



ENGLEWOOD
MASTER PLAN
2009
Traffic and Circulation

TRAFFIC AND CIRCULATION

Roadway System

Englewood has a network of approximately 74 miles of roadways. Two major highways, Route 4 and Interstate 80/95 traverse the south end of Englewood in an east-west direction. Interstate 80/95 connects directly into both the New Jersey Turnpike and the Garden State Parkway. As a result of these highways, Englewood is a hub for the Northern Valley municipalities traveling east and west as well as south. The City's traffic issues have been compounded by the success of the downtown revitalization effort of the past seven years.

Increased business activity in the Central Business District has resulted in road and parking demand exceeding the capacity during peak hours. Englewood reached a crossroads in 2003 where redevelopment opportunities and quality of life issues were dependent on improving the traffic and parking conditions. A comprehensive approach to these problems was developed and implementation on many of the critical projects has started.

In 2004, construction began on a downtown parking garage with new retail along South Dean Street.

In 2004, a new roadway network in the

South of Englewood was designed and included direct access to Route 4, to and from the Office-Industrial Zone. The Route 4 East connecting roadway has been constructed and the Route 4 West connecting roadway is scheduled for completion in 2011. The roadway network in the south of Englewood is depicted on the following page.



Figure IV—1: Roadway network in Englewood

TRAFFIC AND CIRCULATION

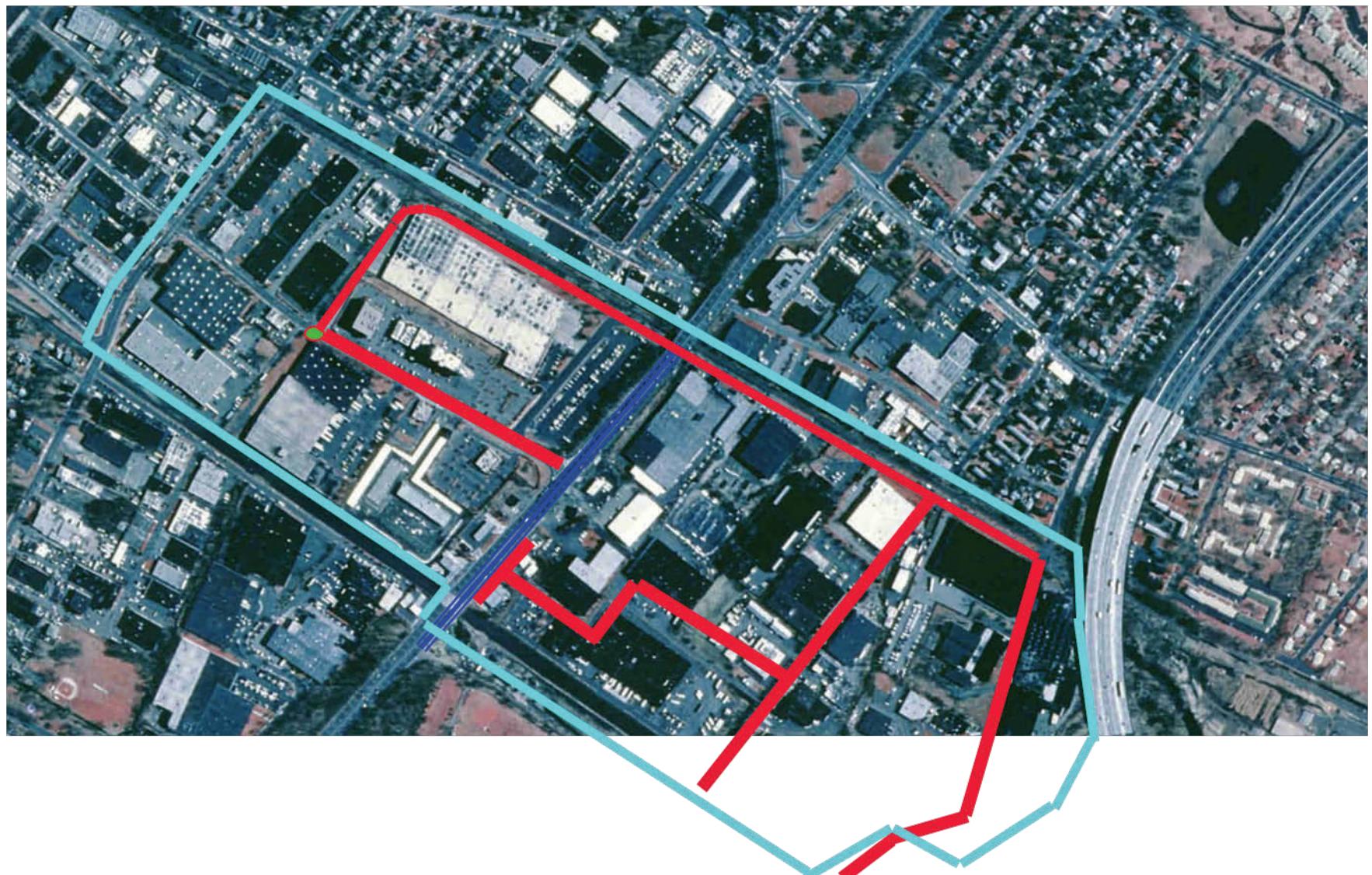


Figure IV—2: Roadway network in the southern part of Englewood

Englewood's roads are under a combination of State, County, and local jurisdictions. State highways, including Route 4, Interstate 80/95, and a section of Grand Avenue between Route 4 and Interstate 80/95, are 3 miles in length. The County roadway system, including portions of Grand Avenue/Engle Street, Dean Street, Palisade Avenue, Liberty Road, Knickerbocker Road, Ivy Lane, Hudson Avenue, Lafayette Avenue, and Forest Avenue, amount to 9 miles. The remaining 62 miles are within the City jurisdiction. Approximately 97% of the streets within the City are classified as improved. The 1975 Master Plan reported that:

"Englewood has never had a systematic program of street improvements. As a result much of the older pavement is deteriorated and pot-holed."

Since that time, Englewood has developed a systematic street improvement program that has resulted in a generally well-maintained roadway system. The Master Plan recommends that this program be continued.

Traffic Congestion

One of the primary problems facing the City today is traffic congestion in the Central Business District (CBD). Traffic conditions within the CBD, coupled with parking shortfalls, were discouraging shoppers and visitors from using the CBD and could have had a deteriorating impact on the downtown.

The City developed a multi-faceted approach and has started implementing traffic and parking improvements. First, the parking garage has been completed and is fully operational thus removing many cars off of Palisade Avenue.

Second, parking enforcement is a critical component of parking improvements and the Englewood Police Department is making enforcement a priority.



Figure IV—3: Englewood's new parking garage and retail along South Dean Street

TRAFFIC AND CIRCULATION

Third, a comprehensive downtown traffic study has been completed and improvements such as new traffic controllers are scheduled to be installed in 2010. These new devices are needed to control the sequencing and timing of the traffic lights on Palisade Avenue in both the easterly and westerly directions.

Fourth, the freight train traveling along the CSX right-of-way blocks traffic for as much as twenty minutes during peak hours of the day. Roadway capacity is dramatically diminished during these

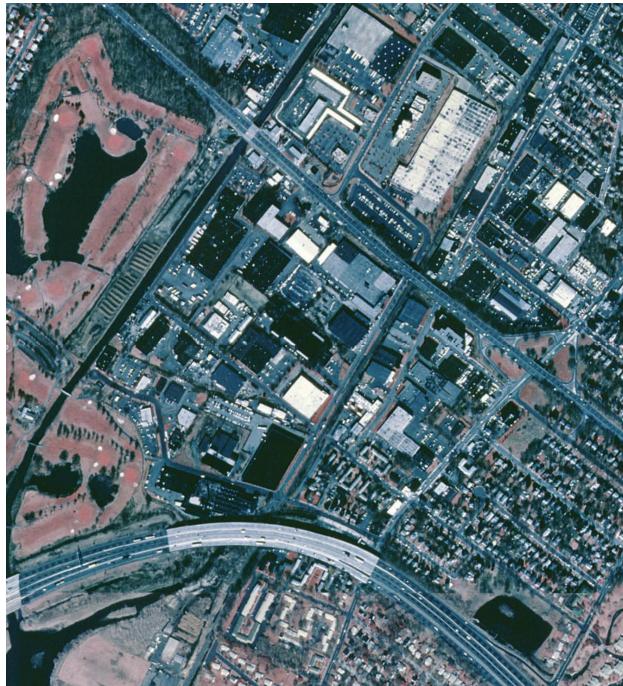


Figure IV—4: Aerial view of Interstate 80/95 traversing Englewood

times. It is critical for the City to develop strategies to minimize or eliminate the blocking of traffic by the railroad and the City is currently reviewing options in this regard.

Lastly, the City has initiated a trolley shuttle system in 2009 and ridership has been steadily increasing thus eliminating the

need for some vehicle use and replacing it with a local mass transit option.

These measures have and will help to alleviate some of the congestion, but they are insufficient by themselves. Both capacity along Palisade Avenue must be increased and demand moderated.



Figure IV—5: Englewood's new trolley

TRAFFIC AND CIRCULATION

Demand can be moderated to some extent by a citywide wayfinding system to direct traffic to alternate routes. Some traffic must be redirected away from Palisade Avenue. It is important that this wayfinding system be not only functional but also attractive, and it should enhance the streetscape throughout Englewood.

The Master Plan supports these measures to increase capacity and decrease demand along our main streets. The Master Plan also encourages and supports the minimization and/or elimination of the railroad blockage of Palisade Avenue.

Additional Parking

Additional parking has been developed to the rear of the new retail along Palisade Avenue between South Van Brunt Street and Humphrey Street. A new 100 car outdoor parking lot has been completed. In addition, the City owns property along William Street and new parking may be developed in conjunction with the redevelopment of Lincoln School which is now owned by the City.

These developments notwithstanding, a review and reorganization of long and short term parking is also recommended. The Planning Board is supportive of the

creation of small parking lots in areas adjacent to, but not along Palisade Avenue, provided they do not compromise residential areas.

Light Rail

In the past several years, New Jersey Transit, together with Bergen County, has been investigating the implementation of a light rail system along the Northern Valley branch of the CSX right-of-way.



Figure IV—6: NJ Transit Current Light Rail System

TRAFFIC AND CIRCULATION

The light rail system will provide passenger service from Englewood and other Northern Valley towns to a central terminal hub in Secaucus connecting to rapid transit lines to other New Jersey cities and New York.

At the time of the last Master Plan in 2003, the City Council and the Planning Board were supportive of the implementation of a light rail system.

A light rail system will have a considerable impact on traffic, redevelopment and quality of life issues throughout the Northern Valley. The Master Plan recommends that the existing proposals from New Jersey Transit and its consultants be thoroughly reviewed by the Planning Board in consultation with the City given both the length of time since its being first considered and the potentially large impact of light rail on the City.

Local Trolley/Bus Service

The City of Englewood has created a trolley servicing local residents. This service travels along designated routes and brings residents to and from the Central Business District.

The Master Plan supports the local bus service because it increases access to the Central Business District without in-

creasing the number of cars in the downtown business area.

Recommendations

The Master Plan recommends:

1. A comprehensive approach towards traffic and parking improvements throughout the City.
2. The installation of new traffic controllers to improve the flow of traffic along Palisade Avenue.
3. The design and implementation of a traffic wayfinding system to direct traffic in a more efficient manner and to improve the general traffic signage throughout Englewood.
4. The acquisition and construction of small parking areas throughout the Central Business District.
5. The continuation and possible expansion of the bus/trolley service for local residents.
6. The continuation of a systematic roadway improvement system.

7. Inherently beneficial use institutions benefit Englewood. These institutions on occasion have events that cause the overflow of their parking facilities. On those occasions, the institutions have requested and received parking moratoriums from the Police Department. Illegal parking around schools, hospitals and houses of worship cause unreasonable disturbances to surrounding residential neighbors. Such moratoriums should be very reluctantly granted and for not more than two hours during the day (i.e., between 6:00am - 6:00pm) and for not more than three hours during the evening (i.e., from 6:00pm - 11:00pm) during any day of the week. Said parking moratoriums shall not be granted for any institution on more than seven occasions during any calendar year and there shall not be two moratoriums granted on the same day for the same institution. Nothing herein is intended to cause any resident to violate any religious obligation.