

Route 4

Jones Road

Bridge Replacement Project

Community Profile

Draft– 11/03/09

Geographic and Political Location

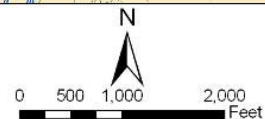
The Route 4 – Jones Road Bridge Deck Replacement Project is located along the east-west State Highway Route 4 in Englewood City, Bergen County, New Jersey. Also known as the Mackay Highway, Route 4 spans 10.83 miles from Passaic County at Route 20 (Mclean Boulevard) in Paterson, east to the George Washington Bridge approach in Fort Lee. The route is a four- to six-lanes, 40 to 50 mph divided highway its entire length. The eastern third— west of the Route 208 interchange in Elmwood Park and Fair Lawn, is a neighborhood commercial corridor with businesses and shops fronting both sides of the roadway. East of Route 208, including all three project locations, Route 4 becomes a partial freeway consisting of interchanges and right-in/right-out intersections.

The corridor also intersects with many important highways, including the Garden State Parkway, Interstate 95, U.S. Route 1/9, U.S. Route 46 and NJ Route 17 in Paramus.



Project Location Map

South Van Brunt Ave
Grand Ave
Jones River Bridge



Bergen County Ranks 18th among the highest-income counties in the United States (2006) in terms of per-capita income. The county is bordered by Rockland County, New York to the north, by Westchester County, The Bronx, and Manhattan in New York, across the Hudson River to the east, Hudson County to the south, a small border with Essex County also to the south and Passaic County to the west. Englewood City had a population of 26,203 with 9,614 housing units; a land area land area of 4.92 sq. miles; a water area of 0.01 sq. miles; and a population density of 5,321.97 people per sq. mile for Census 2000.

Bergen County has a well-developed road network, including the northern termini of the New Jersey Turnpike (a portion of Interstate 95), the Garden State Parkway, the eastern terminus of Interstate 80 and a portion of Interstate 287. US Highways serving the region include: Rt. 4, Rt. 17; Rt. 3; Rt. 120; Rt. 208; and the Palisades Interstate Parkway. Access to New York City is primarily available for motorists through the George Washington Bridge in Fort Lee and the Lincoln Tunnel in Hudson County.

Transit Service – Rail

NJTransit provides train service on three lines from: the Bergen County Line, the Erie Main Line and the Pascack Valley Line. These routes run north-south to Hoboken Terminal with connections to the PATH train. NJTransit also offers connecting one-stop service to New York Penn Station via the Secaucus Junction transfer station. Connections are also available at the Hoboken Terminal to the Hudson-Bergen Light Rail and New York Waterways ferry service to the World Financial Center and other destinations. Although the Hudson-Bergen Light Rail bears the "Bergen" name, it has not yet expanded to run into the county; this is planned for the future, possibly with connections via a proposed new passenger rail service, the Northern Branch

Transit Service – Bus

Bus service, offering transport within Bergen County, is provided by New Jersey Transit (NJTransit) and private companies such as Academy Bus Lines, Coach USA, DeCamp Bus Lines and Red and Tan Lines. NJTransit operates elsewhere in New Jersey and to the Port Authority Bus Terminal and George Washington Bridge Bus Terminal in New York City. Within the project area (walking distance), NJTransit provides bus service on the following routes: 166; 171;175;178;186; and 756.

Bergen County falls under the purview of the North Jersey Transportation Planning Authority Inc. (NJTPA).

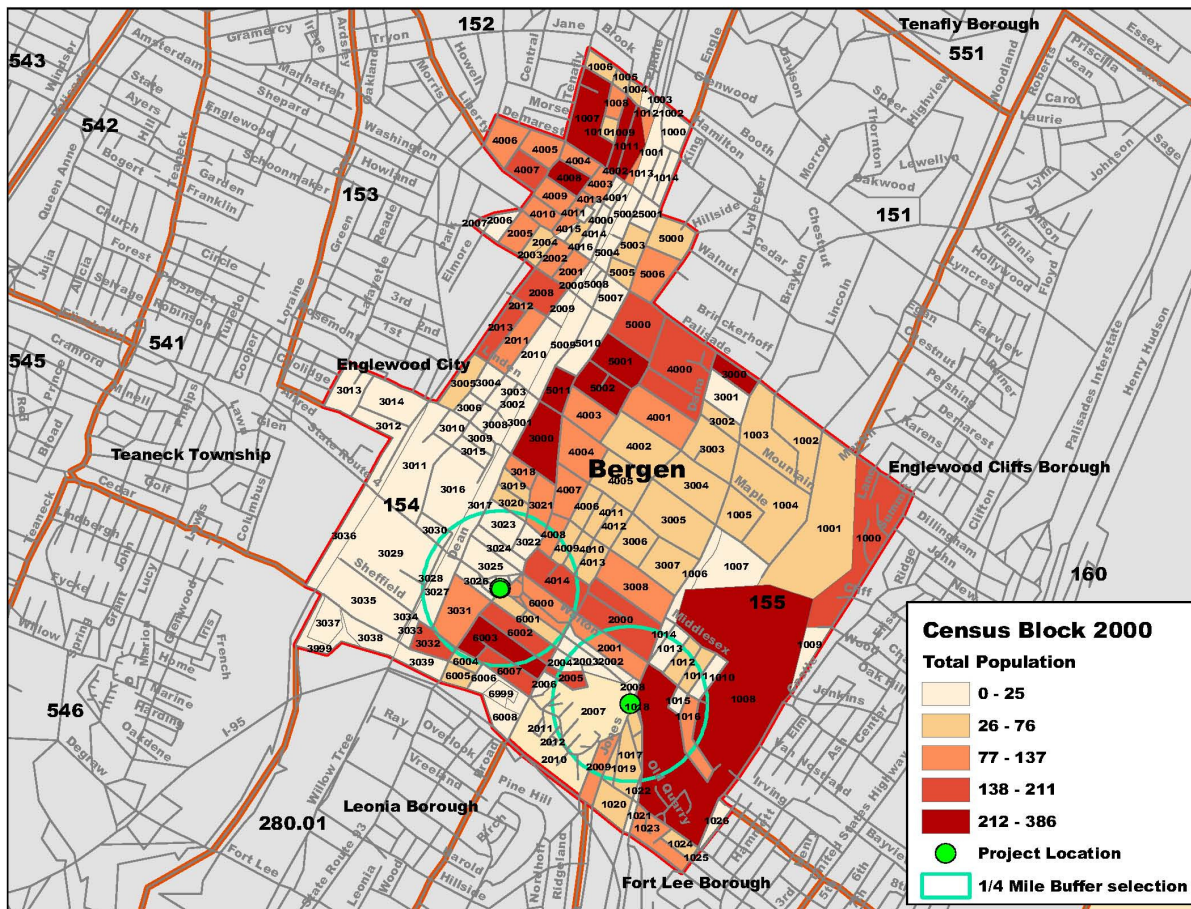
There is one airport in the county, Teterboro Airport in Teterboro, which is operated by the Port Authority of New York and New Jersey. Most commercial air traffic is handled by nearby Newark Liberty International Airport in Essex County, which also serves as a major airport for the City of New York.

Government

The 70 municipalities of Bergen County are represented by seven separate state legislative districts. Three of these districts (the 37th, 38th and 39th) are situated entirely within the county, the others cross county boundaries. Congressional representation includes two federal Congressional Districts cover the County. Englewood City is located in the 37th District in the New Jersey Legislature.

Identification of Population

This study examined the demographic characteristics of the populations that lived and commuted within the immediate vicinity of the Route 4 – Jones Road Bridge Deck Replacement Project area. The project area is located in Englewood City, Bergen County, New Jersey. Englewood City is considered part of the New York Metropolitan Area. The project area is minutes away from downtown Englewood and several minutes from the George Washington Bridge and New York City. This area is residential with single-family detached homes and multi-family dwelling units. Englewood City has 26,203 people, 9,273 households, and 6,481 families. The land north of Route 4 is forested. US Census 2000 data indicates that half (50%) of residents within the project area identify themselves as white.



The demographic characteristics of the populations that lived within Englewood City and in the vicinity of the Route 4 – Jones Road Bridge Deck Replacement Project area were identified and analyzed using information from a combination of two sources:

- the US Census (2000); and
- non-Census supplemental sources (field-view of area, internet research, phone call information gathering)

As part of the examination, underserved and/or potentially vulnerable populations were included as a demographic subset.

In US Census 2000 tracts 154 and 155, the following block groups were researched for demographical data: 2001; 2002; 2003; 2004; 2005; 2007; 2008; 2009; 1008; 1010; 1011; 1012; 1013; 1014; 1015; 1016; 1017; 1018; and 1019.

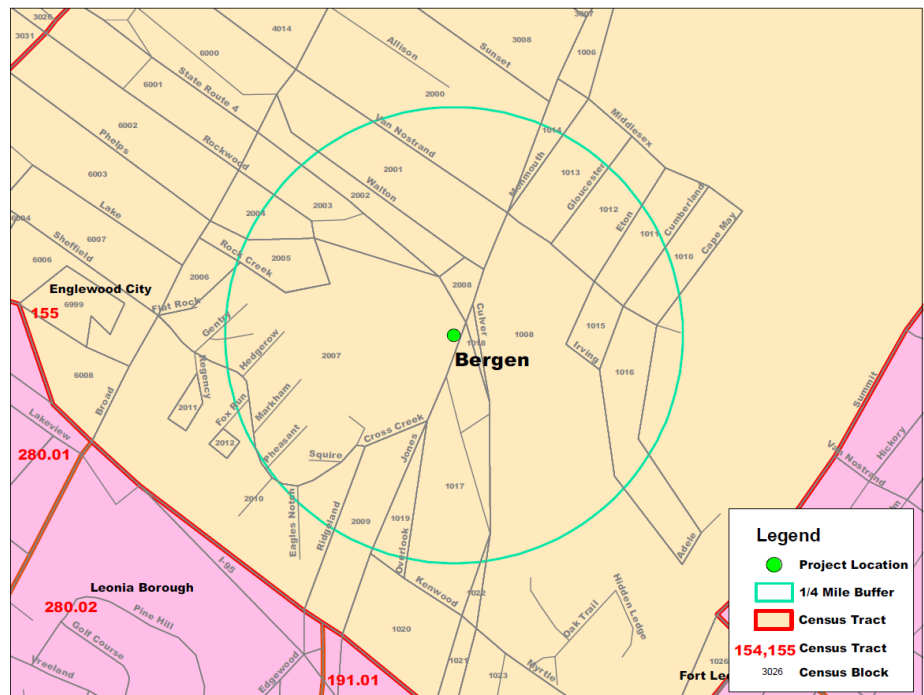
The purpose of examining the US Census (2000) and non-Census supplemental sources was to determine the size and characteristics of the population in the study area. This information is useful to help to determine who might be impacted by the project and to help in developing the public involvement plan.

Based on the conclusions reached from analyzing this information, outreach techniques would be developed so that these individuals could receive information about any temporary or permanent impacts.

As part of the examination, underserved and/or potentially vulnerable populations were included as a demographic subset.

US Census (2000) Information

This US Census (2000) information was examined because it provided insight into the demographic characteristics of those living closest to the project area. A study area was defined using a one-quarter mile walking distance from the project (within US Census, NJ, Bergen County, tract 154). This level was selected for examination because it provided the most detailed resolution for both social and economic information.



The following information, mostly gleaned from the US Census (2000), was obtained for the following characteristics:

- Geographical and Political Location
- Race, ethnicity and age
- Income, poverty status and unemployment
- Business activity/employment centers
- Public facilities, schools and institutions
- Police, fire, EMS and public services
- Existing/future land uses and present/future zoning
- Local/regional land use and/or development plans

Race, Ethnicity and Age

This section compares state average demographic and economic data with the county and "project area." The project area includes every census tract the project touches.

Race

Analysis of the US 2000 Census demographic characteristics of those living in the project area showed that half were white and the other half was comprised of various minority populations. Englewood City showed that a majority (66%) of the population identified themselves as minority. The 66% minority is comprised of Black, Hispanic/Latino of any race, Asian, Native American/Pacific Islander. A total of 42% are white. The majority of those living along the corridor were native born

Census information showed the racial makeup of Bergen County as 78.41% White, 10.67% Asian, 5.27% African American, 10.34% Hispanic or Latino of any race; 0.15% Native American, 0.02% Pacific Islander, 3.22% from other races, and 2.26% from two or more races.

Race	Jones Road Bridge Project Area	Englewood City	Bergen County	New Jersey
White	50%	42.5%	78.41%	72.6%
Black	32%	39%	5.27%	13.6%
Hispanic/Latino of any race	11%	21.8%	10.34	13.3%
Asian	5%	5.2%	10.67%	5.7%
Native American	0	0.27%	0.15%	0.2%
Pacific Islander	0	0.05%	0.02%	<0.1%
Two or More Races	1.5%	8.5%	2.26%	2.5%
Some Other Race	0	4.5%	3.22%	5.4%

(US Census 2000 Data)

Ethnicity

A significant number (30.8%) of Englewood City persons are foreign born. Of those, 71.3% were born in Latin America, 15.8% were born in Asia, 9.7% in Europe, 2.6% in Africa and 0.6% were born in North America outside of the US. In most cases, English is the predominant language throughout the area.



Approximately 32.9% of Englewood residents speak a language other than English at home, with 15% speaking English less than very well.

Bergen County is fairly diverse in terms of ethnicity. One of the largest immigrant groups in Bergen County is the Korean American community, which is concentrated along the Hudson River - especially in the area near the George Washington Bridge - and represents over half of the state's entire Korean population. Eight of the nation's top ten municipalities by percentage of Korean population are located in Bergen County. Based upon this, it is assumed that the Asian population of Englewood City is comprised mostly of Korean ancestry.

Age

The median age of the Englewood City resident is 37.4 years. Residents 65 years or over included 13% of the project area's population, which is similar to Englewood City's 13.3%. Bergen County's median age is 39 years and residents 65 or over equal 15.20%. New Jersey's median age is 36.7 years and therefore slightly younger than that of Englewood City and Bergen County.

Age	Jones Road Bridge Project Area	Englewood City	Bergen County	New Jersey
Median Age	NA	37.4	39	36.7
Age 65+	13%	13.3%	15.20%	13.2%

(US Census 2000 Data)

Income, Poverty Status and Unemployment

This section examines and compares various statewide household income measurements with the county and project area. The county and project area are compared in relation to the state.

The number of people living below the poverty level is used during the Environmental Justice (EJ) analysis. Unemployment figures, when reviewed with growth rates, can also be part of secondary and cumulative impact assessment.

Income / Poverty / Employment	Englewood City	Bergen County	New Jersey
Median Income - Household	\$58,379	\$65,241	\$67,142
Per Capita Income	\$35,275	\$33,638	\$49,511
% Below Poverty Line	8.9%	5 %	8.5%
Age 16 + Civilian labor force Employed	62.6%	62.1%	64.2%
Age 16 + -Civilian labor force Unemployed	4%	3.3%	60.3%
Armed Forces	0%	0%	0.2%
Not in Labor Force	33.4%	5.1%	35.8%

(US Census 2000 Data)



The median income for a household in Englewood City was \$58,379, and the median income for a family was \$67,194 (these figures had risen to \$75,731 and \$96,158 respectively as of a 2007 estimate). Males had a median income of \$41,909 versus \$34,358 for females. The per capita income for the city was \$35,275. 8.9% of the population and 6.6% of families were at or below the poverty line. A total of 10.2% of those under the age of 18 and 8.6% of those 65 and older were living at or below the poverty line. This is similar to the 8.5% at or below poverty line within the state. Census track data indicate 0% below the poverty line within the project area.

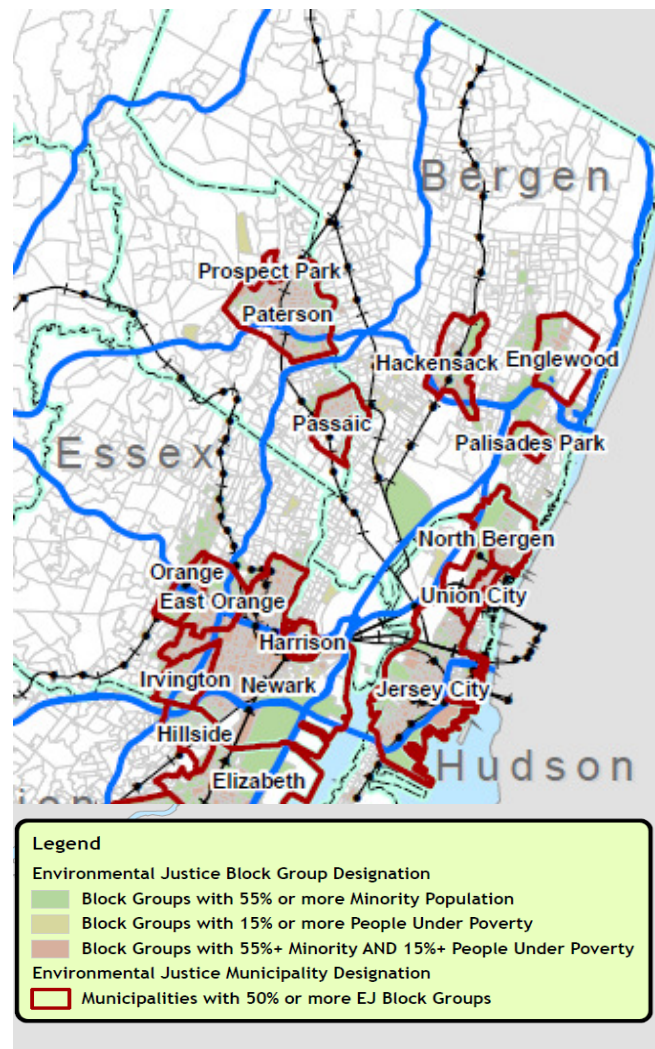
The median income for a household in Bergen County was \$65,241, and the median income for a family was \$78,079 (these figures had risen to \$78,314 and \$96,589 respectively as of a 2007 estimate). Males had a median income of \$51,346 versus \$37,295 for females. The per capita income for the county was \$33,638. About 3.40% of families and 5% of the population were below the poverty line, including 4.90% of those under age 18 and 5.90% of that age 65 or over.

1999 data lists a total of 8.9% of Englewood City residents living below the poverty line. As of 2007, New Jersey has 8.5% of its residents living below the poverty line, which is fewer than the national average of 13%.

Federal regulations on EJ focus on minority and low-income populations. EJ studies, however, often focus on a broader group, termed as the “transportation disadvantaged.” It is a fairly common practice in transportation planning and research to consider the disabled, the elderly, households without a car, people with limited English proficiency, as well as the poor and minorities, as the groups comprising the transportation disadvantaged. Although there is often a significant overlap between some of these groups (for example, many elderly are also poor), the travel needs and transportation strategies for these groups often vary. For example, for people in poverty who are of working age, one of the most significant travel needs pertains to access to work, but for the elderly, access to work is not a high priority. Similarly, the strategies that may be highly relevant for the disabled may not be appropriate for the non-disabled poor.

Environmental Justice Communities in Northern New Jersey

(NJTPA Environmental Justice Project 2006-2007)



The NJTPA conducted an EJ Project to identify EJ populations within northern New Jersey. Englewood City was identified as an EJ community having 50% or more EJ Block Groups.

EJ communities were delineated considering the share of minority and low-income populations in each community, and within those EJ communities, the specific needs of other transportation disadvantaged groups, such as the disabled, the elderly, households without a car, and people with limited English proficiency, are to be addressed in a later phase of the project.

EJ in transportation has been defined as the fair distribution of transportation benefits and burdens among all people. Under federal regulations pertaining to EJ, a Metropolitan Planning Organization (MPO) ensures that its Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP) are consistent with Title VI of the 1964 Civil Rights Act, identifies and assesses the transportation needs of low-income and minority populations, and acts to improve public involvement processes to eliminate participation barriers for low-income and minority persons.

Source: US Census 2000

	Total Population	Non-Hispanic White Alone	Below Poverty	Speak English Less Than Very Well	65 Years or Older	5-20 Years with Any Disability	21-64 Years with Any Disability	65 + Years with Any Disability
Englewood City	26,203	32%	8.9%	15%	13.3%	7.4%	18.3%	33.9%

In Englewood City, the EJ population is provided with various services by community organizations, some of which include: American Red Cross; Center for Food Action; The Community Chest; Bergen County United Way; Career Empowerment Workshop, Inc.; Calvary Cares Community Development Corporation; Shared Housing for One Parent; and Community Housing & Partnership. Affordable housing is available within Englewood City and the Bergen County Housing Authority is a resource for members of the EJ population.

In Englewood City, most people commute to work by automobile (75.5%), while 12.7% take public transit. County-wide 82.5% commute by car, and 11% rely on public transportation. Seventy-three percent of New Jersey workers drove to work alone (single occupant vehicle) from 2005-2007, 9% carpooled, 10% took public transportation, and 5% used other means. The remaining 3% worked at home. Among those who commuted to work, it took them on average 29.4 minutes to reach their destination.



Commuting to Work (US Census Data Set: 2005-2007 American Community Survey 3-Year Estimates)

Mode of Transportation Age 16+	Englewood City	Bergen County	New Jersey
Car, truck, or van -- drove alone	65.1%	71.2%	72.1%
Car, truck, or van -- carpoled	10.4%	7.0%	9.3%
Public transportation (excluding taxicab)	12.7%	12.6%	10.3%
Walked	8.1%	3.2%	3.3%
Other means	1.8%	1.4%	1.8%
Worked at home	1.9%	4.0%	3.2%

Non-Census supplemental information

Non-Census supplemental sources were examined because they provided information that was not collected by the US Census, and/or had been collected more recently than 1998 and 1999, the years in which information had been collected for the US Census (2000). The non-Census supplemental sources that were examined included Yahoo, Google and other search engines. These search engines were used to try and locate medical clinics, churches, temples, mosques, schools, and other types of businesses and community facilities. The information obtained from these websites and publication is provided below.

- www.njtransit.com
- Columbia Encyclopedia
- [National Complete Streets Coalition](#), [CoolTown Studios](#), and [Walkable Communities, Inc.](#)
- <http://www.walkscore.com/get-score.php?street=73+Brownstone+Way+Englewood%2CNJ+B07631&go=Go>
- <http://data.bls.gov/map/servlet/map.servlet.MapToolServlet?state=34&datatype=unemployment&>
- <http://www.city-data.com/city/Englewood-New-Jersey.html>
- <http://www.wnjin.state.nj.us/OneStopCareerCenter/LaborMarketInformation/Imi25/pl94/tract/bertra ct.xls>
- <http://lwd.dol.state.nj.us/labor/lpa/census/2kpub/njsdcp4.pdf>
- http://factfinder.census.gov/servlet/QTGeoSearchByKeywordServlet?_ts=269945673638
- www.cityofenglewood.org
- http://www.njtpa.org/Plan/Element/EJ/envir_justice_project_update.aspx
- http://www.womensrights.org/programs_services.htm
- <http://www.charity-charities.org/charities/NJ/Englewood.html>
- <http://www.affordablehousingonline.com/housingauthoritydetail.asp?id=NJ067>



Business Activity / Employment Centers

This section examines major industries and businesses that are traffic generators and that may benefit from or be negatively affected by the project.

Englewood City has light industry, producing metals and chemical products. The adjacent borough of Englewood Cliffs is a banking center. Research found no businesses or employment centers may be affected by roadway construction in the Route 4 – Jones Road Bridge Deck Replacement Project area

Employment by Industry

Census data indicates the means of transportation to work in Englewood City as 75.5% by automobile and 12.7% by public transit (excluding taxi cab). Englewood City residents top three most professions include: education, health and social services (23.6%); professional, scientific and technical services (12.0%); manufacturing (11.5%); and retail trade (10.3%).

Employment by Industry

Industry	Englewood City	Bergen County	New Jersey
Agriculture, forestry, fishing and hunting, and mining	0.2%	0.1%	0.3%
Construction	3.3%	5.0%	5.6%
Manufacturing	11.5%	11.4%	12.0%
Wholesale Trade	5.1%	5.8%	4.4%
Retail Trade	10.3%	11.8%	11.3%
Transportation and warehousing, and utilities	5.8%	5.3%	5.9%
Information	5.1%	5.0%	4.4%
Finance, insurance, real estate, and rental and leasing	9.3%	10.0%	8.9%
Professional, Scientific and Technical Services	12.0%	12.2%	11.5%
Educational, health and social services	23.6%	19.5%	19.8%
Arts, entertainment, recreation, accommodation and food services	5.3%	5.9%	6.9%
Other services (except public administration)	5.2%	5.0%	4.4%
Public administration	3.2%	3.0%	4.5%



Public Facilities, Schools and Institutions

This section lists public facilities (parks, offices, prisons, etc.) which are owned by the federal, state or local governments, public and private schools, and public and private institutions (religious or civic organizations, health care facilities etc.) which may be directly affected by or have impacts on the project. Certain uses, such as religious institutions, schools and HUD housing, may have special noise considerations. Schools and parks are often multi-modal traffic generators, with buses, pedestrians, bicyclists and other transportation modes needing to be considered.

Although all area schools are located outside (north) of the project area, school buses will likely have to be rerouted during construction. It will be important to coordinate with the school district's transportation department. Trumbull Park, which features a ball field, tennis courts and a basketball court, is located on the outer edge of the project area. No direct impacts are anticipated to Trumbull Park or its patrons.

Police, Fire, EMS and Public Services

The assessment lists both public service providers located in the project area who may be directly affected by construction, as well as those outside of the area whose ability to provide services may be enhanced or hindered by the project.

The Route 4 – Jones Road Bridge Deck Replacement Project area is not located near emergency services. NJTransit service to the project area may also be affected by construction. It will be important to coordinate project information with this agency to assess any impacts during construction.

Existing / Future Land Use and Present / Future Zoning



Existing land uses are determined using aerial photos, windshield surveys, local government land use plan maps and conversations with local officials. Future land uses are commonly determined through local land use plans and conversations with local officials. Existing land uses will be part of several assessments, including community stability and neighborhood cohesion. Future land uses are considered as part of economic development as well as secondary and cumulative impacts.

McCormick Taylor interviewed municipal officials to learn of existing/future land use and present/future zoning within the project area. Officials reported use at Route 4 – Jones Road Bridge Deck Replacement Project 4 to be single family residential zone R-B and Open Space OS. The rest of the intersection in all in single family zones R-C and R-D Office. Present and future zoning or the lack thereof, is determined through contacts with local officials. This helps to determine whether local development and growth management efforts may help or hurt maintaining levels of service on new or expanded roads.

Local / Regional Land Use and / or Development Plans

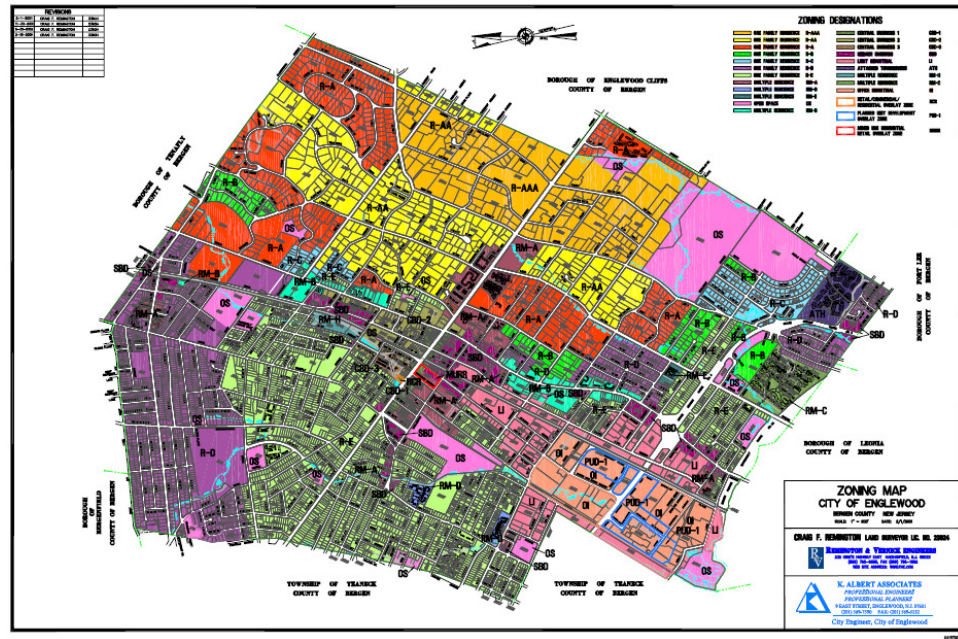
Local/regional land use and/or development plans. This section documents both public and large scale private sector plans, if any, in or near the project road.

Field view studies identified residential uses within the project area. North of NJ Route 4 is forested land

followed by residential single-family detached dwelling units on both sides of Jones Road. South and west of Jones Avenue and Route 4 is predominantly medium dense residential multi-family dwelling units with single-family detached along Jones Road and east.

There are no known future development plans for the project area.

The relationship of Englewood to its neighbors is viewed in its regional context and long term planning and coordination.



Englewood City Zoning Map



Englewood shares common boundaries with six municipalities: Bergenfield, Englewood Cliffs, Fort Lee, Leonia, Teaneck and Tenafly. This section of the Master Plan reviews the plans and zoning ordinances of the municipalities bordering Englewood City, as well as relevant Bergen County Plans and the New Jersey State Development and Redevelopment Plan (SDRP) and examines the respective plans for consistency and potential conflicts with one another.

Each of the six surrounding communities has an impact on the City of Englewood as Englewood has an impact on the surrounding communities. All seven communities have the same utility suppliers for water (United Water Company), electricity, and natural gas (PSE&G). The local sewers of these towns flow directly into the trunk lines of Bergen County Utility Authority (BCUA) and all sewage is brought to the BCUA Little Ferry Plant for treatment and discharge. Leonia and Englewood have interlocal agreements for leaf composting and some code enforcement activities.

Census data indicates the means of transportation to work in Englewood City as 81.5% by automobile and 18.5% by public transit. Because of the density of the neighborhood, the businesses that provide a variety of goods and services, and the availability of public transit to local job centers, this area may not reflect the majority of Englewood City.

Conclusions

The Route 4 – Jones Road Bridge Deck Replacement Project Area is a residential area. There are no storefronts, office complexes or schools within the project area. Bus service, both school and NJTransit, will be affected by construction. Coordination with NJTransit and the school district's transportation department will be needed.

A public involvement plan should be developed to inform stakeholders, comprised of residents, public officials and Route 4 motorists, of the proposed work, anticipated schedule, to learn of public concerns and other issues that may require special attention. The plan would include:

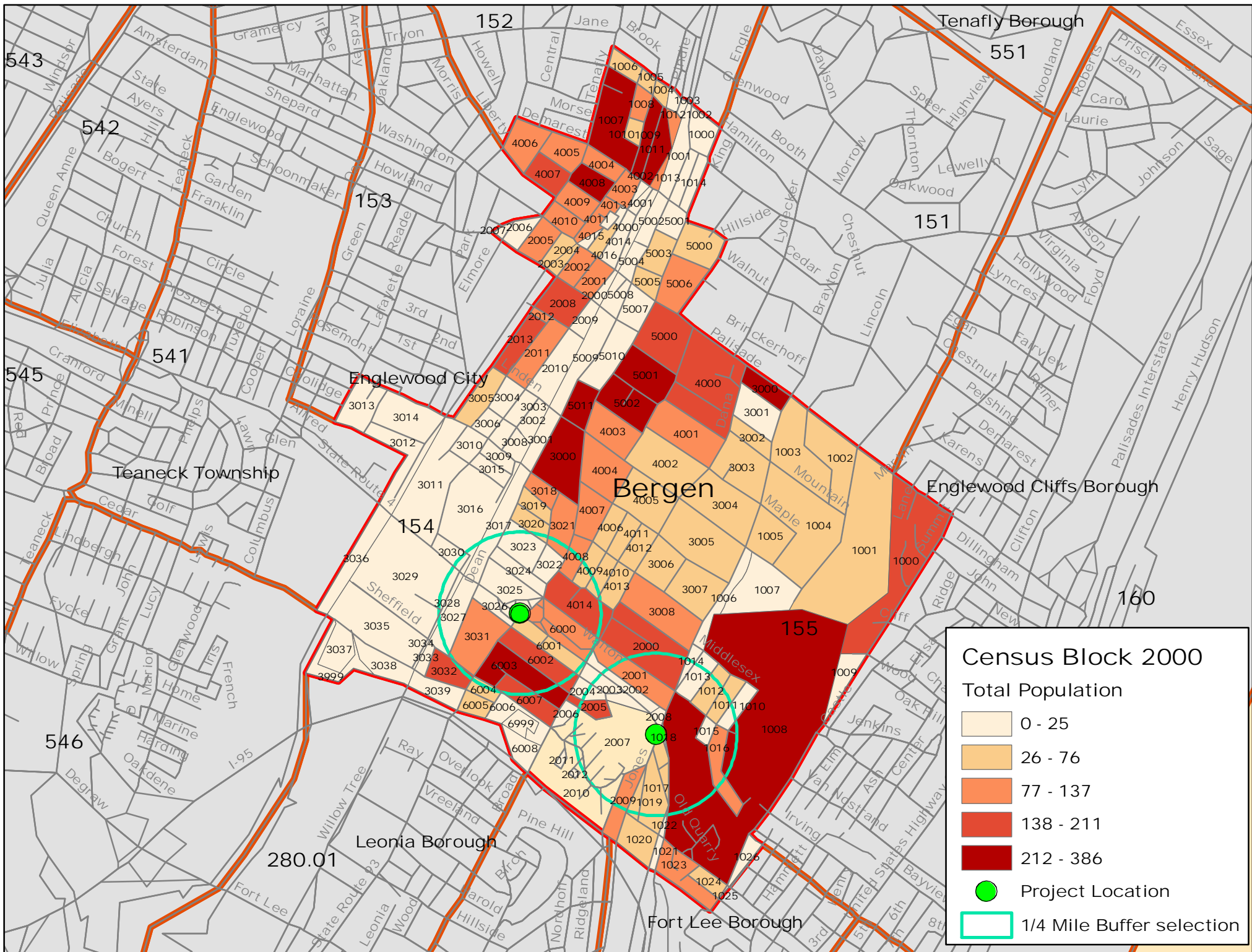
Public Information Center Meetings (2 in total) would be conducted at the startup of project planning and again prior to commencement of construction. These meetings would provide for two-way communication between the project team and stakeholders. Verbal and written feedback would be provided via comment forms and one-to-one conversations with project team members.

Public Officials' Briefings would take place immediately prior to the Public Information Center meetings. These presentations would provide public officials with information necessary to address constituents' concerns, as well as to provide the project team with any information critical to the success of the project.

A Stakeholder Survey would be conducted via mail to stakeholders. Questions would be phrased to solicit specific information needed for the project team to use as engineering and construction plans are finalized.

Informational "Take Ones" would be produced and distributed via mail to stakeholders and at local meeting places, eateries, etc. to inform the public of construction plans.

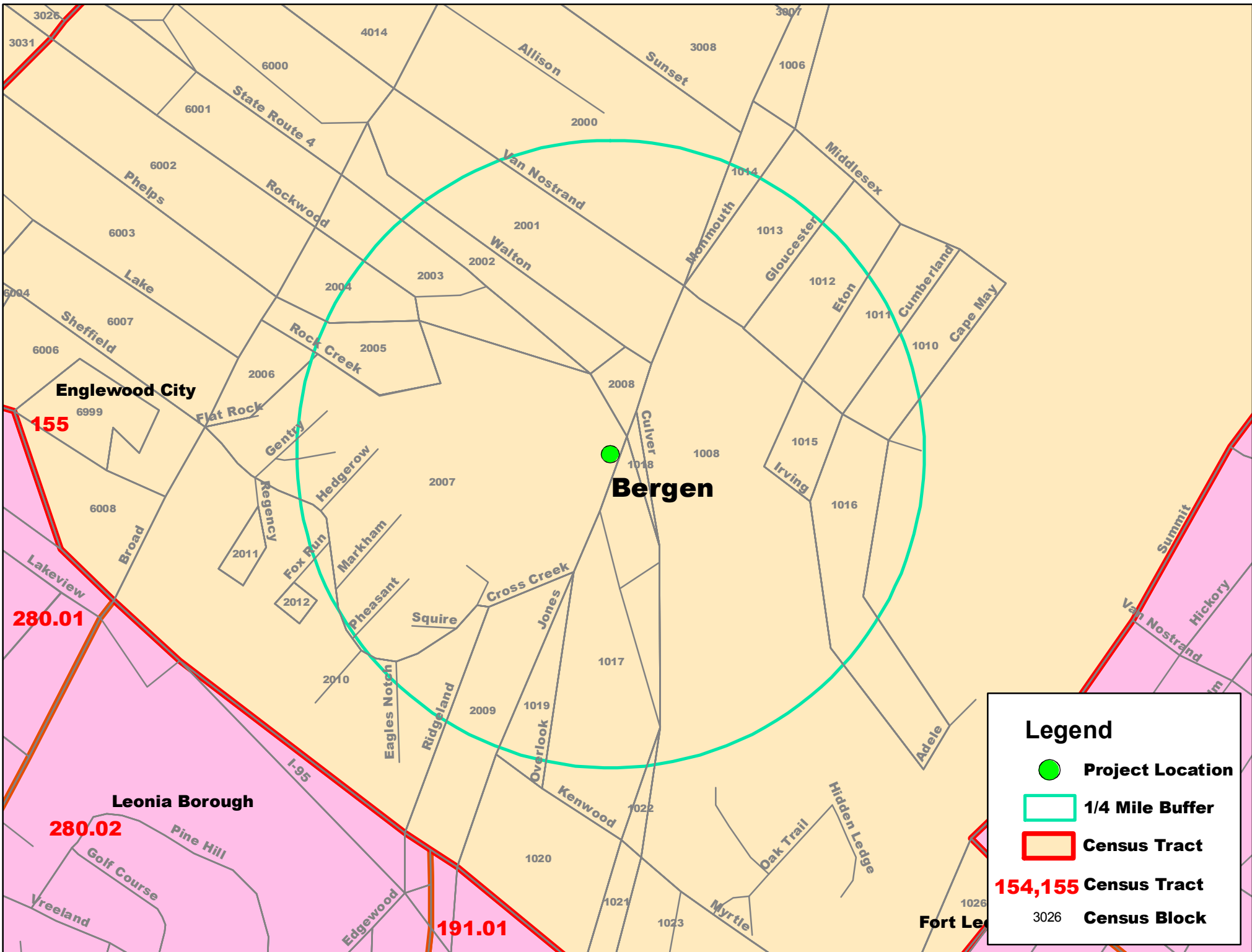




Census Block 2000

Total Population

- 0 - 25
- 26 - 76
- 77 - 137
- 138 - 211
- 212 - 386
- Project Location
- 1/4 Mile Buffer selection



Legend

- Project Location
- 1/4 Mile Buffer
- Census Tract
- 154,155 Census Tract
- Census Block

155

280.01

280.02

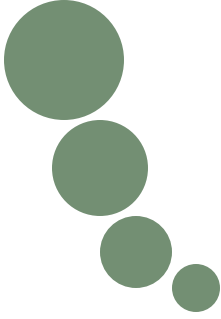
191.01

Englewood City

Leonia Borough

Bergen

Fort Lee



Route 4

Jones Road Bridge Replacement Project

.....
..... Community
..... Profile

Prepared for New Jersey Department of Transportation



by
McCormick
Engineers & Planners
Since 1946 **Taylor**

November 2009





Route 4 Jones Road Bridge Replacement Project

Community Profile

Draft- 11/03/09

Geographic and Political Location

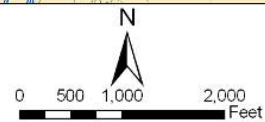
The Route 4 – Jones Road Bridge Deck Replacement Project is located along the east-west State Highway Route 4 in Englewood City, Bergen County, New Jersey. Also known as the Mackay Highway, Route 4 spans 10.83 miles from Passaic County at Route 20 (Mclean Boulevard) in Paterson, east to the George Washington Bridge approach in Fort Lee. The route is a four- to six-lanes, 40 to 50 mph divided highway its entire length. The eastern third— west of the Route 208 interchange in Elmwood Park and Fair Lawn, is a neighborhood commercial corridor with businesses and shops fronting both sides of the roadway. East of Route 208, including all three project locations, Route 4 becomes a partial freeway consisting of interchanges and right-in/right-out intersections.

The corridor also intersects with many important highways, including the Garden State Parkway, Interstate 95, U.S. Route 1/9, U.S. Route 46 and NJ Route 17 in Paramus.



Project Location Map

**South Van Brunt Ave
Grand Ave
Jones River Bridge**



Bergen County Ranks 18th among the highest-income counties in the United States (2006) in terms of per-capita income. The county is bordered by Rockland County, New York to the north, by Westchester County, The Bronx, and Manhattan in New York, across the Hudson River to the east, Hudson County to the south, a small border with Essex County also to the south and Passaic County to the west. Englewood City had a population of 26,203 with 9,614 housing units; a land area land area of 4.92 sq. miles; a water area of 0.01 sq. miles; and a population density of 5,321.97 people per sq. mile for Census 2000.

Bergen County has a well-developed road network, including the northern termini of the New Jersey Turnpike (a portion of Interstate 95), the Garden State Parkway, the eastern terminus of Interstate 80 and a portion of Interstate 287. US Highways serving the region include: Rt. 4, Rt. 17; Rt. 3; Rt. 120; Rt. 208; and the Palisades Interstate Parkway. Access to New York City is primarily available for motorists through the George Washington Bridge in Fort Lee and the Lincoln Tunnel in Hudson County.

Transit Service – Rail

NJTransit provides train service on three lines from: the Bergen County Line, the Erie Main Line and the Pascack Valley Line. These routes run north-south to Hoboken Terminal with connections to the PATH train. NJTransit also offers connecting one-stop service to New York Penn Station via the Secaucus Junction transfer station. Connections are also available at the Hoboken Terminal to the Hudson-Bergen Light Rail and New York Waterways ferry service to the World Financial Center and other destinations. Although the Hudson-Bergen Light Rail bears the "Bergen" name, it has not yet expanded to run into the county; this is planned for the future, possibly with connections via a proposed new passenger rail service, the Northern Branch

Transit Service – Bus

Bus service, offering transport within Bergen County, is provided by New Jersey Transit (NJTransit) and private companies such as Academy Bus Lines, Coach USA, DeCamp Bus Lines and Red and Tan Lines. NJTransit operates elsewhere in New Jersey and to the Port Authority Bus Terminal and George Washington Bridge Bus Terminal in New York City. Within the project area (walking distance), NJTransit provides bus service on the following routes: 166; 171;175;178;186; and 756.

Bergen County falls under the purview of the North Jersey Transportation Planning Authority Inc. (NJTPA).

There is one airport in the county, Teterboro Airport in Teterboro, which is operated by the Port Authority of New York and New Jersey. Most commercial air traffic is handled by nearby Newark Liberty International Airport in Essex County, which also serves as a major airport for the City of New York.

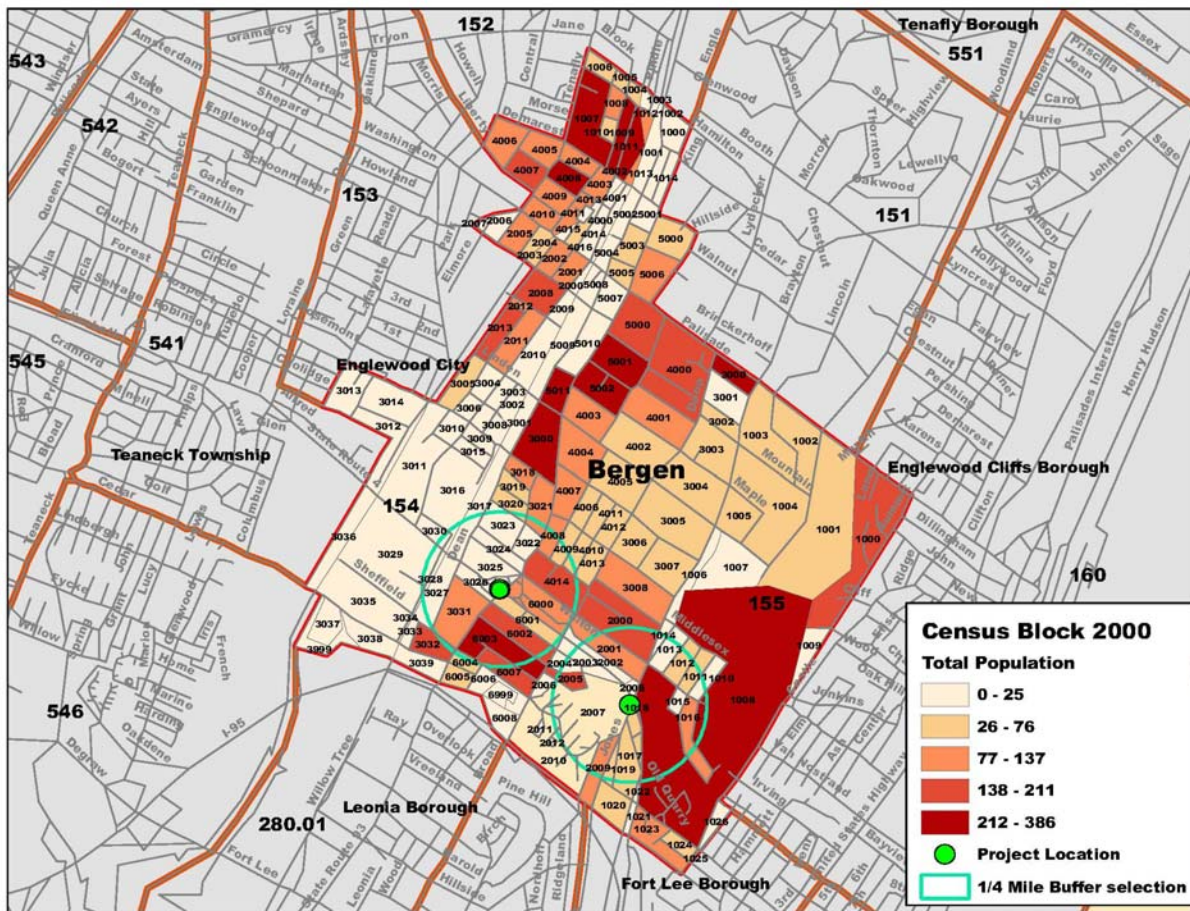
Government

The 70 municipalities of Bergen County are represented by seven separate state legislative districts. Three of these districts (the 37th, 38th and 39th) are situated entirely within the county, the others cross county boundaries. Congressional representation includes two federal Congressional Districts cover the County. Englewood City is located in the 37th District in the New Jersey Legislature.



Identification of Population

This study examined the demographic characteristics of the populations that lived and commuted within the immediate vicinity of the Route 4 – Jones Road Bridge Deck Replacement Project area. The project area is located in Englewood City, Bergen County, New Jersey. Englewood City is considered part of the New York Metropolitan Area. The project area is minutes away from downtown Englewood and several minutes from the George Washington Bridge and New York City. This area is residential with single-family detached homes and multi-family dwelling units. Englewood City has 26,203 people, 9,273 households, and 6,481 families. The land north of Route 4 is forested. US Census 2000 data indicates that half (50%) of residents within the project area identify themselves as white.



The demographic characteristics of the populations that lived within Englewood City and in the vicinity of the Route 4 – Jones Road Bridge Deck Replacement Project area were identified and analyzed using information from a combination of two sources:

- the US Census (2000); and
- non-Census supplemental sources (field-view of area, internet research, phone call information gathering)



As part of the examination, underserved and/or potentially vulnerable populations were included as a demographic subset.

In US Census 2000 tracts 154 and 155, the following block groups were researched for demographical data: 2001; 2002; 2003; 2004; 2005; 2007; 2008; 2009; 1008; 1010; 1011; 1012; 1013; 1014; 1015; 1016; 1017; 1018; and 1019.

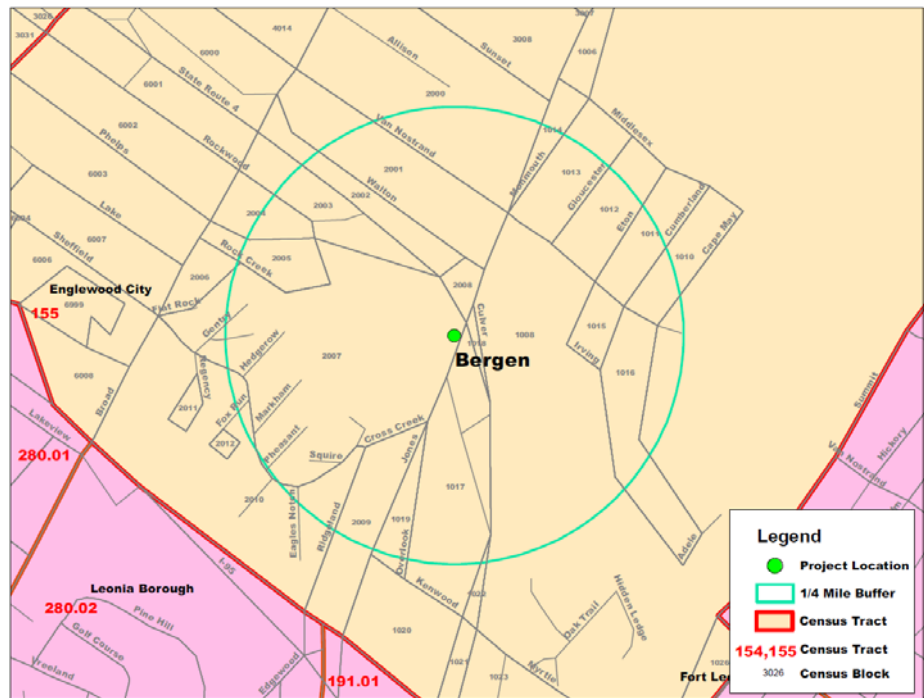
The purpose of examining the US Census (2000) and non-Census supplemental sources was to determine the size and characteristics of the population in the study area. This information is useful to help to determine who might be impacted by the project and to help in developing the public involvement plan.

Based on the conclusions reached from analyzing this information, outreach techniques would be developed so that these individuals could receive information about any temporary or permanent impacts.

As part of the examination, underserved and/or potentially vulnerable populations were included as a demographic subset.

US Census (2000) Information

This US Census (2000) information was examined because it provided insight into the demographic characteristics of those living closest to the project area. A study area was defined using a one-quarter mile walking distance from the project (within US Census, NJ, Bergen County, tract 154). This level was selected for examination because it provided the most detailed resolution for both social and economic information.



The following information, mostly gleaned from the US Census (2000), was obtained for the following characteristics:

- Geographical and Political Location
- Race, ethnicity and age
- Income, poverty status and unemployment
- Business activity/employment centers
- Public facilities, schools and institutions
- Police, fire, EMS and public services
- Existing/future land uses and present/future zoning
- Local/regional land use and/or development plans

Race, Ethnicity and Age

This section compares state average demographic and economic data with the county and "project area." The project area includes every census tract the project touches.

Race

Analysis of the US 2000 Census demographic characteristics of those living in the project area showed that half were white and the other half was comprised of various minority populations. Englewood City showed that a majority (66%) of the population identified themselves as minority. The 66% minority is comprised of Black, Hispanic/Latino of any race, Asian, Native American/Pacific Islander. A total of 42% are white. The majority of those living along the corridor were native born

Census information showed the racial makeup of Bergen County as 78.41% White, 10.67% Asian, 5.27% African American, 10.34% Hispanic or Latino of any race; 0.15% Native American, 0.02% Pacific Islander, 3.22% from other races, and 2.26% from two or more races.

Race	Jones Road Bridge Project Area	Englewood City	Bergen County	New Jersey
White	50%	42.5%	78.41%	72.6%
Black	32%	39%	5.27%	13.6%
Hispanic/Latino of any race	11%	21.8%	10.34	13.3%
Asian	5%	5.2%	10.67%	5.7%
Native American	0	0.27%	0.15%	0.2%
Pacific Islander	0	0.05%	0.02%	<0.1%
Two or More Races	1.5%	8.5%	2.26%	2.5%
Some Other Race	0	4.5%	3.22%	5.4%

(US Census 2000 Data)

Ethnicity

A significant number (30.8%) of Englewood City persons are foreign born. Of those, 71.3% were born in Latin America, 15.8% were born in Asia, 9.7% in Europe, 2.6% in Africa and 0.6% were born in North America outside of the US. In most cases, English is the predominant language throughout the area.



Approximately 32.9% of Englewood residents speak a language other than English at home, with 15% speaking English less than very well.

Bergen County is fairly diverse in terms of ethnicity. One of the largest immigrant groups in Bergen County is the Korean American community, which is concentrated along the Hudson River - especially in the area near the George Washington Bridge - and represents over half of the state's entire Korean population. Eight of the nation's top ten municipalities by percentage of Korean population are located in Bergen County. Based upon this, it is assumed that the Asian population of Englewood City is comprised mostly of Korean ancestry.

Age

The median age of the Englewood City resident is 37.4 years. Residents 65 years or over included 13% of the project area's population, which is similar to Englewood City's 13.3%. Bergen County's median age is 39 years and residents 65 or over equal 15.20%. New Jersey's median age is 36.7 years and therefore slightly younger than that of Englewood City and Bergen County.

Age	Jones Road Bridge Project Area	Englewood City	Bergen County	New Jersey
Median Age	NA	37.4	39	36.7
Age 65+	13%	13.3%	15.20%	13.2%

(US Census 2000 Data)

Income, Poverty Status and Unemployment

This section examines and compares various statewide household income measurements with the county and project area. The county and project area are compared in relation to the state.

The number of people living below the poverty level is used during the Environmental Justice (EJ) analysis. Unemployment figures, when reviewed with growth rates, can also be part of secondary and cumulative impact assessment.

Income / Poverty / Employment	Englewood City	Bergen County	New Jersey
Median Income - Household	\$58,379	\$65,241	\$67,142
Per Capita Income	\$35,275	\$33,638	\$49,511
% Below Poverty Line	8.9%	5 %	8.5%
Age 16 + Civilian labor force Employed	62.6%	62.1%	64.2%
Age 16 + -Civilian labor force Unemployed	4%	3.3%	60.3%
Armed Forces	0%	0%	0.2%
Not in Labor Force	33.4%	5.1%	35.8%

(US Census 2000 Data)



The median income for a household in Englewood City was \$58,379, and the median income for a family was \$67,194 (these figures had risen to \$75,731 and \$96,158 respectively as of a 2007 estimate). Males had a median income of \$41,909 versus \$34,358 for females. The per capita income for the city was \$35,275. 8.9% of the population and 6.6% of families were at or below the poverty line. A total of 10.2% of those under the age of 18 and 8.6% of those 65 and older were living at or below the poverty line. This is similar to the 8.5% at or below poverty line within the state. Census track data indicate 0% below the poverty line within the project area.

The median income for a household in Bergen County was \$65,241, and the median income for a family was \$78,079 (these figures had risen to \$78,314 and \$96,589 respectively as of a 2007 estimate). Males had a median income of \$51,346 versus \$37,295 for females. The per capita income for the county was \$33,638. About 3.40% of families and 5% of the population were below the poverty line, including 4.90% of those under age 18 and 5.90% of that age 65 or over.

1999 data lists a total of 8.9% of Englewood City residents living below the poverty line. As of 2007, New Jersey has 8.5% of its residents living below the poverty line, which is fewer than the national average of 13%.

Federal regulations on EJ focus on minority and low-income populations. EJ studies, however, often focus on a broader group, termed as the "transportation disadvantaged." It is a fairly common practice in transportation planning and research to consider the disabled, the elderly, households without a car, people with limited English proficiency, as well as the poor and minorities, as the groups comprising the transportation disadvantaged. Although there is often a significant overlap between some of these groups (for example, many elderly are also poor), the travel needs and transportation strategies for these groups often vary. For example, for people in poverty who are of working age, one of the most significant travel needs pertains to access to work, but for the elderly, access to work is not a high priority. Similarly, the strategies that may be highly relevant for the disabled may not be appropriate for the non-disabled poor.

Environmental Justice Communities in Northern New Jersey

(NJTPA Environmental Justice Project 2006-2007)



The NJTPA conducted an EJ Project to identify EJ populations within northern New Jersey. Englewood City was identified as an EJ community having 50% or more EJ Block Groups.

EJ communities were delineated considering the share of minority and low-income populations in each community, and within those EJ communities, the specific needs of other transportation disadvantaged groups, such as the disabled, the elderly, households without a car, and people with limited English proficiency, are to be addressed in a later phase of the project.

EJ in transportation has been defined as the fair distribution of transportation benefits and burdens among all people. Under federal regulations pertaining to EJ, a Metropolitan Planning Organization (MPO) ensures that its Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP) are consistent with Title VI of the 1964 Civil Rights Act, identifies and assesses the transportation needs of low-income and minority populations, and acts to improve public involvement processes to eliminate participation barriers for low-income and minority persons.

Source: US Census 2000

	Total Population	Non-Hispanic White Alone	Below Poverty	Speak English Less Than Very Well	65 Years or Older	5-20 Years with Any Disability	21-64 Years with Any Disability	65 + Years with Any Disability
Englewood City	26,203	32%	8.9%	15%	13.3%	7.4%	18.3%	33.9%

In Englewood City, the EJ population is provided with various services by community organizations, some of which include: American Red Cross; Center for Food Action; The Community Chest; Bergen County United Way; Career Empowerment Workshop, Inc.; Calvary Cares Community Development Corporation; Shared Housing for One Parent; and Community Housing & Partnership. Affordable housing is available within Englewood City and the Bergen County Housing Authority is a resource for members of the EJ population.

In Englewood City, most people commute to work by automobile (75.5%), while 12.7% take public transit. County-wide 82.5% commute by car, and 11% rely on public transportation. Seventy-three percent of New Jersey workers drove to work alone (single occupant vehicle) from 2005-2007, 9% carpooled, 10% took public transportation, and 5% used other means. The remaining 3% worked at home. Among those who commuted to work, it took them on average 29.4 minutes to reach their destination.



Commuting to Work (US Census Data Set: 2005-2007 American Community Survey 3-Year Estimates)

Mode of Transportation Age 16+	Englewood City	Bergen County	New Jersey
Car, truck, or van -- drove alone	65.1%	71.2%	72.1%
Car, truck, or van -- carpooled	10.4%	7.0%	9.3%
Public transportation (excluding taxicab)	12.7%	12.6%	10.3%
Walked	8.1%	3.2%	3.3%
Other means	1.8%	1.4%	1.8%
Worked at home	1.9%	4.0%	3.2%

Non-Census supplemental information

Non-Census supplemental sources were examined because they provided information that was not collected by the US Census, and/or had been collected more recently than 1998 and 1999, the years in which information had been collected for the US Census (2000). The non-Census supplemental sources that were examined included Yahoo, Google and other search engines. These search engines were used to try and locate medical clinics, churches, temples, mosques, schools, and other types of businesses and community facilities. The information obtained from these websites and publication is provided below.

- www.njtransit.com
- Columbia Encyclopedia
- [National Complete Streets Coalition](#), [CoolTown Studios](#), and [Walkable Communities, Inc.](#)
- <http://www.walkscore.com/get-score.php?street=73+Brownstone+Way+Englewood%2CNJ+B07631&go=Go>
- <http://data.bls.gov/map/servlet/map.servlet.MapToolServlet?state=34&datatype=unemployment&>
- <http://www.city-data.com/city/Englewood-New-Jersey.html>
- <http://www.wnjp.in.state.nj.us/OneStopCareerCenter/LaborMarketInformation/lmi25/pl94/tract/bertra ct.xls>
- <http://lwd.dol.state.nj.us/labor/lpa/census/2kpub/njsdcp4.pdf>
- http://factfinder.census.gov/servlet/QTGeoSearchByKeywordServlet?_ts=269945673638
- www.cityofenglewood.org
- http://www.njtpa.org/Plan/Element/EJ/envir_justice_project_update.aspx
- http://www.womensrights.org/programs_services.htm
- <http://www.charity-charities.org/charities/NJ/Englewood.html>
- <http://www.affordablehousingonline.com/housingauthoritydetail.asp?id=NJ067>

Business Activity / Employment Centers

This section examines major industries and businesses that are traffic generators and that may benefit from or be negatively affected by the project.

Englewood City has light industry, producing metals and chemical products. The adjacent borough of Englewood Cliffs is a banking center. Research found no businesses or employment centers may be affected by roadway construction in the Route 4 – Jones Road Bridge Deck Replacement Project area

Employment by Industry

Census data indicates the means of transportation to work in Englewood City as 75.5% by automobile and 12.7% by public transit (excluding taxi cab). Englewood City residents top three most professions include: education, health and social services (23.6%); professional, scientific and technical services (12.0%); manufacturing (11.5%); and retail trade (10.3%).

Employment by Industry

Industry	Englewood City	Bergen County	New Jersey
Agriculture, forestry, fishing and hunting, and mining	0.2%	0.1%	0.3%
Construction	3.3%	5.0%	5.6%
Manufacturing	11.5%	11.4%	12.0%
Wholesale Trade	5.1%	5.8%	4.4%
Retail Trade	10.3%	11.8%	11.3%
Transportation and warehousing, and utilities	5.8%	5.3%	5.9%
Information	5.1%	5.0%	4.4%
Finance, insurance, real estate, and rental and leasing	9.3%	10.0%	8.9%
Professional, Scientific and Technical Services	12.0%	12.2%	11.5%
Educational, health and social services	23.6%	19.5%	19.8%
Arts, entertainment, recreation, accommodation and food services	5.3%	5.9%	6.9%
Other services (except public administration)	5.2%	5.0%	4.4%
Public administration	3.2%	3.0%	4.5%

Public Facilities, Schools and Institutions

This section lists public facilities (parks, offices, prisons, etc.) which are owned by the federal, state or local governments, public and private schools, and public and private institutions (religious or civic organizations, health care facilities etc.) which may be directly affected by or have impacts on the project. Certain uses, such as religious institutions, schools and HUD housing, may have special noise considerations. Schools and parks are often multi-modal traffic generators, with buses, pedestrians, bicyclists and other transportation modes needing to be considered.

Although all area schools are located outside (north) of the project area, school buses will likely have to be rerouted during construction. It will be important to coordinate with the school district's transportation department. Trumbull Park, which features a ball field, tennis courts and a basketball court, is located on the outer edge of the project area. No direct impacts are anticipated to Trumbull Park or its patrons.

Police, Fire, EMS and Public Services

The assessment lists both public service providers located in the project area who may be directly affected by construction, as well as those outside of the area whose ability to provide services may be enhanced or hindered by the project.

The Route 4 – Jones Road Bridge Deck Replacement Project area is not located near emergency services. NJTransit service to the project area may also be affected by construction. It will be important to coordinate project information with this agency to assess any impacts during construction.

Existing / Future Land Use and Present / Future Zoning



Existing land uses are determined using aerial photos, windshield surveys, local government land use plan maps and conversations with local officials. Future land uses are commonly determined through local land use plans and conversations with local officials. Existing land uses will be part of several assessments, including community stability and neighborhood cohesion. Future land uses are considered as part of economic development as well as secondary and cumulative impacts.

McCormick Taylor interviewed municipal officials to learn of existing/future land use and present/future zoning within the project area. Officials reported use at Route 4 – Jones Road Bridge Deck Replacement Project 4 to be single family residential zone R-B and Open Space OS. The rest of the intersection in all in single family zones R-C and R-D Office. Present and future zoning or the lack thereof, is determined through contacts with local officials. This helps to determine whether local development and growth management efforts may help or hurt maintaining levels of service on new or expanded roads.

Local / Regional Land Use and / or Development Plans

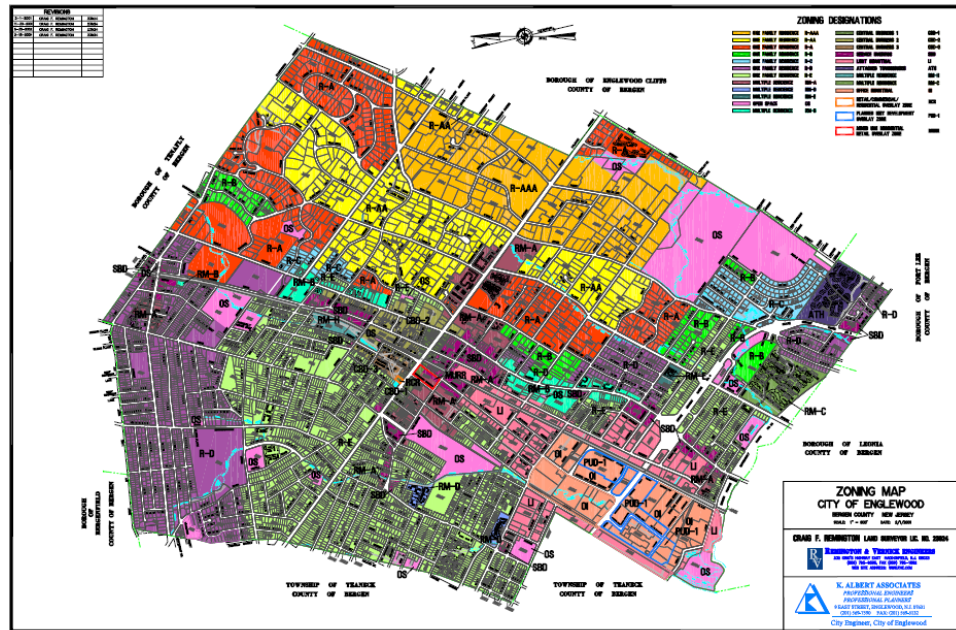
Local/regional land use and/or development plans. This section documents both public and large scale private sector plans, if any, in or near the project road.

Field view studies identified residential uses within the project area. North of NJ Route 4 is forested land

followed by residential single-family detached dwelling units on both sides of Jones Road. South and west of Jones Avenue and Route 4 is predominantly medium dense residential multi-family dwelling units with single-family detached along Jones Road and east.

There are no known future development plans for the project area.

The relationship of Englewood to its neighbors is viewed in its regional context and long term planning and coordination.



Englewood City Zoning Map



Englewood shares common boundaries with six municipalities: Bergenfield, Englewood Cliffs, Fort Lee, Leonia, Teaneck and Tenafly. This section of the Master Plan reviews the plans and zoning ordinances of the municipalities bordering Englewood City, as well as relevant Bergen County Plans and the New Jersey State Development and Redevelopment Plan (SDRP) and examines the respective plans for consistency and potential conflicts with one another.

Each of the six surrounding communities has an impact on the City of Englewood as Englewood has an impact on the surrounding communities. All seven communities have the same utility suppliers for water (United Water Company), electricity, and natural gas (PSE&G). The local sewers of these towns flow directly into the trunk lines of Bergen County Utility Authority (BCUA) and all sewage is brought to the BCUA Little Ferry Plant for treatment and discharge. Leonia and Englewood have interlocal agreements for leaf composting and some code enforcement activities.

Census data indicates the means of transportation to work in Englewood City as 81.5% by automobile and 18.5% by public transit. Because of the density of the neighborhood, the businesses that provide a variety of goods and services, and the availability of public transit to local job centers, this area may not reflect the majority of Englewood City.

Conclusions

The Route 4 – Jones Road Bridge Deck Replacement Project Area is a residential area. There are no storefronts, office complexes or schools within the project area. Bus service, both school and NJTransit, will be affected by construction. Coordination with NJTransit and the school district’s transportation department will be needed.

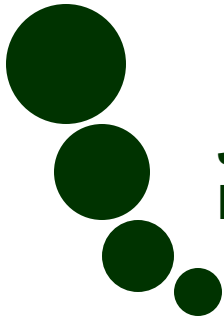
A public involvement plan should be developed to inform stakeholders, comprised of residents, public officials and Route 4 motorists, of the proposed work, anticipated schedule, to learn of public concerns and other issues that may require special attention. The plan would include:

Public Information Center Meetings (2 in total) would be conducted at the startup of project planning and again prior to commencement of construction. These meetings would provide for two-way communication between the project team and stakeholders. Verbal and written feedback would be provided via comment forms and one-to-one conversations with project team members.

Public Officials’ Briefings would take place immediately prior to the Public Information Center meetings. These presentations would provide public officials with information necessary to address constituents’ concerns, as well as to provide the project team with any information critical to the success of the project.

A Stakeholder Survey would be conducted via mail to stakeholders. Questions would be phrased to solicit specific information needed for the project team to use as engineering and construction plans are finalized.

Informational “Take Ones” would be produced and distributed via mail to stakeholders and at local meeting places, eateries, etc. to inform the public of construction plans.



Route 4

Jones Road Bridge Replacement Project

Community Profile

Appendix:

- Stakeholders List
- Project Location Map
- Community Profile Map
- Population by Census Block Group Map
- 2000 U.S. Census Map
- Zoning Map of Englewood City

Route 4 – Jones Road Bridge Deck Replacement Project Englewood City, NJ, Bergen County

Stakeholders

GOVERNMENT

Englewood City:

Michael Wildes, Mayor
Englewood City
10 North Van Brunt St.
Englewood, NJ 07631

Gordon M. Johnson, At-Large Member
Englewood City
10 North Van Brunt St.
Englewood, NJ 07631

Ken Rosenzweig, Councilman
Englewood City
10 North Van Brunt St.
Englewood, NJ 07631

Scott Reddin, Councilman
Englewood City
10 North Van Brunt St.
Englewood, NJ 07631

Jack Drakeford, Councilman
Englewood City
10 North Van Brunt St.
Englewood, NJ 07631

Richard Segall, Interim Superintendent
Englewood Public School District
Russell C. Major Liberty School-District
Administrative Building
12 Tenafly Rd.
Englewood, NJ 07631

Bergen County:

Dennis McNerney, County Executive
Bergen County
One Bergen County Plaza
Hackensack, NJ, 07601

James M. Carroll, Freeholder Chairman
Bergen County
One Bergen County Plaza
Hackensack, NJ, 07601

Julie O'Brien, Freeholder, Vice-Chairwoman
Bergen County
One Bergen County Plaza
Hackensack, NJ, 07601

Elizabeth Calabrese, Freeholder, Chairperson
Pro Tempore
Bergen County
One Bergen County Plaza
Hackensack, NJ, 07601

David L. Ganz, Freeholder
Bergen County
One Bergen County Plaza
Hackensack, NJ, 07601

Bernadette M. McPherson, Freeholder
Bergen County
One Bergen County Plaza
Hackensack, NJ, 07601

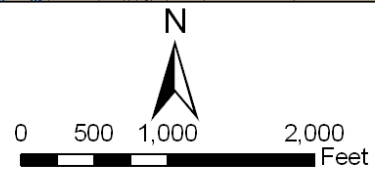
Tomas J. Padilla, Freeholder
Bergen County
One Bergen County Plaza
Hackensack, NJ, 07601

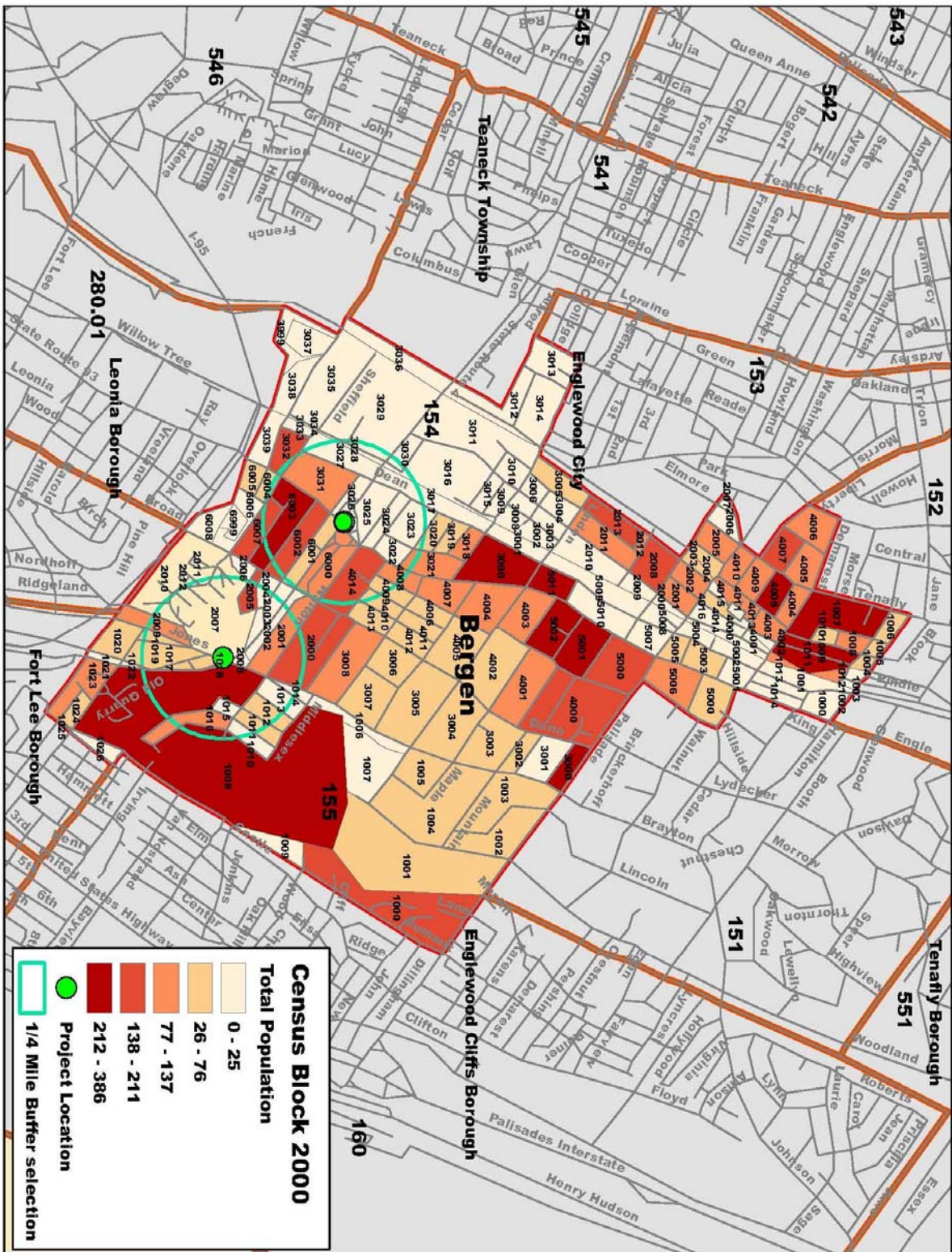




Project Location Map

South Van Brunt Ave
 Grand Ave
 Jones River Bridge





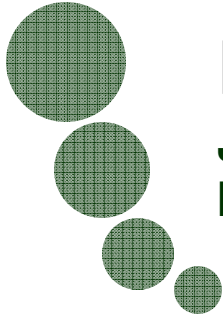












Route 4

Jones Road Bridge Replacement Project

Community Profile

Appendix:

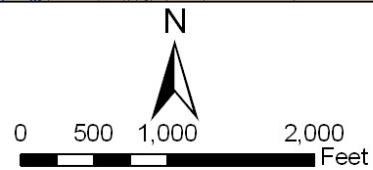
- Stakeholders List
- Project Location Map
- Community Profile Map
- Population by Census Block Group Map
- 2000 U.S. Census Map
- Zoning Map of Englewood City

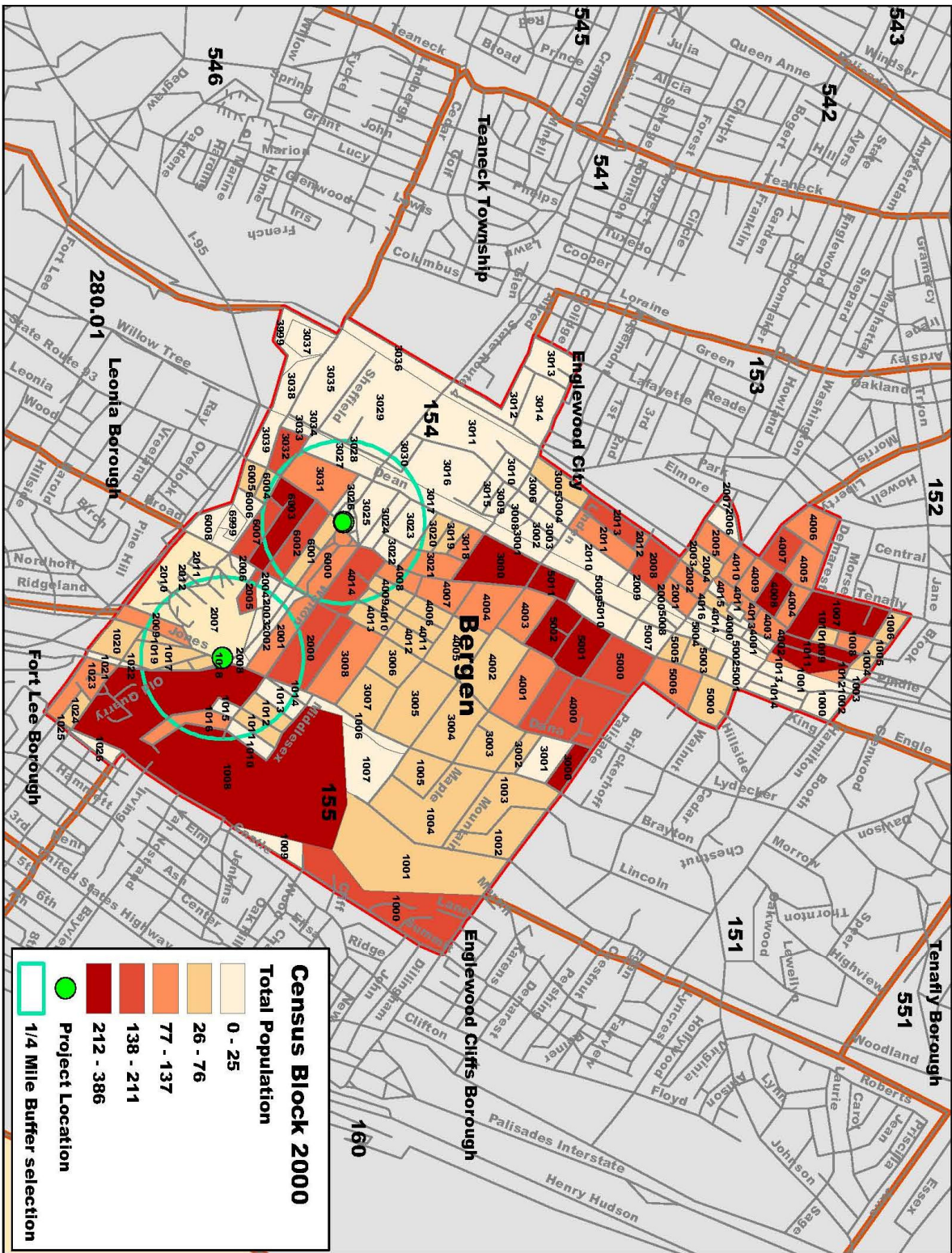


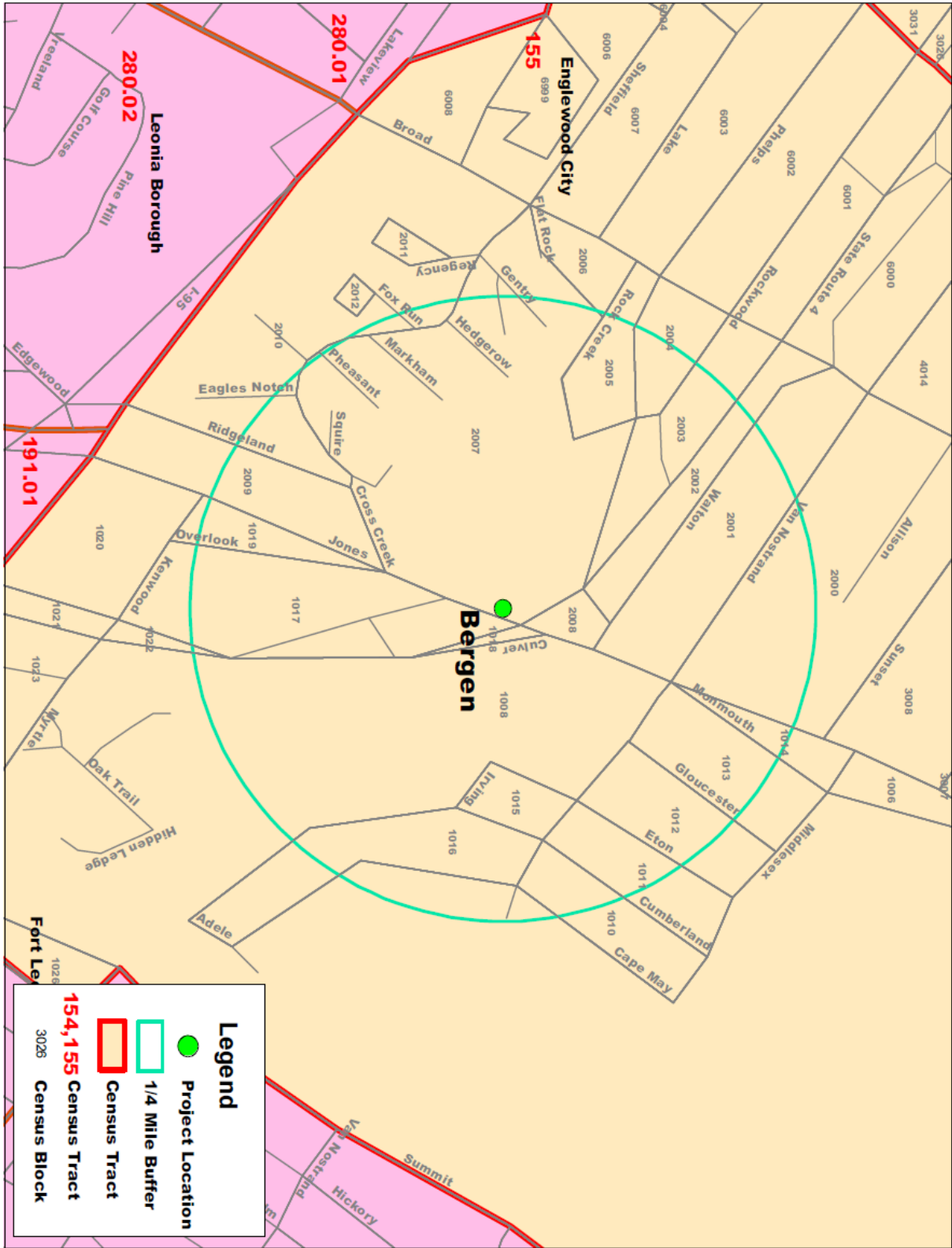


Project Location Map

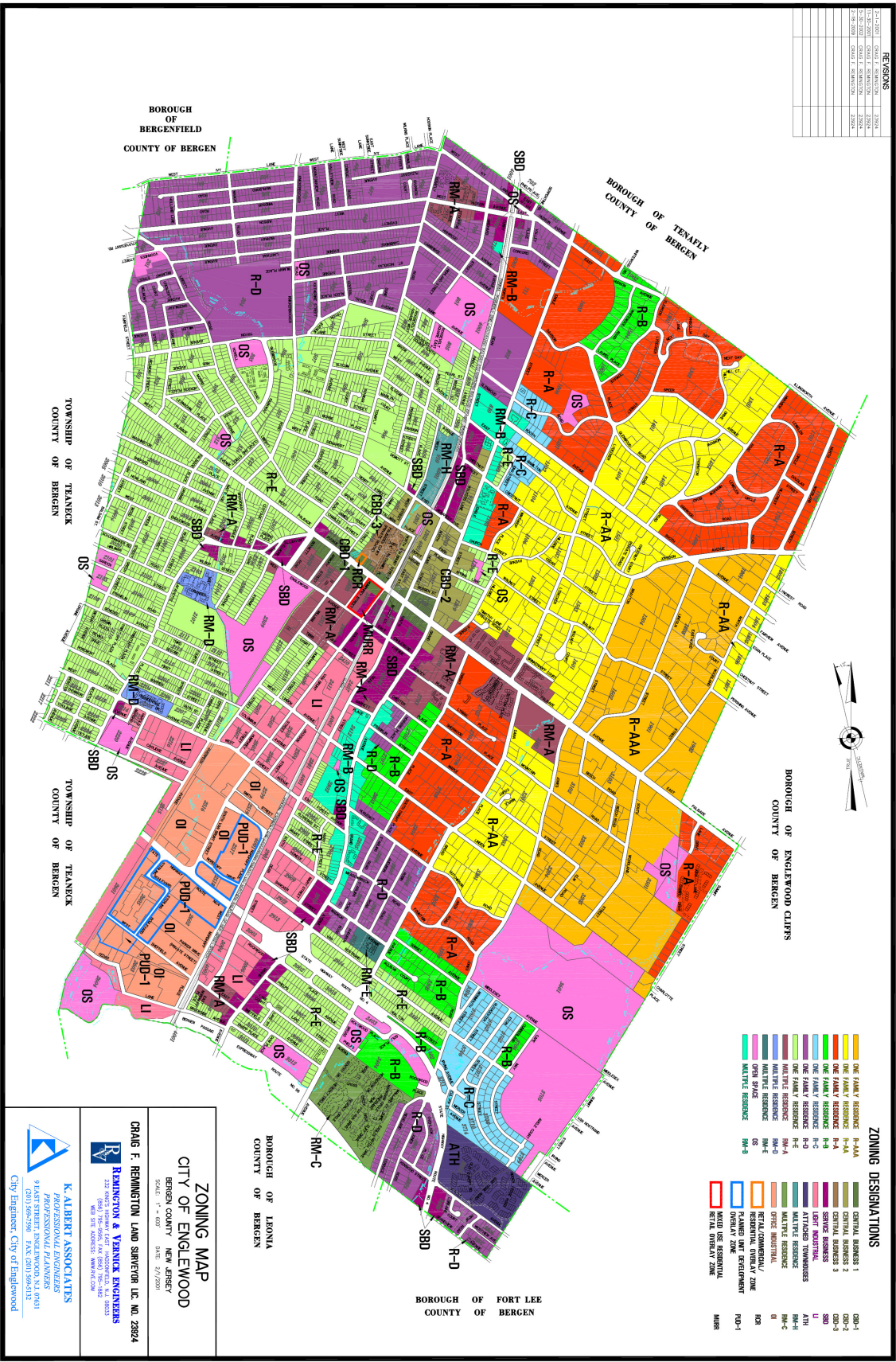
South Van Brunt Ave
 Grand Ave
 Jones River Bridge







NO.	DATE	BY	REVISIONS
1	12/15/2021	CHRIS F. REMINGTON	2021Z
2	07/22/2021	CHRIS F. REMINGTON	2021R
3	07/22/2021	CHRIS F. REMINGTON	2021R
4	07/22/2021	CHRIS F. REMINGTON	2021R
5	07/22/2021	CHRIS F. REMINGTON	2021R
6	07/22/2021	CHRIS F. REMINGTON	2021R
7	07/22/2021	CHRIS F. REMINGTON	2021R
8	07/22/2021	CHRIS F. REMINGTON	2021R
9	07/22/2021	CHRIS F. REMINGTON	2021R
10	07/22/2021	CHRIS F. REMINGTON	2021R
11	07/22/2021	CHRIS F. REMINGTON	2021R
12	07/22/2021	CHRIS F. REMINGTON	2021R
13	07/22/2021	CHRIS F. REMINGTON	2021R
14	07/22/2021	CHRIS F. REMINGTON	2021R
15	07/22/2021	CHRIS F. REMINGTON	2021R
16	07/22/2021	CHRIS F. REMINGTON	2021R
17	07/22/2021	CHRIS F. REMINGTON	2021R
18	07/22/2021	CHRIS F. REMINGTON	2021R
19	07/22/2021	CHRIS F. REMINGTON	2021R
20	07/22/2021	CHRIS F. REMINGTON	2021R
21	07/22/2021	CHRIS F. REMINGTON	2021R
22	07/22/2021	CHRIS F. REMINGTON	2021R
23	07/22/2021	CHRIS F. REMINGTON	2021R
24	07/22/2021	CHRIS F. REMINGTON	2021R
25	07/22/2021	CHRIS F. REMINGTON	2021R





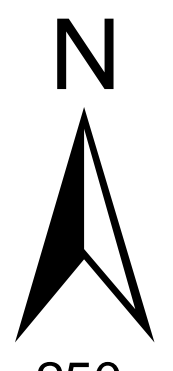




TRUMBUL
PARK

Cross Creek
Point

4



Community Profile
Route 4 Jones Rd, M.P. 9.04

- Legend**
- ★ Project Location
 - NJ Bus Stops
 - Bus Routes 166, 178, 756
 - Bus Routes 171, 175, 186

