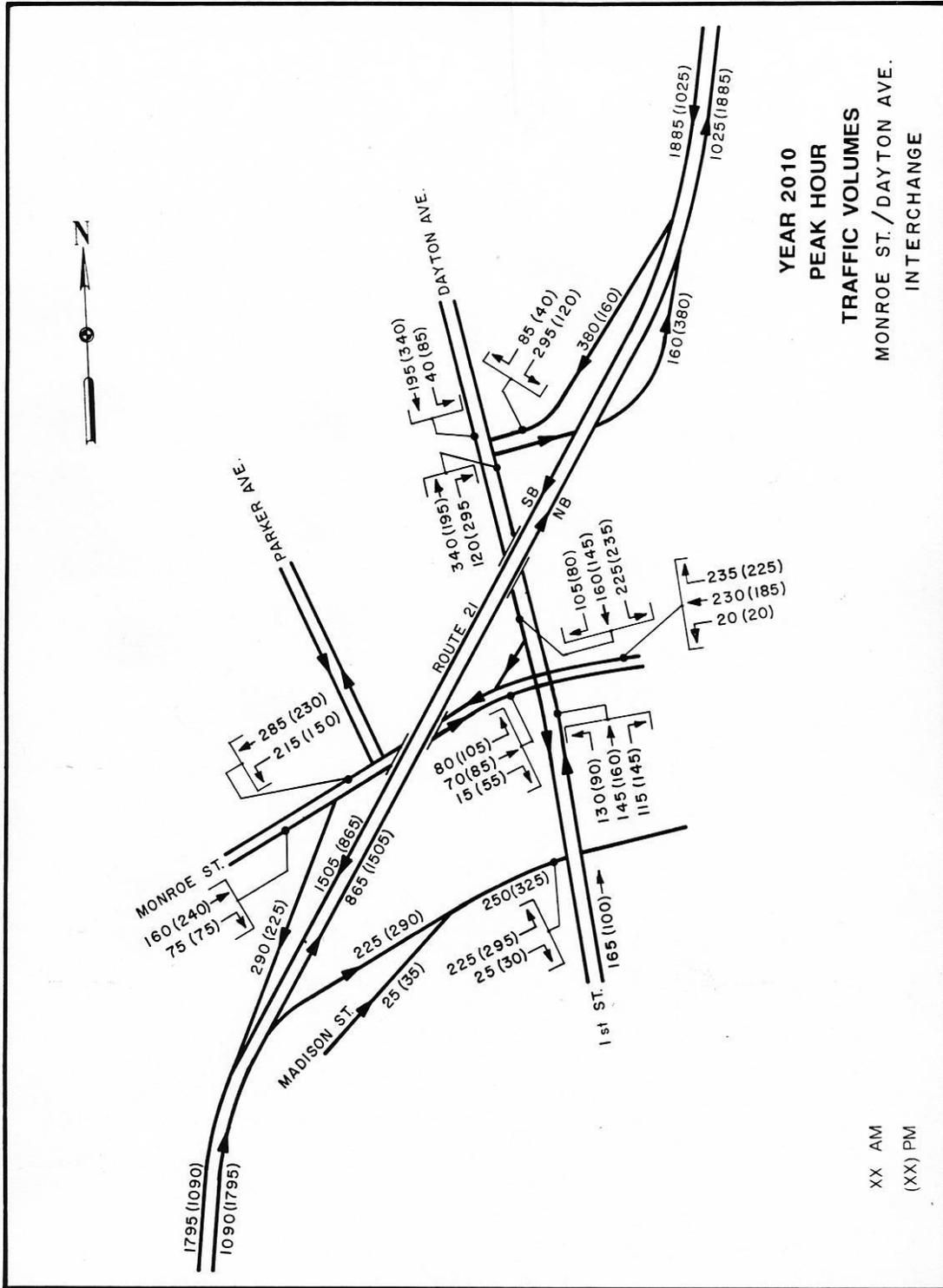


Figure 6A

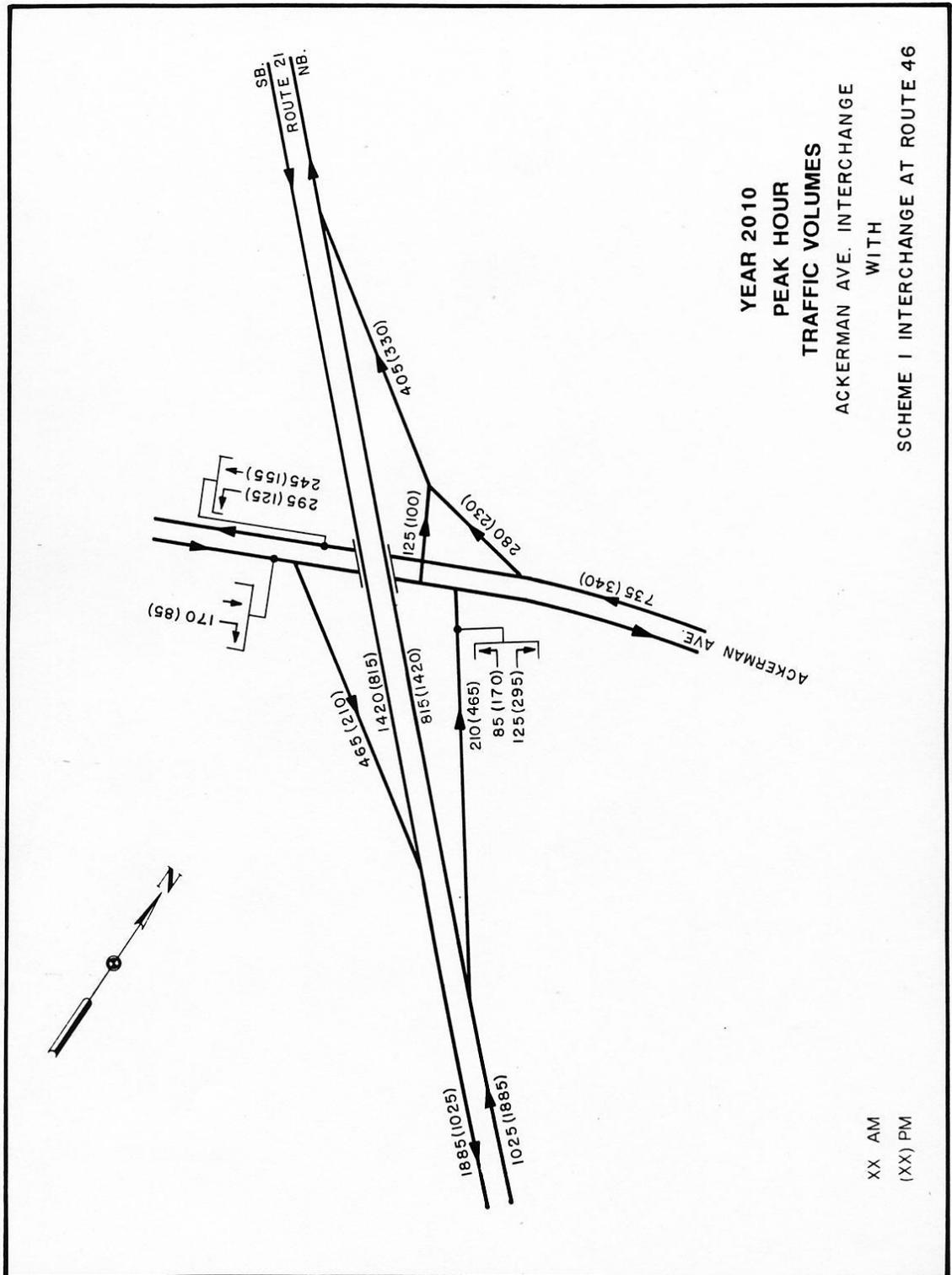


EXHIBIT 17

Figure 6B

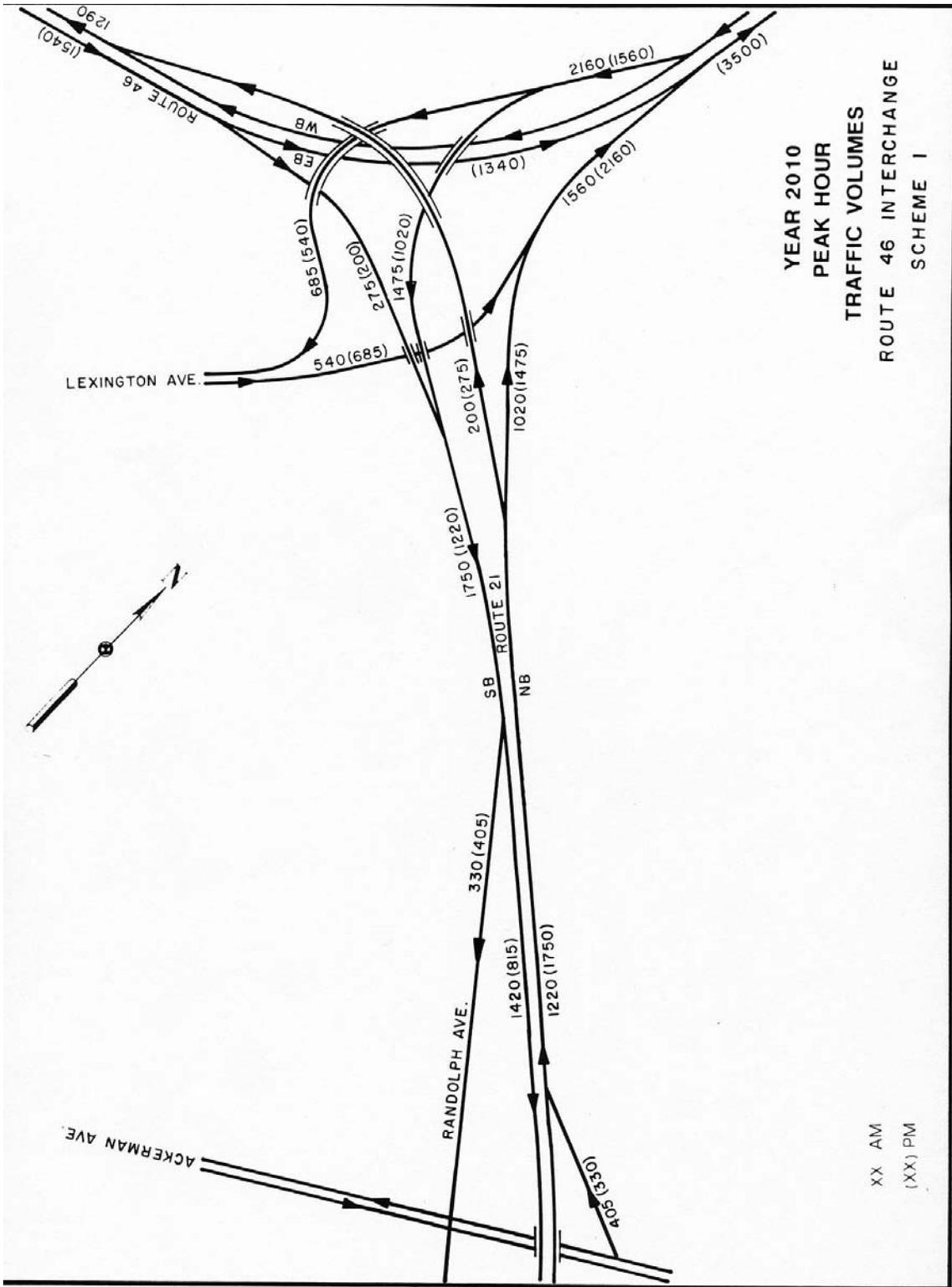


EXHIBIT 19

Figure 6C

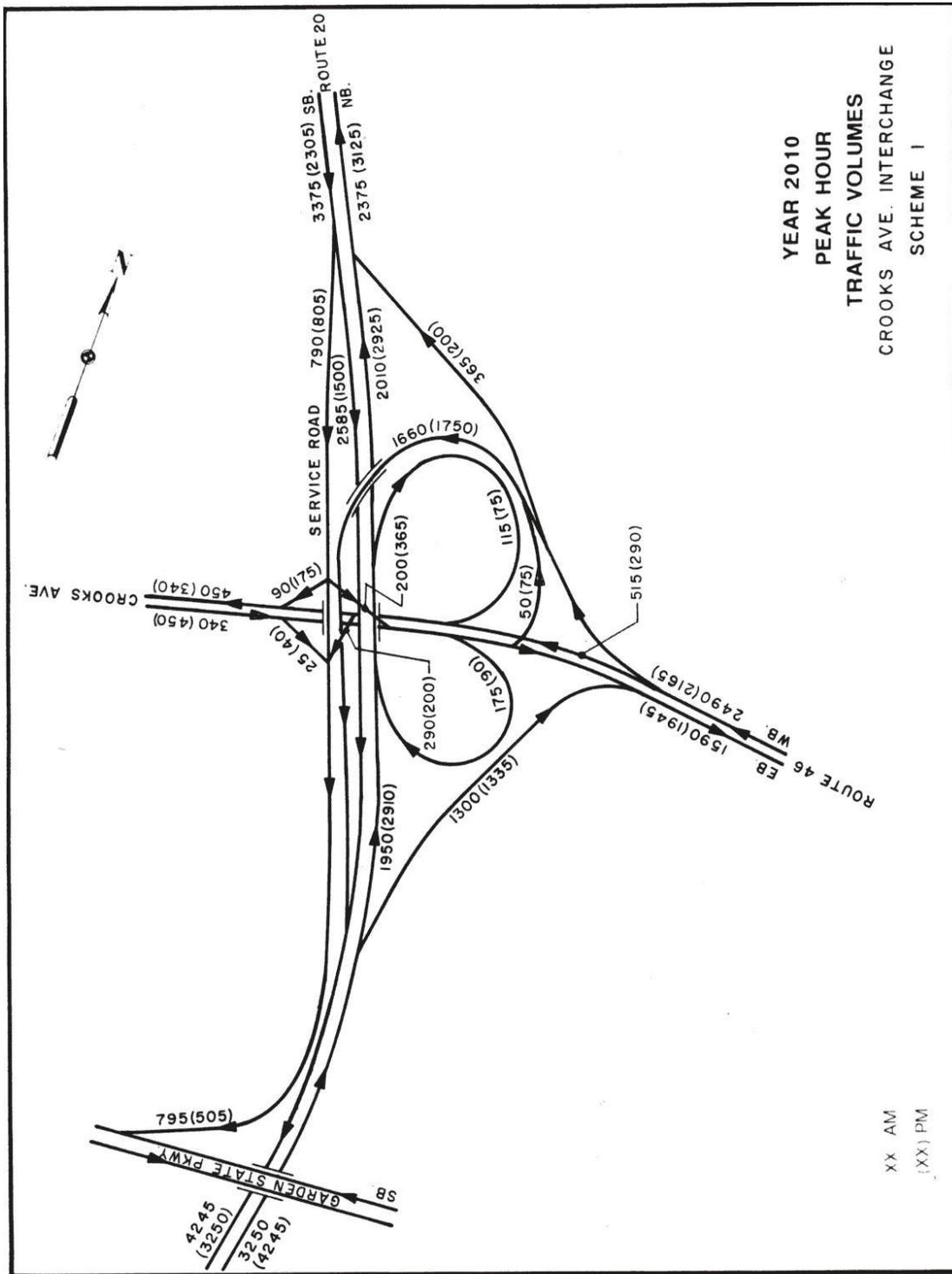


EXHIBIT 21

Figure 6D

The following figures and text were reproduced from "Technical Environmental Study, Volume VI, Socioeconomic", April 1992. They represent information that was particularly useful to the project team in performing the study.

Page29

**TABLE II - 1  
TOTAL POPULATION 1970 AND 1980  
REGIONAL, SECONDARY, & PRIMARY STUDY AREAS**

<u>STUDY AREA</u>	<u>Total Population</u>		<u>#</u>	<u>%</u>
	<u>1970</u>	<u>1980</u>		
Passaic County	460,782	447,585	(13,197)	-2.9%
Clifton City	82,437	74,388	(8,049)	-9.8%
Tract 1251	2,951	2,521	(430)	-14.6%
Tract 1250	5,701	4,909	(792)	-13.9%
Tract 1247	6,484	5,448	(1,036)	-16.0%
Subtotal	15,136	12,878	(2,258)	-14.9%
Passaic City	55,124	52,463	(2,661)	-4.8%
Tract 1753	6,577	6,168	(409)	-6.2%
Tract 1752	3,651	3,441	(210)	-5.8%
Subtotal	10,228	9,609	(619)	-6.1%

( ) Indicates a minus number

SOURCE: U.S. Census of Population and Housing, 1970 and 1980  
Bureau of the Census, U.S. Department of Commerce.

**TABLE II - 2  
POPULATION PROJECTIONS  
REGIONAL & SECONDARY STUDY AREAS**

<u>STUDY AREA</u>	<u>1985*</u>	<u>1990</u>	<u>2000</u>	<u>% Change</u>
				<u>1985-2000</u>
Passaic County	461,400	465,000	469,100	1.7%
Clifton City	76,675	79,306	82,026	7.0%
Passaic City	54,198	53,740	53,428	-1.4%

\* Estimate

SOURCE: Population Estimates for New Jersey, July 1, 1985;  
September 1986; Population Projections for N.J.  
and Counties 1990 - 2020, Volume 1; November 1985

TABLE 11-12

City of Passaic

1. Passaic Board of Education School #9
2. Dundee Post Office
3. Passaic Community Action Program
4. Passaic County Private Industrial Council
5. St. Mary's School, Church and Convent
6. Passaic Oldtimer's Club
7. Passaic Boys Club
8. Polish People's Home
9. St. Peter and Pauls Roman Catholic Church
10. La Inglesia De Dias en Passaic
11. Passaic Regional Catholic High School
12. Jungarian Reform Church/American Legion Post #387
13. St. Joseph's School
14. St. Joseph's Roman Catholic Church
15. St. Joseph's Roman Catholic Church Memorial Sacred Ground
16. Both Israel Hospital and Parking Lot
17. Church of God of Passaic, New Jersey Missing Board
18. Passaic Valley Water Commission - Passaic Booster Pump Station

City of Clifton

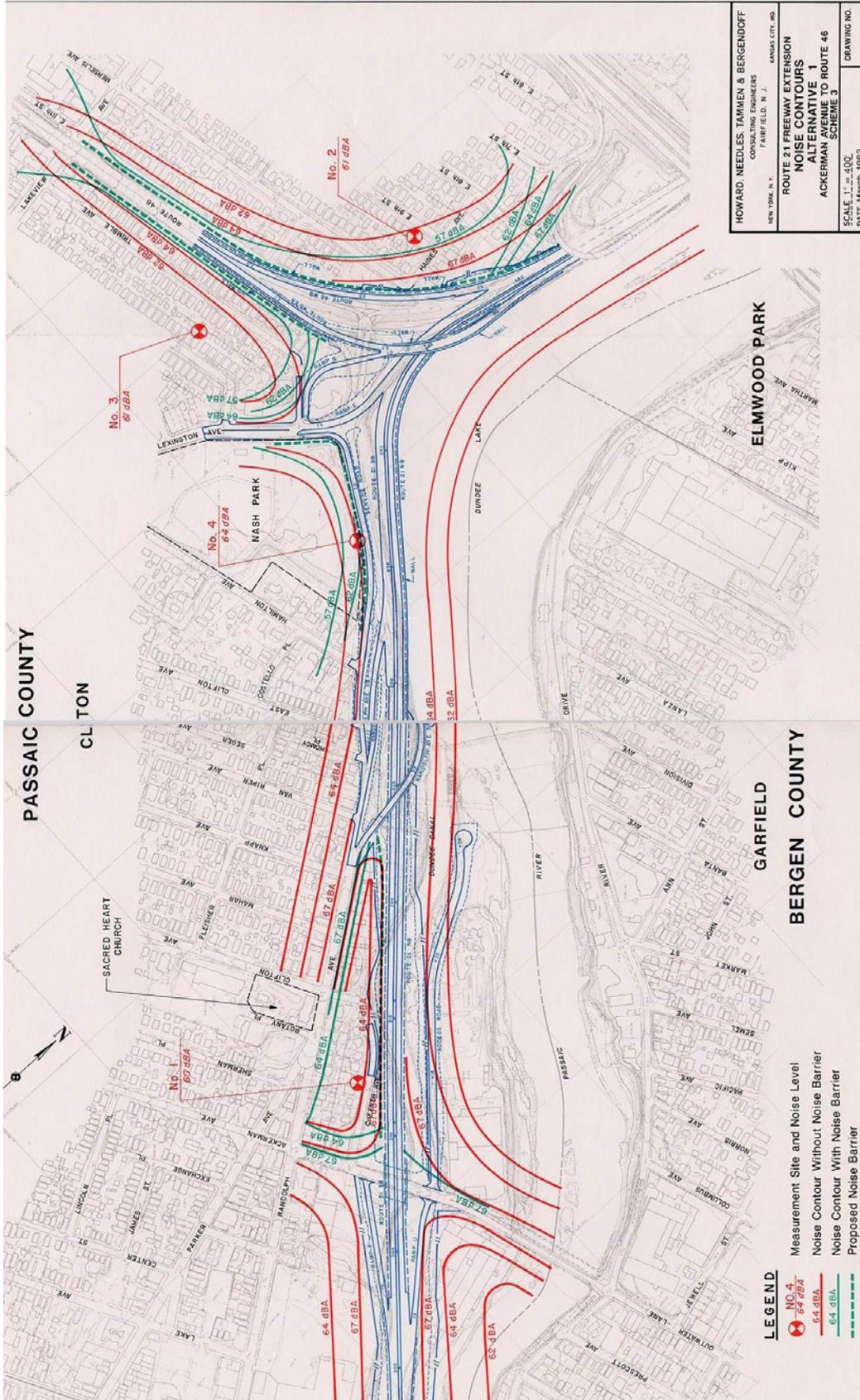
19. Italian-American Family Association
20. Randolph Park
21. Sacred Heart Roman Catholic Church and School/Child Car  
Rainbow Montessori School Nursery
22. New Apostolic Church
23. Fellowship Chapel
24. Dundee Hydroelectric Power Plant
25. Nash Park

The following data and text were reproduced from "Technical Environmental Study, Vol. II, Noise", 4/92. . They represent information that was particularly important to the project team in performing the study.

TABLE 3

Existing Noise Levels at Monitoring Sites

<u>Noise Monitoring Location</u>	<u>1985 Existing Monitored Noise Levels (dBA Leq)</u>
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



HOWARD, NEEDLES, TAMMEN & BERGENDOFF  
 CONSULTING ENGINEERS  
 FAIRFIELD, N. J.  
 KANAWAS CITY, OH  
 NEW YORK, N. Y.  
**ROUTE 21 FREEWAY EXTENSION  
 NOISE CONTOURS  
 ALTERNATIVE 1  
 ACKERMAN AVENUE TO ROUTE 46  
 SCHEME 3**  
 SCALE 1" = 500'  
 DATE: MARCH 1992  
 DRAWING NO.

**LEGEND**  
 NO. 4  
 Measurement Site and Noise Level  
 Noise Contour Without Noise Barrier  
 Noise Contour With Noise Barrier  
 Proposed Noise Barrier



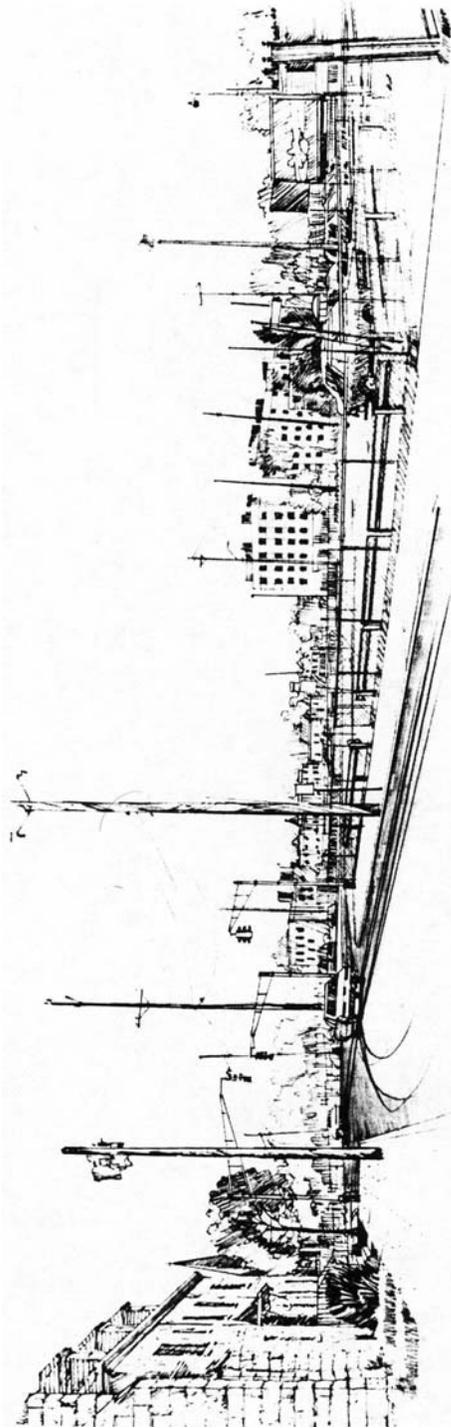
TABLE 4

DESIGN YEAR NOISE LEVELS ALONG THE EXISTING STREET SYSTEM

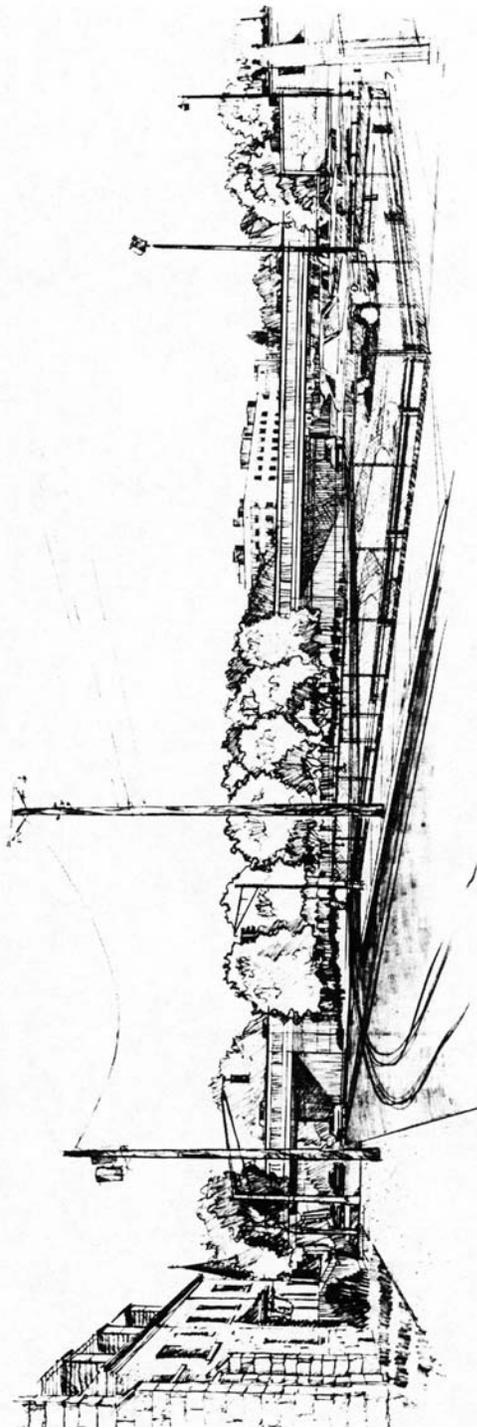
<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Projected Peak Hour Noise Levels (dBA Leq)</u>		
			<u>2010 No-Build</u>	<u>2010 Build *</u>	<u>2010 Build * Alt.1 w/Shift A, B, A&amp;B</u>
George Street	Madison Street	Monroe Street	73	66	65
Monroe Street	George Street	Dayton Avenue	66	65	63
Dayton Avenue	Monroe Street	President Street	67	64-66	64-65
Randolph Avenue	President Street	Parker Avenue	67	63	63
Parker Avenue	Randolph Avenue	President Street	66	63	63
Parker Avenue	President Street	Monroe Street	68	65	65

\* Includes Schemes 1 and 2.

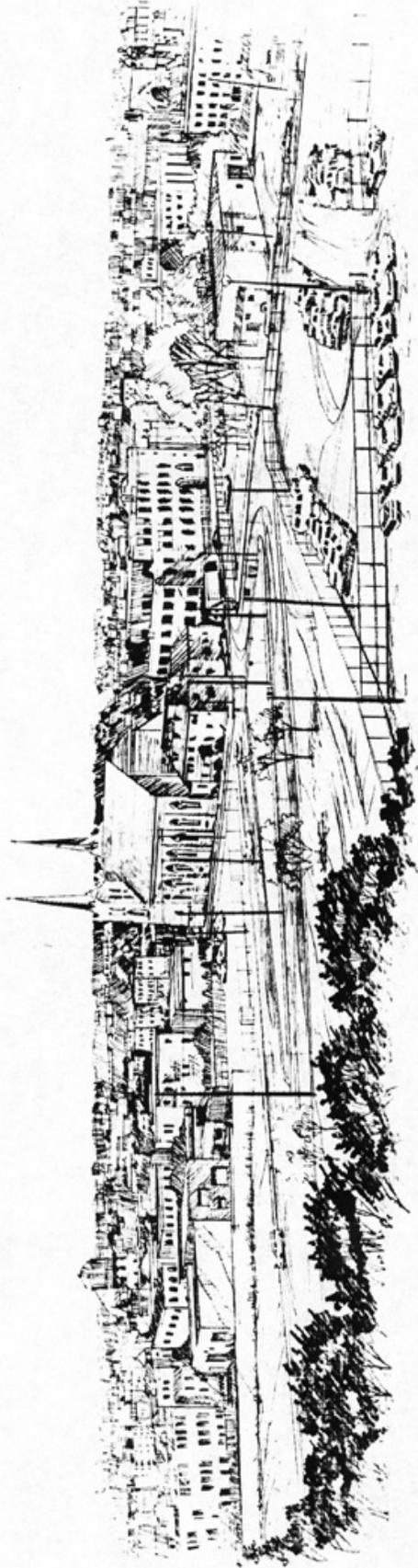
The following figures were reproduced from "Technical Environmental Study, Vol. VII, Visual Enhancement", 7/87. They illustrate existing and anticipated views in the project area.



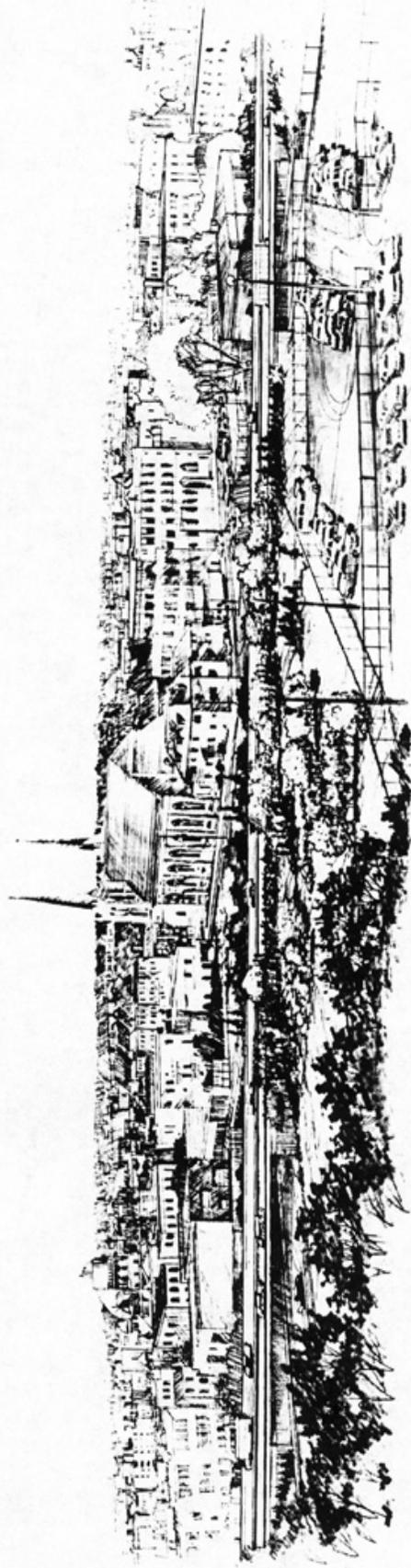
Existing View Of Monroe St., Dayton Ave. & Hospital



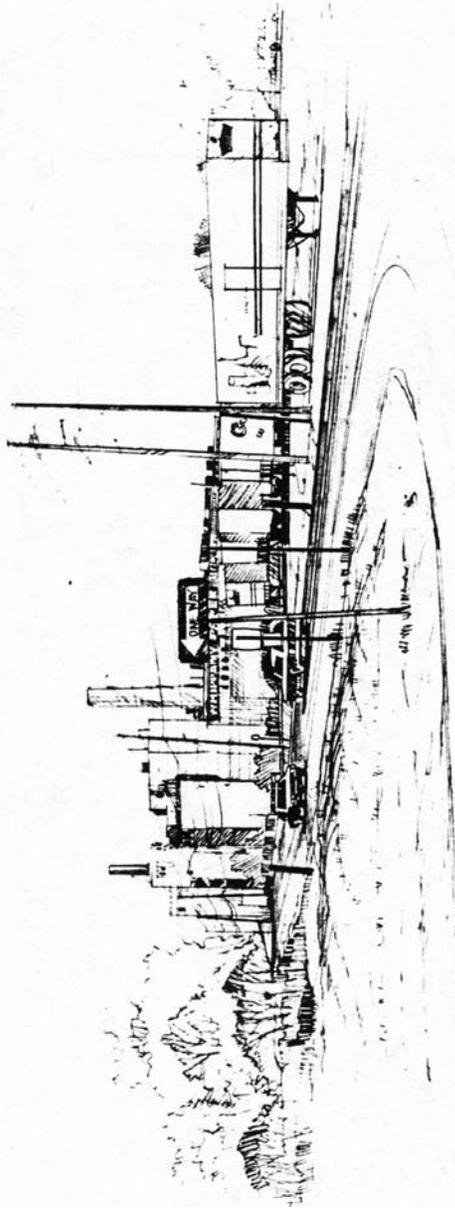
Recommended View Of Monroe St., Dayton Ave. & Hospital



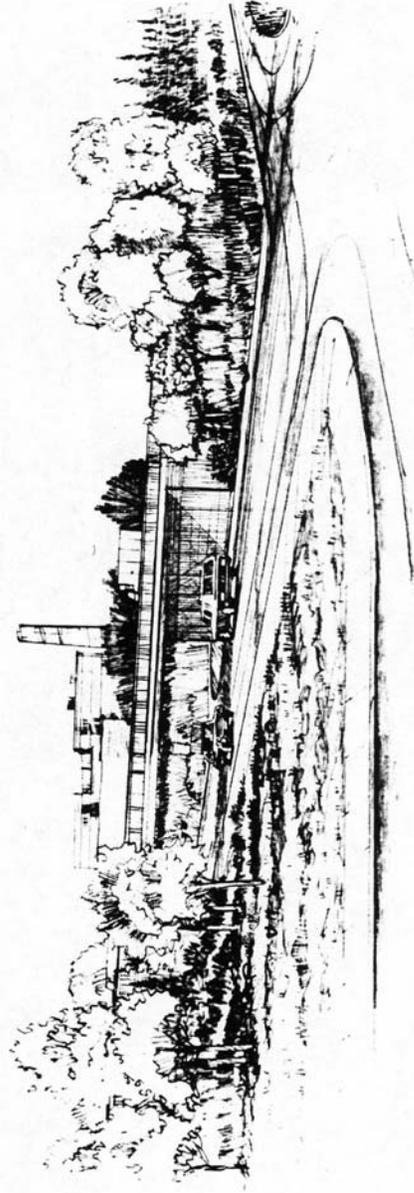
**Existing View Of Monroe St. & Dayton Ave.**



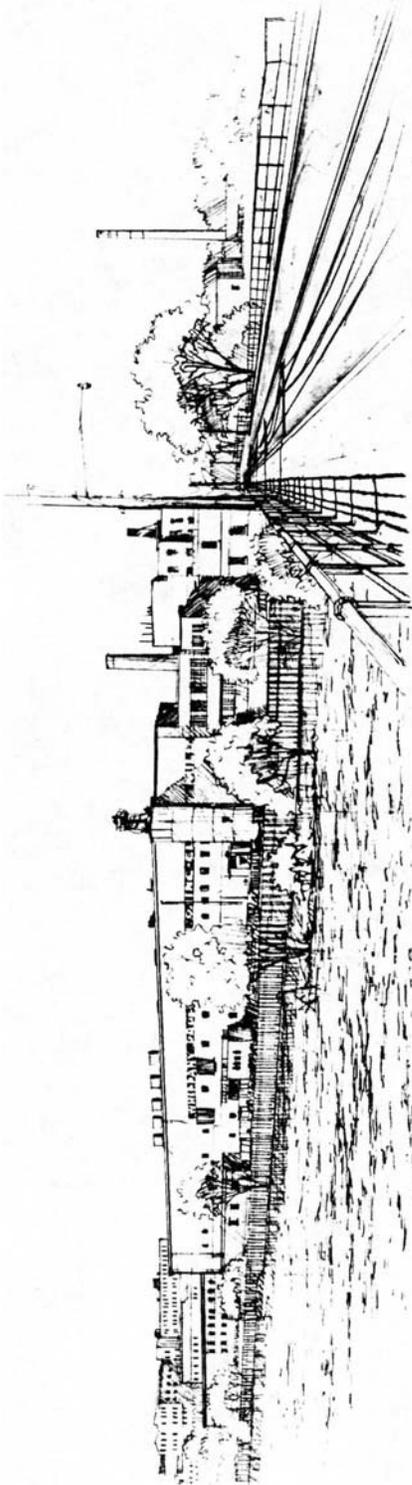
**Recommended View Of Monroe St. & Dayton Ave.**



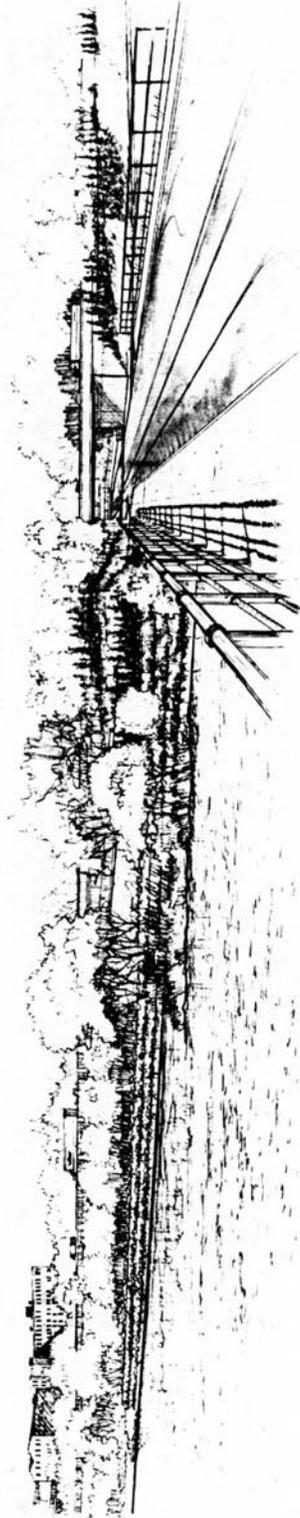
**Existing View From Cheever Ave. Towards Ackerman Bridge**



**Recommended View From Cheever Ave. Towards Ackerman Bridge**



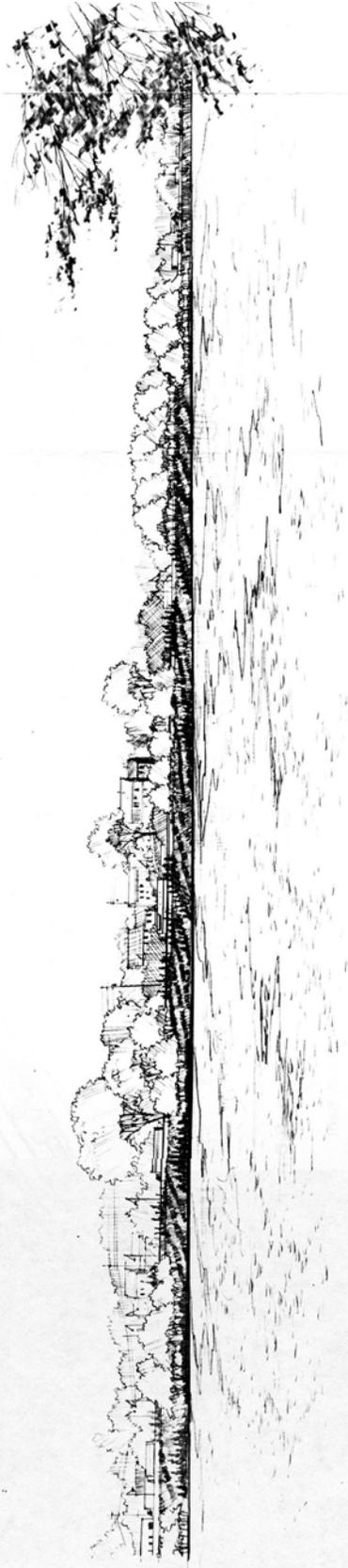
**Existing View From Outwater Lane Across Ackerman Bridge**



**Recommended View From Outwater Lane Across Ackerman Bridge**



Existing View From River Drive Across Dundee Lake



Recommended View From River Drive Across Dundee Lake

The following figures were reproduced from “Final EIS/ Section 4(f) Evaluation, Vol. III – Appendix G”, 8/96. They illustrate existing and anticipated views in the project area.



Existing Condition



Proposed View

34 Parker Avenue View South



Existing Condition



Proposed View

35 George Street View N



Existing Condition



Proposed View

36 Monroe Street View W a



Existing Condition



Proposed View

37 Mattimore Street View W



Existing Condition



Proposed View

38 Cheever Avenue View E



Existing Condition



Proposed View

39 Cheever Avenue View SE



Existing Condition



Proposed View

40 Ackerman Avenue View E



Existing Condition



Proposed View

41 Third Street View N



Existing Condition



Proposed View

42 Nash Park View E



Existing Condition



Proposed View

43 Nash Park View E with Noise Barrier



Proposed View

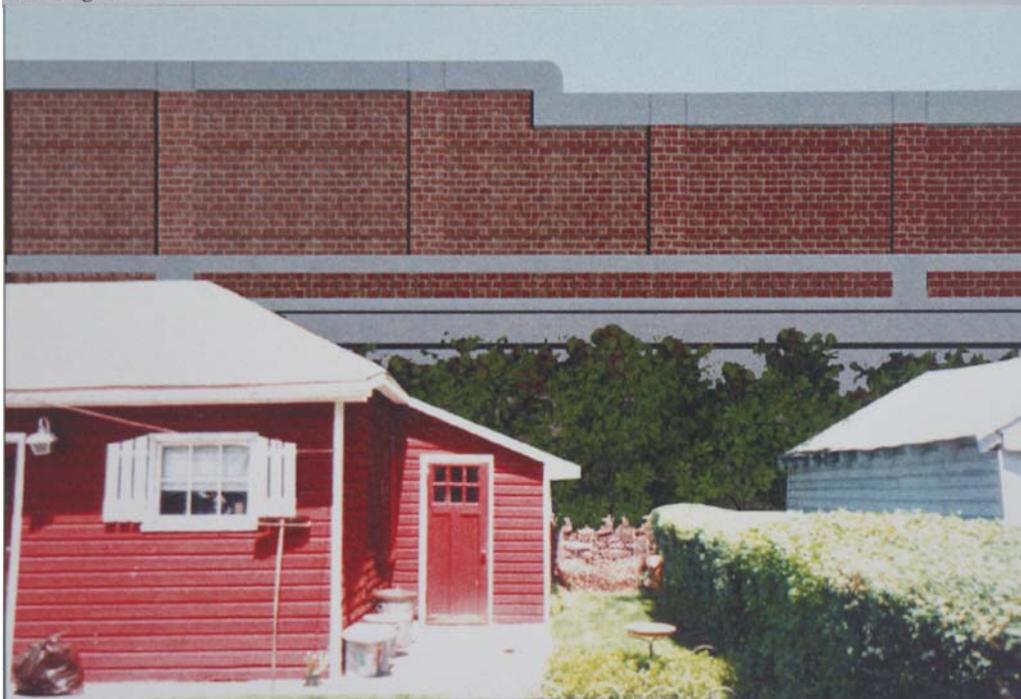


Existing Condition

44 Randall Avenue View N



Existing Condition



Proposed View - Noise Barrier with Brick Texture 46 Trimble Avenue View N



Existing Condition



Proposed View

47 E. 11th Avenue View E



Existing Condition



Proposed View

48-E. 11th Street Looking East at Nash Avenue



Existing Condition



Proposed View

49 Merselis Avenue View East



Existing Condition



Existing Condition

50 E. 8th Street View Southeast

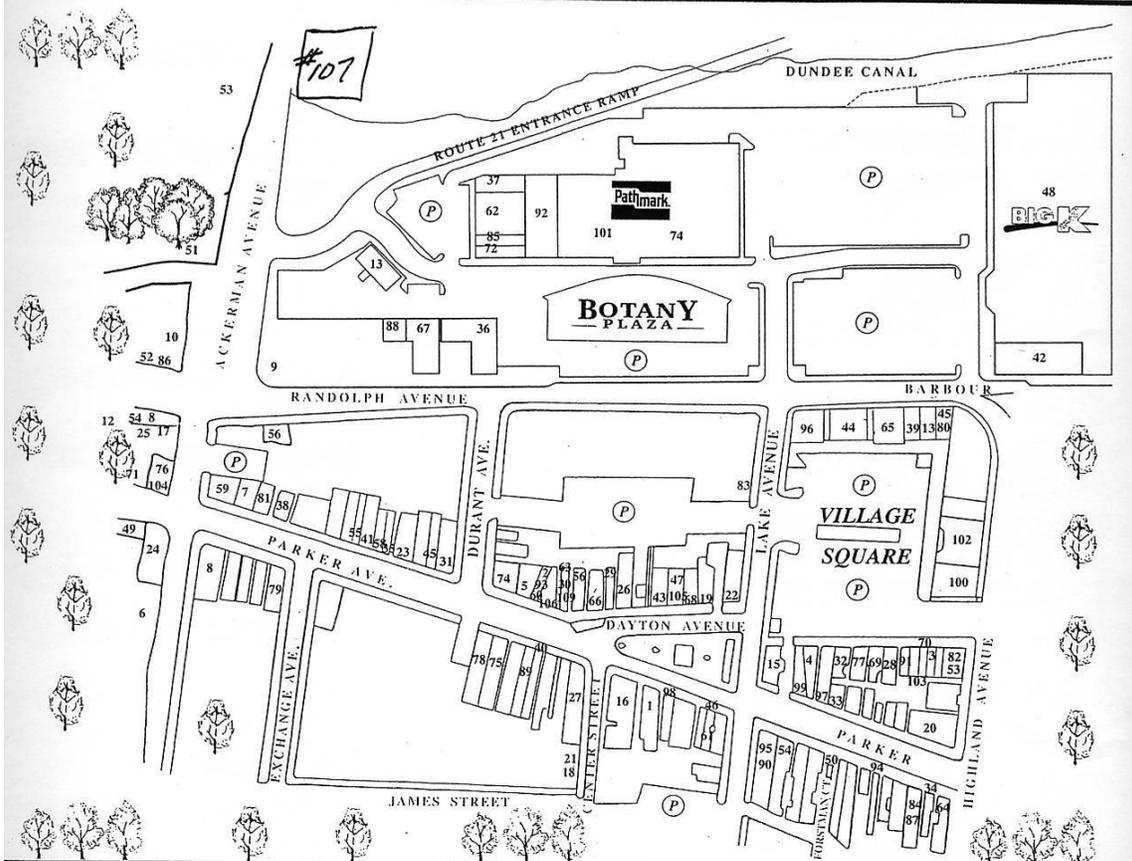
## Non-NJDOT Baseline Data

Botany Village Advertisement published by Botany Plaza

# BOTANY VILLAGE SHOPPING AREA

YOUR NEIGHBORHOOD PLACE TO SHOP!

Courtesy of Botany Plaza Shopping Center Clifton, New Jersey



46. Peoples Choice Market 234 Parker Ave 340-6057  
47. Stefan & Sons Meats 246 Dayton Ave 546-3288

### DISCOUNT STORES, FLORISTS

48. Big K Mart Botany Plaza 24 Barbour Ave 365-0722  
49. J.Michael's Florist 315 Parker Ave 546-8787

### GENERAL OFFICES

50. Communications Devices 1 Forstmann Ct 772-6997  
51. Electroglobe Inc. 92 Ackerman Ave 546-4567  
52. Info System 122 Randolph Ave 546-1414  
53. White Glove 211 Dayton Ave 340-1818

### HOME-FURNISHINGS, REPAIR, SERVICES

54. Clifton Paint & Wallpaper 225 Parker Ave 546-5771  
53. Colfax Cabinets 88 Ackerman Ave 546-5422  
54. Lucchin & Co 98 Ackerman Ave 546-6944  
55. Mars Furniture 290 Parker Ave 253-0611  
56. Traupmann HVACR 262 Parker Ave 772-8422  
56. T&M Glass & Mirror 93 Randolph Ave 772-0710

### INSURANCE & TAX

58. Beltra's Agency 288 Parker Ave 340-5346  
59. John Scarlato-CPA 304 Parker Ave 772-1840

**APPLIANCES**

1. Joe D Appliances 245 Parker Ave

**ARCHITECTS**

2. Spencer George & Assoc. 266 Parker Ave  
3. Neal Tanis AIA 12 Village Sq. W

**ATTORNEYS**

4. Bennett Wasserstrum 3 Village Sq. W  
5. Law Office 269 Parker Ave  
6. Louis Treole 104 Ackerman Ave  
7. Zyla & Schuetz 302 Parker Ave

**AUTO SERVICE**

3. DaGiau's Service 113 Ackerman Ave  
9. Peter's Service Center 89 Ackerman Ave  
10. Grand Prix Auto 80 Ackerman Ave

**BAKERY**

1. Highland Bakery 38 Highland Ave  
2. American Bakers Coop 122 Randolph Ave

**BANKS**

3. Trust Co Bank of NJ Botany Plaza  
11 Ackerman Ave  
4. Banco Popular 10 Village Sq. E  
5. Clifton Savings Bank 1 Village Sq. W  
6. Hudson United Bank 247 Parker Ave  
7. Summit Bank 85 Ackerman Ave

**BARBERS**

8. Louis Barber Shop 52 Center St  
9. Ozzie's Barber Shop 244 Dayton Ave

**BARS**

0. Budapest Bar 40 Highland Ave  
1. Courtside Pub 66 Center St  
2. Duval 240 Dayton Ave  
3. Italian-American Coop 282 Parker Ave  
4. Johnny's Bar/Catering 110 Ackerman Ave  
5. Macedonian Soccer Club 97 Ackerman Ave  
6. Rossi's Tavern 254 Dayton Ave  
7. Woody's Grillhouse 255 Parker Ave

**BEAUTY, NAIL SALONS, FITNESS**

3. Conserva's Beauty Salon 9 Village Sq. W  
4. Emperor's Palace 256 Dayton Ave  
1. Eva's Hair Sensation 260 Parker Ave  
Angela's Unisex 276 Parker Av  
2. Martial Arts Training Cnt. 4 Village Sq. W  
Perfection Unisex 232 Parker Av  
Star Nail Salon 205 Parker Ave  
Wanda's Beauty Salon 286 Parker Ave

**ARDS, GIFTS & COLLECTIBLES**

Discount Depot Botany Plaza  
31 Ackerman Ave  
Dollar Mania Botany Plaza 69 Ackerman Av  
ARS Catholica 298 Parker Ave  
Botany Village Card & Gift 6 Village Sq. E  
Little Fashions & Gifts 261 Parker Ave  
Spastic Over Plastic 288 Parker Ave

**LOTHING**

Fashion Bug Botany Plaza 34 Barbour Ave  
Angelo Custom Tailor 248 Dayton Ave  
Marchesin Shoes 5 Village Sq. E

**LI & MARKETS**

Polish Delicacy House 1 Village Sq.-E  
Taste of the Mediterranean 278 Parker Ave

**LAUNDROMATS**

67. Laundry Factory Botany Plaza  
23 Ackerman Ave 340-252  
68. S & H Laundromat Corp 212 Dayton Ave 253-953  
69. Sudsy Wash Laundromat 6 Village Sq. W 546-981

**MEMORIAL CHAPELS & FURNISHINGS**

70. Competitive Caskets 221 Dayton Ave 772-018  
71. Marrocco Funeral Home 326 Parker Ave 546-020

**PHARMACY, NUTRITION, MEDICAL SUPPLIES**

72. GNC General Nutrition Cntrs Botany Plaza  
51 Ackerman Ave 772-3640  
73. Pathmark Pharmacy Botany Plaza  
85 Ackerman Ave 253-1911  
74. Damiano Pharmacy 270 Parker Ave 546-6700

**PHYSICIANS, DENTISTS**

75. Bergen/Passaic Respiratory/Cardio  
265 Parker Ave 772-2038  
76. R. Kolatacs-DDS 104 Ackerman Ave 546-4988  
77. A-1 B Gewant-CHIRO 5 Village Sq. W 478-2121  
78. P. Jacelone-CHIRO 267 Parker Ave 772-8837  
79. E. Kobylarz-DDS 287 Parker Ave 546-6363  
80. Modern Dental Vision 7 Village Sq.-E 546-7111  
81. Valley Center-FAM MED 300 Parker Ave 546-6844  
82. Village Dental-DDS 213 Dayton Ave 478-1807

**POLICE OFFICES**

83. Bicycle Patrol 309 Lakeview Ave 340-5151  
84. Crime Watch 209 Parker Ave 470-2245

**PRINTING, GRAPHICS, MAILBOX**

85. Mail Boxes ETC. Botany Plaza  
55 Ackerman Ave 253-8500  
86. No. Jersey Ty-Graphics 122 Randolph Ave 340-1137  
87. The Parker Group 209 Parker Ave 340-3030

**REAL ESTATE**

88. ReMax Botany Plaza 27 Ackerman Ave 340-9191

**RECORD & VIDEO STORES**

89. AM/FM Music 263 Parker Ave 478-5080  
90. Abierto Empuje 227 Parker Ave 772-2842  
91. Polonia Video 223 Dayton Ave 546-8137

**RESTAURANTS**

92. Eastern King Buffet Botany Plaza  
79 Ackerman Ave 772-8438  
93. Adriana Restaurant 213 Parker Ave 203-8200  
94. Botany Village Pizza 266 Parker Ave 546-4163  
95. George's Coffee Shop 227 Parker Ave 546-0920  
96. Melody 1 Village Sq. S 478-8177  
97. Sandy's Chinese Food 224 Parker Ave 546-7789

**SPECIALTY FOOD STORES**

98. Buff's Cheese Shop 243 Parker Ave 546-1511  
99. Clifton Live Poultry 230 Parker Ave 546-4925  
100. Samad Foods 1B Village Sq. S 546-1999

**SUPERMARKETS**

101. Pathmark Botany Plaza 85 Ackerman Ave 253-2432  
102. Pioneer Market 1 Village Sq.-So 478-1869

**TRAVEL AGENCY**

103. Boczniewicz Travel 10 Village Sq. W 478-3826  
104. Detone Travel 104 Ackerman Ave 546-3515  
105. Neptune Travel 250 Dayton Ave 340-8160

(P) = Parking

60. Regina's Services	226 Parker Ave	772-2085
61. Oczkowski Insurance	Warta- Insurance & Travel 237 Parker Ave	772-0904

**LIQUOR STORES**

62. Discount Liquors	Botany Plaza 59 Ackerman Ave	253-2331
63. Botany Wine & Liquor	264A Parker Ave	546-2775
64. Parker Wine & Liquor	203 Parker Ave	546-9216

**JEWELERS**

65. Jewelry by John Dikun	8 Village Sq. E	546-3552
66. Parian & Sons Inc.	258 Dayton Ave	546-3718

**Botany Village Merchants**

**APPLIANCES**

Joe D Appliances	245 Parker Ave	473-3312
------------------	----------------	----------

**ARCHITECTS**

Spencer George & Assoc.	266 Parker Ave	478-0449
Neal Tanis AIA	12 Village Sq. W	546-0333

**ATTORNEYS**

Wasserstrum & Fabiano Law Office	3 Village Sq. W 269 Parker Ave	546-3800 546-1744
Lou Spitz	2 Village Sq. E	340-1700
Zyla & Schuetz	302 Parker Ave	340-4414

**AUTO SERVICE**

DaGiau's Service Station	113 Ackerman Ave	546-9884
Peter's Service Center	89 Ackerman Ave	340-0322
Grand Prix Auto	80 Ackerman Ave	546-6600

**BAKERY & ASSOC.**

Highland Bakery	38 Highland Ave	473-3038
American Bakers Coop	122 Randolph Ave	340-2444

**BANKS**

Banco Popular	10 Village Sq. E	253-8000
Clifton Savings Bank	1 Village Sq. W	546-3320
Hudson United Bank	247 Parker Ave	790-2472
Summit Bank	85 Ackerman Ave	253-0870
Trust Co of NJ	11 Ackerman Ave	546-2585

**BARBERS**

Louis Barber Shop	52 Center St	478-6517
Ozzie's Barber Shop	244 Dayton Ave	546-5647

**BARS**

Budapest Bar	40 Highland Ave	778-4114
Courtside Pub	66 Center St	546-4983
Duval	240 Dayton Ave	340-3049
Italian-American Coop	282 Parker Ave	546-9872
Johnny's Bar/Catering	110 Ackerman Ave	546-9813
Macedonian Soccer Club	97 Ackerman Ave	772-5577
Rossi's Tavern	254 Dayton Ave	546-9843
Woody's Grillhouse	255 Parker Ave	546-8433

**BEAUTY / NAIL SALONS / COSMETICS**

Emperor's Palace	256 Dayton Ave	772-2886
Jay's Hair Sensation	260 Parker Ave	546-0730
Angela's Unisex	276 Parker Ave	772-1640
Perfection Unisex	232 Parker Ave	546-4662
Star Nail Salon	205 Parker Ave	546-6066
Wanda's Beauty Salon	286 Parker Ave	478-6665
Ziolko Cosmetics	10 Village Sq.-W	

<b><u>CARD &amp; GIFT SHOPS</u></b>		
ARS Catholica	6 Village Sq. E	772-3187
Discount Depot	85 Ackerman Ave	
Dollar Mania	69 Ackerman Ave	340-2063
Little Fashions & Gifts	261 Parker Ave	253-6060
Tarot Cards by Mrs. Kay	241 Parker Ave	478-6565
<b><u>COFFEE SHOPS</u></b>		
George's Coffee Shop	227 Parker Ave	546-0920
<b><u>COLLECTIBLES</u></b>		
Spastic Over Plastic	288 Parker Ave	772-5466
<b><u>COMMUNICATIONS</u></b>		
Communications Devices Inc.	1 Forstmann Ct	772-6997
<b><u>DELI &amp; MARKETS</u></b>		
Polish Delicacy House	1 Village Sq.-E	340-0699
Taste of the Mediterranean	278 Parker Ave	340-7873
Peoples Choice Market	234 Parker Ave	340-6057
Smakosz Deli	239 Parker Ave	772-7231
<b><u>DEPARTMENT STORES</u></b>		
K Mart	24 Barbour Ave	365-0722
<b><u>FLORISTS</u></b>		
J.Michael's Florist	315 Parker Ave	546-8787
Mira's Florist	223 Parker Ave	340-2100
<b><u>GENERAL OFFICES</u></b>		
Electroglobe Inc.	92 Ackerman Ave	546-4567
Info System	122 Randolph Ave	546-1414
<b><u>GRAPHICS</u></b>		
No. Jersey Ty-Graphics	122 Randolph Ave	340-1137
<b><u>HOME-FURNISHINGS/REPAIR/SERVICES</u></b>		
Clifton Paint & Wallpaper	225 Parker Ave	546-5771
Colfax Cabinets	88 Ackerman Ave	546-5422
Lucchin & Co	98 Ackerman Ave	546-6944
M&H Furniture	261 Parker Ave (201)	887-4477
Mars Furniture	290 Parker Ave	253-0611
Traupmann HVACR	262 Parker Ave	772-8422
<b><u>INSURANCE &amp; TAX</u></b>		
Peter Aquino-CPA	2 Village Sq. E	253-3808
Beltra's Agency	288 Parker Ave	340-5346
John Scarlato-CPA	304 Parker Ave	772-1840
Regina's Services	226 Parker Ave	772-2085
Oczkowski Insurance		
Warta- Insurance & Travel	237 Parker Ave	772-0904
<b><u>KARATE</u></b>		
Martial Arts Training Center	4 Village Sq. W	340-4545
<b><u>LAUNDROMATS</u></b>		
Laundry Factory	23 Ackerman Ave	340-2526
S & H Laundromat Corp	212 Dayton Ave	253-9537
Sudsy Wash Laundromat	6 Village Sq. W	546-9814
<b><u>LIQUOR STORES</u></b>		
Botany Wine & Liquor	264A Parker Ave	546-2775
Discount of Clifton	69 Ackerman Ave	253-2331
Parker Wine & Liquor	203 Parker Ave	546-9216
<b><u>MAIL BOX</u></b>		
Mail Boxes ETC.	69 Ackerman Ave	253-8500
<b><u>MEMORIAL CHAPELS &amp; FURNISHINGS</u></b>		
Competitive Caskets	221 Dayton Ave	772-0188
Marrocco Funeral Home	326 Parker Ave	546-0200
<b><u>PHARMACY/ NUTRITION/MEDICAL SUPPLIES</u></b>		
Damiano Pharmacy	270 Parker Ave	546-6700
GNC Nutrition	69 Ackerman Ave	772-3640
Bergen/Passaic Respiratory/Cardio	265 Parker Ave	772-2038

<b><u>PHYSICIANS</u></b>		
Botany Medical Center	7 Village Sq.-E	253-9566
R. Kolatacs-DDS	104 Ackerman Ave	546-4988
A-1 B Gewant-CHIRO	5 Village Sq. W	478-2121
P. Jacelone-CHIRO	267 Parker Ave	772-8837
Modern Dental Vision	7 Village Sq.-E	546-7111
Valley Center-FAM MED	300 Parker Ave	546-6844
Village Dental-DDS	213 Dayton Ave	478-1807
<b><u>PIZZA</u></b>		
Botany Village Pizza	266 Parker Ave	546-4163
<b><u>POLICE OFFICES</u></b>		
Bicycle Patrol	309 Lakeview Ave	340-5151
Crime Watch	209 Parker Ave	470-2245
<b><u>PRINTING</u></b>		
The Parker Group	209 Parker Ave	340-3030
<b><u>REAL ESTATE</u></b>		
ReMax	27 Ackerman Ave	340-9191
<b><u>RECORD STORE</u></b>		
AM/FM Music	263 Parker Ave	478-5080
Abierto Empuje	227 Parker Ave	772-2842
<b><u>RECYCLING</u></b>		
Recycled Paperboard Inc.	1 Ackerman Ave	546-3223
<b><u>RESTAURANTS</u></b>		
Adriana Rest.	213 Parker Ave	203-8200
Eastern King Buffet	85 Ackerman Ave	772-8438
Melody	1 Village Sq. S	478-8177
Sandy's Chinese Food	224 Parker Ave	546-7789
<b><u>SHOE STORE</u></b>		
Marchesin Shoes	5 Village Sq. E	546-5890
<b><u>SPECIALTY FOOD STORES</u></b>		
Buff's Cheese Shop	243 Parker Ave	546-1511
Clifton Live Poultry	230 Parker Ave	546-4925
Stefan & Sons Meats	246 Dayton Ave	546-3288
<b><u>SUPERMARKET</u></b>		
Pioneer Market	1 Village Sq.-So	478-1869
Pathmark	85 Ackerman Ave	253-2432
<b><u>TAILOR</u></b>		
Angelo Custom Tailor	248 Dayton Ave	546-4203
<b><u>TEMP AGENCY</u></b>		
White Glove	211 Dayton Ave	340-1818
<b><u>TRAVEL AGENCY</u></b>		
Boczniewicz Travel	10 Village Sq. W	478-3826
Detone Travel	104 Ackerman Ave	546-3515
Neptune Travel	258 Dayton Ave	340-8160
Meest-America	264 Parker Ave	772-9830
Ohrid Travel	262 Parker Ave	340-3210
<b><u>VIDEO STORES</u></b>		
Polonia (Botany Village) Video	223 Dayton Ave	546-8137
<b><u>WOMEN'S CLOTHES</u></b>		
Fashion Bug	34 Barbour Ave (Botany Plaza)	458-9265

**APPENDIX 2**  
**THE PHOTOGRAPHIC RECORD**  
**COMPARISON BETWEEN PRE/POST-CONSTRUCTION & PROJECTED**  
**VIEWS OF KEY LOCATIONS ON RT 21 CORRIDOR**



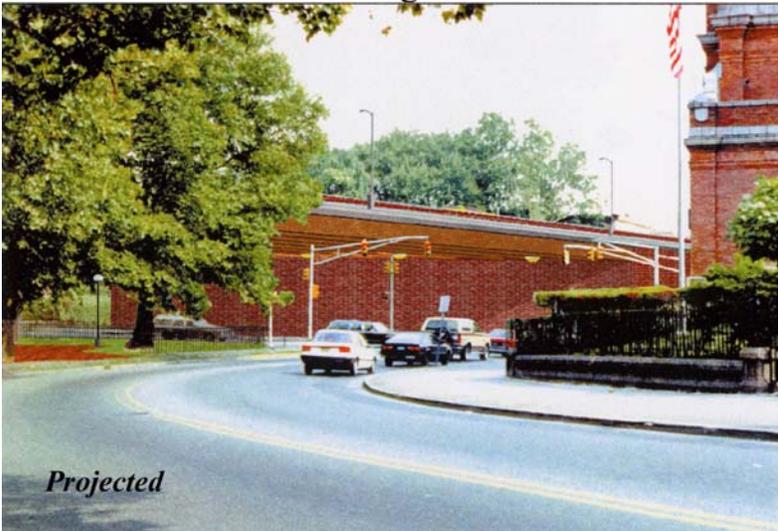
*Pre Rt21*



*Post Rt21*

34 Parker Avenue Looking South

2002



*Projected*



35 George Street Looking North

2002



36-Monroe Street Looking West

2002



*Pre Rt21*



*Post Rt21*

37 Mattimore Street Looking East

2002



*Pre Rt21*



*Post Rt21*

38 Cheever Avenue Looking East

7/2002



*Pre Rt21*



*Post Rt21*

39 Cheever Avenue Looking Southeast 7/2002



40-Ackerman Avenue Looking East

2002



41-Third Street Looking North

2002



42 Nash Park Looking East

2002



Pre Rt21



Post Rt21

44 Randall Avenue Looking North

2002



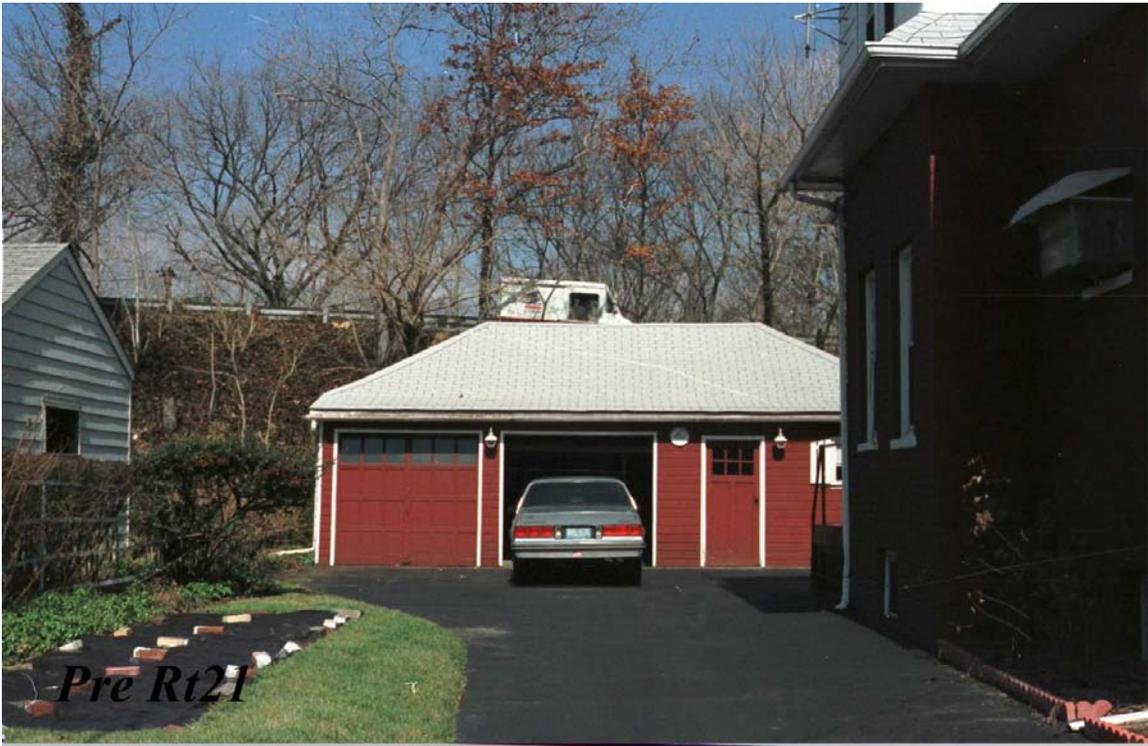
Pre Rt21



Post Rt21

44 Randall Avenue Looking North

2002



46 Trimble Avenue Looking North 2002



*Pre Rt21*



*Post Rt21*

47 E 11th St Looking East from Lakeview Ave 2002



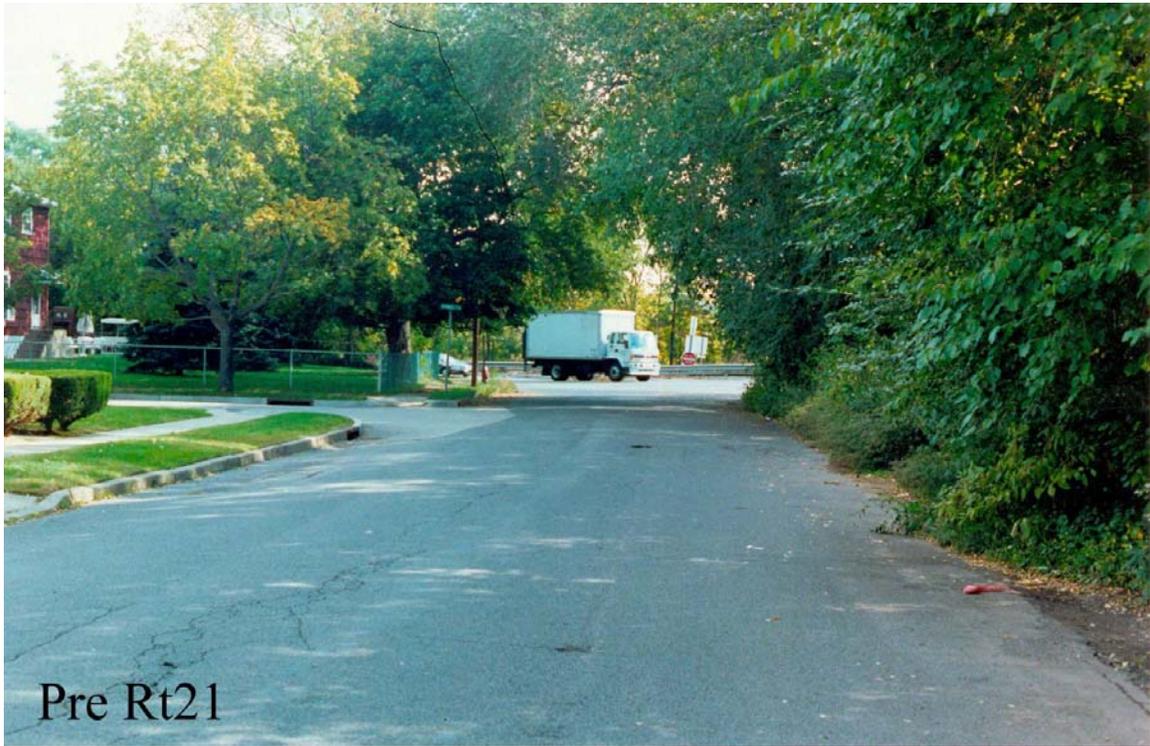
Pre Rt21



Post Rt21

48-E.11th Street Looking East at Nash Avenue

2002



49-Mersellis Aveue Looking East Toward the Noise Wall

2002



Pre Rt21



Post Rt21

50-E. 8th Street Looking Southeast

2002

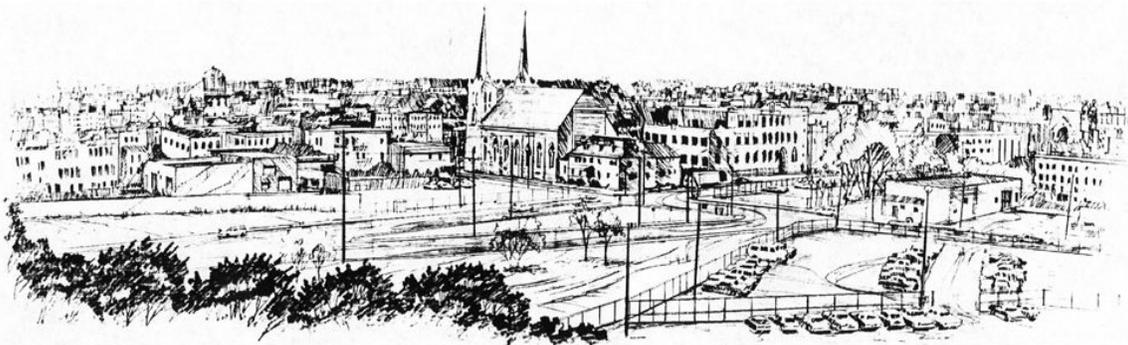
## **COMPARISON BETWEEN ACTUAL POST-CONSTRUCTION & PROJECTED VIEWS OF KEY PANORAMAS ON THE RT 21 CORRIDOR**

As part of the EIS, line sketches at important panorama views along the Rt 21 construction area were drawn and published in the Technical Environmental Study, Vol. VII, Visual Enhancement, 7/87 Report. These line drawings were published in sets of two, the pre-construction panorama paired with the vision of how the same viewscape would appear after the project were constructed. It appears that the sketches were based on photographic images but the NJIT project team cannot verify that.

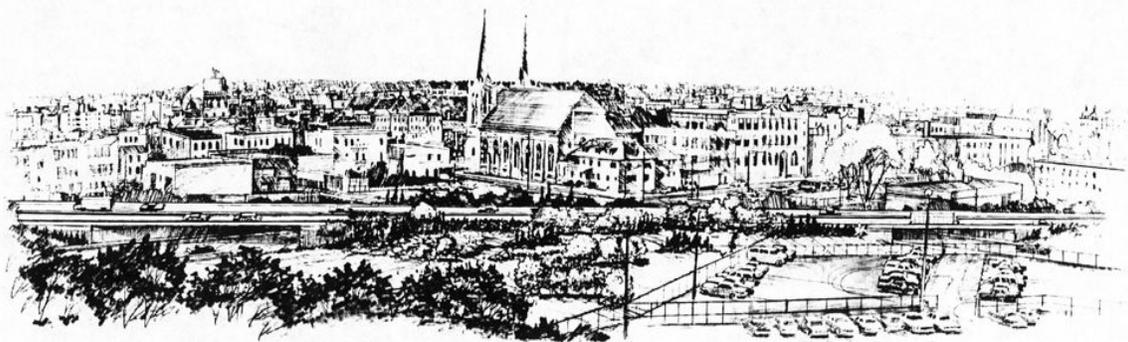
The five panoramas in the Visual Enhancement Report may be found in Appendix1. On the following pages, these sketches are compared to photography taken by the project team. This is still a work in progress that will be completed in the second year of the project.

The view along Monroe and Dayton Avenues appears to have been taken from the top of the hospital. The project team was graciously allowed access to the roof of the hospital where a series of photographs were taken and stitched, crudely, into a panorama. This will be enhanced in the second year of the project with more sophisticated software. Clearly, the panoramas sketched in the original documents did not anticipate that a noise wall would be present. That accounts for the difference in the photographic panoramas and the sketch. In future years of the project, the effect of growth in the vegetation in the panorama will be recorded. This should soften the panoramic view.

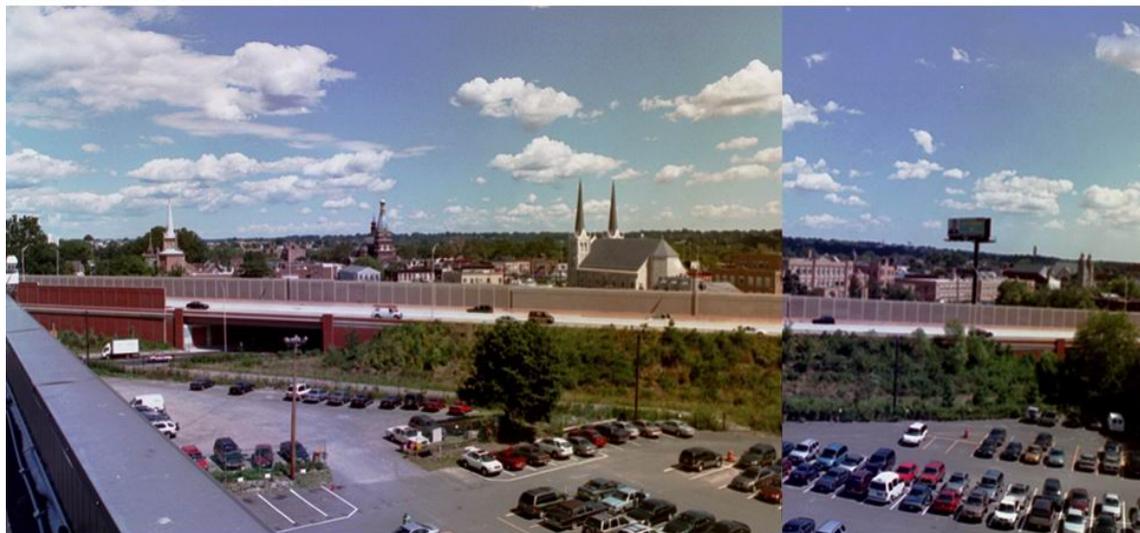
The Dundee Lake panorama has different scales that will also be enhanced in the second year of the project. The area of the Cheever Avenue panorama has experienced development as compared to the predicted view and consequently the 2002 view shows far less foliage. Otherwise, the predicted view is accurate.

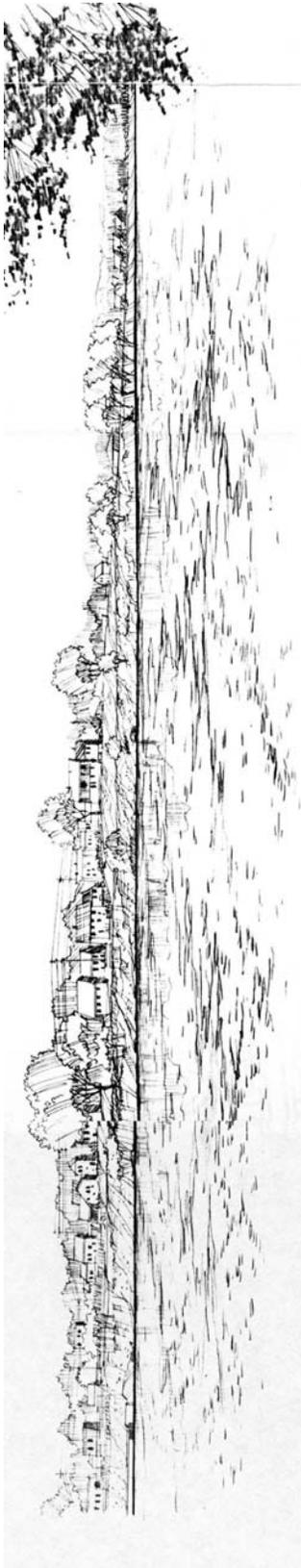


**Existing View Of Monroe St. & Dayton Ave.**

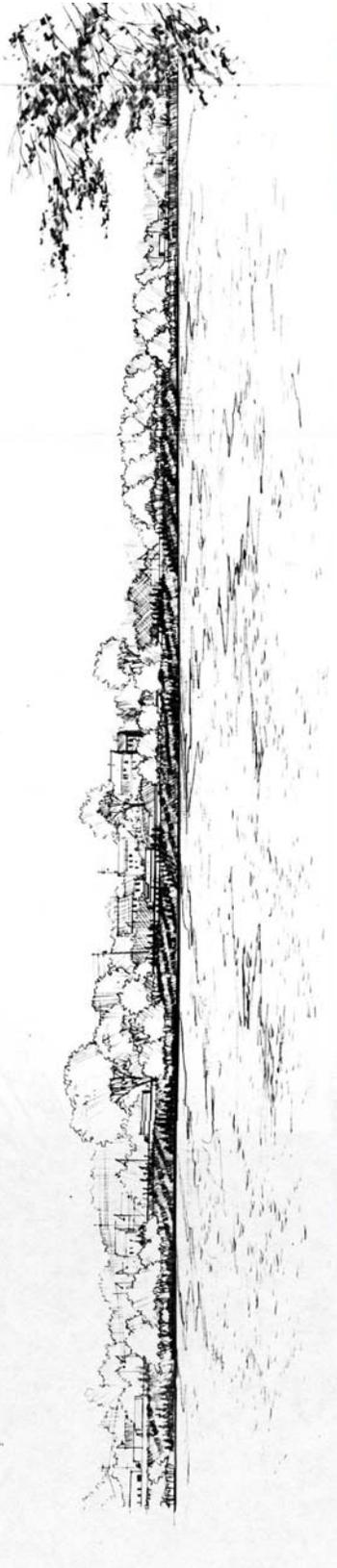


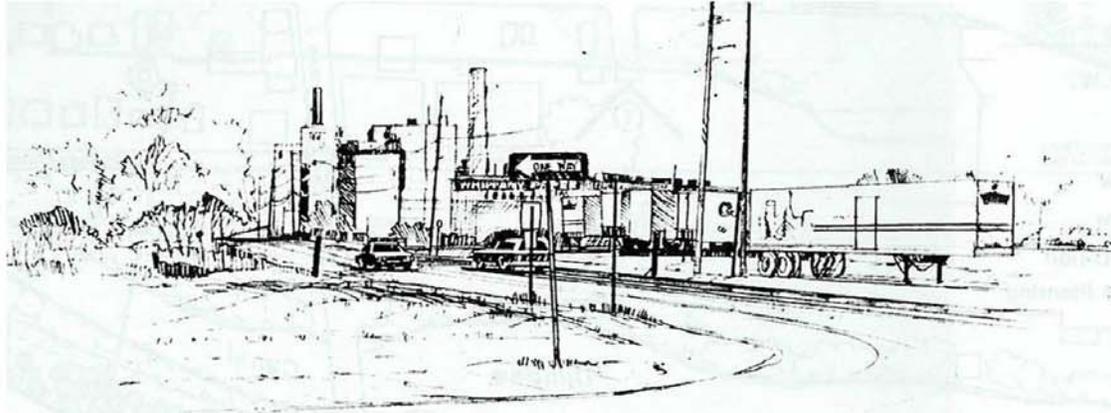
**Recommended View Of Monroe St. & Dayton Ave.**



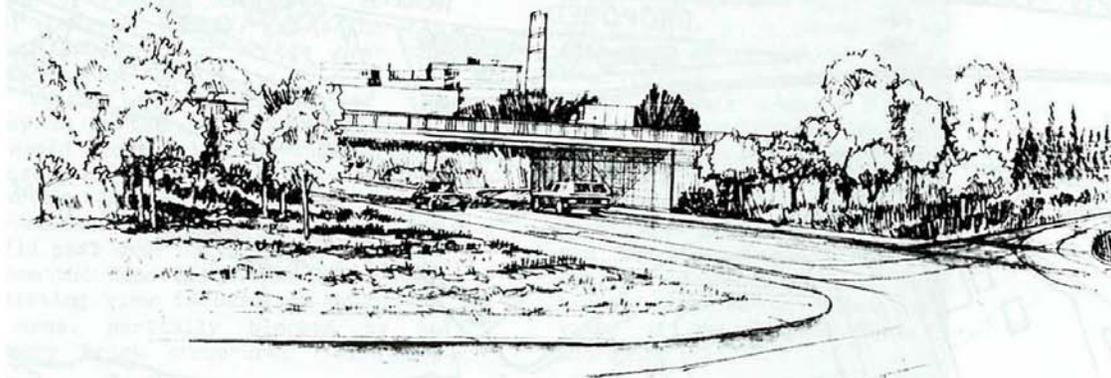


Existing View From River Drive Across Dundee Lake





**Existing View From Cheever Ave. Towards Ackerman Bridge**



**Recommended View From Cheever Ave. Towards Ackerman Bridge**



## **PHOTOGRAPHY TAKEN ALONG KEY STREETS**

The project team has taken photographs along key streets that were potentially impacted by the Route 21 Project. The photographs were taken building by building with overlap of the previous building. The series moves along one side of the street and then back down the other. The photographs, along with the pictures in groups of nine, follow in B&W format. Color copies of the photographs are included on the attached CD.

The streetscapes that follow are for Monroe Street and Parker Avenue in Passaic and Trimble Avenue in Clifton. Photography by the project team exists for other streets and additional photography will be taken this year and in following years. This photography will be added to the report as it becomes available.

Monroe Street





















Parker Avenue















Trimble Avenue



Trimble Ave  
Lakeview to Nash Park  
Photo's taken  
looking toward Rt 46







Panoramic view at  
corner of Trimble and  
Lexington Ave's



**SOUTH STREET, PASSAIC**



**Looking east toward Wallington from the end of South Street**



**South & 11<sup>th</sup> Streets looking west & north**



**South & 11<sup>th</sup> Streets looking south & west**



**South & 10<sup>th</sup> Streets looking west & north**



**South & 10<sup>th</sup> Streets looking south & north**



**South @ 10<sup>th</sup> Streets looking west**



**South & 9<sup>th</sup> Streets looking west & north**



South & 9<sup>th</sup> Streets looking south & west



**South & 8<sup>th</sup> Streets looking west & north**



**South @ 8<sup>th</sup> Streets looking west**



**South between 7<sup>th</sup> & 8<sup>th</sup> Streets looking west**



**South & 7<sup>th</sup> Streets looking west & north**



**South & 7<sup>th</sup> Streets looking south & north**



**South & 7<sup>th</sup> Streets looking NW & SW**



**South between 6<sup>th</sup> & 7<sup>th</sup> Streets looking south & west**



**South & 7<sup>th</sup> Streets looking N & NW**



**South & 6<sup>th</sup> Streets looking north**



**South & 5<sup>th</sup> Streets looking west**



**South & 5<sup>th</sup> Streets looking west & south**



**South & 4<sup>th</sup> -5<sup>th</sup> Streets looking west**



**South & 4<sup>th</sup> Streets looking west & north**



**South & 3<sup>rd</sup> & 4<sup>th</sup> Streets looking south & west**



**South & 3<sup>rd</sup> Streets looking west**



**South & 3rd Streets looking north & SW**



**South & Market Streets looking west**



**South & Market Streets looking north & south**



**South & Market Streets looking west**



**South & Market Streets looking east & north**



**APPENDIX 3  
QUESTIONNAIRES**

**2002**

## SURVEY OF THE IMPACTS OF THE NEW ROUTE 21 FOR BUSINESS LEADERS IN PASSAIC

**Purpose:** The NJDOT built the extension of the Route 21 freeway in Passaic, which was opened to traffic in December 2000. This survey seeks to collect information on the potential impacts of the new Route 21 freeway on the quality of businesses in Passaic.

**Directions:** Please respond by checking the appropriate box reflecting your answer. Please share any comments that you have. Feel free to use the back of the survey for additional space.

**ID Information:**

- a. Name of Business Organization \_\_\_\_\_
- b. Telephone Number \_\_\_\_\_
- c. Number of Years at Location \_\_\_\_\_
- d. Address \_\_\_\_\_  
\_\_\_\_\_

**Legend:**

- 1: Major decline
- 2: Some decline
- 3: No effect
- 4: Some improvement
- 5: Major improvement
- NA: not applicable

<b>Factors for Local Business</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>NA</b>
Customer Access: Driving to Your Location	<input type="checkbox"/>					
Ease of Customer Parking Prior to Rt. 21 Extension:	<input type="checkbox"/>					
Customer Traffic New Customer Traffic since Rt. 21 Extension	<input type="checkbox"/>					
Overall Business Climate	<input type="checkbox"/>					
Pride in Neighborhood	<input type="checkbox"/>					
Level of Traffic Noise	<input type="checkbox"/>					
Traffic Congestion	<input type="checkbox"/>					
Traffic Safety	<input type="checkbox"/>					
Customer Traffic from Local Area	<input type="checkbox"/>					
Customer Traffic from Region	<input type="checkbox"/>					
Total Customer Spending	<input type="checkbox"/>					
Total Customer Traffic	<input type="checkbox"/>					

For additional space, please use the back of the survey.

Is the project outcome what was expected?  Yes  No

If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Was the project sensitive to local businesses?  Yes  No  
If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Was the project responsive to local businesses?  Yes  No  
If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Was the funding worthwhile for the amenities received?  Yes  No  
If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please compare the process for the current project with other prior projects  
\_\_\_\_\_  
\_\_\_\_\_

What were the positive impacts? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What were the negative impacts? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Other comments are welcome. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for taking the time to complete the survey.

## SURVEY OF THE IMPACTS OF THE NEW ROUTE 21 FOR BUSINESS

**Purpose:** The NJDOT built the extension of the Route 21 freeway in Clifton and Passaic Townships, which was opened to traffic in December 2000. This survey seeks to collect information on the potential impacts of the new Route 21 freeway on your perceptions of the quality of life on you local business.

**Directions:** Please respond by checking the appropriate box reflecting your answer. Please share any comments that you have. Feel free to use the back of the survey for additional space.

**ID Information: H**

- e. Name of Business \_\_\_\_\_
- f. Telephone Number \_\_\_\_\_
- g. Number of Years at Location \_\_\_\_\_
- h. Address \_\_\_\_\_  
\_\_\_\_\_

**Legend:**

- 1: Major decline
- 2: Some decline
- 3: No effect
- 4: Some improvement
- 5: Major improvement
- NA: not applicable

<b>Factors for Local Business</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>NA</b>
Total Customer Spending	<input type="checkbox"/>					
Total Customer Traffic	<input type="checkbox"/>					
Customer Access	<input type="checkbox"/>					
Customer Parking	<input type="checkbox"/>					
Prior Customer Traffic	<input type="checkbox"/>					
New Customer Traffic	<input type="checkbox"/>					
Overall Business Climate	<input type="checkbox"/>					
Pride in Neighborhood	<input type="checkbox"/>					
Level of Traffic Noise	<input type="checkbox"/>					
Traffic Congestion	<input type="checkbox"/>					
Traffic Safety	<input type="checkbox"/>					
Local Customer Traffic	<input type="checkbox"/>					
Regional Customer Traffic	<input type="checkbox"/>					

Comments: (For additional space, please use the back of the survey.)

Thank you for taking the time to complete the survey.

**SURVEY OF THE IMPACTS OF THE NEW ROUTE 21  
FOR ELECTED OFFICIALS OF CLIFTON**

**Purpose:** The NJDOT has built the extension of the Route 21 freeway in Clifton, which was opened to traffic in December 2000. This survey seeks to collect information of the impact of the new Route 21 freeway on your quality of life as a local resident.

**Directions:** Please respond by checking the appropriate box reflecting your answer. Please share any comments that you have. Feel free to use the back of the survey for additional space.

**ID Information:**

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Years in office \_\_\_\_\_ years

**Legend:**

- 1: Major decline
- 2: Some decline
- 3: No effect
- 4: Some improvement
- 5: Major improvement
- NA: not applicable

<b>A. Traffic on Local Streets</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>NA</b>
Traffic Noise Levels	<input type="checkbox"/>					
Traffic Congestion	<input type="checkbox"/>					
Ease of Parking Your Car	<input type="checkbox"/>					
Street Light	<input type="checkbox"/>					
Driving Safety	<input type="checkbox"/>					
Pedestrian Safety	<input type="checkbox"/>					
Ease of Pedestrian Movement	<input type="checkbox"/>					
Ease of Driving in the Neighborhood	<input type="checkbox"/>					
Safety of Street Play	<input type="checkbox"/>					

**B. The Neighborhood**

Level of Crime	<input type="checkbox"/>					
Use of Parks and Other Amenities	<input type="checkbox"/>					
Access to Local Shopping	<input type="checkbox"/>					
Quality of Local Shopping	<input type="checkbox"/>					
Appearance of Neighborhood	<input type="checkbox"/>					
Quality of Life	<input type="checkbox"/>					
Pride in Neighborhood	<input type="checkbox"/>					
Appearance of Rt .21 Corridor	<input type="checkbox"/>					
Neighborhood Safety	<input type="checkbox"/>					

For additional space, please use the back of the survey.

Is the project outcome what was expected?  Yes  No

If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_

Was the project sensitive to local neighborhoods?  Yes  No

If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_

Was the project responsive to local neighborhoods?  Yes  No

If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_

Was the funding worthwhile for the amenities received?  Yes  No

If No, please elaborate. \_\_\_\_\_  
\_\_\_\_\_

Please compare the process for the current project with other prior projects

\_\_\_\_\_  
\_\_\_\_\_

What were the positive impacts? \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

What were the negative impacts? \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Other comments are welcome. \_\_\_\_\_

Thank you for taking the time to complete the survey.

## SURVEY OF THE IMPACTS OF THE NEW ROUTE 21 FOR POLITICAL AND GOVERNMENT OFFICIALS

**Purpose:** The NJDOT built the extension of the Route 21 freeway in Clifton and Passaic Townships, which was opened to traffic in December 2000. This survey seeks to collect information on the potential impacts of the new Route 21 freeway on your perceptions of the quality of life on you local business.

**Directions:** Please respond by checking the appropriate box reflecting your answer. Please share any comments that you have. Feel free to use the back of the survey for additional space.

**ID Information: H**

- i. Name of Business \_\_\_\_\_
- j. Telephone Number \_\_\_\_\_
- k. Number of Years at Location \_\_\_\_\_
- l. Address \_\_\_\_\_  
\_\_\_\_\_

**Legend:**

- 1: Major decline
- 2: Some decline
- 3: No effect
- 4: Some improvement
- 5: Major improvement
- NA: not applicable

**Changes in Perceptions in  
Factors Since Rt 21 Freeway**

<b>Opened</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>NA</b>
Total Customer Spending	<input type="checkbox"/>					
Total Customer Traffic	<input type="checkbox"/>					
Customer Access	<input type="checkbox"/>					
Customer Parking	<input type="checkbox"/>					
Prior Customer Traffic	<input type="checkbox"/>					
New Customer Traffic	<input type="checkbox"/>					
Overall Business Climate	<input type="checkbox"/>					
Pride in Neighborhood	<input type="checkbox"/>					
Level of Traffic Noise	<input type="checkbox"/>					
Traffic Congestion	<input type="checkbox"/>					
Traffic Safety	<input type="checkbox"/>					
Local Customer Traffic	<input type="checkbox"/>					
Regional Customer Traffic	<input type="checkbox"/>					

Comments: (For additional space, please use the back of the survey.)

Thank you for taking the time to complete the survey.

## SURVEY OF THE IMPACTS OF THE NEW ROUTE 21 FOR LOCAL RESIDENTS

**Purpose:** The NJDOT has built the extension of the Route 21 freeway in Clifton and Passaic Townships, which was opened to traffic in December 2000. This survey seeks to collect information of the impact of the new Route 21 freeway on your quality of life as a local resident.

**Directions:** Please respond by checking the appropriate box reflecting your answer. Please share any comments that you have. Feel free to use the back of the survey for additional space.

**ID Information:** How long are you at this address? \_\_\_\_\_ years

**Legend:**

- 1: Major decline
- 2: Some decline
- 3: No effect
- 4: Some improvement
- 5: Major improvement
- NA: not applicable

<b>Factors for Local Residents</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>NA</b>
Traffic Noise Levels	<input type="checkbox"/>					
Traffic Congestion	<input type="checkbox"/>					
Ease of Parking Your Car	<input type="checkbox"/>					
Lighting	<input type="checkbox"/>					
Driving Safety	<input type="checkbox"/>					
Pedestrian Safety	<input type="checkbox"/>					
Flow of Pedestrian ____	<input type="checkbox"/>					
Level of Crime	<input type="checkbox"/>					
Ease of Getting Around Neighborhood	<input type="checkbox"/>					
Use of Parks and Other Amenities	<input type="checkbox"/>					
Access to Local Shopping	<input type="checkbox"/>					
Quality of Local Shopping	<input type="checkbox"/>					
Appearance of Neighborhood	<input type="checkbox"/>					
Safer to Play in Street	<input type="checkbox"/>					
Quality of Life	<input type="checkbox"/>					
Pride in Neighborhood	<input type="checkbox"/>					
Appearance of Rt .21 Corridor	<input type="checkbox"/>					
Neighborhood Safety	<input type="checkbox"/>					

Comments: (For additional space, please use the back of the survey).

Thank you for taking the time to complete the survey.

## Questionnaires 2003

**SURVEY OF THE IMPACTS OF THE NEW ROUTE 21 EXTENSION ON  
BUSINESS IN CLIFTON & PASSAIC**

*Bus-survey-05-30-03*

**Purpose:** The NJDOT built the extension of the Route 21 freeway in Clifton & Passaic, which was opened to traffic in December 2000. This survey seeks to collect information on the potential impacts of the new Route 21 freeway on the quality of your local business.

**Directions:** Please respond by checking the appropriate box reflecting your answer. Please share any comments that you have. Feel free to use the back of the survey for additional space.

**ID Information:**

- m. Name of Business \_\_\_\_\_
- n. Telephone Number \_\_\_\_\_
- o. Number of Years at Location \_\_\_\_\_
- p. Address \_\_\_\_\_

**Legend:**

- 1: Major decline
- 2: Some decline
- 3: No effect
- 4: Some improvement
- 5: Major improvement
- NA: not applicable

<b>Factors for Local Business</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>NA</b>
Customer Access:	<input type="checkbox"/>					
Driving to Your Location						
Ease of Customer Parking	<input type="checkbox"/>					
Customer Traffic Prior to Rt. 21 Extension:	<input type="checkbox"/>					
New Customer Traffic since Rt. 21 Extension	<input type="checkbox"/>					
Overall Business Climate	<input type="checkbox"/>					
Pride in Neighborhood	<input type="checkbox"/>					
Level of Traffic Noise	<input type="checkbox"/>					
Traffic Congestion	<input type="checkbox"/>					
Traffic Safety	<input type="checkbox"/>					
Local Business Activity	<input type="checkbox"/>					
Regional Business Activity	<input type="checkbox"/>					
Total Customer Spending	<input type="checkbox"/>					
Total Business Activity	<input type="checkbox"/>					

If there was a decline to your customer spending:

When did it begin? Month \_\_\_\_\_ Year \_\_\_\_\_

What percent was the decline?  1-5%  5.1 – 10%  10.1 – 15%  more than 15%

Comments - please use the back of the survey.

Thank you for taking the time to complete the survey.

Is the project outcome what you expected?  Yes  No

Please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Were the NJDOT personnel responsive to local business needs?  Yes  No

Please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Was the project responsive to local businesses needs?  Yes  No

Please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Was the additional funding worthwhile for the amenities provided by the project?

Enhanced landscaping  Yes  No

Park & playground developments  Yes  No

Aesthetically enhanced structures  Yes  No

As compared to other state highway projects  Yes  No

Please elaborate. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please compare the design process for the current project with other state projects? Please elaborate. \_\_\_\_\_  
\_\_\_\_\_

Please compare the interaction with NJDOT personnel for the current project with other state projects. Please elaborate. \_\_\_\_\_  
\_\_\_\_\_

Are there positive impacts associated with the project? Please elaborate.

\_\_\_\_\_  
\_\_\_\_\_

Are there negative impacts associated with the project? Please elaborate

\_\_\_\_\_  
\_\_\_\_\_

Please provide other comments on the design process and how it might be improved.

\_\_\_\_\_  
\_\_\_\_\_

Thank you for taking the time to complete the survey.

**ESTUDIO DEL IMPACTO DE LA RECIENTE EXTENSIÓN DE LA RUTA 21 A LOS ESTABLECIMIENTOS COMERCIALES EN CLIFTON Y PASSAIC**  
**Encuesta 05-30-03**

**Objetivo:** El departamento de Transporte de New Jersey (NJDOT) fué la entidad encargada de la construcción de la extensión de la Ruta 21 en el tramo de la autopista que cruza las poblaciones Clifton y Passaic, la cual comenzó operación en diciembre de 2000. El objetivo de este estudio es reunir información que determine los posibles impactos que dicha obra ha producido a su establecimiento comercial (negocio).

**Instrucciones:** Por favor conteste cada pregunta seleccionando la casilla correspondiente a su respuesta. Sientase libre de hacer cualquier comentarios. Utilice el reverso del formulario como espacio adicional para completar sus respuestas.

**Datos del Establecimiento:**

- a. Nombre del Establecimiento: \_\_\_\_\_
- b. Teléfono: \_\_\_\_\_
- c. Años en el Local: \_\_\_\_\_
- d. Dirección: \_\_\_\_\_  
 \_\_\_\_\_

**Calificación:**

- Eliga una calificación según:  
 1 = Disminución Considerable  
 2 = Alguna Disminución  
 3 = Ningún Efecto  
 4 = Alguna Mejoría  
 5 = Notable Mejoría  
 NA = No Aplica

**Aspectos a considerar:**

	1	2	3	4	5	NA
Facilidad de los clientes para conducir hacia su negocio	í	í	í	í	í	
Facilidad de parqueo para los clientes	í	í	í	í	í	
Flujo de clientes antes de la construcción de la extensión de la Ruta 21	í	í	í	í	í	
Flujo de clientes después de la extensión de la Ruta 21	í	í	í	í	í	
Ambiente del local en general	í	í	í	í	í	
Sentimiento hacia el vecindario (barrio)	í	í	í	í	í	
Nivel del ruido causado por el flujo vehicular	í	í	í	í	í	
Congestión causada por el flujo vehicular	í	í	í	í	í	
Accidentalidad	í	í	í	í	í	
Flujo de clientes residentes del pueblo de Passaic	í	í	í	í	í	
Flujo de clientes no residentes del pueblo de Passaic	í	í	í	í	í	
Consumo de los clientes en general	í	í	í	í	í	
Actividad del negocio en general	í	í	í	í	í	

Hubo alguna disminución en las ventas (consumo de los clientes)?:

Si su respuesta es afirmativa, conteste las preguntas a y b.

a. Cuándo comenzó esta disminución en las ventas? Mes \_\_\_\_\_ Año \_\_\_\_\_

b. Cuál fué el porcentaje de dicha disminución?

1-5%    5.1 – 10%    10.1 – 15%    más del 15%

Utilice el reverso del formulario si necesita hacer algun comentario.

Fué el resultado de esta obra lo que usted esperaba?    Si    No

Explique su respuesta. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Considera usted que el Departamento de Transporte de New Jersey, NJDOT, atendió las necesidades de los establecimientos comerciales del vecindario?    Si    No

Explique su respuesta. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Obedeció este proyecto a las necesidades de los establecimientos comerciales del vecindario?    Si    No

Explique su respuesta \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Considera usted que las inversiones adicionales hechas por este proyecto en obras complementarias valieron la pena?

Mejoramiento del terreno (jardines)    Si    No

Parque y Juegos Infantiles    Si    No

Mejoramiento estético de las estructuras    Si    No

Comparado con otros proyectos viales  
construidos por el estado de NJ    Si    No

Explique su respuesta \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Compare la forma como se desarrolló este proyecto con otros proyectos del estado de New jersey

\_\_\_\_\_

\_\_\_\_\_

Compare el tipo de comunicación que usted tuvo con el personal de NJDOT en este proyecto con la establecida en otros proyectos del estado. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Según usted, cuales son los aspectos positivos de esta obra? Explique.

\_\_\_\_\_

\_\_\_\_\_

Según usted, cuales son los aspectos negativos de esta obra? Explique

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De su opinión acerca del proceso de desarrollo de esta obra y como podría ser mejorado en el futuro.

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Gracias por su atención y su participación en esta encuesta.

**SURVEY OF THE IMPACTS OF THE NEW ROUTE 21 FOR LOCAL RESIDENTS NEAR NOISE BARRIERS** *noise barrier05-29-03*

**Purpose:** The NJDOT has built the extension of the Route 21 freeway in Clifton and Passaic Townships, which was opened to traffic in December 2000. This survey seeks to collect information of the impact of the new Route 21 freeway on your quality of life as a local resident.

**Directions:** Please respond by checking the appropriate box reflecting your answer. Please share any comments that you have. Feel free to use the back of the survey for additional space.

**ID Information:** How long are you at this address? \_\_\_\_\_ years

**Legend:**

- 1: Major decline
- 2: Some decline
- 3: No effect
- 4: Some improvement
- 5: Major improvement
- NA: not applicable

<b>Factors for Local Residents</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>NA</b>
Traffic Noise Levels	<input type="checkbox"/>					
Traffic Congestion	<input type="checkbox"/>					
Ease of Parking Your Car	<input type="checkbox"/>					
Lighting	<input type="checkbox"/>					
Driving Safety	<input type="checkbox"/>					
Pedestrian Safety	<input type="checkbox"/>					
Ease of Local driving	<input type="checkbox"/>					
Access to Local Highways	<input type="checkbox"/>					
Visual Impact of Noise Barriers	<input type="checkbox"/>					
Change in Visual Landscape	<input type="checkbox"/>					
Appearance of Neighborhood	<input type="checkbox"/>					
Safer to Play in Street	<input type="checkbox"/>					
Quality of Life	<input type="checkbox"/>					
Pride in Neighborhood	<input type="checkbox"/>					
Appearance of Rt .21/46 Corridor	<input type="checkbox"/>					
Neighborhood Safety	<input type="checkbox"/>					
Perceived Local Real Estate Values	<input type="checkbox"/>					

Please provide comments on the overall quality of life since the noise barriers were installed: (For additional space, please use the back of the survey).

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Thank you for taking the time to complete the survey.

**APPENDIX 4 INTERVIEWS & SURVEY COMMENTS**

**2002**

## **INTERVIEWS & SURVEY COMMENTS 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 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 14<sup>th</sup> 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 7<sup>th</sup>, 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.

**Meetings with Passaic Officials – June 3 and June 21, 2002**

***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 litter 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 than 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 8<sup>th</sup> 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.

***Meeting 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 Birdsell 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").

### ***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.

**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.

## **SURVEY COMMENTS OF PUBLIC OFFICIALS**

### **Responses to Page 2 of the Questionnaire by Public Officials**

#### **Question 1**

#### **Is the project outcome what was expected?**

Gloria Kolodziej:

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:

Yes: Rt. 21 has provided better access to Passaic and removed some truck traffic from Local Streets

John Whiting:

Yes

Albert Greco:

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

Greg Hill:

Yes

Stefan Tatarenko:

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

Edward Szwalek

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

Richard Smith:

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.

Yes

Jane Grubin:

Not having been here at its inception, I don't know

Glenn Carter:

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 Rt. 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 Rt. 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 Rt. 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 Rt. 21 cannot be easily identified

John Whiting:

Yes: Especially for the city of Passaic and highway commute between Rt. 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

**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 from Passaic, Clifton to Newark, etc.
- Hurt local merchants and residential neighborhoods in Clifton by not having a proper exit from Rt. 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 Rt. 21 between River Rd. and Monroe St.

- + The provision of a freeway access from Passaic to Rt. 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 Rt. 21 corridor, Newark, NYC
- Because of the lack of access to and from Rt. 46 West, there is much additional traffic on Clifton's Streets including trucks.

Jane Grubin:

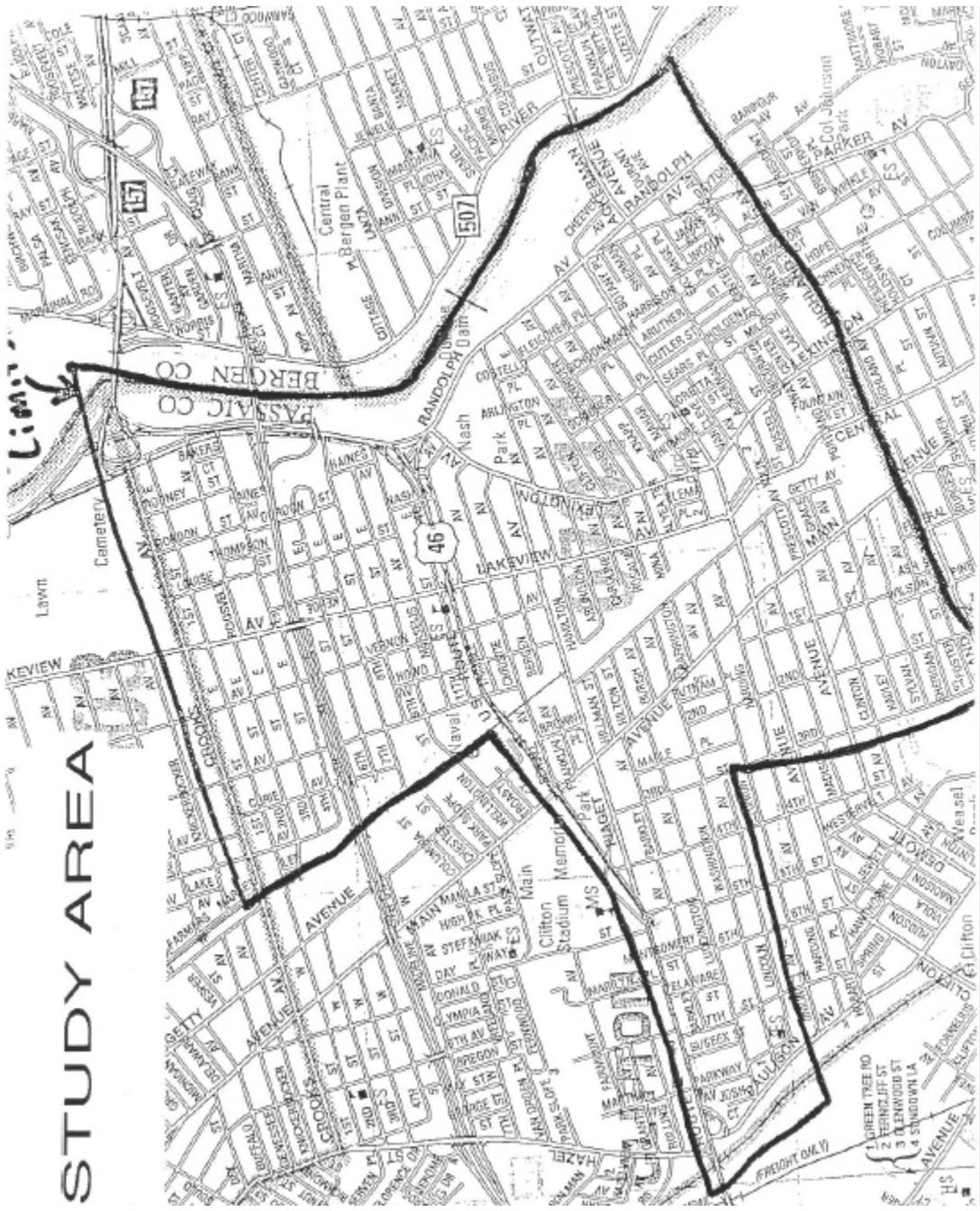
With my dearth of knowledge vis-a-vis the project, I cannot reply.

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

Glenn Carter:

More response to local concerns

**APPENDIX 5**  
**ROCCIOLA REPORT TABLES**



**STUDY AREA**

Rocciola Engineering, LLC  
 John Zanetakos Associates, Inc.

LOCAL ROAD IMPROVEMENT COST ESTIMATES (Right-of-Way Costs Not Included) VOLUME ONE		
IMPROVEMENT	JURISDICTION	COST ESTIMATE
Randolph Avenue Service Road (Fig. 1)	State, Co.	\$135,000.00
Randolph Avenue from E. Clifton Avenue to Cheever Avenue (Scheme A, Tables, FIG. 2)	County	\$26,000.00
Randolph Avenue from E. Clifton Avenue to Cheever Avenue (Scheme A, Raised Intersections, Fig. 2)	County	\$32,500.00
Randolph Avenue from E. Clifton Avenue to Cheever Avenue (Scheme B, Fig. 3)	County	\$46,800.00
Randolph/Ackeman/Parker Avenues, and Cheever Avenue (Figs. 4 & 5)	State, Co., City	\$43,000.00
Piaget Avenue/Getty Avenue (Fig. 6)	County, City	\$200,000.00
Lakeview Avenue (Figs. 7,8 & 9)	County, City	\$280,000.00
Lakeview Avenue/Crooks Avenue	County, City	\$2,500.00
Lexington Avenue/ Randolph Avenue	County	\$500.00
Piaget Avenue/Third Street (Fig. 10)	County, City	\$5,000.00
Rt. 46/Montgomery St.	State	\$2,500.00
Rt. 46/7th Street	State	\$2,500.00
Clifton Avenue/Third Avenue	County, City	\$2,500.00
Main Street Intersections	County, City	\$5,000.00
Clifton Avenue / Getty Avenue	County, City	\$2,500.00
Clifton Ave./Lexington Avenue	County, City	\$2,500.00
Lexington Avenue/Ackerman Avenue, Kulik Street (Fig. 11)	County, City	\$15,000.00
Randolph Avenue/Lake Street	County, City	\$2,500.00
Clifton Avenue Signals at Getty, Lakeview and Lexington Avenues	County, City	\$35,000.00
Main Avenue Signal Coordination	County, City	\$125,000.00
Botany Village Trucks (Fig. 12)	State, Counties, City	\$10,000.00

<b>Rt. 21 IMPROVEMENT COST ESTIMATES</b> (Right-of-Way Costs Not Included) <b>VOLUME TWO</b>		
IMPROVEMENT	JURISDICTION	COST ESTIMATE
Lexington Avenue/Trimble Avenue/ Rt. 46 Ramp (No deceleration Lane, Fig. 1)	NJDOT	\$1,428,000.00
Lexington Avenue/Trimble Avenue/ Rt. 46 Ramp (W/Deceleration Lane, Fig. 2)	NJDOT	\$3,755,000.00
Parking and Christi Ave. Access Option	City	\$1,000.00 + Property
Route 21 to Route 46 West Flyover (Fig. 3)	NJDOT	\$12,529,000.00
Randolph Avenue to Rt. 21 Ramp (Fig. 4)	NJDOT	\$570,000.00
Rt. 21 Southbound to Ackerman Avenue Ramp (Fig. 5)	NJDOT	\$400,000.00

### LEVEL OF SERVICE AND DELAY

Level of Service	Average Stopped Delay Per Vehicle (seconds)
A	< 10
B	>10 and <20
C	>20 and < 35
D	>35 and < 55
E	>55 and < 80
F	>80

The capacity analyses for the study intersections generally found that the intersections operate at acceptable Levels of Service although some individual approaches reached LOS E or F as can be seen in the following table. In addition, commentary is added for certain intersections. The intersection numbers are the references used on the capacity analyses and counts:

INTERSECTION LEVELS OF SERVICE					
No.	Intersection	Level of Service			Notes
		AM	PM	SAT	
1	Crooks Ave. & Trenton Ave.	C	D	C	No Comment
2	Crooks Ave. & Lakeview Ave.	B	C	C	Missing markings and old signs, see discussion.
3	Crooks Ave 7 Rt. 46-Rt.21	C	C	C	New Signal
4	Merselis Ave. & Lakeview Ave.	B	B	A	No Comment. See Lakeview Ave.
5	Lexington Ave. & Randolph Ave.	C	B	C	Missing sign
6	Piaget Ave. & Lexington Ave.	B	B	B	No Comment
7	Piaget Ave. & Lakeview Ave.	C	B	B	See Lakeview Ave.
8	Piaget Ave. & Main Ave.	B	C	B	No Comment
9	Piaget Ave. & Third Ave.	C	C	C	Limited parking restrictions, Left lead from Piaget suggested
10	Rt. 46 & Day St.	B	B	B	NJDOT Signal
11	Rt. 46 & Montgomery St.	C	D	B	NJDOT Signal. Montgomery is E in AM.
12	Rt. 46 & Seventh St.	C	D	C	NJDOT Signal. 7 <sup>th</sup> is E but offset reduces Lt. Conflict and LS is better
13	Clifton Ave. & Third Ave.	B	B	B	Third is not Striped as per plans
14	Main Ave. & Washington Ave.	A	A	A	Bus stop Striping may affect capacity
15	Main Ave. & Union Ave.	A	A	A	Bus stop Striping may affect capacity
16	Main Ave. & Harding Ave.	A	A	A	Bus stop Striping may affect capacity
17	Main Ave. & Clifton Ave.	B	B	B	
18	Clifton Ave. & Getty Ave.	B	C	C	
19	Clifton Ave. & Lakeview Ave.	C	C	C	Lane striping on Lexington is changed
20	Clifton Ave. & Lexington Ave.	C	C	C	F in PM needs green time adjustment
21	Ackerman Ave. & Lexington Ave.	C	C	D	
22	Center St. & Lexington Ave.	A	A	A	
23	Clifton Ave. - Cheever Ave. & Randolph Ave.	B	C	B	The Randolph north leg is southbound only
24&25	Ackerman Ave. & Parker Ave. & Randolph Ave.	D	B	C	Queues and truck turns are problems
26	Ackerman Ave. & Cheever Ave.	B	B	C	
27	Lake Ave. & Parker Ave.	B	B	B	
28	Lake Ave. & Randolph Ave.	B	C	C	Max time 30 Sec. Assumed for Lake.

<p><b>EAST CLIFTON / BOTANY VILLAGE TRAFFIC STUDY</b></p> <p><i>Street Code:</i></p> <ul style="list-style-type: none"><li>• Joint study by County of Passaic and City of Clifton</li><li>• Rocciola Eng. &amp; John Zanetakos Eng., Consultants</li></ul> <p><b>****YOUR HELP IS NEEDED****</b></p> <p>We are conducting a traffic study of the East Clifton and Botany Village areas. Your responses will help us evaluate traffic conditions within the study area, and devise solutions to benefit the public. Thank you for your cooperation.</p> <p><b>1. What is your destination? (Choose the closest one)</b></p> <p><input type="checkbox"/> Main Av      <input type="checkbox"/> Lakeview Av      <input type="checkbox"/> Getty Av <input type="checkbox"/> Lexington Av      <input type="checkbox"/> Botany Village      <input type="checkbox"/> Garfield <input type="checkbox"/> Passaic      <input type="checkbox"/> Paterson      <input type="checkbox"/> Other _____</p> <p><b>Where did you start your trip (Street, Town)?</b></p> <hr/> <p><b>2. Before Route 21 was open, did you use the Lexington / Randolph Avenues Exit from Route 46 East to get to your destination above?</b></p> <p><input type="checkbox"/> - YES      <input type="checkbox"/> - NO</p> <p><b>3. How often do you make this trip?</b></p> <p><input type="checkbox"/> - More than 7 times per week <input type="checkbox"/> - 4 to 7 times per week <input type="checkbox"/> - 2 to 3 times per week <input type="checkbox"/> - 1 time per week or less</p> <p><b>4. Your comments are welcomed</b> _____</p> <hr/>
--

A total of 723 post cards of the 3,420 handed out were returned. The morning period return was 226 post cards, 214 from the afternoon period and 283 from the Saturday period. In all, the return response was 21 percent. The three following tables are summaries results of the returned questionnaires:

## BOTANY VILLAGE O&D

KEY DESTINATIONS & ESTIMATE OF RT. 46 RAMP USAGE									
Place	AM Study Period			PM Study Period			SAT Study Period		
	%	Vol.	Via Ramp	%	Vol.	Via Ramp	%	Vol.	Via Ramp
Main Ave.	22	164	69	17	284	159	19	262	156
Lakeview Ave.	9	67	28	17	220	123	10	138	82
Botany Village	18	134	57	14	181	104	14	193	114

TIME: AM PERIOD 7:00 - 9:00 AM

STREET	DESTINATION											Rt 46 Exit			Weekly usage of route			Total Forms
	Men	Lex	Lake	Botany V.	Geby	Garfield	Passaic	Passaic	Other	Total	Yes	No	7+	Times	4 to 7	2 to 3	1 or less	
A: Sussex St.	15	0	2	5	0	0	10	1	14	47	12	31	8	24	7	4	104	
B: 7th St.	9	1	2	3	1	1	0	0	11	28	8	17	4	17	3	3	141	
C: Delaware St.	3	1	0	0	0	0	0	0	4	4	3	2	1	1	2	1	43	
D: Montgomery St.	1	1	0	1	0	0	0	2	5	3	1	3	1	1	0	0	20	
E: 5th St.	2	0	2	3	0	0	1	1	9	18	4	12	3	8	4	1	61	
F: 4th St.	3	0	0	2	0	0	2	0	8	16	4	10	4	6	3	2	53	
G: Plaget	16	11	3	12	3	4	9	2	10	70	27	36	16	34	12	5	223	
H: Varnon Ave.	0	7	1	1	34	0	0	4	0	2	35	24	7	12	20	2	180	
<b>TOTAL</b>	<b>45</b>	<b>21</b>	<b>20</b>	<b>40</b>	<b>4</b>	<b>5</b>	<b>28</b>	<b>4</b>	<b>57</b>	<b>228</b>	<b>85</b>	<b>116</b>	<b>51</b>	<b>111</b>	<b>33</b>	<b>16</b>	<b>748</b>	
<b>PERCENT RETURN</b>	31.68% 9.29% 8.95% 17.70% 1.77% 2.21% 11.50% 1.77% 25.22%																	
<b>PERCENT RETURN</b>	27%																	

TIME: PM PERIOD 4:00-6:00 PM

STREET	DESTINATION											Rt 46 Exit			Weekly usage of route			Total Forms
	Men	Lex	Lake	Botany V.	Geby	Garfield	Passaic	Passaic	Other	Total	Yes	No	7+	Times	4 to 7	2 to 3	1 or less	
A: Sussex St.	11	0	2	7	2	0	4	0	11	37	20	17	6	19	11	1	200	
B: 7th St.	10	3	2	5	1	4	4	1	11	41	22	19	9	13	12	5	250	
C: Delaware St.	4	2	3	1	0	0	1	0	6	19	9	11	3	3	7	6	102	
D: Montgomery St.	0	0	1	0	0	0	1	0	4	6	2	5	4	2	0	1	58	
E: 5th St.	4	1	0	1	0	0	1	0	10	17	6	10	5	7	2	3	114	
F: 4th St.	0	1	2	0	0	0	1	0	0	4	4	0	3	1	0	0	142	
G: Plaget	11	7	11	7	1	0	2	1	2	42	22	16	11	12	7	7	227	
H: Varnon Ave.	0	8	20	13	0	0	2	0	5	48	31	13	21	19	3	1	200	
<b>TOTAL</b>	<b>42</b>	<b>22</b>	<b>41</b>	<b>34</b>	<b>4</b>	<b>4</b>	<b>18</b>	<b>2</b>	<b>51</b>	<b>214</b>	<b>116</b>	<b>61</b>	<b>62</b>	<b>76</b>	<b>42</b>	<b>24</b>	<b>1293</b>	
<b>PERCENT RETURN</b>	16.65% 9.15% 17.01% 14.11% 1.60% 1.60% 6.64% 0.90% 21.16%																	
<b>PERCENT RETURN</b>	16%																	

Saturday 11:00 AM - 2:00 PM

STREET	DESTINATION											Rt 46 Exit			Weekly usage of route			Total Forms
	Men	Lex	Lake	Botany V.	Geby	Garfield	Passaic	Passaic	Other	Total	Yes	No	7+	Times	4 to 7	2 to 3	1 or less	
A: Sussex St.	6	2	2	10	0	0	1	3	1	11	36	14	17	6	11	8	200	
B: 7th St.	12	3	0	0	0	0	1	1	14	38	17	19	5	19	5	9	200	
C: Delaware St.	3	1	0	3	0	1	1	1	4	14	8	5	3	3	5	3	102	
D: Montgomery St.	1	0	1	5	0	1	1	0	1	10	7	2	2	3	3	1	50	
E: 5th St.	7	1	1	2	0	2	0	1	8	22	11	9	2	7	7	4	144	
F: 4th St.	3	3	0	4	0	1	1	0	3	16	9	5	4	4	2	4	88	
G: Plaget	22	8	13	14	0	5	2	3	8	78	37	34	22	12	12	24	324	
H: Varnon Ave.	1	10	23	23	2	4	5	0	4	72	44	9	24	15	11	2	293	
<b>TOTAL</b>	<b>58</b>	<b>28</b>	<b>40</b>	<b>67</b>	<b>2</b>	<b>15</b>	<b>16</b>	<b>7</b>	<b>53</b>	<b>283</b>	<b>147</b>	<b>100</b>	<b>69</b>	<b>74</b>	<b>53</b>	<b>50</b>	<b>1382</b>	
<b>PERCENT RETURN</b>	19.43% 9.89% 14.13% 23.67% 0.71% 5.30% 0.60% 2.47% 10.73%																	
<b>PERCENT RETURN</b>	18%																	

**APPENDIX 6**  
**SULLIVAN ARTICLES ON BOTANY VILLAGE**



# Remembering Siggie Wilzig's big accomplishments

**SIGGIE WILZIG**, 76, a resident of Clifton for many years, and about as colorful as a man can be and still be taken seriously in the realm of big business, died last week.

He had sold his elegant mansion on Dwasline Road and moved to a luxury apartment in Fort Lee a few years ago, but maintained strong links here, with his bank, Trust Company of New Jersey, "The Bank With Heart," a significant local institution.

He had been afflicted with multiple myeloma and died in Columbia Presbyterian Medical Center on Jan. 7.

His success story was a classic one, combining luck, chutzpah and sharp judgment. He was short in stature, but thought big, and had a fearsome temper that would explode whenever he was confronted with what he perceived as stupidity. He

He was born in 1926 in Kronjanke, West Prussia, the blurred border area of Germany and Poland, and swept up by Hitler's minions as they sought to eliminate all of Europe's Jews.

**■ WILZIG STILL** showed signs of his privations when he arrived in New York in 1947, but he had made it to the "Land of Opportunity," even if it was only to a small apartment in The Bronx, and was determined to make his fortune. That winter saw a massive blizzard in the New York area and his first job was shoveling snow at 75 cents an hour. He moved on from that to a Brooklyn sweat shop, and filled any job foisted on him, from gluing garment assemblies to pressing them with machines bigger than him that belched steam.

He discovered New Jersey soon enough, and became a traveling salesman, then an employee in a furniture store in Hillside, and eventually its manager. As his earnings increased, he looked around for ways to increase them, and start-

ed investing in stock. For whatever reason, Wilshire Oil Company of Texas captured his fancy and he invested every spare dollar. It turned out to be an excellent choice, and he made his presence known sufficiently to be elected to the board in 1965 at age 39, just a mere 18 years after his penniless arrival from Europe. Six months later the board elected him president and chief executive officer.

With the resources then at his disposal he acquired for Wilshire The Trust Company of New Jersey, founded in 1986 in Hoboken, but at that time headquartered in Jersey City and suffering from bad management. Two years later he was elected chairman and president, and during his tenure at the top, assets soared from \$200 million to more than \$4 billion.

**■ WHEN BOTANY VIL-LAGE** was being built in the mid 1960s and early 70s, Wilzig decided to support it by buying a business slot in Village Square to open a Trust Company branch.

Since that move coincided with a major renovation of the Jersey City headquarters, he moved 1900 brass teller cages and wonderful clawed feet check writing tables and light fixtures over management.

**■ WHEN ELLIS ISLAND** was restored and made in to an immigration museum, Wilzig was included among the honorees to receive its Medal of Honor. He was a founding director and fellow of the Benjamin N. Cardozo Law School of Yeshiva University, and on the board of the Holocaust Museum in Washington. He was a frequent and impassioned lecturer on the horrors of the holocaust, able to speak with great intimacy and authority from his own experiences.

In addition to Alan a second son, Ivan; his wife, Naomi (Sisselman); a daughter, Sherry Wilzig of Livingston; a brother, Erwin, of Florida, and two grandchildren survive him.

*The second part of the Botany Village Story that was to have run today will appear next Thursday.*



Sullivan Street

TOM SULLIVAN

never lost sight of the fact that his very existence was a miracle, because when he was 16 the Nazis shipped him off to Auschwitz. He could just as easily have died there as many members of his family did in that and other camps. He bore the telltale tattoo on his wrist and often displayed it, because charities for Holocaust survivors and museums recalling that grotesque chapter in history were beneficiaries of his quite bountiful philanthropy once he acquired wealth.

# Remembering birth and rebirth of Botany Village

THE EASTERN section of what is now Clifton was a sylvan piece of real estate on the banks of the Passaic River when the Forstmann family arrived from Germany in the late 1880's. They were looking for a spot with water access to transplant their woolen business, and that location, adjacent to industrial Paterson and a mere 15 miles from midtown Manhattan was perfect.



**Sullivan Street**  
**TOM SULLIVAN**

They bought some land, set up operations by 1890, and continued to build and expand for the next 10 years. They were joined by Botany Mills, which straddled the Passaic-Acuackanonk border, and in the years that followed, the enclave became a center for the finest in woolen fabrics.

the Botany section's vitality rivaled Main Avenue with its silk factories, busy hotel, fun park and racetrack.

By the midway point of the 20th century the combined payroll of the Forstmann and Botany mills soared to 14,000, and many employees were of the second generation when employer loyalty was palpable.

■ **PARLAN'S JEWELERS**, the Dayton Restaurant, Delancy's Menswear, Marchesin's Shoes, Rosst's Tavern, Maria's Italian Specialties and many other small family businesses selling jewelry, meat, bread and produce filled the role of the castle keep in the glory days of the Botany section. You could get your hair cut, your shoes repaired, your clothes dry cleaned when that became the thing, dine out at reasonable cost, see a movie for 25 cents at theaters that changed programs twice a week. It was a complete community, and the merchant entrepreneurs knew their customers and served them well. Not everybody had cars in the 1920s, 30s and 40s, so to be able to walk to the stores was great. In the bad days of the depression, most stores selling provisions kept a notebook in which most families had a page. They charged their purchases and paid what they could when they could. The mills actually weathered the Great Depression tolerably well, but were less fortunate in the turbulent

50s. Cheaper wages made moves to the south wanted a necessity if they wanted to compete, so they phased out local operations. The mills became silent, being ill suited for other kinds of manufacturing operations, and the 14,000-person payroll that had kept Botany vital was no more. Real estate values plummeted, many stores could no longer sustain, and when they closed, the 'For Sale' or 'For Rent' signs in the windows found no takers. By the time the decade of the 60s began, Botany was in serious trouble, and the City Council agonized over what to do to revive it. Retail wasn't seen as an option. Mid-rise housing for low to middle income families found favor, with plans broached to pull down the worst of Botany's crumbling structures. Federal monies would be required and efforts were made to find some.

■ **AS A YOUNG** reporter for the Paterson Morning Call, I sat in on the deliberations. It seemed the character of Botany and some of the dilapidated, but still viable buildings, were worth saving. Having recently visited the Ybor City restoration in the old Spanish quarter of Tampa, I suggested to City Manager Bill Holster that was the way to go, because Ybor City had become a destination for people who didn't live within its borders. "It's a great idea," he pitched in, because the idea why.

held the promise of keeping alive the enclave that had been so good to them. The main committee used to meet periodically in my garden house on the palisades overlooking New York City. That was 1966, and as the Grand Plan took shape, it became obvious that eggs would have to be broken before the omelet was created. Property would have to be acquired at fair market value and demolished to make way for Village Plaza and a series of parking lots. New buildings would have to be true to the restoration period and those that remained, commercial and residential, would have to be restored to the way they looked when new.

The Department of Public Works under Arthur Mazowiecki became a crucial wing of the project. His men, many of them foreign born, had old world skills in carpentry and masonry, and happily applied them to executing the parks, gardens and esthetic corners of the 28-acre tract. Incredibly, it all came together, and six years later, a dedication took place on a sunny Saturday morning. Clifton had a restoration with character. It had many features that made it unique, and it did become a destination for visitors who didn't live in the area.

But all of that has evaporated 30 years later, and next week we will review other business leaders who pitched in, because the idea why.

■ **BEN DELANCY**, Clifton Marchese and other business leaders next week we will review

# For a while, Botany Village was brought back to life

WHEN THE BOTANY Village restoration was formally dedicated on a sunny Saturday morning in June 1972, it was a pristine setting with vibrant commercial establishments and a vigorous merchant's association committed to giving it an unmistakable personality.

There were 600 rose bushes and other flowering plants and shrubs dotted around the gardens and es- thetic corners, many paid for with contributions from area families who wanted to be part of a great work. Where Dayton Avenue had been truncated, a mini garden displayed a copy of a 16th century stone scroll from the collection of film director Cecil B. DeMille, who once lived in Passaic County.

In a unique approach to acquiring land without displacing residents, back yards of many homes were halved and a portion purchased by the project to create off-street parking. A couple of historic names were attached to the little walks that connected them. Westington Way, remembers an old athletic association that began on Westington Street in Garfield and



**Sullivan Street**

**TOM SULLIVAN**

moved to Clifton, and Forstmann Court is an obvi- ous remembrance of the family and the mill that put the area on the map in the 1890s.

At the center of the 28-acre village, a grungy old gas station had been demolished months before, and in the week of the dedication, the men of the DPW had worked with uncommon dedication to turn my rough sketches into an authentic Italian village piazza on the tiny v-shaped plot, since Botany had been largely an Italian American neighborhood.

■ **CARMEN OTILIO**, a Paterson contractor, had given me permission to raid his yard for architectural elements, and I took 14 massive pieces saved when he

demolished the Eisenhower Building at West Point years before. "You're the only person I'd give these to," he said, "because I know you'll appreciate them." They were used in the piazza to fashion a war memorial and a fountain, which was named for Professor James Moscati, founder of the Mustang Band. His music studio once overlooked the loca- tion.

In response to a petition from the Botany Village Merchants Association, the City Council voted unani- mously to name the piazza in my honor, since I had put in six years of volunteer work to bring the concept to fruition. A bronze plate set in a rock there reads "Sullivan Square, named for Tom Sullivan, whose energy and imagination helped bring a rebirth for Botany."

As a generous contribu- tion to the dedication, the Police Benevolent Associa- tion asked Chief Joseph Nee if they could rent, at their own expense, vintage uniforms in the style of

1900 for the men on duty that day. He said yes, and when 125 antique cars chugged around Botany Village, officers in long tunics with big buttons, broad belts and high helmets did traffic duty and crowd con- trol waving vintage trun- cheons. It was typical of the community spirit.

The architectural com- mittee had tracked down a picture of the first Great Atlantic and Pacific Tea Company (A&P) market and it had been faithfully re- created as Botany's anchor store, home to a modern A & P Beyond its façade, how- ever, was an even more ex- citing story. That was a time of oil embargoes and uncer- tain fuel supplies, so the market became the first major structure in the world with no traditional heating or cooling systems. In the winter the heat rising from the compre- sors of its freezer and re- frigeration units was piped in ducts around the build- ing to warm it. In the summer that heat was vented to the outside and the cold air rising from

open refrigeration cases was moved through the same ducts to keep the place cool.

The system was written up in trade journals and engineers from around the nation and the world came to see for themselves. I once walked five Aus- tralian engineers through.

Not too many years later the A&P organization fell on hard financial times and closed more than 600 mar- kets, including Botany's. But they paid the rent and kept it empty for a very long time before agreeing to give up the lease. The inter- rior space as subdivided and the magical heating and cooling system became unusable. It was a damag- ing first blow to Botany Vil- lage, but more were to follow. The latest is the closing of Marchesin's Shoe Store this month.

These Botany Village reminiscences have attract- ed considerable response from readers so we will con- tinue them as the village faces its own uncertain future.

# Fate of Botany directly tied to highway plans

Dateline Journal - February 6, 2003



## Sullivan Street

TOM SULLIVAN

THE FALL, rise, and fall of Clifton's Botany Section actually began a half century ago.

That is how long ago the State of New Jersey started planning a freeway to connect the Newark metropolitan area and its airport with then fast-rising Bergen County. Plans were drafted for such a highway, connecting with Route 46 Route 3. Route 80 was in the works, and would make such a link a necessity before too much time elapsed.

The route would be through a couple of Essex County communities and Passaic-Clifton in Passaic County. Private property had to be taken under the right of Eminent Domain. So homes and industrial and commercial sites fell to the planners' concept. The southern corner of Clifton and the very center of Passaic were hard hit as the highway came through. Since the route would follow the river in eastern Clifton, several homes on Randolph Avenue were purchased and demolished in readiness for a generous-sized interchange with Route 46. Those sites were not utilized for almost 40 years after freeway construction ended at Monroe Street in Passaic.

The New Jersey Highway Department (as it was then known) went to the Clifton City Council with plans to

Dayton Avenue in the midst of the development was terminated to form the big parking lot and shopping center of Village Square. The village concept of a pedestrian and shopping precinct wound up being host to a vast traffic volume along Randolph and Parker, with its focal point, Sullivan Square, a speedway.

By the late 1980's and early 90's it became obvious that Route 21 had to be completed, so representatives of the by then Department of Transportation were back at meetings of the Clifton City Council. They laid out plans for the interchange to link Routes 21 and 46, and again, those homes on Trimble and the Hot Grille were targeted.

The home owners returned to protest and the then mayor and council told the DOT "Absolutely not.

their customers came from the west, because business dried up day and date with the shutoff at Route 46. Under the leadership of late Perry Tomazzo they showed up at City Council meetings asking that an appeal be made to the DOT for a revision at Route 46. But the state was no longer interested.

It did erect ugly, though utilitarian masonry walls to shelter residents of Trimble Avenue from the roar of Route 46 through traffic. Signs were erected at Piaget Avenue and 46 directing motorists to the village, but the route through town was complicated and few opted to take it.

Maria's Italian Specialties, a major attraction on Parker Avenue for decades, hung on as long as it could, then moved to Route 23 in Wayne. Parlan's Jewelers,

an institution for generations of Clifton families, stuck it out a while longer, but eventually had to give up and move.

Last month saw the end of another institution, Marchesin's Shoes, which had put comfortable footwear on three generations of area residents. It has now relocated north on Route 23 in Pompton Plains.

Other small businesses started up, some reflecting the changing ethnicity and demographics of the Botany Village area, but even if a truly magnetic attraction moved in, the absence of that Route 46 access would remain an insurmountable damper.

Next week we will discuss the sweeping changes that took place east of the Botany Village historical area.

## MERCHANTS IN

Botany suddenly had proof positive just how many of

# Joy, enthusiasm for Botany Village was short-lived

WHEN THE restoration of Clifton's Botany section was planned, a 28-acre tract with about 117 buildings, commercial and residential, was designated as the historic precinct, and it was given a special status as a Planned Unit Development (PUD), meaning that it was taken out of the city's regular zoning code, and had its own requirements within.



**Sullivan Street**

**TOM SULLIVAN**

When a developer came up with a plan to tear down the old Forstmann Mill across Randolph Avenue, acreage which is not in the PUD, and erect a Pathmark with ancillary stores, then a Big K-Mart, with its own an-

Garfield. Loyal customers would find their way to it, and there was a good chance they might take the trouble to cross Randolph and find just what lay to the west of the supermarket.

The Big K-Mart, slated to arrive in early 2000, and built with 51 percent of its area in Passaic in order to take advantage of the 3 percent sales tax in that city's Urban Enterprise Zone was envisioned by some as an even bigger attraction. Route 21 was to open near the end of 2000, and since it had north and southbound exits and entrances convenient to the new development, the potential would exist for shoppers previously unaware of the village restoration and its special attractions to find there way in.

That has never happened. After Route 21 was opened and the unnatural traffic volume, including a flow of 18-wheelers, was detoured from cramped Botany streets, no steps have ever been taken to restore traffic patterns within the PUD, and no effort made to draw in shoppers, a majority of who come from Bergen County, and are happy to be

freed from its Sunday blue laws.

■ **BANCO POPULAR** took over the Trust Company site in Village Square and its owners promptly redesigned the interior to allow a back entrance directly opposite the main doors of Big K-Mart and its ancillaries. But shoppers unfamiliar with what lay to the west faced a pretty grim and ugly prospect. Likewise, shoppers coming to the adjacent Home Depot in Passaic are not encouraged, much less channeled, to visit Botany Village.

Two years after the opening of Route 21, Banco Popular's is still the only entrance on Randolph. The rear facades of the other stores were never designed to attract customers, but they are effective at repelling them. They look as if they belong in the dingiest back alley in a faded inner city. The sidewalk along the west side of Randolph has never been paved to match the red brick walks with simulated gas lamps found throughout the PUD. Incredibly, no crosswalk has ever been painted across Randolph at the bank's rear en-

No signs or attractive lighting have gone up on those rear walls to identify what lies within. In fact some years afterwards, were ardent boosters of Botany.

"My policy is that if there is any vandalism or graffiti," said Holster on many occasions, "we take care of it immediately, because if you don't, it will inspire more." How right he was. A capstone on the war memorial in Sullivan Square was vandalized in the fall of 2001. For want of a \$2 item from Athena Mason Supply it has never been repaired. Now there are two broken capstones.

An elderly lady told me last year that she stumbled in a pothole in one of the parking lots, almost falling. When she got home, she called the DPW and told the superintendent what had happened and suggested the potholes be fixed before some one was seriously injured. "He told me I should watch where I walk," she said. The potholes were ultimately fixed.

■ **BUT NO CHANGES** have ever been made. The village has been allowed to languish, its vital commercial attractions have drifted away for lack of business, and its prettiness is fading. City Manager Bill Holster

After the village was dedicated, George Romney, the secretary of Housing and Urban Development in President Richard Nixon's cabinet, came to Clifton to see what a HUD loan had bought. I walked him around the 28 acres and he said "It almost looks as though you got \$1.50 worth of value for every dollar spent." I told him he was pretty close, because thanks to generous voluntarism, we actually got \$1.68 in value for each dollar spent.

"You know that I have given the President my resignation," he said. I told him I did.

"One of the reasons is that I have given so much money to so many projects and watched as it went down a lot of rat holes. If I could be sure of getting one or two like Botany every year, I'd stay in government."

That was 30 years ago. No one could ever have predicted that such a project, started with so much joy and enthusiasm on all sides, and executed so that it became a model, would reach its present lapsed state.