



COUNTY OF BERGEN
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

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Dennis McNerney
County Executive

Farouk Ahmad, P.E.
Department Director

August 3rd, 2009

Honorable Louis J. Lamatina, Mayor
Borough of Emerson

Municipal Place
Emerson, NJ 07630

Dear Mayor Lamatina,

My staff has begun a preliminary review of the plans submitted to us by Maser Consulting, P.A., for Kinderkamack Road in downtown Emerson. We are basing our analysis on the existing traffic volumes projected twenty years into the future. A typical County roadway project must be designed for such a time frame to ensure adequate capacity beyond the existing need and to make our infrastructure investment justifiable and cost-effective. We have also accounted for some traffic generated by potential redevelopment.

Based on this rough analysis, we believe the following elements of the plan have merit and should be pursued further:

Changing Linwood Avenue to westbound-only west of Kinderkamack Road: This will cause a major redistribution of traffic from the westbound approach to other intersections and to Kinderkamack Road itself. This change will also partially restrict access to businesses located on Linwood Avenue west of Kinderkamack Road. However, even with the removal of this movement, the traffic signal at Kinderkamack Road & Linwood Avenue operates at Level of Service (LOS) F under future traffic conditions because volume exceeds capacity on the southbound left turn, westbound left turn, and northbound through movements.

Changing Emerson Plaza West to southbound-only: This change will necessitate egress from Emerson Plaza West becoming right-out only. Even with existing traffic volumes, vehicles turning left out of Emerson Plaza West do not have sufficient gaps in traffic. Note that this will also partially restrict access to businesses located on Emerson Plaza West.

Signalization of Kinderkamack Road & Ackerman Avenue: Under future conditions, even with signalization, this intersection will operate at LOS F because volume exceeds capacity on the eastbound left turn and southbound through movements.

Realignment of Kinderkamack Road & Emerson Plaza East: This design more clearly defines the intersection and provides a much shorter pedestrian crossing of Emerson Plaza East. However, even with existing traffic volumes, vehicles turning left out of Emerson Plaza East do not have sufficient gaps in traffic and left turns out of Emerson Plaza East should be restricted. Note that this will effectively result in partially restricted access to businesses located on Emerson Plaza East and redistribute traffic bound for Kinderkamack Road south to other intersections.

Realignment of Access to Block 516 Lot 1 a.k.a. Sunoco service station: This design better defines access to the property and improves the pedestrian environment. However, even with existing traffic volumes, vehicles turning left out of the property do not have sufficient gaps in traffic and left turns out of Block 516 Lot 1 should be restricted.

We have serious concerns regarding these elements of the plan:

Insufficient Overall Capacity: Ackerman Avenue and Linwood Avenue form a local east-west corridor; however, they do not align with each other but instead end at Kinderkamack Road. Thus, Kinderkamack Road carries east-west traffic as well as north-south traffic for the short section between Ackerman Avenue and Linwood Avenue. This results in high traffic volumes for which the capacity of this stretch of Kinderkamack Road and the stacking distance for key turn movements is insufficient.

Lack of Signalization at Kinderkamack Road & Lincoln Boulevard: Under existing conditions this intersection operates at LOS F in both peak periods. Vehicles turning from Lincoln Boulevard do not have sufficient gaps in traffic to make either left or rights turns and are only able to proceed when a motorist stops and lets them into the queue. In addition, even with signalization, future traffic volumes exceed capacity on all approaches to this intersection.

Bus Stops at the Emerson Train Station: There are two heavily used bus stops on Kinderkamack Road: southbound mid-block between the intersection with Linwood Ave and the at-grade railroad crossing of NJ Transit's Pascack Valley Line and northbound near side of Linwood Avenue. Buses stopped in traffic lanes will reduce the capacity of the road.

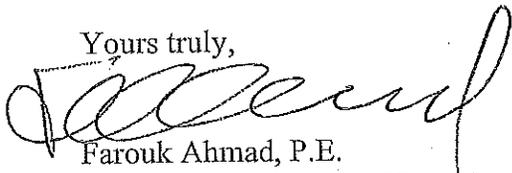
Proposed Continuous Opposing Left Turn Lane: The County does not install continuous opposing left turn lanes and is removing them from where they currently exist.

We consider this plan to be a preliminary concept only. As such it is open to adjustment and further review before it could be advanced beyond the concept level and a full study of the impacts of the plan on traffic and circulation will be required. In addition, a full topographic

survey with the plan overlain is needed to properly investigate any proposed improvements in relation to existing infrastructure, properties boundaries and rights-of-way.

I thank you for your submission and your willingness to work together with the County of Bergen to make our transportation system as safe and efficient as possible for all of our citizens.

Yours truly,



Farouk Ahmad, P.E.

Director, Department of Planning and Economic Development

cc: Joseph A. Femia, County Engineer
John J. Jahr, Maser Consulting, P.A.

