



BERGEN COUNTY  
DEPARTMENT OF  
PLANNING AND  
ECONOMIC DEVELOPMENT

# DESIGNING KINDERKAMACK ROAD IN DOWNTOWN ORADELL *A COLLABORATIVE APPROACH*

**FINAL REPORT**

JUNE 28, 2007



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REICHMAN FRANKLE, INC.

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New Jersey

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**June 2007**  
Designing Kinderkamack Road in  
Downtown Oradell  
A Collaborative Approach

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## **1. Introduction**

### **Purpose of Study**

In June 2005 the Bergen County Department of Planning and Economic Development, together with Edwards and Kelcey, issued the Kinderkamack Road/Pascack Valley Intermodal Corridor Study, a study which defined the transportation challenges in the corridor and made recommendations for potential future improvements. The Borough of Oradell was studied as one of the communities in the Kinderkamack Road Corridor. Excessive vehicle speeds and pedestrian safety were identified as major issues in this study and recommendations were made for further study.

Upon completion and release of the June 2005 document, municipalities along the Kinderkamack Road corridor were solicited to determine interest in following through with a more detailed study to explore possible solutions to the issues raised in the previous study. Maser Consulting was retained by the County to conduct a study focusing on these in the Borough of Oradell. The main focus of the study has been the development of solutions that emphasize pedestrian safety without compromising vehicular traffic mobility. Although pedestrian safety is paramount, maintaining vehicular mobility is also of utmost importance since Kinderkamack Road is a major County through traffic artery, carrying the County Route 503 designation. Disruptions to the ability to maintain smooth traffic flow along Kinderkamack Road could result in traffic diversions to the local street network – an undesirable consequence. Striking a balance here between these competing but critical interests has proven to be an interesting challenge throughout the course of the study.

### **Goals and Objectives**

The goals and objectives of this study are as follows:

- Increase safety for all users through focusing on driver awareness of the pedestrian environment in downtown Oradell.
- Improve pedestrian safety along Kinderkamack Road in Oradell.
- Maintain vehicular mobility along Kinderkamack Road.
- Improve the quality of life in the Downtown Oradell Business District by reducing the negative impacts of vehicular traffic.

In addressing these goals and objectives, a number of corollary factors arose throughout the study, for consideration, including:

- Help create a sense of place and showcase local identity in downtown Oradell.
- Support pedestrian access to the retail and cultural activities in downtown Oradell.

## Study Process

The study process began with the gathering of background information and a review of existing conditions in the study area. The study area focused on the central business district of Oradell, with the specific area defined as the section of Kinderkamack Road in Oradell Borough beginning at the New Milford intersection on the south and continuing north to the Orchard Avenue intersection, and including key intersections at Ridgewood Avenue and Oradell Avenue. The study was a collaborative approach involving the Bergen County Department of Planning and Economic Development, the Borough of Oradell including its elected officials, residents, and business community and the consultant team of Maser Consulting P.A., Neglia Engineering Associates and Reichman Frankle Inc. (RFI). As part of the compilation of data on existing conditions Neglia Engineering prepared a survey of the study area including all relevant features of the roadway environment including roadway width, location of parking areas, utilities, curbing, street trees and street furniture, light standards, etc. Maser Consulting addressed traffic conditions on Kinderkamack Road by performing various traffic surveys through the use of Automatic Traffic Recorders (ATR's) and visual observation. Traffic signal timings were also reviewed. In addition, Maser developed several design concepts aimed at enhancing safety for all users of the corridor as background for future elements of the study. Maser Consulting also performed a land use survey of all adjacent land uses, prepared an inventory of all street signage, reviewed the location and species of all street trees, conducted an analysis of street lighting including a light intensity level survey, as well as other improvements for local consideration in future municipal efforts.

As a collaborative study, every effort was made to solicit input from local officials and the public. This was initiated through a stakeholders meeting that included the local officials and transportation professionals held on January 24, 2007. A Public Kick-Off meeting followed on February 7, 2007. The public kick-off meeting introduced the project website [www.kmackoradell.org](http://www.kmackoradell.org) where the public was able to learn about the study and make comments online. Comments were also accepted via fax or telephone conversation directly to the Maser Consulting project manager.

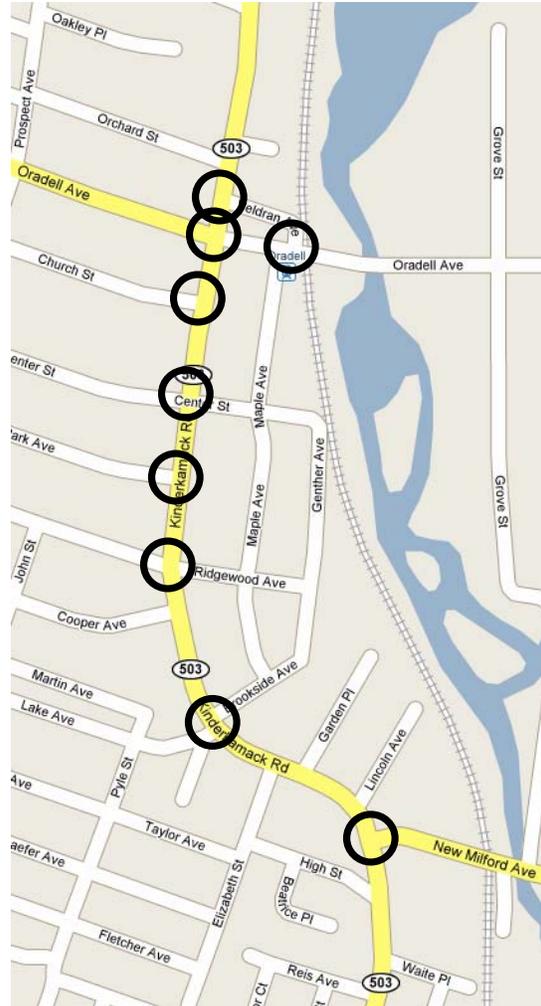
Comments from Borough officials and the public were considered at an in-house design charrette involving the consultant team, as well as staff from the Bergen County Department of Planning and Economic Development and the Office of the County Engineer. This all-day design effort took place on March 22, 2007. From this effort evolved the potential design solutions which were presented in the project newsletter released May 1, 2007 in advance of the Public Feedback meeting held on May 16, 2007. Comments received at the Feedback meeting as well as those submitted online, over the phone or on the form included with the newsletter were considered and final recommendations developed. Borough officials and the public voiced strong support for many of the solutions presented in the newsletter at the public feedback meeting. These solutions were converted into design templates which are discussed further in the balance of this report.

## 2. Existing Conditions

### Traffic

Kinderkamack Road is categorized as an Urban Principal Arterial under Bergen County jurisdiction within the project study area. Beginning at Mile Post (MP) 10.10 and traveling north, Kinderkamack Road (County Route 503), has a posted speed limit of 35 MPH and varies from one to two travel lanes in each direction. Two travel lanes narrow to one in each direction between Garden Place and Brookside Avenue. Kinderkamack Road widens to two lanes in each direction approaching Oradell Avenue. North of the intersection of Oradell Avenue (MP 10.70), the limit of our study, Kinderkamack Road narrows again, to a width of 30 feet and one travel lane in each direction.

Manual Turning Counts were conducted in September of 2006 and February of 2007 at the intersections circled in the figure to the right. Automatic Traffic Recorders (ATR) were installed for a seven day period to record volume and speed information at two locations along Kinderkamack Road. The average daily traffic on Kinderkamack Road was found to be 12,500 while the 85<sup>th</sup> percentile speed was calculated to be 44 MPH.



### Bus and Rail Transit

There are two NJ Transit (NJT) bus routes that operate along Kinderkamack Road. NJT Route 165 is the primary bus service along Kinderkamack Road with approximately ten-minute headways during the peak travel hours. The entire length of the bus route operates between Westwood and the Port Authority Bus Terminal in Manhattan. The bus route operates between 4:00 a.m. and 12:00 a.m. daily, and includes weekend service.

The second NJT bus route that operates along Kinderkamack Road in Oradell is NJT Route 762, with bus service between Paramus Park Shopping Mall in Paramus, and the Hackensack Bus Transfer in Hackensack. Along Kinderkamack Road, NJT Route 762 operates between Oradell Avenue in Oradell and Main Street in River Edge. The bus route operates between 8:00 a.m. and 10:00 p.m., with one-hour headways and no Sunday service.

Coach USA, a private bus company also operates several bus lines along Kinderkamack Road. Routes 11A and 11C provide daily service to and from the Port Authority Bus Terminal in Manhattan. The bus routes operate between 6:00 a.m. and 12:00 a.m., with twenty-minute headways throughout the day.

NJ Transit (NJT) offers commuter rail service on the Pascack Valley Line that parallels the Kinderkamack Road Corridor. The Pascack Valley Line is one of three commuter rail lines serving Bergen County and represents the primary rail service for the central tier of Bergen County, with service between Spring Valley, NY and Hoboken, NJ. There are a total of 18 rail stations along the Pascack Valley Line, including the Oradell Station just east of Kinderkamack Road on Oradell Avenue. There is parking available for commuters using the Oradell station at a lot across Oradell Avenue from the station and at the library parking lot on the opposite side of Kinderkamack Road. The lot on Oradell Avenue is for residents of Oradell only, with 25 parking spaces available. The library parking lot contains 125 parking spaces.

### **Roadway Cross Section**

The width of pavement along Kinderkamack Road is approximately 50 feet with 6-inch raised curbs on both sides of the roadway between Orchard Street on the north and Martin Avenue, which is located approximately 2,400 feet to the south. Between Orchard Street and Oradell Avenue there are two 13-foot-wide southbound travel lanes and a single northbound travel lane that tapers from a 24-foot width down to 16 feet. The roadway between Oradell Avenue and Church Street consists of a single southbound lane and a single northbound lane that widens to two lanes at Oradell Avenue. On-street parking is permitted along both sides of the roadway excluding the short section northbound when two travel lanes are present. Once past Church Street, the roadway maintains a single travel lane in each direction with on-street parking permitted on both sides of the roadway except in front of driveways and bus stops, which are present southbound between Church Street and Center Street and on both sides midway between Park Avenue and Ridgewood Avenue. Between Martin Avenue and Lake Avenue, the width of pavement widens from 50 feet to 57 feet, maintaining the single travel lane in each direction and the 6-inch raised curb. After Lake Avenue, the width of pavement varies between 45 feet and 47 feet with a single lane in each direction. There are bus stops on each side of the road, with 4-foot to 7-foot varying width no-parking striping on the northbound side and a 9-foot wide roadway extension in the southbound direction. Starting at Elizabeth Street, there are two southbound travel lanes until Garden Place, where a third southbound lane is added to become an exclusive left-turn only lane at New Milford Avenue. Pavement width widens from 47 feet at Elizabeth Street to 58 feet at New Milford Avenue.

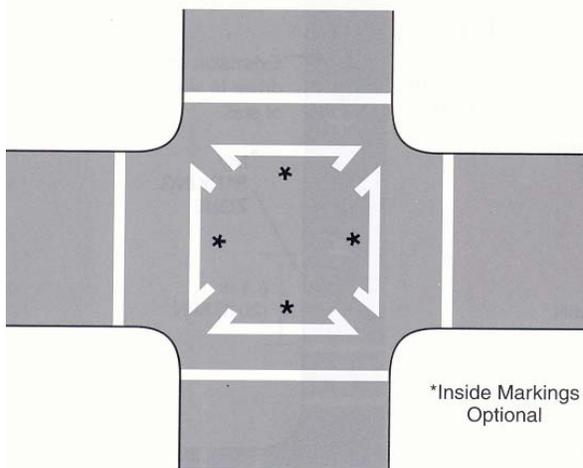
## Signals

There are three signalized intersections within the study area. Starting from the southern project limit, the first is located at New Milford Avenue. At this location, there are currently two northbound travel lanes and three southbound travel lanes, including a left-turn only lane. The signal at this intersection operates in three phases, in which the southbound left receives its own protected phase. The second signal is located at the intersection of Ridgewood Avenue, which contains two lanes for the northbound and southbound approach, but no exclusive turning lanes. The signal operates in two phase operation. The final signal is located at Oradell Avenue, and has two approach lanes in each direction. The eastbound and westbound approaches of Oradell Avenue have exclusive left turn lanes. This intersection operates in three phases, in which both the eastbound and westbound left turns receive a simultaneous protected phase. Currently, this intersection runs an “All Pedestrian Phase” on weekdays from 2:00 PM to 4:00 PM. An “All Pedestrian Phase” stops traffic at all four approaches allowing pedestrians to cross at all four crosswalks. Note that this “All Pedestrian Phase” is not push-button activated but rather, it is a phase of the cycle, occurring automatically during the two-hour window mentioned above. The timing of the “All Pedestrian Phase” displays the Walk Signal for 7 seconds and the Flashing Hand for 15 seconds, the remainder of the crossing time. The Flashing Hand time, or clearance time, is to allow a pedestrian who has just started crossing, sufficient time to reach the sidewalk on the opposite street. In this case, the longest crosswalk is 69 feet, using a nationally accepted pedestrian walking rate of 4 feet/second, yields a clearance time of 18 seconds.

The clearance time should be increased three seconds to be in compliance with MUTCD standards. In observing the “All Pedestrian Phase”, it is apparent that motorists are unaware of the signal phasing at this intersection. Signs indicating “Don’t Block the Box” or the sign indicated to the right should be installed to notify motorists that pedestrians can cross the intersection in any direction, including diagonally. The “Don’t Block the Box” sign informs motorists not to enter an intersection unless there is



sufficient space on the other side to accommodate their vehicle. The sign aims to stop vehicles from entering an intersection that they cannot clear.



Furthermore, striping could be installed to help further promote the recognition of an “All Pedestrian Phase”. An example of this striping can be seen to the left. The interior striping signifies to both pedestrians and motorists that diagonal crossings are permitted.

## Crosswalks

Several intersections along Kinderkamack Road have striped and textured pedestrian crosswalks, as well as posted traffic control signs indicating the presence of pedestrians and school crossings.

There are existing striped crosswalks for pedestrians traveling in the north/south direction located at New Milford Avenue and Veldran Avenue; while existing textured crosswalks are available when crossing the following streets which intersect Kinderkamack in the study area: Lake Avenue, Brookside Avenue, Cooper Street, Park Street, and Church Street. A textured crosswalk is also provided to pedestrians crossing Kinderkamack Road at Lake Avenue/Brookside Avenue. Textured crosswalks are utilized at the following intersections for all four potential pedestrian movements: Ridgewood Avenue/Kinderkamack Road, Center Street/Kinderkamack Road and Oradell Avenue/Kinderkamack Road.

The existing school crossings signs (MUTCD Sign S1-1) are located at the intersections of Ridgewood Avenue/Kinderkamack Road, Center Street/Kinderkamack Road and Oradell Avenue/Kinderkamack Road. There is a posted pedestrian crossing sign (MUTCD Sign W11-2) prior to the crosswalk located at the unsignalized intersection of Lake Avenue. The signs representing School Crossing and Pedestrian Crossing are noted below



S1-1



W11-2

## Street Lighting

Street lighting provides illumination for safety and also adds architectural enrichment to the streetscape. Oradell recently installed ornamental lighting standards in the downtown area between Ridgewood Avenue and Oradell Avenue in association with an overall streetscape improvement plan including new sidewalks, brick pavers and landscaping. However, there have been several complaints of inadequate lighting. A survey of existing lighting indicated the major problems leading to areas of inferior illumination were bulb outages and accumulation of bug matter on the lenses.

### **3. Major Issues**

During the course of this study, the role of the public and local officials was critical, with extensive opportunity for input and interaction. A Stakeholder Meeting was held with local officials and other interested parties, including representatives from NJ Transit Bus Service Planning on January 24, 2007. This was followed by a Public Kick-Off meeting on February 7, 2007 and finally a Public Feedback meeting on May 16, 2007. All meetings were held at Oradell Borough Hall. A project website was established and a newsletter was published and mailed to all residents and businesses in Oradell. Design concepts were also put on display at Borough Hall. The opportunity to make comments was made available on both the website and newsletter. Individuals were also encouraged to comment directly to the project manager by phone or fax. All available methods were used to gather public input.

The major overarching issue identified in these comments was excessive vehicle speeds along Kinderkamack Road which in turn threaten pedestrian safety. There has been at least one pedestrian fatality in recent years on Kinderkamack Road in Oradell and the issue of pedestrian safety was brought to the forefront the night of the Public Kick-Off meeting when a pedestrian was hit by a vehicle while attempting to cross Kinderkamack Road after exiting from a bus. The current speed limit along Kinderkamack Road in Oradell Borough is 35 mph. Observations conducted by Maser Consulting in February 2007 confirmed driver tendency toward higher speeds with an observed 85<sup>th</sup> percentile speed calculated to be 44 mph in at least one location. Many commenters felt the speed limit should be lowered to 25 mph. Many commenters also cited lack of enforcement and wondered if lowering the speed limit would be effective unless increased emphasis was placed on enforcement. Examples of other jurisdictions where enforcement is very strict were cited.

Excessive vehicle speeds and pedestrian safety and access were also cited as major issues in the Kinderkamack Road/Pascack Valley Intermodal Corridor Study prepared by the Bergen County Department of Planning and Economic Development with the assistance of Edwards and Kelcey in June 2005. This report concluded that "traffic calming measures are paramount in the Oradell Commercial District". A speed study was conducted as part of the current study and can be found in the Appendix.

Pedestrian safety is a function of vehicle speed and motorist awareness. In addition to speed, several commenters (most notably school crossing guards) indicated that motorists ignore traffic signs, ignore the crossing guards or appear oblivious to their surroundings. The need for means to slow traffic while increasing awareness of the motorists to the presence of pedestrians is seen as the major issue to be addressed along Kinderkamack Road in Oradell.

#### 4. Overview of Potential Design Solutions

##### Median Treatments

Median treatments are located along the centerline of a street in order to narrow the travel lanes. A median visually narrows the roadway and heightens motorist awareness – encouraging drivers to slow down due to the perceived loss of pavement width. The median can also serve as a "refuge" for pedestrians so that the entire width of the street does not need to be crossed at once.

The potential design solutions for calming traffic on Kinderkamack Road are based on two possible levels of treatment. Level I Improvements include a painted striped median of varying width (a maximum width of 17 feet) along Kinderkamack Road in order to limit traffic to one lane in each direction. The initial implementation of the striped median (Level I) improvement is designed to be on a trial basis. Thinner mill paint will be used in conjunction with a 6 inch wide gore stripe within the median as opposed to a 24 inch wide stripe. This paint will also be specified as Epoxy Resin, which has an average unit price per LF of \$0.56. If the community of Oradell and the County Engineer find the measure to be effective and approve of the new design, a more permanent paint, Thermoplastic, or some form of roadway texturing can be applied or Level II improvements can be pursued. Thermoplastic has an average unit price of \$0.49 per SF. Level II improvements would include installation of textured/raised medians at certain sections of Kinderkamack Road, with the same dimensions as the proposed striped median. Raised medians can be beautified with a number of treatments, such as shrubs, bricks/cobblestones and trees. Furthermore, signs such as, Speed Limit and Destination signs can be installed in the median. A raised median would, however, be contingent upon NJDOT approval. A raised median involves multiple construction tasks and will cost approximately \$375.00 per CF.

Textured pavement for the median will generally cost \$2.80 – 3.20 per SF installed. Examples of each treatment are shown below.



**Painted Median**

**Textured Median**

**Raised Median**

## Signalization

AM and PM Capacity Analysis was conducted for the study intersections along Kinderkamack Road. Any deficiency was noted and, in turn, a mitigation measure was investigated. At Oradell Avenue and Kinderkamack Road eight scenarios with different lane configurations, phasings and timings were investigated. Our investigation revealed this intersection operates the most efficiently with a shared left/through and a shared through/right on all four approaches. Therefore, it is recommended that the exclusive left turn lanes on the eastbound and westbound approaches on Oradell Avenue be converted to a shared left/through. Note that these recommendations are made, reflective of the fact that no additional land and/or parking spaces are to be taken in order to create a dedicated turn lane, at the request of the Borough. Further analysis of the scenarios can be found in the Appendix.

The signal at New Milford Avenue operates at acceptable levels of service. An optimization of the signal timings further increased the efficiency of this intersection.

At Ridgewood Avenue the analysis revealed a different lane configuration should be utilized to maximize efficiency and safety, as discussed below. The improvements are discussed in the subsequent section.

Pedestrian countdown signal heads should be installed at all the signalized intersections. Count-down signals are used in conjunction with conventional pedestrian signals to provide information to the pedestrian regarding the amount of time remaining to safely cross the street. Pedestrians use this information to make better decisions about when to enter the crosswalk. The cost to retrofit a Pedestrian Countdown Signal onto an existing Man/Flashing Hand Signal has an average unit price of \$200.00 each.



## Dedicated Turning Lanes

To improve traffic efficiency and increase capacity along Kinderkamack Road, the installation of additional dedicated turning lanes was investigated. At Oradell Avenue and Kinderkamack Road, several lane arrangements were modeled. In this case, removing the dedicated eastbound left turn lane and converting it to a left/through on Oradell Avenue improves the overall level of service. Therefore, within the constraints of the existing right-of-way and parking arrangement, the existing lane geometry is the optimum arrangement for efficiency. At the signalized intersection of Ridgewood Avenue, careful analysis of the existing traffic volumes revealed that the northbound approach, currently two lanes, would perform at a higher level of efficiency with the addition of a dedicated left-turn and one through/right-turn lane. Furthermore, eliminating the inner northbound through lane now offsets the skewed northbound and southbound approaches to more safely guide motorists through the intersection. Conversely, the southbound approach, which contained two lanes of traffic, was determined to be operating efficiently enough to remove the innermost lane of traffic. A

second dedicated turning lane was designed at this intersection for the right-turning movements on the eastbound approach of Ridgewood Avenue. This was the only intersection which was found to benefit from the addition of dedicated turning lanes. Applying the Thermoplastic symbols for lane control has an average unit price of \$4.42 per SF.

## Crosswalks

The high pedestrian activity along Kinderkamack Road suggests the need for enhancement to existing crosswalks and installation of more frequent crosswalks. The existing crosswalks within the Kinderkamack Corridor contain both striped and textured crosswalks. In an attempt to enhance the safety and uniformity of the corridor, additional textured crosswalks were designed in both the Level I and Level II improvements. Additional textured crosswalks were designed at the following locations during the Level I improvement stage.

- Northern side of Brookside Avenue;
- Southern side of Martin Avenue;
- Cooper Avenue;
- Park Avenue, and
- Orchard Street.



It may also be advantageous to replace the striped crosswalk at Veldran Avenue with a textured crosswalk. Additionally, on the eastern leg of Oradell Avenue, textured crosswalks were designed at Maple Avenue and Veldran Avenue. Veldran Avenue is under municipal jurisdiction and any improvements to this roadway will need to be funded by the Borough of Oradell.

Level II crosswalk recommendations include additional crosswalks between unsignalized intersections. Providing more frequent, designated areas to allow pedestrians to cross Kinderkamack Road, coupled with appropriate signage and visual cues to alert the driver – as well as proper enforcement – will result in better driver awareness and less pedestrian confusion. They could also provide pedestrians access to the raised medians in Level II, so they may complete crossing Kinderkamack in two movements instead of one. The installation of textured crosswalks varies in price from \$4400 to \$6500 a crosswalk.

Furthermore, the crosswalk proposed across Kinderkamack Road in the vicinity of the Bergen County Players facility – an area of intensified pedestrian activity, especially in the evenings – could provide an ideal location for implementation of a lighted crosswalk. In-pavement lights can be used at crosswalks to alert motorists to the presence of a pedestrian crossing or preparing to cross the street. The amber lights are embedded in the pavement on both sides of the crosswalk and oriented to face oncoming traffic. When the pedestrian activates the system, either by using a push-button or through detection from an automated device, the lights begin to flash at a constant rate, warning the motorist that a pedestrian is in the vicinity of the crosswalk ahead. The proposed crosswalk across Kinderkamack Road at Park Avenue would benefit from this installation. Dependent upon the type of activation and if pole mounted flashers are installed, a lighted crosswalk generally will cost from \$50,000 to \$80,000 per installation.



### **Tandem Parking**

The addition of tandem parking stalls to Kinderkamack Road allows vehicles safe and efficient access into and out of parking stalls, while limiting their disruption to the traffic flow on Kinderkamack Road. The tandem parking stalls are included in both Level I and Level II Improvements, and are designed as two adjacent 22' foot stalls, separated by a 10' striped no parking zone or 'buffer' zone. This 10' zone provides vehicles with sufficient room to perform maneuvers into/out of stalls without having to block the traffic lane. In turn, this improves traffic efficiency and promotes an easier, more efficient turnover of parking. Excluding the parking modifications proposed for Veldran Avenue, the implementation of tandem parking along Kinderkamack Road will result in a reduction of on-street parking of approximately 9 spaces for Level I improvements and approximately 13 spaces for Level II improvements. If the improvements to Veldran Avenue are constructed, the net change in available parking along Veldran Avenue will be +3 spaces. This lessens the overall decrease in parking for the entire corridor by three (3) stalls, bringing the total lost parking to a minimum of 10 spaces. (The improvements to Veldran Avenue are discussed in greater detail in the Appendix).

## **Street Lighting**

The main problems with street lighting were determined to be bulb outages and accumulation of bug matter in the ornamental light fixtures. Both problems are easily solved by a routine maintenance program conducted on a regular reoccurring basis.

## **Gateway Treatment**

The creation of a gateway will help identify the point of arrival in downtown Oradell. It serves as a visual cue to motorists to slow down upon entering this pedestrian friendly area. Possible locations for north and south gateways were identified and presented at the public meetings. On the north a gateway element could be located on the corner of Orchard Street and Kinderkamack Road where there is a large lot occupied by Chase Bank with an open area immediately adjacent to the intersection. Obviously Chase Bank would need to be a part to any such undertaking. On the south there are no suitable open areas adjacent to Kinderkamack Road. However, a gateway element could be considered for placement in a raised median in conjunction with Level II improvements in the vicinity of Brookside Avenue. Distinctive architectural design elements can be used to emphasize the gateway as a special and recognizable Oradell landmark. Design and funding for this treatment would need to be pursued by the Borough.

## **Speed Limit**

Based on Title 39 of the revised New Jersey statutes, there are four statutory speed limits that apply to all public roadways. These four speed limits are set forth in section 39:4-98 as follows:

1. Twenty-five miles per hour, when passing through a school zone during recess, when the presence of children is clearly visible from the roadway, or while children are going to or leaving school, during opening or closing hours;
2. Twenty-five miles per hour in any business or residential district;
3. Thirty-five miles per hour in any suburban business or residential district;
4. Fifty miles per hour in all other locations, except as otherwise provided in the "Sixty-Five MPH Speed Limit Implementation Act," pursuant to section 2 of P.L.1997, c.415 (C.39:4-98.3 et al.).

The statutory rates of speed are based on the following roadway classifications:

- School Zone
- Residence District
- Business District
- Suburban District

Provision 39:1-1 defines these classifications as follows:

**"School zone"** means that portion of a highway which is either contiguous to territory occupied by a school building or is where school crossings are established in the vicinity of a school, upon which are maintained appropriate "school signs" in accordance with specifications adopted by the director and in accordance with law.

**"Residence district"** means that portion of a highway and the territory contiguous thereto, not comprising a business district, where within any 600 feet along such highway there are buildings in use for business or residential purposes which occupy 300 feet or more of frontage on at least one side of the highway.

**"Business district"** means that portion of a highway and the territory contiguous thereto, where within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks, office buildings, railroad stations, and public buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the roadway.

**"Suburban business or residential district"** means that portion of highway and the territory contiguous thereto, where within any 1,320 feet along that highway there is land in use for business or residential purposes and that land occupies more than 660 feet of frontage on one side or collectively more than 660 feet of frontage on both sides of that roadway.

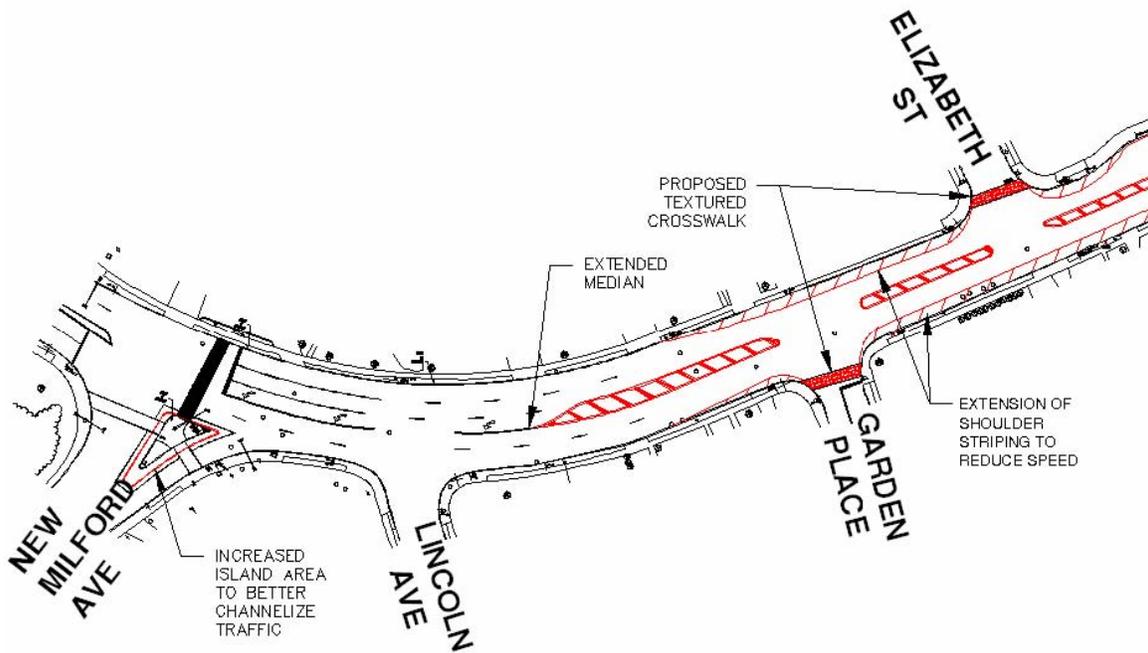
In review, Kinderkamack Road falls into the Business District category, where a 25 MPH speed limit would be the statutory speed limit if a speed limit was not already approved by NJDOT. Furthermore, at several intersections along Kinderkamack Road "school signs" are present. If the 35 MPH speed limit is duly approved by NJDOT, the Ordinance establishing the speed limit should reflect the school zone. Should the 35 MPH speed limit already be approved by NJDOT, a study could be presented to the New Jersey Department of Transportation and Bergen County to request the decrease in speed limit within Oradell Borough. As such, the County strongly recommends reducing the speed limit along Kinderkamack Road within the Oradell Business District to 25 miles per hour. However, as noted throughout the course of the study, this speed reduction *must* be accompanied with increased enforcement by local police to comply with State Requirements for speed reduction.

## 5. Recommendations

### Roadway Enhancements by Roadway Segments

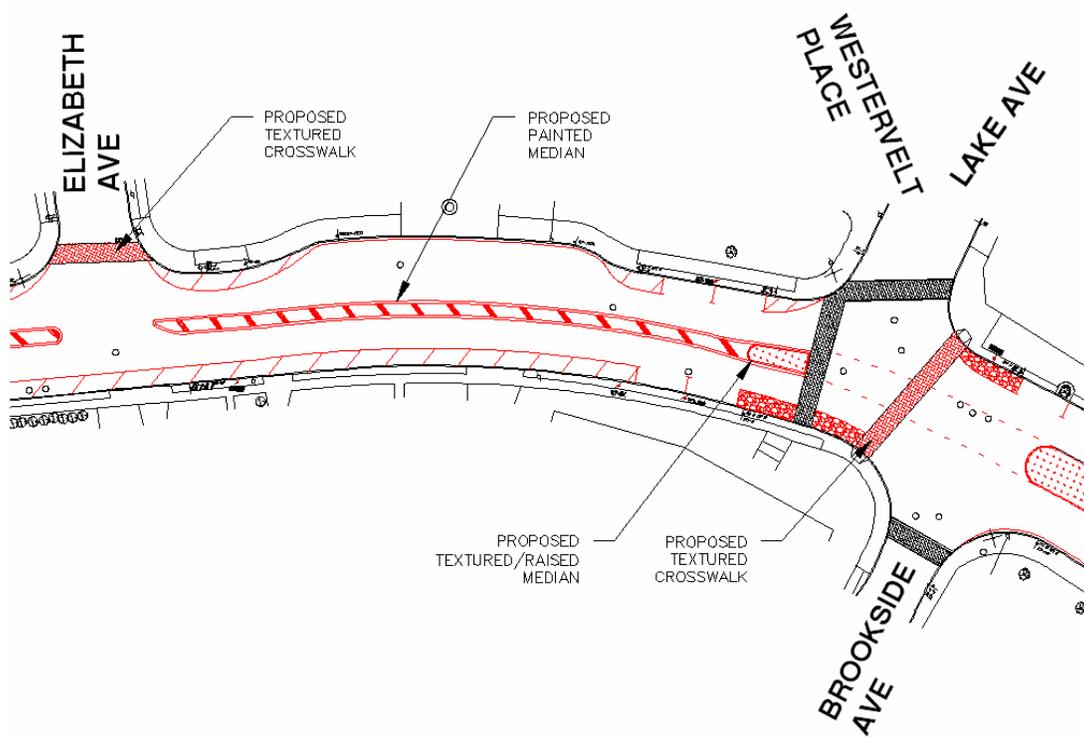
#### Segment 1: New Milford Avenue to Elizabeth Street

This segment of roadway has been designed to include the addition of the striped median, which varies in width to a maximum of 7 feet. This combined with the shoulder striping helps narrow the roadway as vehicles approach Elizabeth Street. Between Lincoln Avenue and Garden Place, the median was widened and extended toward New Milford to shorten the left turning lane by approximately 50 percent. Furthermore, Level II improvements call for the channelized right turn island to be increased in square footage to shorten unprotected pedestrian walk time and to enhance traffic calming.



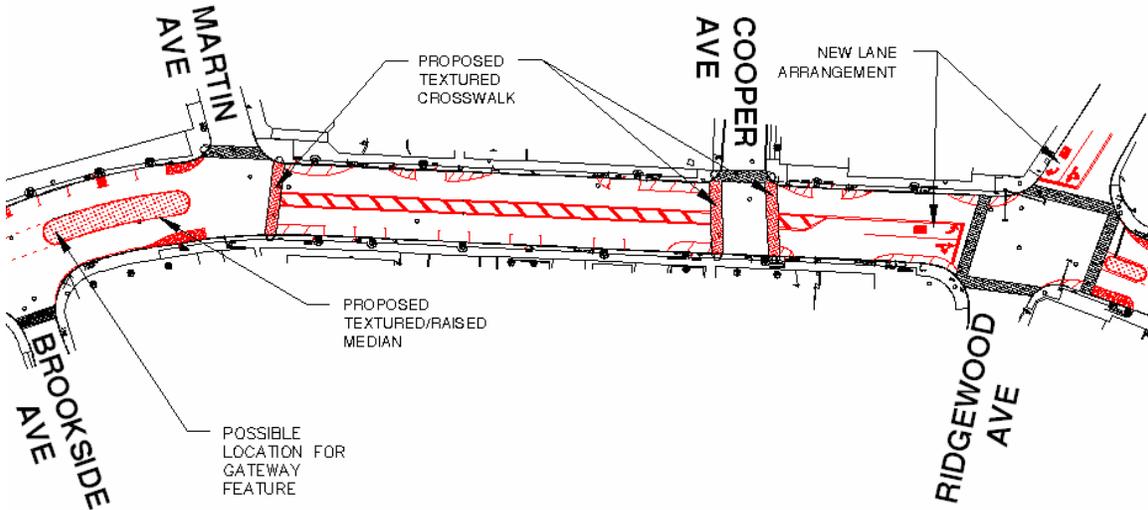
Segment 2: Elizabeth Street to Brookside Avenue

The striped median extends from Elizabeth Avenue to the intersection of Kinderkamack Road and Brookside/Lake Avenue and begins to widen toward its maximum width of 17 feet. An additional textured crosswalk is proposed between Lake Avenue and Brookside. Level II Improvements include the addition of a raised/textured median on both approaches of Kinderkamack Road.



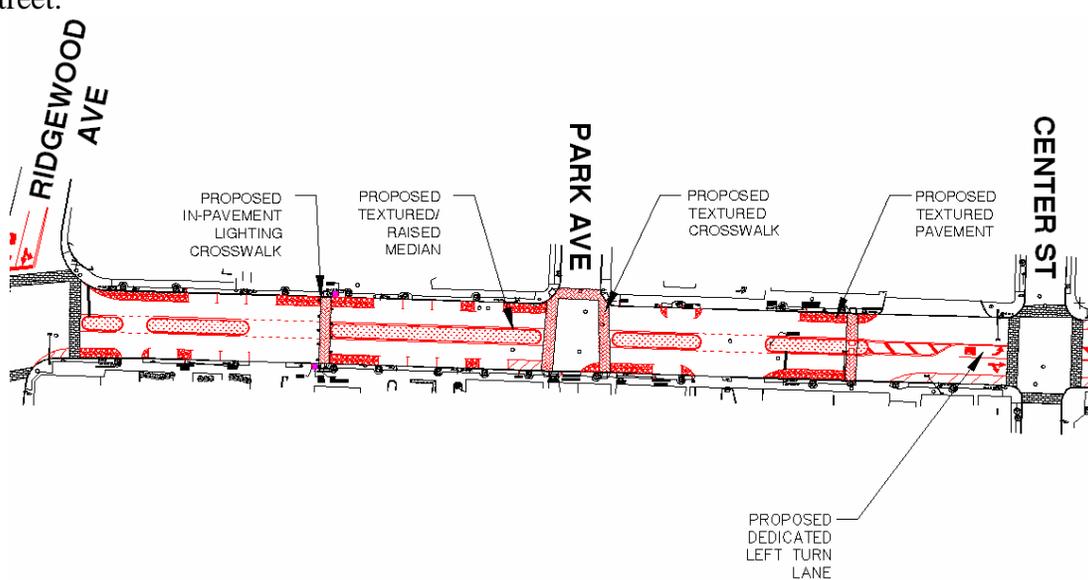
Segment 3: Brookside Avenue to Ridgewood Avenue

The 17-foot median extends to the proposed textured crosswalk at Martin Avenue, at which point it narrows to 10 feet while approaching Ridgewood Avenue. The median tapers out on the northbound approach to enable vehicle access to the proposed dedicated left-turn lane. Level II Improvements include the addition of a textured/raised median between Brookside and Martin. Three additional textured crosswalks are also proposed within this segment, located at Martin Avenue and Cooper Avenue.



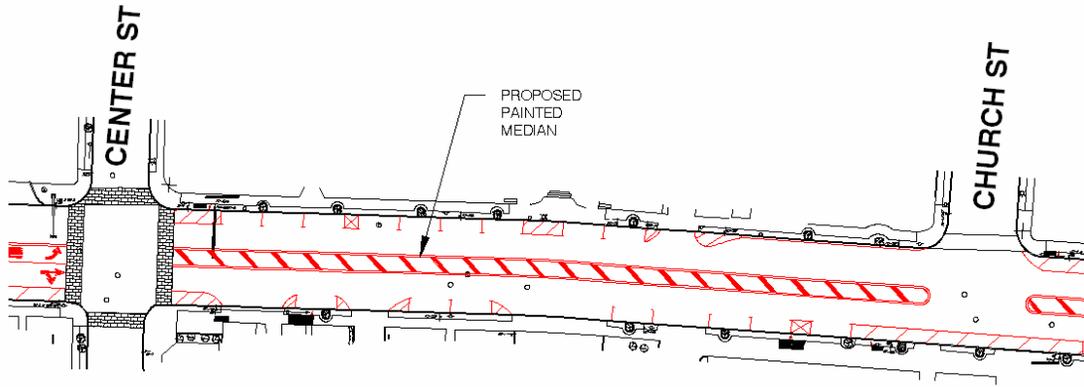
Segment 4: Ridgewood Avenue to Center Street

The 10 foot median resumes on the northbound side of Ridgewood Avenue and continues until reaching Center Street. Additional textured crosswalks are designed for crossing Kinderkamack Road at Park Avenue. The crossing has the potential for implementation of an “In-Pavement Lighting” treatment. Level II Improvements would call for 10 foot wide textured/raised medians to be installed in this section of roadway, with two additional crosswalks installed; one prior to Park Avenue and a second prior to Center Street.



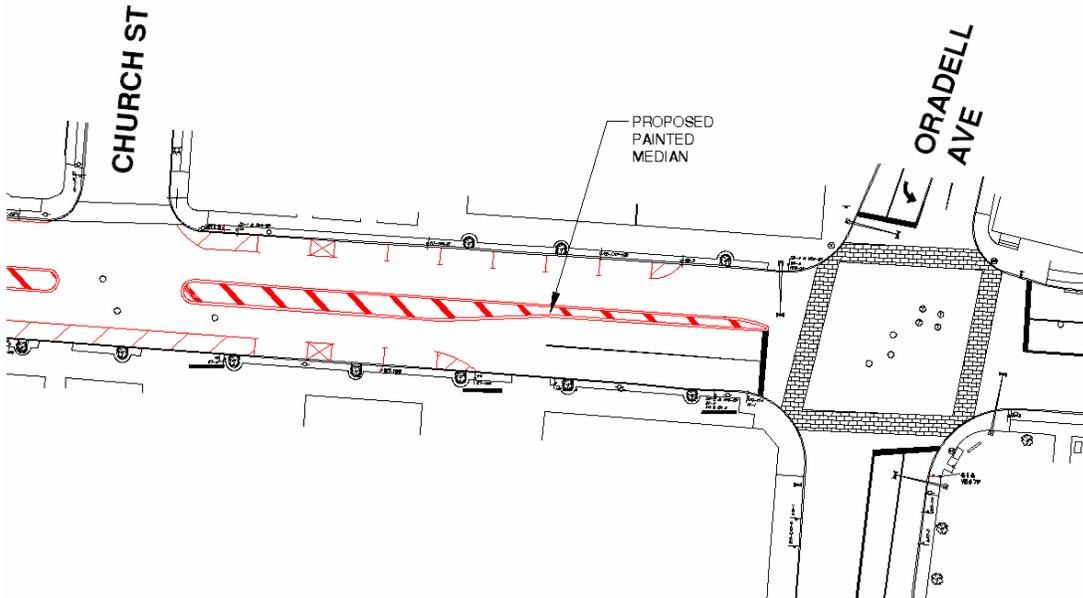
Segment 5: Center Street to Church Street

The 10-foot median continues from Center Street through Church Street, toward the intersection with Oradell Avenue before tapering out to create a dedicated turning lane in the northbound direction for the upcoming signalized intersection. The 10 foot median works with the proposed tandem parking stalls and shoulder striping to prevent vehicles from creating two lanes of traffic and disrupting the flow.



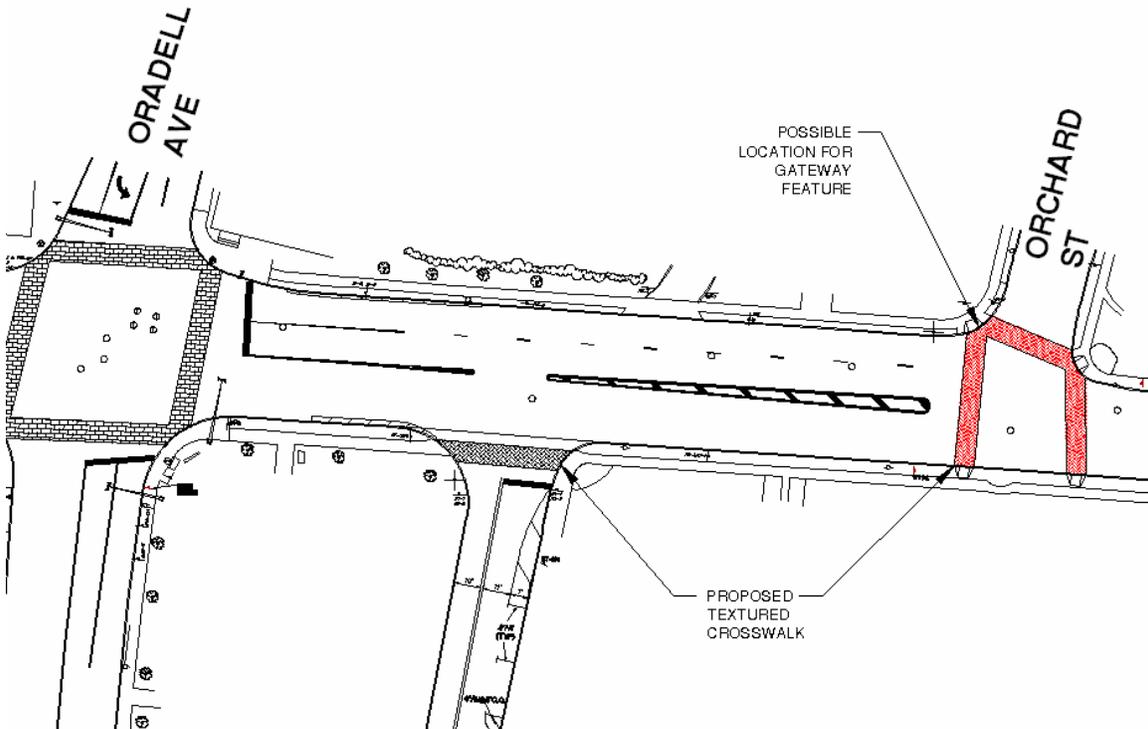
Segment 6: Church Street to Oradell Avenue

Toward the intersection with Oradell Avenue, the median is eliminated as it tapers to create a dedicated turning lane beyond Church Street. Tandem parking stalls are provided for a portion of this segment, until the roadway approaches the signalized intersection with Oradell Avenue.



### Segment 7: Oradell Avenue to Orchard Street

Improvements for the section of roadway between Oradell Avenue and Orchard Street include the construction of textured crosswalks across all three approaches at Orchard Street. The proposed textured crosswalk traversing Veldran Avenue is an optional Level II improvement to be considered for construction by the Borough of Oradell.



### **Roadway Enhancements at Major Intersections**

At New Milford Avenue and Kinderkamack Road the channelized right turn island on New Milford Avenue has been increased in size to provide more pedestrian refuge and in an attempt to decrease speeding. Furthermore, the southbound exclusive left turn lane storage on Kinderkamack Road at New Milford Avenue has been decreased to match the existing storage demand. The "No Turn on Red" sign on the New Milford approach could be removed, if the efficiency of this movement worsens to unacceptable parameters. Sufficient sight distance is available to permit this movement.

At Ridgewood Avenue and Kinderkamack Road the eastbound approach of Ridgewood Avenue is proposed to be striped with a dedicated right turn lane and a left/through. On Kinderkamack Road, a dedicated northbound left turn lane is proposed.

At Oradell Avenue and Kinderkamack Road the existing eastbound and westbound exclusive left turn lanes should be changed to be shared left/throughs. In accordance with our capacity analysis this intersection operates the most efficiently with two through lanes for each approach.

## Signage

A comprehensive sign inventory was conducted on Kinderkamack Road from New Milford Avenue to Oradell Avenue to determine the location and volume of warning, destination and regulatory signs. The analysis that ensued determined that the existing signage volume was excessive along Kinderkamack Road, and that certain signs were repetitive and unnecessary. In certain areas, two different parking signs were used within 100' of each other, making it difficult to distinguish the regulations on Kinderkamack Road. "No Stopping or Standing" signs were used throughout the roadway to notify the driver of the no parking zones. With the enhancements made through the additions of the painted medians, striped shoulders and tandem parking, a more organized and efficient roadway and signage plan resulted. It is recommended that parking signs be placed at the location of the parking, clearly defining the length of time and stalls available for parking and the striped shoulders readily identify that a driver is not to "Stop" or "Stand" within that zone. Signs have an average unit price of \$25.65 per SF. The Sign Inventory Report and figures can be found in the Appendix.

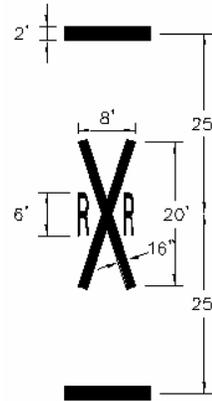
## At Grade Railroad Crossing across Oradell Avenue

This section describes how the crossing across Oradell Avenue should be designed to be in compliance with MUTCD standards. This will increase driver awareness and motorist safety.

### *Striping and Reflectors*

Pavement Marking Elements which should be installed:

2" thick white reflective strips should be present on the backing of the crossbucks and on the front of the pole extending from beneath the crossbucks to within no less than 2' of the ground. Stop bars should be installed on either side of the rail crossing to delineate to motorists where they should stop when a train is present. These bars should be 2' thick white strips that run transverse to the travel lane and are located approximately 8' from the gate but no less than 15' from edge of rail. White retroreflectorized markings indicating an upcoming crossing should be installed along Oradell Ave in both directions to provide further notice to motorists of the crossing. These markings consist of an **X**, the letters **RR**, transverse white striping and should be located directly next to the existing W10-1 warning signs. A dimension diagram can be found in the image above. This symbol should also be located next to a solid yellow centerline, indicating a no-passing zone.



### *Signage*

All signs in use at a highway-rail grade crossing must be retroreflectorized to provide a consistent image to a motorist during both the daytime and night time. The close proximity of Veldran Avenue to the rail crossing requires that a W11-3 warning sign be posted on Veldran Ave at its intersection with Oradell Ave. This sign alerts motorists to the nearby rail crossing they will encounter if turning left or right onto Oradell Ave. A similar sign should be installed along Maple Ave for right-turning vehicles. Additional required signage includes I-13 emergency series signs along each approach. These signs provide contact information to motorists should they encounter a vehicle that has stalled on the rail tracks. A “STOP HERE WHEN FLASHING” sign (R8-10) should be considered at the stop bars proposed above.

# **APPENDIX**

**Newsletter**

**Veldran Avenue Improvements**

**Sign Inventory**

**Intersection Analysis**

**Speed Study**

**Land Use Map**

**Meeting Agendas, PowerPoint Presentations and Meeting  
Notes**

# **Project Newsletter**

# Designing Kinderkamack Road in Downtown Oradell A Collaborative Approach



May 1, 2007

Dear Oradell Residents and Business Owners:

As many of you already know, the Bergen County Department of Planning has been looking at issues on Kinderkamack Road as it passes through your community's Central Business District. This location is of particular interest in that it is home to a number of transportation-related concerns—with a special focus on striking a balance between moving traffic along this important county route and providing for a more desirable pedestrian environment in this vibrant downtown. At the heart of this discussion is safety for all modes of travel.

As part of our commitment to incorporate local input throughout the course of this study, we have engaged community leaders and residents alike in various forums, including Stakeholder and Public Meetings, and the project website, [www.kmackoradell.org](http://www.kmackoradell.org). These comments received through these outreach efforts have proven critical to the overall course of study.

Within this newsletter, you will find concepts and recommendations that emerged following these discussions and respond to many of the concerns raised. Also note that the concepts identified in this newsletter will also be on display at the Oradell Municipal Building at 355 Kinderkamack Road, as well as on the website. **A follow-up meeting will be held at this location on May 16, 2007 at 7:00 P.M. to present details and rationale behind these concepts.**

We encourage your continued participation on this project, as it provides an on-going dialogue for guiding our work on Kinderkamack Road.

Please bring to this meeting your ideas, concerns, and any data that you feel would benefit our collective efforts. We look forward to seeing you there.

Sincerely,

Farouk Ahmad, Director  
Department of Planning and Economic Development

## Concepts and Recommendations

The goal of this project is to improve the Downtown Oradell Business District by reducing the negative impacts of vehicular traffic and enhancing pedestrian safety. A number of traffic and streetscape improvements have been identified to meet this goal. Some of these improvements are within the capability of the county to implement, while others are more elaborate treatments that would need to be pursued by the Borough of Oradell. Speed reduction in downtown/business districts needs to be properly evaluated and pursued by the appropriate government agency. In addition, enforcement of speed limits represents a priority for local communities in order to ensure the safety of their citizens.

## Kinderkamack Road Corridor Treatments

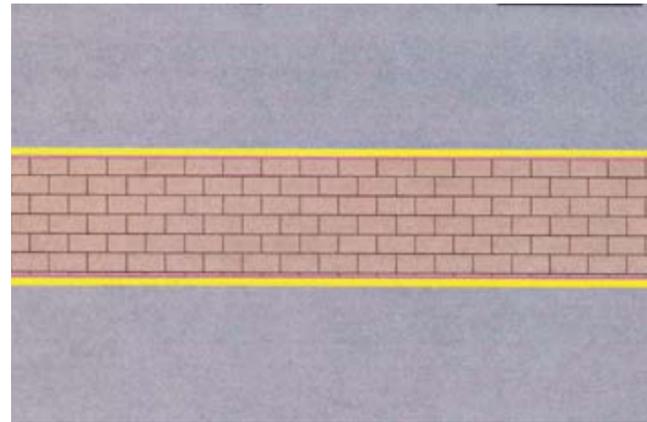
### Traffic Calming Medians

Median treatments are located along the centerline of a street in order to narrow the travel lanes. A median visually narrows the roadway and heightens motorist awareness—resulting in decreased speeds. The median can also serve as a “refuge” for pedestrians so that the entire width of the street does not need to be crossed at once. In response to vehicular speeding and pedestrian safety concerns, we are proposing a painted median along the center of Kinderkamack Road **on a trial basis**. If and where it proves to be effective, more permanent measures—such as reflective and or textured permanent paint materials can be used. A painted median can reduce vehicle speeds by making the road appear narrower, thereby reducing travel speeds because there is less pavement available to vehicles. This treatment still provides access to active driveways and for emergency vehicles because it can be crossed.



Painted median

**Textured Median**— Any roadway surface paved with brick, concrete pavers, stamped asphalt, or other surface materials. Certain textured pavements such as cobblestones may present difficulties for pedestrians and bicycles, particularly in wet conditions. A textured median can still be crossed by emergency vehicles if necessary. Funding for this more elaborate treatment would need to be pursued by the Borough.



*Textured median*

**Curbed Median**— A raised island located along the centerline of a street, which narrows the travel lanes and provides a hardened barrier between opposing traffic flows and serves as a safe-haven for pedestrians crossing the street. They are especially attractive when landscaped and combined with special textured paving treatments and monument signs. Raised medians limit access to active driveways, so their locations must be carefully investigated. Funding for this more elaborate treatment would need to be pursued by the Borough.



*Curbed median*

**Crosswalks**

New crosswalks will be installed at key locations on Kinderkamack Road in downtown Oradell. Textured pavement such as brick or stamped concrete is being investigated, together with additional signage to better define crosswalk areas for motorists.

**In-pavement Lighting**— In-pavement lights at crosswalks alert motorists to the presence of a pedestrian crossing, or preparing to cross, the street. The amber lights are embedded in the pavement on both sides of the crosswalk and positioned to face oncoming traffic. When a pedestrian activates the system, either by using a push-button or automated detector, the lights begin flashing, warning the motorist that a pedestrian is in the vicinity of the crosswalk. The sign's fluorescent green background has been shown to increase driver awareness as well. The proposed Park Avenue/Kinderkamack Road intersection, in the vicinity of the theater, would benefit from this treatment. Funding for this more elaborate treatment would need to be pursued by the Borough.



*In-pavement lighting*



*Fluorescent striping and in-pavement lighting help to delineate the crosswalk at night.*

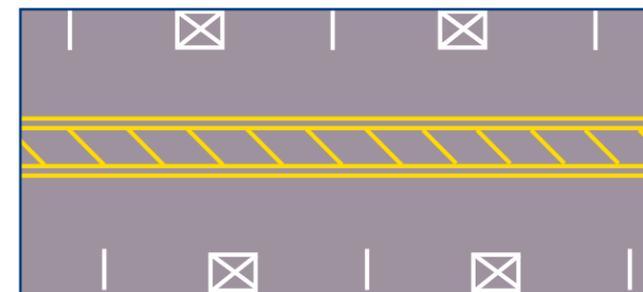
**Signage**

A sign inventory was conducted along the Kinderkamack corridor. Survey results identified signs that could be removed, relocated or replaced.

**Parking Delineation**

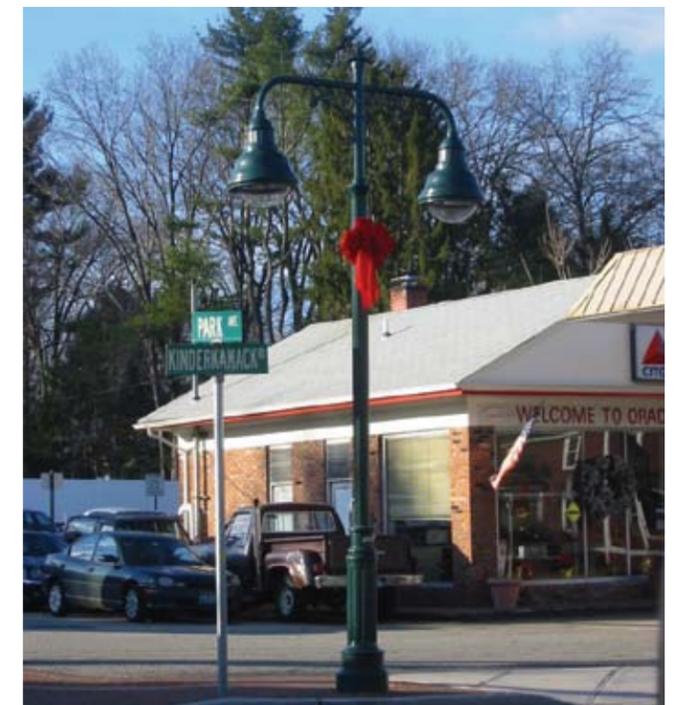
Because parking is in such high demand in downtown Oradell, pavement markings are recommended to delineate parking spaces, or stalls. This will also help to define an edge line for motorists. A tandem parking arrangement is proposed.

**Tandem Parking**— Tandem parking is more convenient for shoppers than parallel parking and will improve the downtown traffic flow. Tandem parking eliminates the need for tedious backup moves by drivers trying to parallel park and through traffic does not have to stop behind them. A 10-foot buffer zone is provided between every two parking stalls, permitting a vehicle to pull in head-first. It also provides a buffer for vehicles leaving a parking space

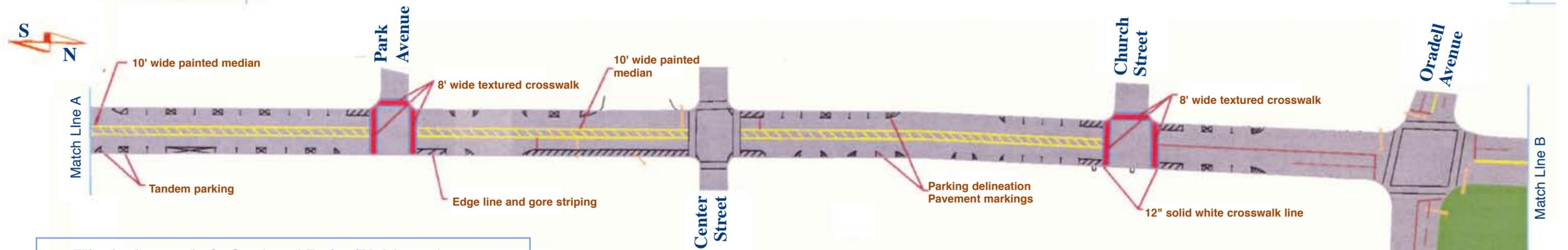
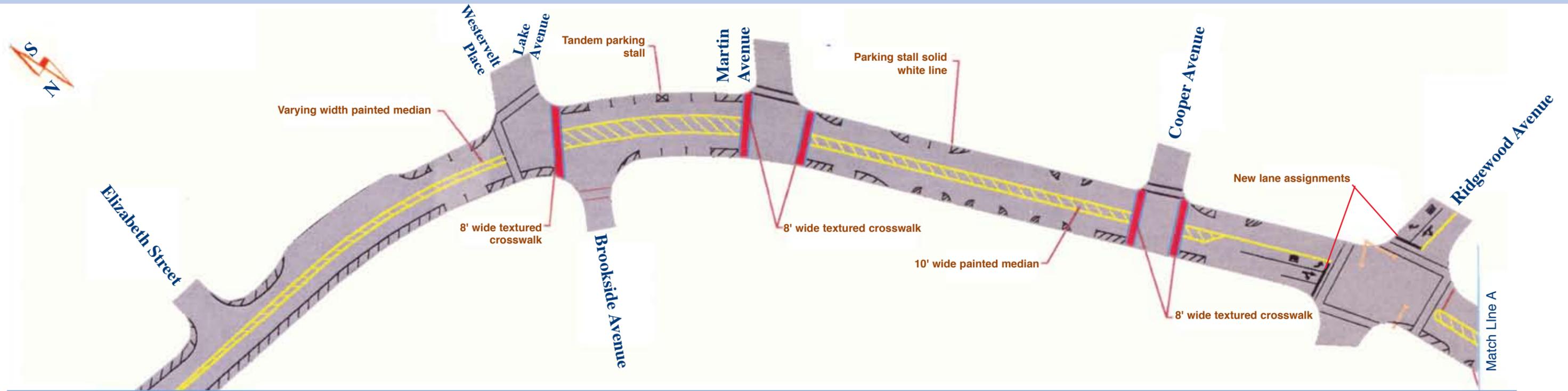


**Street Lighting**

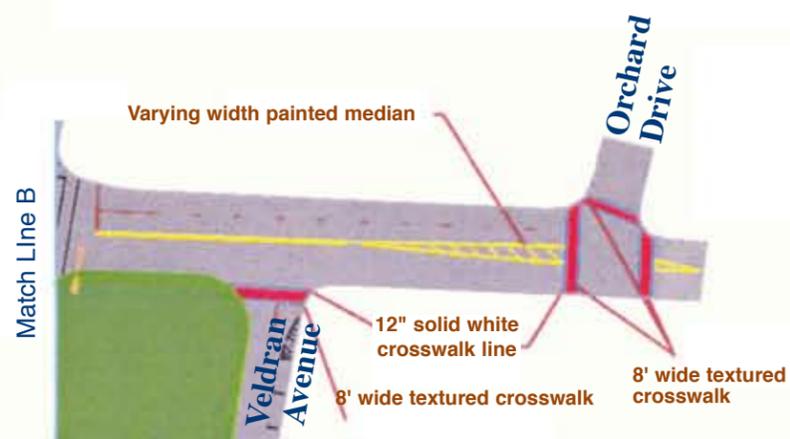
Street lighting provides illumination safety and architectural enrichment to the streetscape. Lighting problems have been identified on Kinderkamack Road, including bulb outages and maintenance of the ornamental lighting. Cleaning these light fixtures on a quarterly basis and checking fixtures to ensure that they are all in proper working order once a week is recommended. The Borough of Oradell may wish to add this routine maintenance item to their municipal budget.



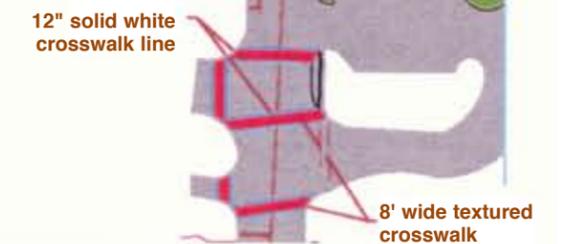
# Kinderkamack Corridor



## Kinderkamack & Orchard Drive/Veldran Avenue



- Legend**
- Existing Signal
  - Painted Median
  - Proposed Textured Crosswalk
  - Schirra Park
  - Proposed Striping





**Customized Gateway**

The creation of a gateway will help identify the point of arrival in downtown Oradell. It serves as a visual cue to motorists to slow down upon entering this pedestrian friendly area. Possible locations for north and south gateways have been identified. Distinctive architectural design elements can be used to emphasize the gateway as a special and recognizable Oradell landmark. Funding for this more elaborate treatment would need to be pursued by the Borough.

**Trees**

Street trees are used to soften the hardscape components of a roadway. They offer shade and temperature reduction during warmer months, potential color during spring and fall, and—most importantly—contribute carbon dioxide filtration and oxygen production to our environment.

The current selection of trees on Kinderkamack Road has been surveyed and it was found that upon maturity, the existing trees will likely result in overgrowth into storefronts and pedestrian area and require constant maintenance. It is recommended that upon replacement of street trees over time, consideration be given to species that are low-maintenance or maintenance-free. A list of recommended street trees will be provided to the Borough as



part of this study. Funding for this more elaborate treatment would need to be pursued by the Borough.

**Kinderkamack Road/Ridgewood Avenue**

**Lane Assignments to Improve Efficiency**

We recommend that the intersection of Kinderkamack Road and Ridgewood Avenue be re-striped for a dedicated northbound Left Turn lane and dedicated eastbound Right Turn lane. This improvement will help traffic flow on Kinderkamack Road by providing space for left-turning vehicles to move out of the way of northbound through-traffic.

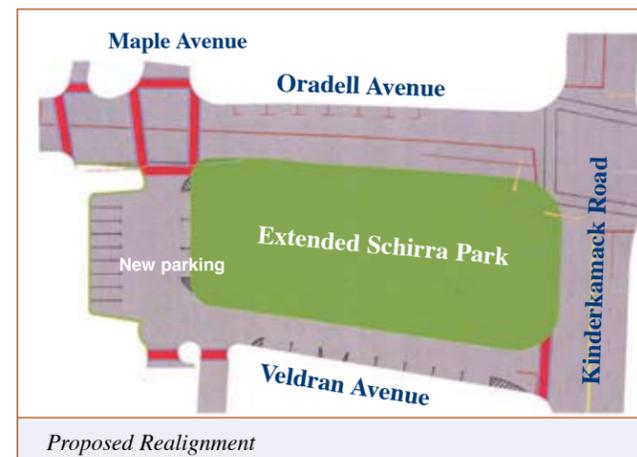
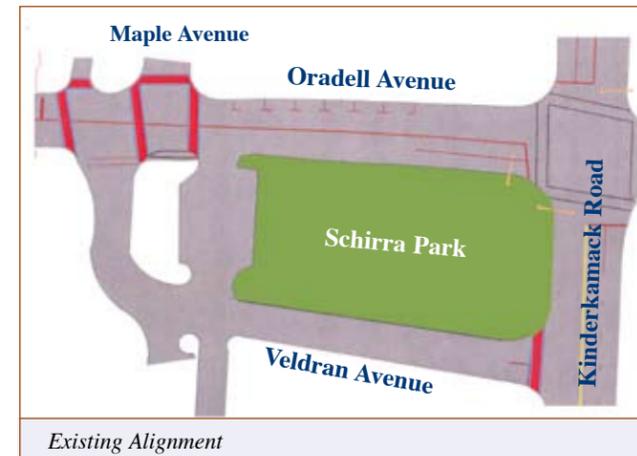
**Signal Equipment Upgrades**

Upgrading traffic signal equipment, including the installation of countdown pedestrian signals, LED retrofits, video detection and overhead street name signs, will be considered. Countdown signals are used in tandem with conventional pedestrian signals. They provide information regarding the amount of time remaining to safely cross the street and take the place of the traditional flashing hand. Countdown signals are being considered for both Oradell Avenue and Ridgewood Avenue intersections.



**Veldran Avenue**

Veldran Avenue’s alignment with Maple Avenue is inefficient and creates hazardous turning movements for motorists. Realigning the Veldran Avenue and Maple Avenue intersection will create a more traditional and efficient four-legged intersection, while providing additional parking and expanding the green area of Schirra Park. A traffic calming program should also be investigated for Maple Avenue to discourage cut-through traffic. Treatments for this municipally-owned street could range from rubberized speed tables to textured or raised medians strategically placed along Maple Avenue. As both Veldran Avenue and Maple Avenue are municipal streets, funding for these more elaborate improvements would need to be pursued by the Borough



*If you cannot attend the May 16th meeting, don't have access to a computer, and would like to submit your written comments or questions, please do so below.*

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

Organization: \_\_\_\_\_

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

Telephone: \_\_\_\_\_

Comments or Questions:

**Mail or fax to:**

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## *Designing Kinderkamack Road in Downtown Oradell A Collaborative Approach*



### ***Public Follow-Up Meeting***

**May 16, 2007 at 7 P.M.**

**Oradell Municipal Building  
355 Kinderkamack Road**

*For information about the project,  
please contact:*

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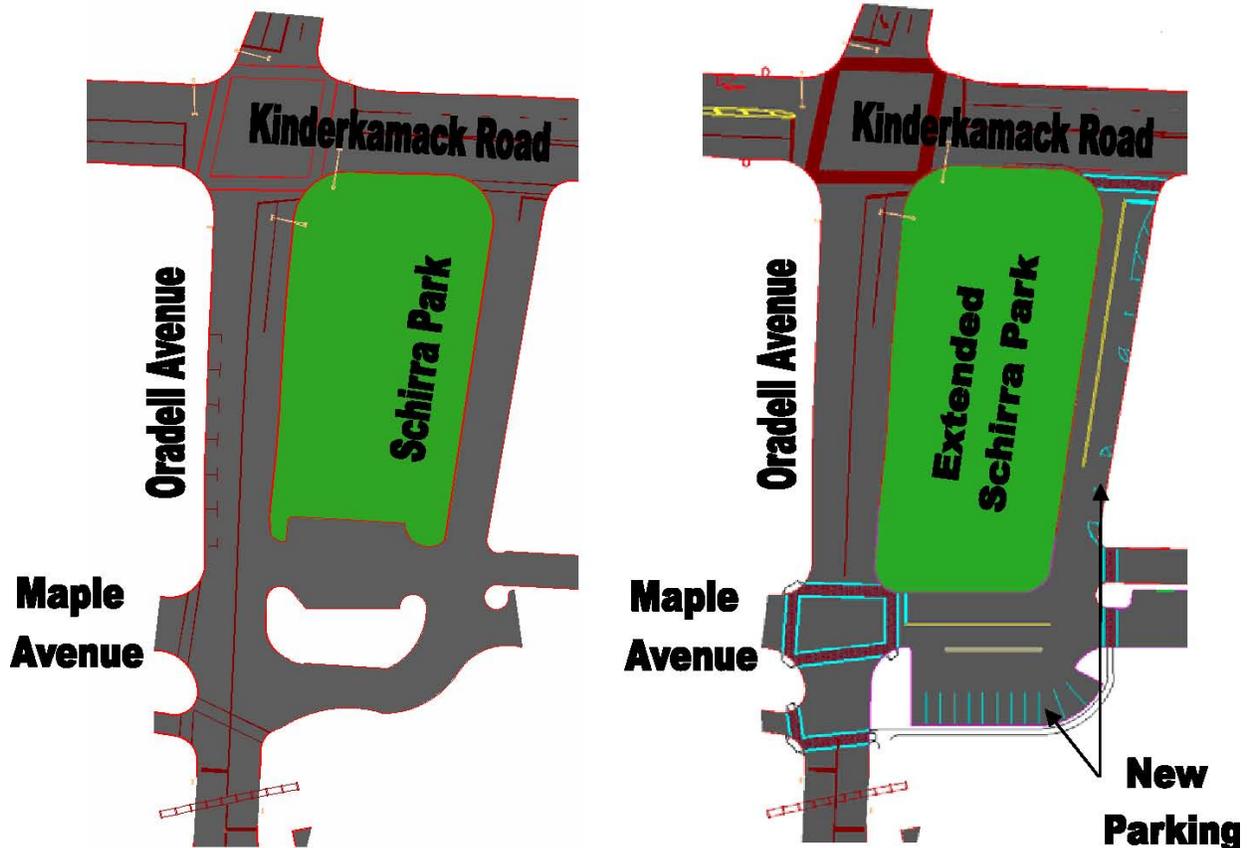
Visit Us on the Web  
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# **Veldran Avenue Improvements**

## Veldran Avenue

Design elements were evaluated and developed at Veldran Avenue in order to promote a more distinct and efficient traffic flow than currently exists. Since Veldran Avenue and Oradell Avenue at this location are municipal streets the County has no jurisdiction and suggested improvements were developed for consideration by the municipality. The basic improvements at Veldran Avenue include the replacement of the striped crosswalks with the addition of textured crosswalks. Additional improvements could be more elaborate, where the transformation of striped crosswalks to textured crosswalks is combined with the expansion of Schirra Park to form a distinct two lane roadway at the intersection of Kinderkamack Road with tandem parking stalls available. The expansion of the park was a result of realigning the driveway to the post office to align opposite Maple Avenue. Realigning Veldran Avenue to intersect Maple Avenue will not only create a more traditional and efficient 4-legged intersection, but will also create more parking and dedicated green space for the park. Additionally, 20-foot-long parking stalls were added to the east and north of Schirra Park on Veldran Avenue itself. In all, 16 parking stalls were added in this area. The improved lane markings and striping would not only help discern the vehicle path, but also enhance pedestrian facilities and improve circulation.



# **Sign Inventory**



## SIGN INVENTORY

1. Section 2C.10 Chevron Alignment Sign (W1-8) of the **MUTCD** states, “Spacing of Chevron Alignment signs should be such that the road used always has at least two in view, until the change in alignment eliminates the need for signs.”

Examination of the sign placement on Kinderkamack shows that five (5) chevron alignment signs are used when three (3) or four (4) signs are sufficient. **Maser recommends that the second in the series of five signs be removed after the intersection with New Milford Avenue (See Figure 1).**

2. Section 2B.40 Design of Parking, Standing and Stopping Signs of the **MUTCD** permits the use of word messages in lieu of directional arrows. Maser recommends the replacement of the existing NO STOPPING OR STANDING with left direction arrow sign with NO STOPPING OR STANDING, HERE TO CORNER sign located approximately 100' from the southeast corner of Kinderkamack and Ridgewood Avenue (See **Photo No. 1**)
3. Replacement of this sign will then permit the removal of the existing NO STOPPING OR STANDING with double directional arrow located at the southeast corner of Kinderkamack and Ridgewood Avenue (See **Photo No. 2**)
4. Kinderkamack Road currently has more than one NO PARKING HERE TO CORNER sign design. Maser recommends that the existing signs and all signs installed from this point forward match that of the sign depicted in **Figure 2**.
5. Kinderkamack Road currently has more than one NO PARKING BUS STOP sign design. Maser recommends that all existing signs and all signs installed from this point forward match that of **MUTCD** Parking Sign **R7-107** (Maser sign **R-5**) (See **Figure 2**).
6. In conjunction with the new striping for parking a more efficient signing plan will be implanted to distinguish where to and not to park. The new plan will help to eliminate the overabundance of signage which currently exists.
7. Maser recommends that all warning signs indicating the presence of a fire station (**W11-8**) have consistent design (See **Photo No. 3** visual comparison.).
8. There are currently four (4) different one-hour parking sign designs used along Kinderkamack Road. **Maser recommends that all one-hour parking signs follow the same design as MUTCD sign R7-5 observed in the sign inventory as R-9 (See Figure 2) with directional arrows indicating the direction of parking availability.**
9. There are five existing NO STOPPING OR STANDING signs with no supplemental information informing motorists of the restrictions. **Maser recommends that the Municipality of Oradell update the signs to include consistent and uniform sign design and placement.** All Parking, Standing and Stopping Signs, R7 and R8 series, installed from this point forward should follow **MUTCD** standards and contain a directional arrow or word message (See **Figure 2**).




**MASER**  
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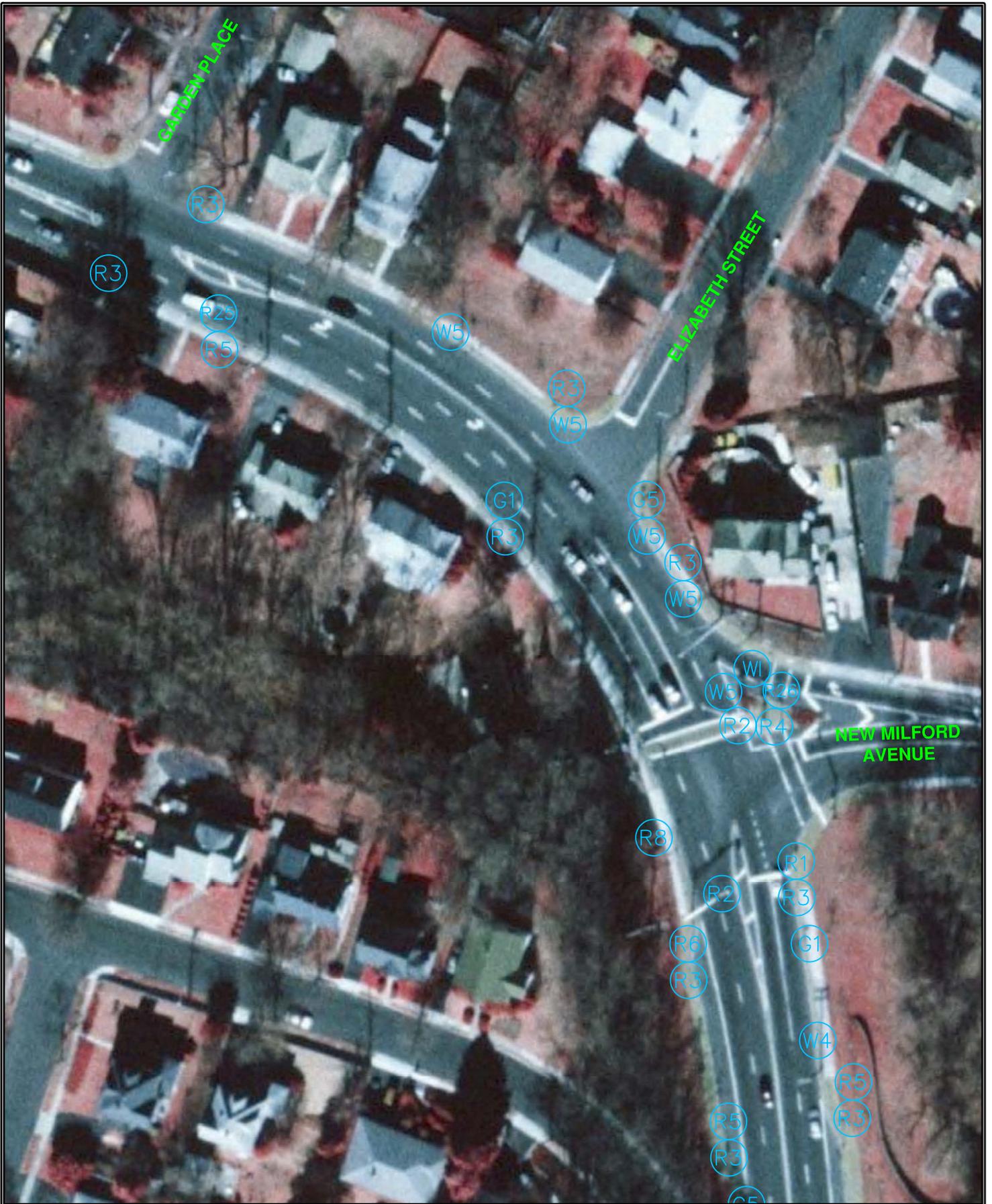
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100 American Metro Blvd., Suite 152  
Hamilton, N.J. 08619  
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Fax (609) 587-8260  
E-mail - solutions@maserconsulting.com

**SIGN INVENTORY**  
FOR  
**KINDERKAMACK CORRIDOR STUDY**  
**KINDERKAMACK ROAD BETWEEN ORADELL AVENUE AND CENTER STREET**  
ORADELL BORO BERGEN COUNTY NEW JERSEY

JOB NUMBER: 06000931G	DATE: MARCH 14, 2007
SCALE: 1" = 100'	LATEST REVISION:
INDEX NUMBER: HA021301	DESIGN BY: J.J.C.
SHEET NUMBER: <b>1 of 4</b>	








  
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**SIGN INVENTORY**
  
 FOR
   
**KINDERKAMACK CORRIDOR STUDY**
  
**KINDERKAMACK ROAD BETWEEN ORADELL AVENUE AND CENTER STREET**
  
 ORADELL BORO BERGEN COUNTY NEW JERSEY

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SHEET NUMBER: <b>4 of 4</b>	

**PICTURE 1: NO STOPPING OR STANDING SIGN**



PICTURE 2: NO STOPPING OR STANDING SIGN



**PICTURE 3: MUTCD VEHICULAR TRAFFIC FIRE TRUCK SIGN**

**W11 – 8: Yellow**



**W11 – 8: Fluorescent Green**



# **Intersection Analysis**



## **INTERSECTION ANALYSIS**

The analysis of the Kinderkamack Corridor in Oradell Borough was conducted using Synchro, a traffic analysis and simulation program. The analysis in this corridor focused on the intersection of Kinderkamack Road and Oradell Avenue, a semi-actuated uncoordinated signal. Currently, the intersection consists of two lanes at each approach, with eastbound and westbound left turns permitted and protected and a total cycle length of ninety seconds (90s). Analysis of this intersection was conducted during the AM (7:30AM – 8:30AM) and PM (5:00PM – 6:00PM) Peak Hour.

Analysis of the existing intersection lane configuration, signal timing and phasing shows a Level of Service (LOS) “C” during the AM Peak Hour and “D” during the PM Peak Hour. In the morning, the westbound left-turning movements performed at the most efficient LOS (B/17.5), while the westbound through movements performed at the lowest LOS (C/31.0). In the PM Peak Hour, the eastbound left-turning movements perform at the highest LOS, while the southbound through movements LOS decrease from “C” with 23.0 seconds of delay per vehicle (seconds/vehicle) to LOS “E” and 57.5 seconds/vehicle. The large disparity in LOS is caused by the significant increase in southbound traffic during the PM Peak Hour. Although there are only sixty-one additional through movements during the PM Peak Hour, the southbound right-turning movements increased by 101 vehicles. This increase combined with the existing 142 left-turning movements’, results in increased delay for through movements.

In order to combat the increase in delay, several different scenarios were prepared. By varying lane configuration, signal timing and phasing, a series of nine scenarios were proposed and analyzed to determine their affect on the intersection Level of Service. The cycle length of ninety seconds was maintained throughout the study as the basis for comparison.

### **Existing Geometry, Phasing and Timing**

This scenario was used as the basis for comparing the alternatives to be investigated. Under existing conditions, the eastbound and westbound approaches have dedicated left turn lanes and operate with permitted/protected phasing.

Overall, intersection LOS is a “C” during the AM Peak Hour, with a 26.5 seconds/vehicle decrease in delay; while the LOS and delay during the PM Peak hour is a LOS “D” and delay of 40.8 seconds/vehicle.

### **Scenario 1: Eastbound Left-Turn Permitted/Protected Phase no Westbound**

In this scenario, the westbound left-turn permitted/protected phase was eliminated, leaving just the eastbound left-turn permitted/protected phase. This phase was eliminated due to the low hourly volumes produced by the movement; contributing only 10% of the traffic in the AM and 12% of the traffic in the PM. Also, the signal timing was altered, giving an extra second of green time to the north/south movements to help alleviate delay for these approaches.

Overall, intersection LOS remained “C” during the AM Peak Hour, with a 6.4 seconds/vehicle decrease in delay; while the LOS and delay both improved during the PM, with LOS “C” and a decrease in delay of 8.7 seconds/vehicle.

## **Scenario 2: Westbound Left-Turn Permitted/Protected Phase no Eastbound**

In this scenario, the eastbound left-turn permitted/protected phase was eliminated, leaving just the westbound left-turn permitted/protected phase.

Overall, intersection LOS remained “C” during the AM Peak Hour, with a 44 seconds/vehicle decrease in delay; while the LOS and delay both improved during the PM, with LOS “C” and a decrease in delay of 6.7 seconds/vehicle.

## **Scenario 3: Eastbound & Southbound Left-Turn Permitted/Protected Phases**

In this scenario, the westbound permitted/protected phase was substituted with the southbound permitted/protected phase in order to accommodate the two approaches with the highest volumes. The southbound permitted/protected phase was reduced to seven seconds and the eastbound permitted/protected phase reduced to six seconds. The signal timing was also adjusted slightly, giving north/south movements an additional four seconds.

The results of the analysis show that the elimination of green time from the northbound approach to supplement a southbound left turn permitted/protected phase is not a viable option. The northbound LOS decreases from “C” to “F” and the delay increases by almost 70 seconds during the PM Peak Hour. The remaining intersection movements LOS and delay did alter in the positive and negative direction, but not as significantly as the northbound left approach.

## **Scenario 4: Southbound Left-Turn Permitted/Protected Phase**

The existing eastbound and westbound permitted/protected phases were eliminated in this scenario and a southbound left-turn permitted/protected phase was added to accommodate the approach with the highest volume of vehicles. The southbound left-turn movement was provided with an eight second protected phase within an increased southbound phase of fifty-two seconds. The eastbound and westbound phases were decreased to thirty-eight seconds with the elimination of the protected phases.

The addition of the southbound protected phase and increased timing significantly improved the efficiency of the southbound movements, improving LOS in the AM from “C” to “B” with a decrease of delay of nearly thirteen seconds per vehicle. In the PM, LOS improved again, from “D” to “C”, and a delay decrease from 45.2 seconds/vehicle to 28.1 seconds/vehicle. The eastbound approach decreased in LOS from “C” to “D” in the AM, however in the PM the LOS increased from “E” to “D”. The westbound approach operates better in both peak hours.

## **Scenario 5: Eastbound, Northbound & Southbound Left-Turn Permitted/Protected Phases**

In this scenario, northbound and southbound permitted/protected phases were added to the eastbound permitted/protected phase.

The results of the analysis show that the addition of a northbound and southbound permitted/protected phase in conjunction with an eastbound permitted protected phase does not allow enough green time for the through movements. As a result, there are movements which heavily degrade in LOS.

## **Scenario 6: Northbound & Southbound Left-Turn Permitted/Protected Phases**

In this scenario, the eastbound permitted/protected phase was eliminated and northbound and southbound permitted/protected phases were added.

The results of the analysis show that the addition of a northbound and southbound permitted/protected phase and the elimination of the eastbound permitted/protected phase operate efficiently in the AM, but in the PM the northbound through and southbound left operate with LOS "E". Also, in both peak hours the overall LOS decreases.

## **Scenario 7: Permitted/Protected Phases for all Approaches**

In this scenario, each approach was given an exclusive left turn lane and a permitted/protected phase.

The results of the analysis show that if permitted/protected phases were utilized at each approach, the intersection would operate inefficiently. Almost every movement degrade in LOS and delay increases.

## **Scenario 8: No Permitted/Protected Phases**

The final scenario proposed is the simplest approach. Each approach was given the same lane configuration; and all permitted/protected phases were eliminated to judge which approach might be in need of increased timing. The results of this analysis showed the highest intersection efficiency during both the AM and PM Peak Hour. All the intersection movements showed improvement from the existing.

The intersection LOS during the AM Peak Hour improved to "B" with a delay of 20.8 seconds/vehicle; and during the PM peak Hour an improvement of 12.7 seconds/vehicle and a LOS of "C".

The results of the analysis show that the most efficient intersection LOS occurs during **Scenario 8**. The level of service is acceptable for all movements and the approach delay per vehicle is significantly lower with the elimination of all permitted/protected phases.

In certain scenarios, the permitted/protected phases were altered to split phases, to see if that could improve the level of service. It was thought that the split phases would permit the left-turn and through movements to perform at higher levels of service in the same phase. However, the addition of split phasing only decreased intersection LOS, as well as individual movements. The split phasing increased the cycle length, which ultimately increases the time a vehicle is delayed. The results of the split phasing show that the cycle length at the intersection of Oradell Avenue and Kinderkamack Road is extremely vital to the intersection LOS.

The following table shows the Level of Service and Delay for each scenario as compared to the existing LOS.

AM SCENARIOS		Existing	1	2	3	4	5	6	7	8
Oradell Avenue	EB L	C/26.4	C/21.3	-	C/30.2	-	C/25.0	-	D/35.8	-
	EB T	C/28.9	C/22.7	D/35.3	C/26.6	D/36.4	C/25.2	D/42.9	C/31.5	C/28.4
	WB L	B/15.2	-	B/15.6	-	-	-	-	B/16.7	-
	WB T	D/43.1	C/31.3	C/25.0	C/31.4	C/26.4	C/32.8	C/29.4	D/45.8	C/21.7
Kinderkamack Road	NB L	-	-	-	-	-	C/29.6	B/13.9	C/33.4	-
	NB T	C/25.9	C/20.8	C/22.0	C/31.2	C/22.3	E/70.4	D/35.1	F/109.2	B/16.7
	SB L	-	-	-	C/23.6	B/18.9	E/63.1	C/26.1	E/73.5	-
	SB T	C/29.1	C/22.8	C/24.2	B/19.7	B/16.7	C/34.2	C/23.4	D/45.3	B/18.0
<b>Intersection</b>		<b>C/30.4</b>	<b>C/24.0</b>	<b>C/26.0</b>	<b>C/27.5</b>	<b>C/25.0</b>	<b>D/42.2</b>	<b>C/31.9</b>	<b>E/58.8</b>	<b>B/20.8</b>

PM SCENARIOS		Existing	1	2	3	4	5	6	7	8
Oradell Avenue	EB L	C/26.2	C/21.7	-	C/21.7	-	C/26.7	-	D/41.3	-
	EB T	E/59.7	D/36.3	D/46.1	D/36.3	D/41.5	D/46.0	D/49.2	F/95.1	C/29.4
	WB L	C/23.6	-	B/19.7	-	-	-	-	C/33.1	-
	WB T	C/34.7	C/30.9	C/23.6	C/30.9	C/25.0	D/41.0	C/27.2	D/50.3	B/19.8
Kinderkamack Road	NB L	-	-	-	-	-	C/32.7	C/22.0	D/51.3	-
	NB T	C/26.1	C/23.6	C/23.5	F/95.7	C/32.0	E/76.5	E/57.8	F/81.9	C/22.5
	SB L	-	-	-	D/41.3	C/24.7	F/140.9	E/78.4	F/116.2	-
	SB T	D/45.2	C/37.0	D/37.1	C/33.9	C/28.1	D/52.3	D/43.1	D/54.8	C/34.2
<b>Intersection</b>		<b>D/40.2</b>	<b>C/31.5</b>	<b>C/33.5</b>	<b>D/50.3</b>	<b>C/31.2</b>	<b>E/58.0</b>	<b>D/46.9</b>	<b>E/71.1</b>	<b>C/27.5</b>

Similar outcome was found during the analysis of the intersection with the inclusion of the all pedestrian phase during the PM Peak Hour. In order to accommodate the pedestrian traffic and improve pedestrian flow in the corridor, the County has instituted an all pedestrian phase at this intersection during the PM peak hour. The all pedestrian phase of twenty-five seconds was added to the cycle length (seven seconds of walk time, fifteen seconds of clearance time, two seconds of yellow time and one second of red time). However, the intersection LOS and delay were severely affected, resulting in several failing movements and delays of over 100 seconds/vehicle. In conclusion, the intersection which degraded the least with the inclusion of the all pedestrian phase was **Scenario 8**.

# **Speed Study**



## SPEED STUDY

The Kinderkamack Corridor in Oradell Borough was reported to have speeding concerns along Kinderkamack Road between the signalized intersections of New Milford Avenue and Ridgewood Avenue. Citizens within the corridor stated that motorists traveling along Kinderkamack, specifically in the northbound direction, increase speeds in this section of the corridor due to a series of free movement intersections. Although New Milford Avenue is signalized, the semi-actuated nature of the signal permits north/south vehicles to perform movements uninhibited until there is a traffic presence on New Milford Ave, which may leave a green time of up to sixty-seven seconds of a ninety second cycle-length. Combined with the nearest adjacent intersection on Kinderkamack Road being located approximately 2,600 feet to the south at Midland Avenue, motorists traveling northbound have potentially one half mile of uninhibited traffic flow when approaching New Milford Avenue. Due to the amount of time and distance motorists have to travel, vehicle speeds may increase as they approach the intersection of New Milford to speeds that could be dangerous. Due to the roadway geometry, the presence of an S-Curve between the intersections of New Milford Avenue and Brookside Avenue, vehicle speeds in this section must be compared relative to the radii of the curves present.

In order to clarify the concerns of the residents along the Kinderkamack Corridor, a speed study must be conducted in the area. Three Automatic Traffic Recorder's (ATR's) were placed along Kinderkamack Road from Thursday, February 22<sup>nd</sup>, 2007 to Wednesday, February 28<sup>th</sup>, 2007. These ATR's were placed strategically along the corridor to gain speed data at various points of Kinderkamack Road and analyze the mean speed and 85<sup>th</sup> percentile speed as compared to the posted speed limit. Within the corridor, the posted speed limit is 35 MPH. In most cases, the posted speed limit is established using the 85<sup>th</sup> percentile rule, which states the speed limit for a roadway can be determined using the 85<sup>th</sup> percentile speed, or the speed which separates the bottom 85% of vehicle speeds from the top 15% of vehicles. The theory reflects the behavior of the majority of motorists, meaning that the 85<sup>th</sup> percentile speed usually represents the natural flow of traffic. The mean speed is the average speed at which vehicles travel along the corridor.

The results of the ATR data show that the 85<sup>th</sup> percentile speed while traveling northbound on Kinderkamack Road at High Street, located 300 feet south of New Milford Avenue, is 39 MPH, which is four miles per hour (MPH) higher than the posted speed limit. Also, the data shows that only 4.3% of motorists traveling on Kinderkamack Road travel at speeds higher than 55 MPH. The mean speed at this ATR was determined to be 36 MPH. Contrasting results were found for traffic traveling southbound, where the 85<sup>th</sup> percentile speed was determined to be 43 MPH, eight (8) MPH greater than the speed limit. The mean speed was determined to be approximately 39 MPH, which is also higher than the posted speed limit. However, only 4.9% of motorists were traveling at speeds greater than 55 MPH, similar to that of the northbound traffic.

The second ATR recorded data on Kinderkamack at Elizabeth Avenue, 550 feet after New Milford, found data that mirrored that of High Street. The data found the 85<sup>th</sup> percentile speed of southbound traffic to equal 38 MPH, with 4.5% of vehicles traveling at 55 MPH or greater. The mean speed in the area was determined to be 35 MPH. Northbound traffic had an 85<sup>th</sup> percentile speed of 44MPH, with a mean speed of 39 MPH. Although the mean speed and 85<sup>th</sup> percentile

speed was greater in the northbound direction, vehicles traveling above 55 MPH was lower in this direction, with only 3.7% of vehicles.

<b>Speed Study Results</b>				
<b>Kinderkamack Road and High Street</b>				
<b>Direction</b>	<b>Speed Limit</b>	<b>Mean</b>	<b>85th</b>	<b>&gt; 55 MPH</b>
<b>NB</b>	35	36	39	4.30%
<b>SB</b>	35	39	43	4.90%
<b>Kinderkamack Road and Elizabeth Street</b>				
<b>Direction</b>	<b>Speed Limit</b>	<b>Mean</b>	<b>85th</b>	<b>&gt; 55 MPH</b>
<b>NB</b>	35	39	44	3.70%
<b>SB</b>	35	35	38	4.50%

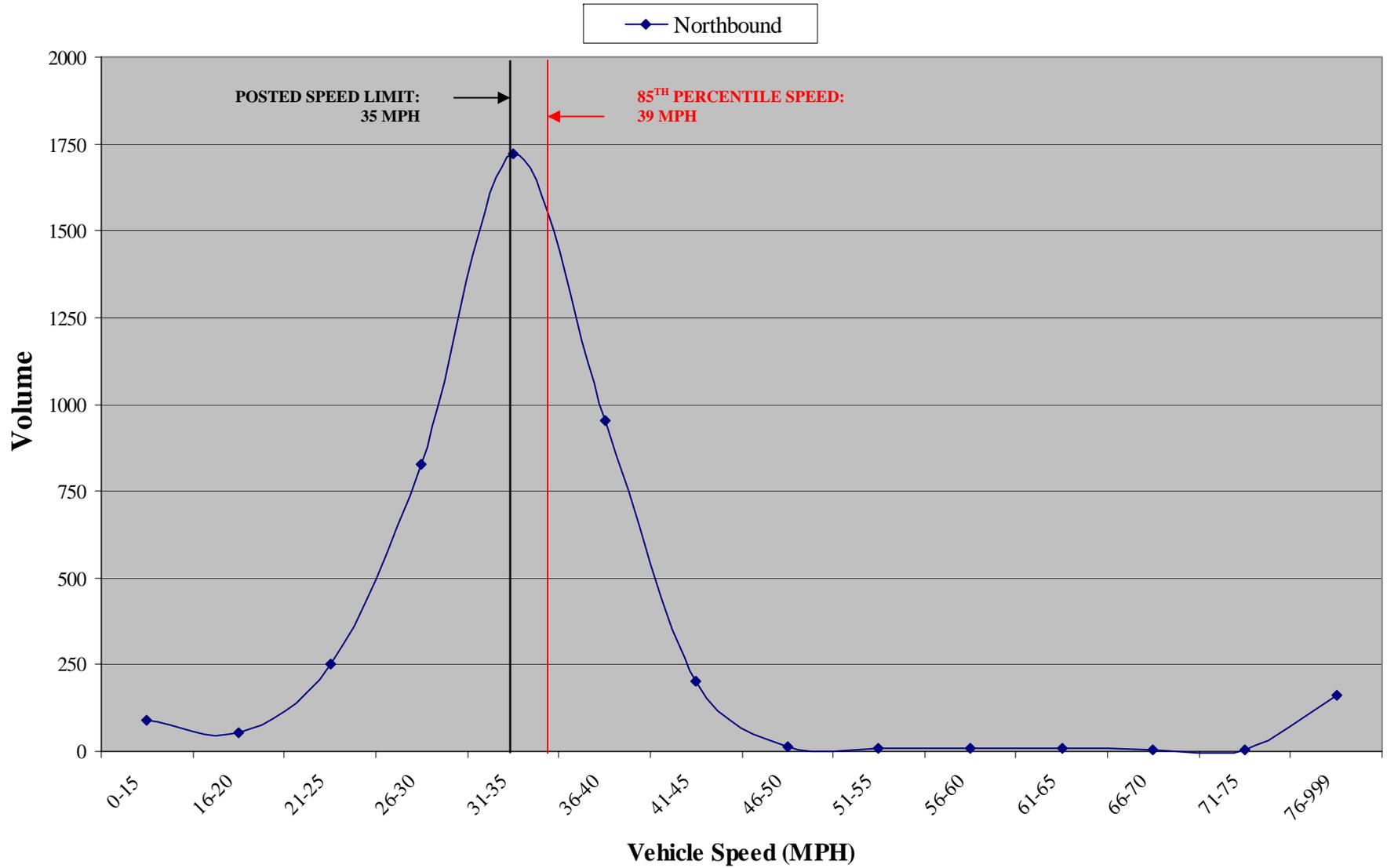
The results of the study show that traffic is moving at higher speeds to the south of the intersection with New Milford Avenue for southbound traffic, and north of the intersection of New Milford Avenue for northbound traffic. Examining the southbound traffic, the mean speed increased from 35 MPH to 39 MPH, and the 85<sup>th</sup> percentile speed increased from 38 MPH to 43 MPH. Northbound traffic was the opposite, which increased mean speeds and 85<sup>th</sup> percentile speeds north of the intersection. However, in neither case, the percentage of vehicles traveling over 55 MPH was not greater than 5% and the 85<sup>th</sup> percentile speed did not exceed 45 MPH. In certain cases, the 85<sup>th</sup> percentile speed can be as high as eight to twelve MPH higher than the posted speed limit. In the case of Kinderkamack Road, the data results reveal that the 85<sup>th</sup> percentile is no greater than nine MPH greater than the posted speed limit. This means that the speed limit and traffic flow in the area is safe, with the majority of vehicles maintaining the proper speed while traveling along the Kinderkamack Corridor and the speeding concerns are not justified in this case. However, the speed concerns could be caused by the curve which exists between High Street and Elizabeth Street.

Roadway geometry is a very important factor when determining the speed limit along a roadway, specifically when the driver must negotiate turns. The alignment of the roadway during the turn will determine the speed at which a driver can safely negotiate the turn. The **New Jersey Department of Transportation Roadway Design Manual** outlines the standard minimum curvature for low and high speed urban/suburban roadways. For the purpose of this analysis, Kinderkamack Road will be classified as a low speed urban highway with a design speed of 40 MPH (5 MPH more than the posted speed limit). The manual states that a turning radii of at least 450 feet is required for Kinderkamack Road. Examining the intersection of Kinderkamack Road and New Milford Avenue, the centerline turning radius is 464 feet, above the required minimum. Therefore, it can be determined that Kinderkamack Road is in compliance with the required turning radii and speed limit within the study area.

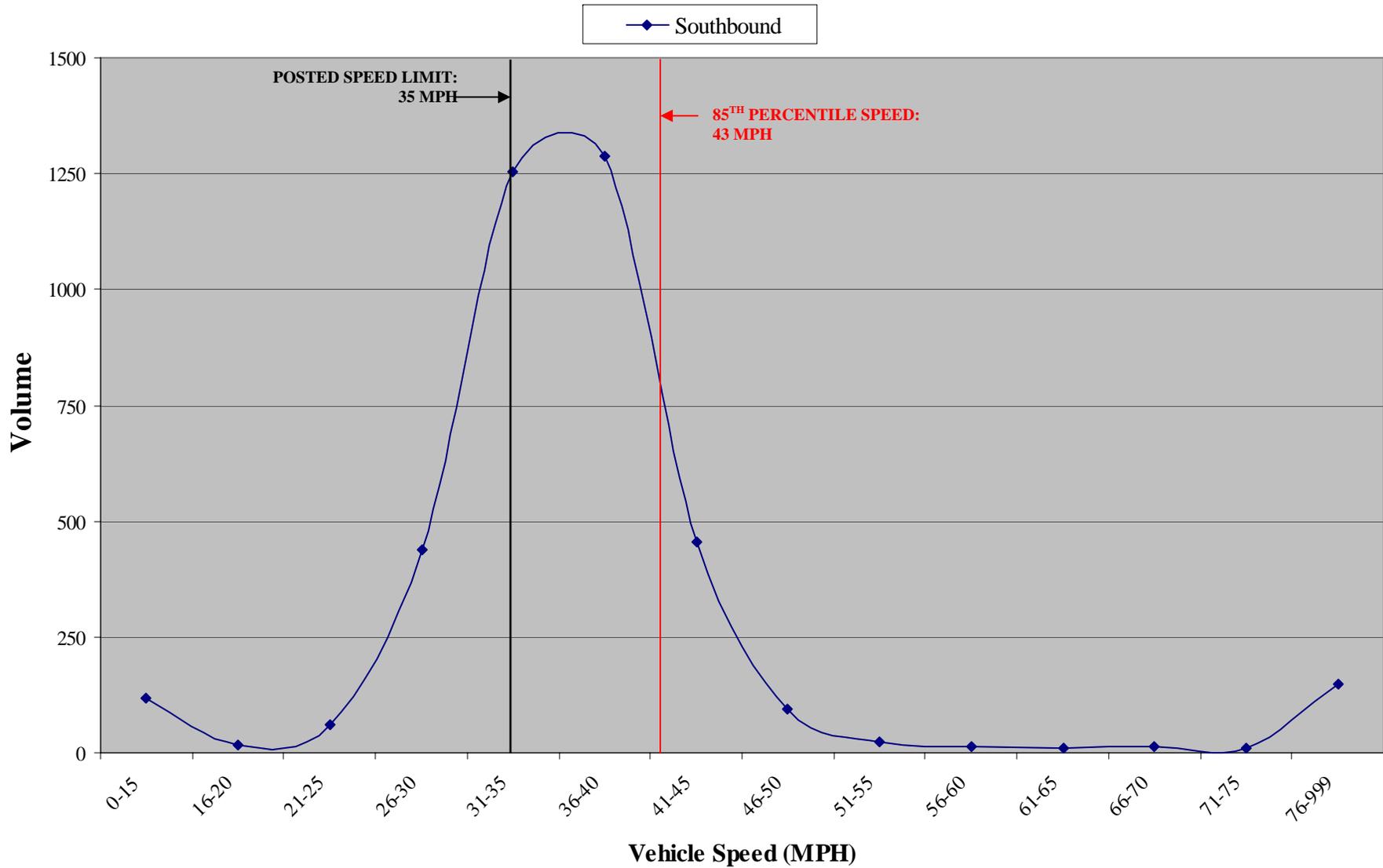
In summation, the concerns for speeding within the Kinderkamack Corridor at New Milford Avenue are most likely caused by the four to five percent of drivers whom are traveling at speeds

well above the 35 MPH speed limit. The majority of traffic which travels along Kinderkamack Road is traveling within the 85<sup>th</sup> percentile speed of 36 MPH to 44 MPH.

### Speed Study on Kinderkamack Road South of High Street



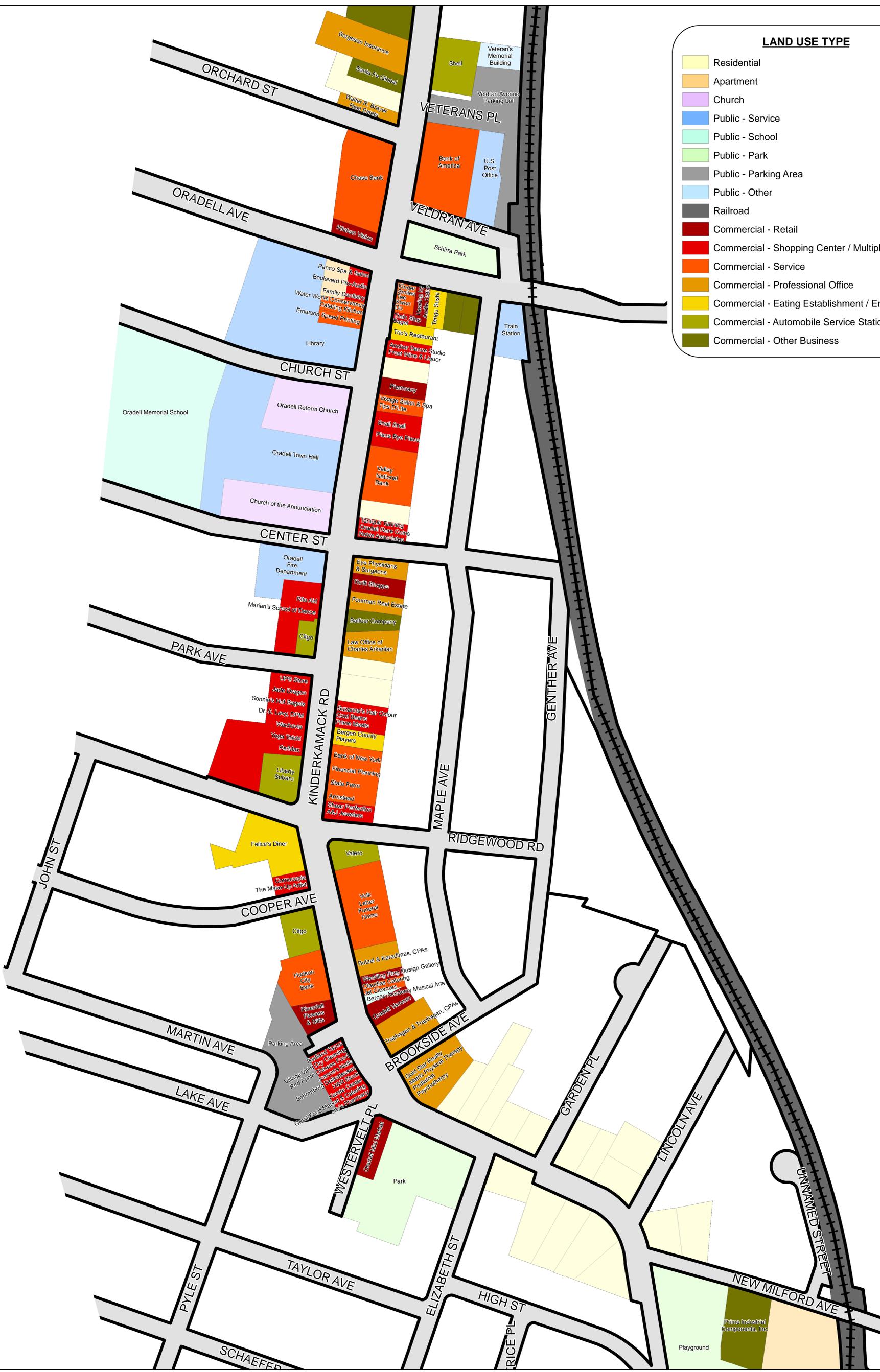
### Speed Study on Kinderkamack Road South of High Street



# **Land Use Map**

**LAND USE TYPE**

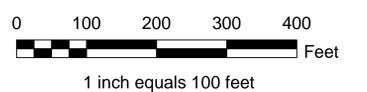
- Residential
- Apartment
- Church
- Public - Service
- Public - School
- Public - Park
- Public - Parking Area
- Public - Other
- Railroad
- Commercial - Retail
- Commercial - Shopping Center / Multiple Tenants
- Commercial - Service
- Commercial - Professional Office
- Commercial - Eating Establishment / Entertainment
- Commercial - Automobile Service Station
- Commercial - Other Business



**KINDERKAMACK ROAD STUDY - LAND USE**

**ORADELL BUSINESS DISTRICT**

BOROUGH OF ORADELL  
BERGEN COUNTY, NEW JERSEY



THIS MAP CONTAINS DATA FROM THE NJ DEP GIS DATABASE.  
THIS SECONDARY PRODUCT HAS NOT BEEN STATE OR COUNTY REVISED.

MARCH 1, 2007

\\NAS005\GIS\Drawings\County\Oradell\Borough\GIS\Map\KRS\KRS\_LandUse\_2007.dwg

**Meeting Agendas, PowerPoint  
Presentations and Meeting Notes**

# **Stakeholder Meeting**

**January 24, 2007**

**Agenda**  
**Stakeholder Meeting**  
**Designing Kinderkamack Road in Downtown Oradell**  
**January 24, 2007**

- 1. Welcome/Opening Remarks** – Farouk Ahmad, P.E., Director  
Department of Planning and Economic Development
  
- 2. Introduction of Project Team** - Farouk Ahmad, P.E.
  - Bergen County Regional Planning and Transportation Division
  - Maser Consulting P.A. & Subconsultants
  
- 3. Project Background/Previous Studies** – Donna Orbach, P.P., AICP Division  
Director, Regional Planning and Transportation Division
  
- 4. Project Overview and Goals** - Joseph J. Layton, P.P., AICP, Maser Consulting P.A.
  - Enhance Pedestrian Safety
  - Emphasize a Sense of Place
  - Traffic Control Enhancements
  - Maintain Vehicular Mobility
  - Study Area Limits
  
- 5. Public Involvement Program** – Joseph J. Layton, P.P., AICP
  - Web Site
  - Public Kickoff Meeting – February 7<sup>th</sup>
  - Charette and Open House
  - Post-Charette Public Feedback Meeting
  - Mayor and Council Meeting
  
- 6. Stakeholder Comments, Issues and Concerns**



KINDERKAMACK ROAD IN ORADELL  
STAKEHOLDER MEETING NOTES  
JANUARY 24, 2007  
By: Joseph J. Layton, P.P., AICP

1. A crosswalk is needed at Park Avenue. There is a bagel shop that attracts pedestrians; Bergen County Players is also at this location.
2. Traffic speeds up north of New Milford Avenue. Although the main business district is Ridgewood to Oradell the study should start at New Milford.
3. Speed should be reduced to 25 mph, not 35 as it is currently on Kinderkamack Road. Enforcement is a problem and signs alone will not reduce speed. Neck downs or other design features are suggested.
4. A crosswalk at Garden Place is recommended. There are 4 lanes on Kinderkamack in this area making it difficult to cross.
5. County Engineer suggested a 10' wide painted, striped island be tried on a trial basis to slow traffic. He can provide a picture of such an installation.
6. There is a problem with street lights not working. There are many areas of poor lighting. The area near Bergen County Players was mentioned. We should talk to the Public Works Director Mark Di Gennaro on the light issue.
7. Train stops in the middle of Oradell Avenue going north. Going south it clears the street.
8. Kinderkamack and Oradell Avenue - Most pedestrians are commuters. The pedestrian phase started recently is starting to back-up traffic. The pedestrian phase should be shorter.
9. Veldran Avenue – It should be left as is. It is good as a cut-through.
10. Police Chief – Rhymie Emanuel – The major issue he sees is the need for better street lighting. There also could be better signal timing. Does not see a need for drastic change.
11. Stop Bar at Ridgewood Avenue should be pulled back. Trucks have difficulty making turns.
12. Bikes – Do not use Kinderkamack Road so much. They do use Ridgewood and Oradell Avenues.
13. Bergen County Players – For their 75<sup>th</sup> Anniversary they want to install a brick sidewalk with names of donors.
14. Stephen Lax, NJ Transit Director of Bus Service Planning asked to be notified if bumpouts or anything else is proposed that could impact bus operations.

# **Public Kick-Off Meeting**

**February 7, 2007**

# **AGENDA**

## **Public Kick-Off Meeting**

### **Designing Kinderkamack Road in Downtown Oradell**

**February 7, 2007**

Welcome: Frederick T. LaMonica, Mayor Borough of Oradell

Opening Remarks, Overview of Study:

Farouk Ahmad, P.E., Director  
Bergen County Department of Planning  
And Economic Development

Introduction of Study Team and Public Comment Process:

Donna Orbach, P.P. AICP, Division Director  
Regional Planning and Transportation

Public Outreach Program:

Joseph J. Layton, P.P., AICP, Project Manager  
Maser Consulting P.A.

Purpose of Study and Study Elements:

Joseph J. Layton, P.P., AICP, Project Manager  
Maser Consulting P.A.

Public Comment:

**SIGN IN SHEET  
PUBLIC KICK-OFF MEETING  
DESIGNING KINDERKAMACK ROAD IN DOWNTOWN ORADELL  
February 7, 2007**

<b>NAME</b>	<b>ORGANIZATION</b>	<b>ADDRESS</b>	<b>PHONE NO. and/or EMAIL</b>
Linda VanValkenburgh		627 Ridgewood Oradell	(201) 599-2879 <a href="mailto:lindavanv39@yahoo.com">lindavanv39@yahoo.com</a>
Alice and Bob Dent		781 Soldier Hill Road	(201) 967-9758
Joe Polyniak		584 Iroquois Street	(201) 265-3939
Eileen Jones		392 Grant Avenue	(201) 265-9602
Paul Niehoff		14 Stonybrook Terrace	(973) 686-3619
Karen Shinevar		785 DeMarrais Place	(201) 967-5922 <a href="mailto:shinevar@ptonline.net">shinevar@ptonline.net</a>
Chris McVey	Bergen County Players	298 Kinderkamack Road	(201) 214-1395 <a href="mailto:christophermcv@aol.com">christophermcv@aol.com</a>
Lety LaForgia		696 Oradell	(201) 205-9069
R & G		301 Maple Avenue	(201) 483-8184
Chris Helms	Bergen County Planning Department	1 Bergen County Plaza Hackettstown	(201) 336-6443
Ken Aloisio	Bergen County Planning Department	1 Bergen County Plaza Hackettstown	(201) 336-6454
Martin Kruegel	Citizen	298 Genther Avenue	(201) 263-2673
R. Musano	Citizen	404 Prospect Ave.	(201) 599-2673
Louis Suarez	Citizen	122 Elizabeth St.	(201) 483-3130
Brad Peterman	Citizen	487 Prospect	(201) 261-3499
Ken Hoffman	Emerson Council	61 Emwood Drive	(201) 262-3283
Lou Lamatina	Mayor Borough of Emerson	1018 Soldier Hill Road	(201) 262-5025
Burt Goldstein		217 Beechwood Road	(973) 615-4005
Stephen Gellis	Oradell Resident	477 Prospect Avenue	<a href="mailto:eesgee07679@yahoo.com">eesgee07679@yahoo.com</a>
Andrew Rudman	Oradell Council	953 Cordes Court	<a href="mailto:arudman@esm-nv.com">arudman@esm-nv.com</a>

<b>NAME</b>	<b>ORGANIZATION</b>	<b>ADDRESS</b>	<b>PHONE NO. and/or EMAIL</b>
<b>Ivana Malec</b>	<b>Oradell</b>	<b>667 Orchard Street</b>	<b>(201) 261-8200</b> <a href="mailto:imalec@oradell.org">imalec@oradell.org</a>
<b>Wolfgang Albrecht, Jr.</b>	<b>Administrator Borough of Oradell</b>		<b>(201) 261-8101</b> <a href="mailto:walbrecht@oradell.org">walbrecht@oradell.org</a>
<b>Frederick T. LaMonica</b>	<b>Mayor Borough of Oradell</b>		<b>(201) 261-8200</b> <a href="mailto:imalec@oradell.org">imalec@oradell.org</a>
<b>Dianne Didio</b>	<b>Oradell Council</b>		<b>(201) 261-8200</b>
<b>Donno Alonso</b>	<b>Oradell Council</b>		<b>(201) 261-8200</b>
<b>Gary Schwinder</b>	<b>Emerson Resident</b>	<b>99 Linden Avenue Emerson</b>	<b>(201) 265-7281</b>
<b>Jeffrey Bischoft</b>	<b>Emerson Planning Board</b>	<b>86 Park Avenue Emerson</b>	<b>(201) 523-0121</b>

**Designing Kinderkamack Road  
in Downtown Oradell:  
A Collaborative Approach**

**Project Kick-Off Meeting**

**February 7, 2007**

**Presented by**

**Joseph J. Layton, P.P., AICP**

**Project Manager**

**Maser Consulting, PA**

# Project Team

- **County of Bergen, Department of Planning and Economic Development**
  - ◆ Farouk Ahmad, P.E., Director
    - ◆ Donna Orbach, P.P., AICP, Division Director, Regional Planning & Transportation
    - ◆ Christopher E. Helms, P.P., AICP, Assistant Division Director, Regional Planning & Transportation
    - ◆ Kenneth Aloisio, AICP, Regional Planning & Transportation
  
- **Borough of Oradell**

# Project Team (cont.)

## ■ Maser Consulting, P.A.

- ◆ Joseph J. Layton, P.P., AICP, Project Manager
- ◆ Sub-Consultants
  - ◆ Neglia Engineering Associates
  - ◆ Reichman Frankle, Inc.

## ■ Citizens of Oradell

# Public Outreach Program

- **Kick-Off Meeting - February 7, 2007**
  - ◆ Identify Issues and Concerns
- **Project Website**
- **Open House (TBD)**
  - ◆ Present a Series of Design Concepts that Address Community Concerns
  - ◆ Identify and Refine Potential Solutions
  - ◆ Formulate Conceptual Design Ideas

# Public Outreach Program (cont.)

## ■ Public Feedback Meeting (TBD)

- ◆ Review What the Public Has Told Us
- ◆ Discuss Conceptual Design Ideas

## ■ Mayor and Council Meeting (TBD)

- ◆ Presentation of Findings
- ◆ Recommended Course of Action

# Project Website

- Web Address: [www.kmackoradell.org](http://www.kmackoradell.org)

- [Email Comments](#)  
*Designing Kinderkamack Road*

- [Contact](#)  
*Downtown Oradell*

*Joseph J. Layton*  
*A Collaborative Approach*

**Maser Consulting Project Manager**

**908•238•0900**

[Project Specifics](#)

[The Collaborative](#)

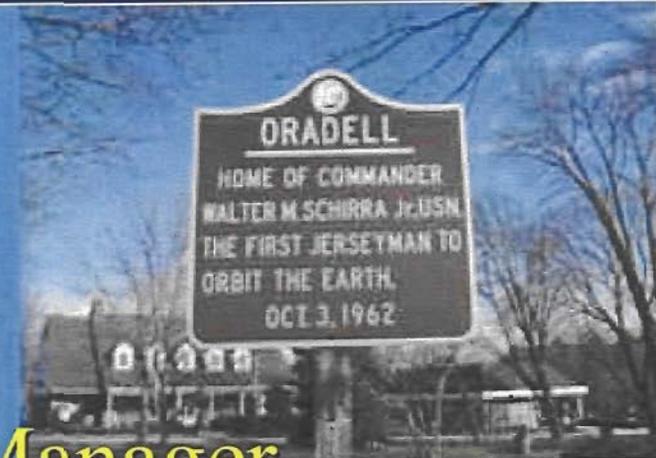
[Anticipated  
Milestones](#)

[Project Library](#)

[Press Center](#)

**Contact Us**

For information about the



**Public Kickoff Meeting**

**Wednesday, February 7, 2007 at 7:30 PM**

**Oradell Borough Hall, 355 Kinderkamack Road**

**Snow Date Feb. 28, Same Time and Place**

## ***Project Overview***

*Designing Kinderkamack Road in Downtown Oradell: A Collaborative Approach* is a design study of Kinderkamack Road in the downtown commercial district of Oradell. Commissioned by the Bergen County Department of Planning and Economic Development, the Oradell project is being conducted under the

# A Design Study...

- Design Solutions to Enhance:
  - ◆ Pedestrian Safety
  - ◆ Pedestrian, Bicycle & Vehicle Accessibility
  - ◆ A Sense of Place for Downtown Oradell
- While Maintaining:
  - ◆ Regional Accessibility
  - ◆ Traffic Flow
  - ◆ Ambiance of Downtown Oradell
- Project Limits

# What We Will Be Reviewing

- Roadway Features
  - ◆ Lane Configuration
  - ◆ On-Street Parking
  - ◆ Traffic Control Signs
- Traffic Signal Timing
- Vehicle Speeds
- Pedestrian Features/Issues
  - ◆ Crosswalk Locations
  - ◆ Sidewalk Inventory
  - ◆ Pedestrian Accident Locations



# User Destinations & Pedestrian Access Routes

- Train Station
- Bus Stops
- Library
- Post Office
- Schools
- Borough Hall
- Retail Establishments
- Bergen County Players



# Your Comments

- Pedestrian Issues
  - ◆ Safety
  - ◆ Walkability
- Bicycle Issues
  - ◆ Safety
  - ◆ Ease of Bicycling
  - ◆ Bicycle Amenities
- Vehicle Concerns
  - ◆ Speed
  - ◆ Roadway Conditions / Design
  - ◆ Traffic Congestion

Kinderkamack Road In Oradell  
Public Kick-Off Meeting Notes  
February 7, 2007  
By Nicholas Schaefer, P.E.  
and Marcia Schiffman, P.P., CLA, AICP

The following issues are modeled in the fashion of:

- Resident's concern
  - Possible solution/means to address concern

Speaker #1

- Wants to extend Study area North to Soldier Hill Road; concerned with new fitness center – Fitness First
  - Need to talk to County
- Poor alignment of Kinderkamack Road at Ridgewood Ave
  - Geometrical Analysis will be conducted
- NB and SB left turn advances on Kinderkamack at Ridgewood
  - New timing/phasing at signal will be investigated

Speaker #2

- Drivers do not even stop for crossing guards
  - Further public education & enforcement is needed
- Encourages all pedestrian phase
  - Model signal with all pedestrian phase
- Idea of pedestrian bridge over Kinderkamack
  - Explore feasibility
- Concerned with increasing speeds on Maple Avenue
  - Install ATR's to collect speed data

Speaker #3

- Need to install crosswalk at Park Avenue across Kinderkamack Road from Bergen County Players (210 seats) and Cool Beans – Kids and Seniors cross at Park Avenue
  - Need actual pedestrian counts to support crosswalk
  - Police assistance during show times.
- Lower speed limit
  - Install ATR's to collect speed data
- Mentioned adding Yield to PED's in Xwalk signs structurally secured in middle of road
  - Need to discuss with County
- Lighting issues
  - Need photometric analysis of lighting along Kinderkamack Road; conduct inventory of working lights

Speaker #4

- It's all about a lack of enforcement – a traffic safety cop should be hired
  - Discuss with Township
- Install VMS signs – Radar Speed Limit Sign
  - Investigate best locations to install sign

#### Speaker #5

- Left turn timings on Oradell at Kinderkamack need to be increased
  - New timing/phasing at signal will be investigated
- Installation of VMS
  - Investigate best locations to install sign
- NJ Transit buses take up too many spots when parked
  - Inventory bus stop locations

#### Speaker #6

- Concerned about traffic increasing on Prospect Avenue
  - Need to balance traffic flow with safety to ensure this doesn't occur
- Need better crossing safety
  - Will be addressed

#### Speaker #7

- Indicated too many signs along Kinderkamack Road – “Sign Pollution”
  - Sign Inventory will be conducted
- Concerned with County not permitting signs in crosswalks
  - Need to discuss with County
- Lighting Issues – especially in front of Borough Hall and Firehouse
  - Need photometric analysis of lighting along Kinderkamack Road; conduct inventory of working lights
- Concerns with crosswalk at Lake and Kinderkamack
  - Investigate timings for PED's to cross

#### Speaker #8

- Concerns with No Turn on red between 7 and 4 at Ridgewood Ave; feels that the sign is not enforceable until the Township adopts it into their Ordinance
  - Investigate enforcement of No Turn on Red sign

#### Speaker #9

- Install countdown timers for PED's
- Concerns with parking on Ridgewood
  - Parking inventory along Kinderkamack and adjacent side streets should be conducted
- Concern with lane drops at intersections; particularly on Kinderkamack traveling NB at Ridgewood
  - Investigate lane assignments and implement lane marking program
- Concerns with:
  - Midland Avenue and Forest Avenue
  - Midland Avenue and Pascack Avenue
  - Oradell Avenue and Forest Avenue

- Pascack Avenue and Forest Avenue
- Mentioned split phasing signalized intersections along Kinderkamack Road
  - New timing/phasing at signal will be investigated

Speaker #10

- Concerned with drop off/pick up for school
  - Need to coordinate with local schools
- Parking – On Street vs. Off Street
  - Parking study along Kinderkamack and adjacent side streets should be conducted

Speaker #11 – Mayor of Emerson

- Endorses crosswalk at Church Street

Speaker #12

- Install left turn signals on Kinderkamack at Ridgewood
  - Capacity analysis will be conducted to ensure most efficient operations
- Left turn out of Veldran Avenue heading eastbound on Oradell
  - Investigate installation of No Left Turn Sign

Other concerns include:

- Installation of more crosswalks
- Limit expansion/widening
- Brookside Avenue/Kinderkamack Road: Location of NJ Transit parking lot and retail shops make it difficult to cross.
- Encourage “walkability” of town.
- Maple Avenue: Need for reflective cross-walks
- Bus stop locations take up parking spaces
- Crosswalk at Church Street needed
- Are pedestrian yield signs permitted in middle of County Road?

Possible Solutions and Ideas

- Installation of Overhead Street Name signs on mastarms
- Installation of Pedestrian Countdown Timers
- Installation of Fluorescent Green Pedestrian and School Crossing signs
- Lighted Crosswalks and other innovative pedestrian safety improvements
- Public Outreach Education Program – Flyers/Brochures/Mailers
- Parking Delineation Paint Markings
- 10’ Wide Striped Median for Kinderkamack Road
- Traffic Calming Measures
- Gateway identity needed

# **Public Follow-Up Meeting**

**May 16, 2007**

## **Public Follow-Up Meeting**

### **Designing Kinderkamack Road in Downtown Oradell**

**May 16, 2007**

#### **AGENDA**

- Welcome: Mayor Frederick T. LaMonica
- Introduction: Farouk Ahmad, Director  
Bergen County Department of Planning  
And Economic Development
- Project  
Overview: Joseph J. Layton, P.P., AICP, Project Manager  
Maser Consulting P.A.
- Traffic  
Design: Maurice Rached P.E., PTOE, Traffic Engineer  
Maser Consulting P.A.
- Lighting  
and Aesthetics: Gus DeBlasio, Landscape Architect  
Maser Consulting P.A.
- Public Comment

**SIGN IN SHEET  
PUBLIC FOLLOW-UP MEETING  
DESIGNING KINDERKAMACK ROAD IN DOWNTOWN ORADELL  
May 16, 2007**

<b>NAME</b>	<b>ORGANIZATION</b>	<b>ADDRESS</b>	<b>PHONE NO. and/or EMAIL</b>
Debbie Basile	Environ Comm.	Neill Court	
Joe Polyniak		Iroquois Street	201-265-3939
Sonja Hanlon	Environ Comm.	Phyllis Lane	
Mary Di Gilio		Park Avenue	
Robert Cappiello		Garden Place	201-261-4319
James Paulovich		179 Kinderkamack Road	201-261-0358
Fred Lamonica	Mayor		201-261-4121
R. DeSilva	Liberty Subaru	138 & 66 Kinderkamack Road	201-261-0900
Dianne Didio	Councilwoman	416 Oradell Ave., Oradell	201-261-7604
Donna Alonso	Councilwoman	79 Elizabeth St.	201-599-8160
S. Croce		106 Wanaroka	201-265-1872
Andrew Rudman	Council	953 Cordes	201-262-3373
Ted Semegran	Bicycle Touring Club of North Jersey	160 Beacon St., Haworth, NJ	201-307-0136
Lou Lamatina	Mayor (Emerson)	1018 Soldier Hill Rd., Emerson	201-291-1122 LLAMATINA@aol.com
Larry & Lorraine Berger		83 Wananda Avenue	201-261-6135
Patricia MacRae		96 Deerfield Court	201-576-9025 phmacrae@yahoo.com
Dennis Wy		840 Woodland Drive	201-265-1796
Louis Suarez	American Legion	122 Elizabeth Street	201-483-3130
Susan Hast		655 Lotus Avenue	
Jeff Smith		650 Lotus Avenue	201-986-1569



**Thinking  
Together**

*Oradell*

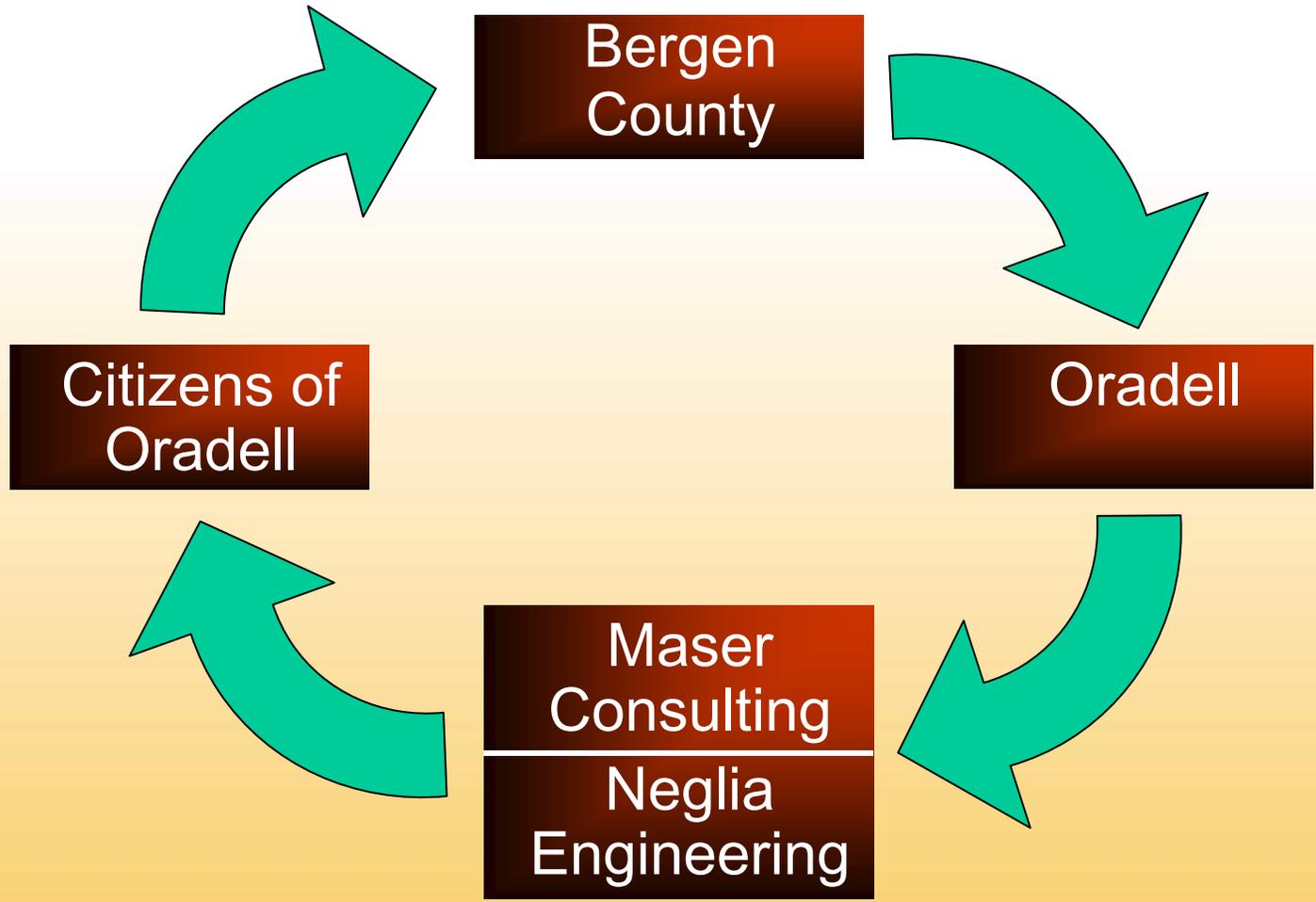
*Designing Kinderkamack  
Road in Downtown Oradell:  
A Collaborative Approach*

*Public Follow-up Meeting - May 16, 2007*



# Project Team

Oradell





# *The County Team*

*Oradell*



## Bergen County

Farouk Ahmad, P.E.,  
Director, Department of  
Planning and Economic  
Development

Donna Orbach, P.P.,  
AICP, Division Director,  
Regional Planning &  
Transportation

Christopher E. Helms,  
P.P., AICP, Assistant  
Division Director, Regional  
Planning & Transportation

Kenneth Aloisio, AICP,  
Regional Planning &  
Transportation

Oradell  
Borough

Citizens of  
Oradell

Maser Consulting  
Joseph Layton, P.P., AICP

Neglia Engineering

Reichman Frankle, Inc.



## *Project Objectives*

*Oradell*



- Improve Pedestrian safety
- Manage Vehicular Mobility
- Showcase Local Identity
- Create a Sense of Place
- Enhance Aesthetics
- Support Retail and Cultural Activities
- Improve Quality of Life



## *Project Approach*

*Orndell*

- Collaboration
- Outreach
- Analysis
- Innovation
- Consensus





## *Public Outreach Program*

*Oradell*

- Kick-Off Meeting – Feb 7, 2007
  - Identified Issues and Concerns
  - Suggested Possible Solutions
- Project Web Site  
[www.Kmackoradell.org](http://www.Kmackoradell.org)
- Newsletter – May 1, 2007





## *Public Follow-Up Meeting (tonight)*

*Oradell*

- Review Public Input
- Present and Discuss Conceptual Design Ideas





## *Mayor and Council Meeting (TBD)*

*Orndell*

- Present Findings
- Recommend Course of Action







## *Concerns & Issues Raised*

*Oradell*

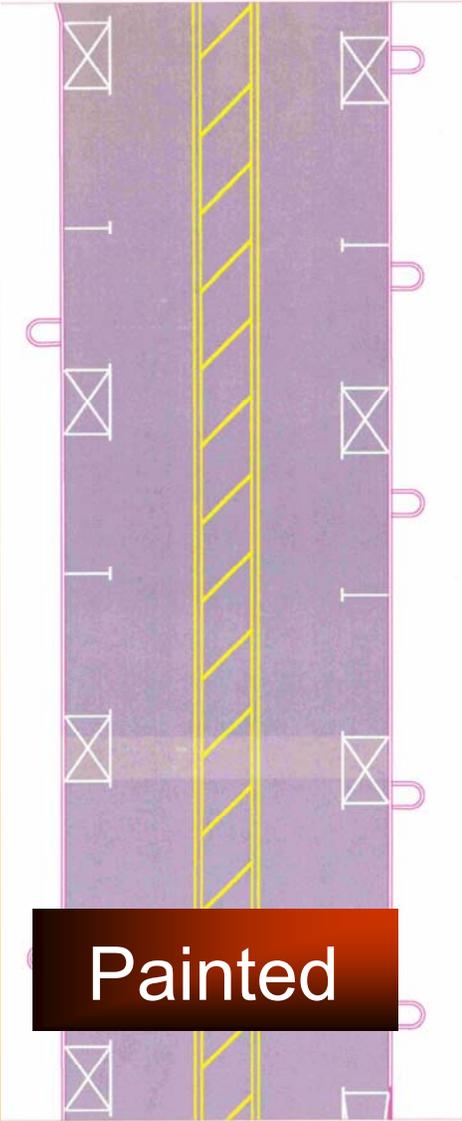


- Speeding
- Pedestrian Safety
- More Pedestrian Crosswalks Needed
- Traffic Signal Timing
- Left-Turn Conflicts
- Inadequate Street Lighting
- Sign Pollution
- Train Operations
- Cut-through Traffic Concerns

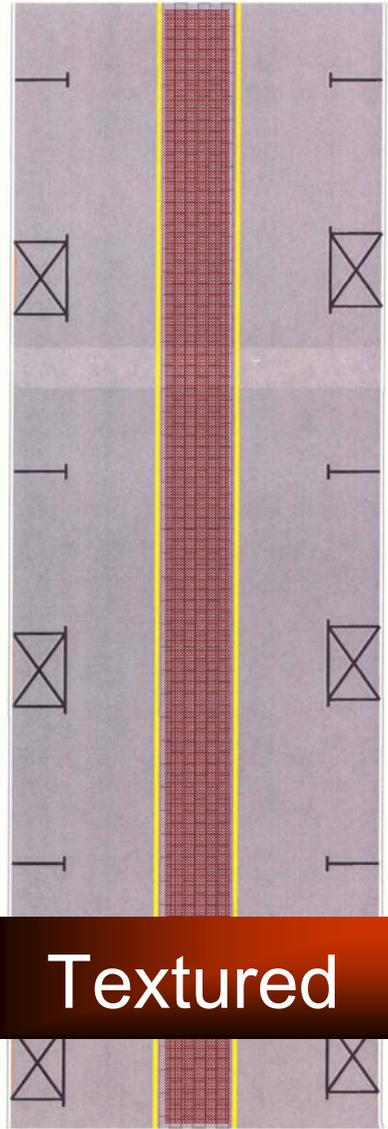


# Median Treatment

*Oradell*



Painted



Textured



## *Raised Median*

*Oradell*





# Crosswalk Treatment

*Oradell*



Textured



Lighted



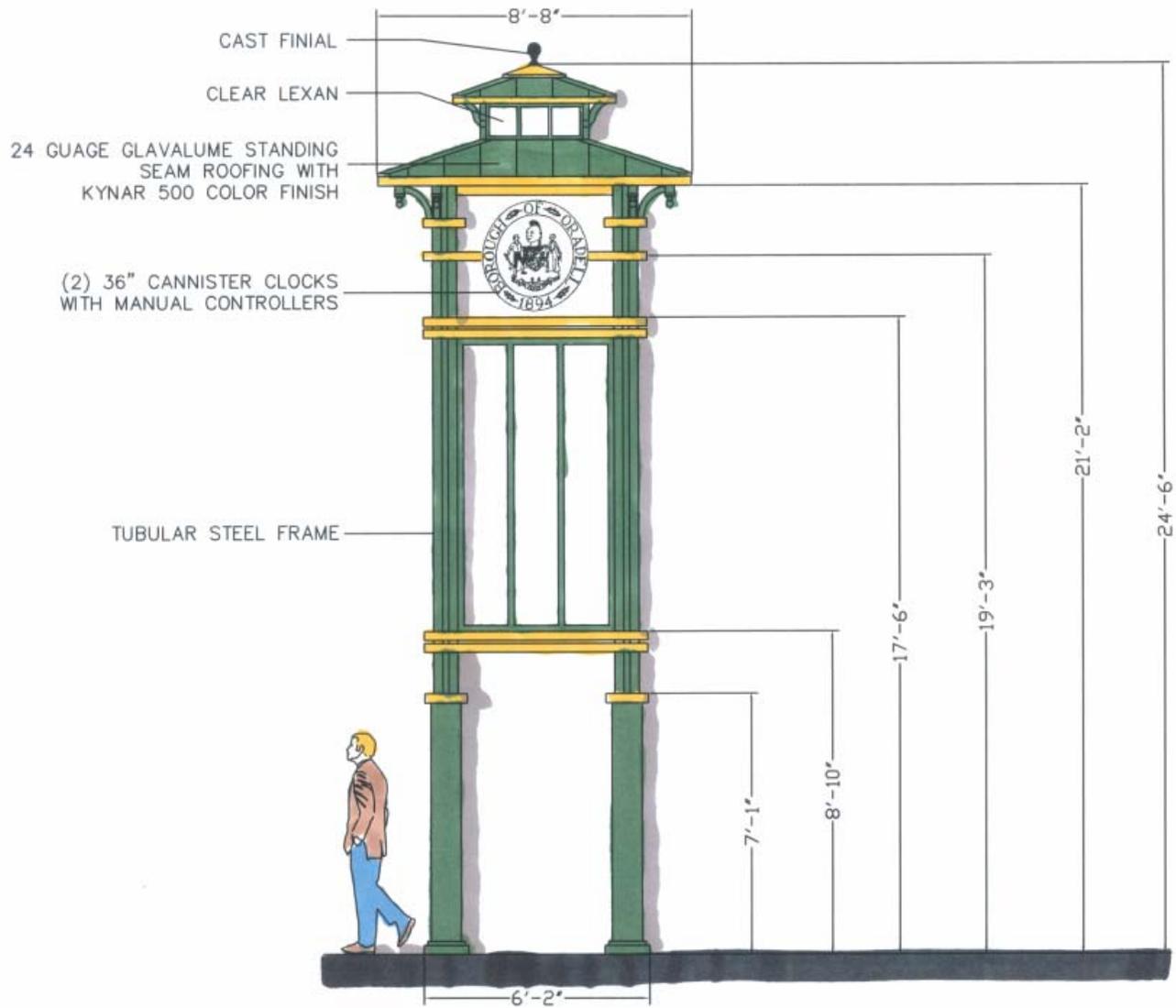
Pedestrian  
Countdown



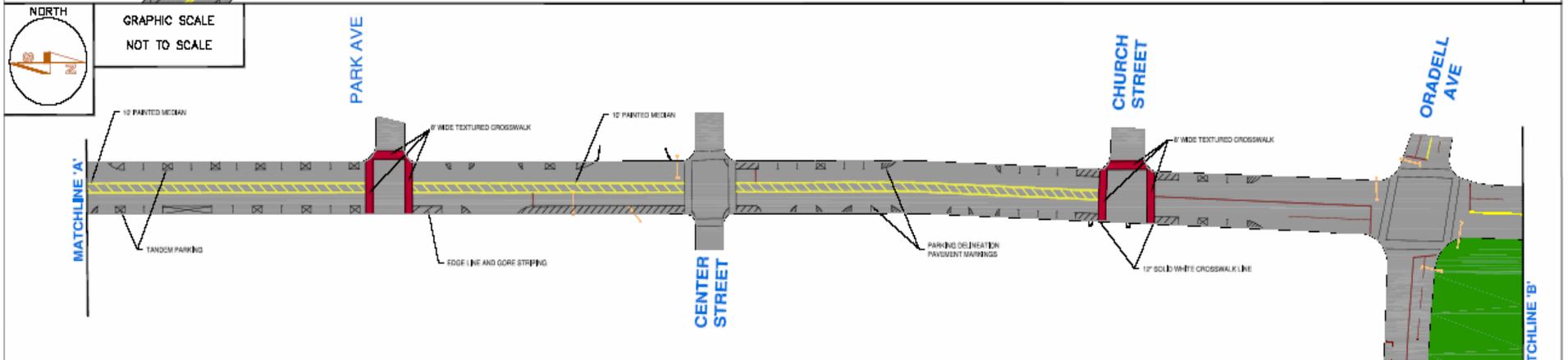
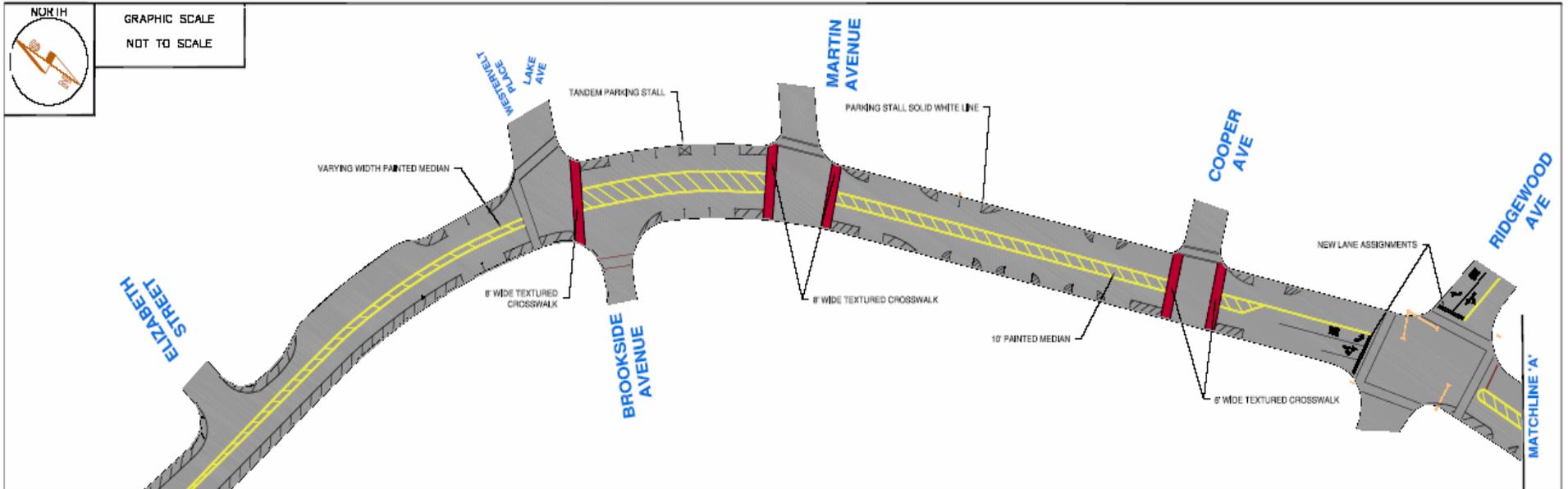


# Gateway

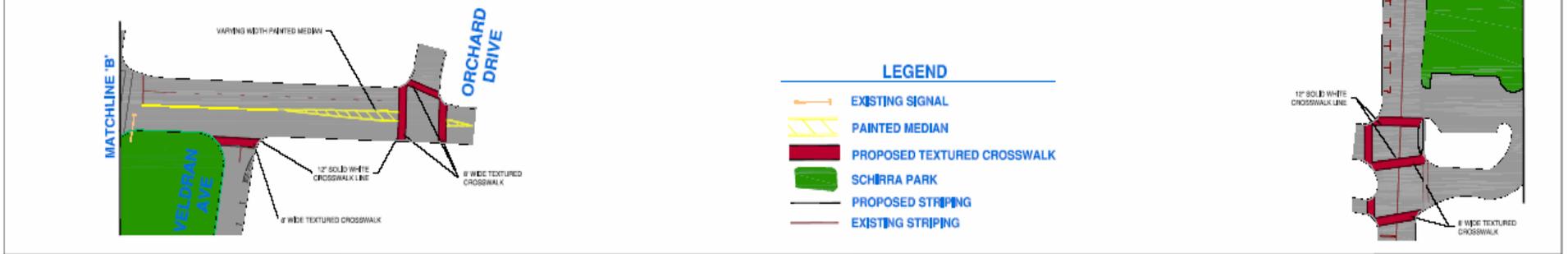
*Orndell*



# KINDERKAMACK CORRIDOR



## KINDERKAMACK & ORCHARD DRIVE/VELDRAN AVE



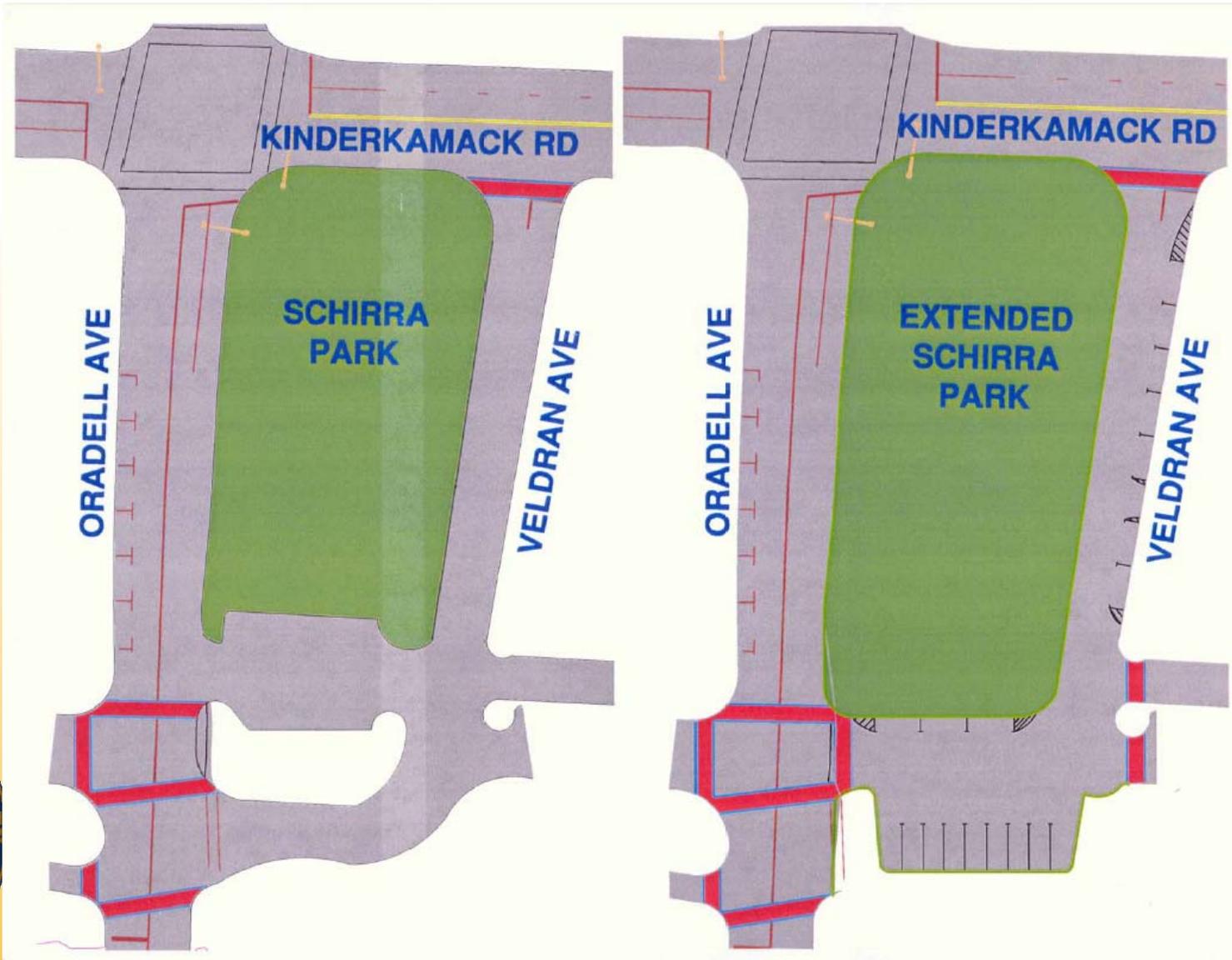
### LEGEND

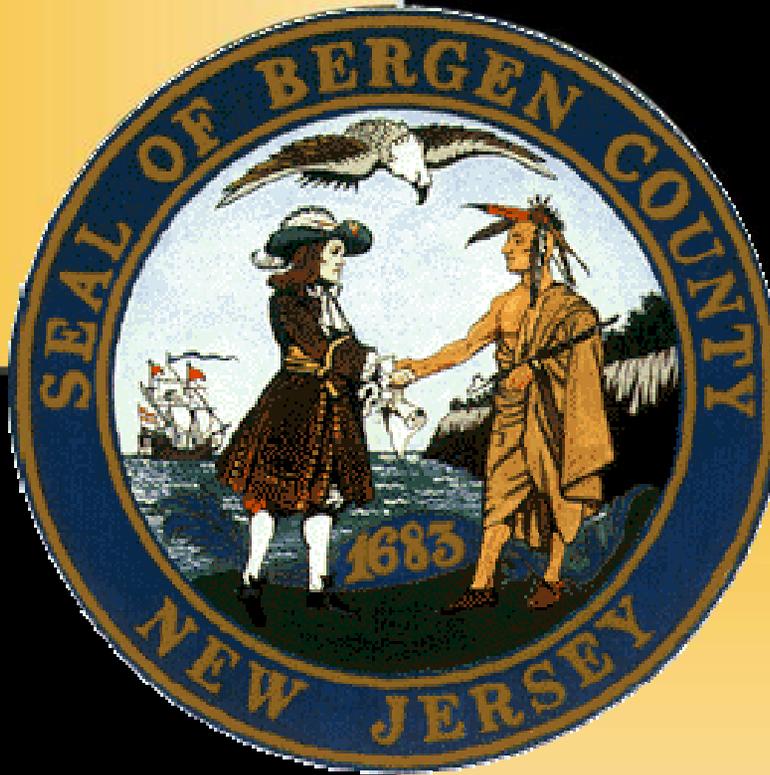
-  EXISTING SIGNAL
-  PAINTED MEDIAN
-  PROPOSED TEXTURED CROSSWALK
-  SCHIRRA PARK
-  PROPOSED STRIPING
-  EXISTING STRIPING



# Veldran Ave

*Oradell*





**Thinking  
Together**

*Oradell*

*Together – We can  
make it happen*



Designing Kinderkamack Road in  
Downtown Oradell  
Public Comment Notes  
Public Follow-Up Meeting  
May 12, 2007  
By: Joseph J. Layton, P.P., AICP

- Sonja Hanlon - Applauds County for the study. Likes the fact that it is a collaboration. Nothing about reducing speed in the study. Cannot blame police for not enforcing speed limit; why isn't the speed limit 25 mph? At Orchard Street the painted median that already exists is ignored. The painted median proposed by Elizabeth Street would not work – it will not be a refuge. She would prefer a raised median there. She is also concerned about new development in Emerson. Emerson should provide more east – west access.
- Farouk Ahmad, Bergen County - His belief is that speed limit of 25 mph is appropriate but NJDOT must approve. The County will be doing a study of speeds on Kinderkamack Road.
- Lou Suarez - Crossing guard at Kinderkamack Road and Ridgewood Avenue. Trucks turning onto Ridgewood have problem making turn. The stop bars at intersection need to be moved back. More parking is needed downtown.
- Joe Polyniak - Feels the improvements must start right at New Milford Avenue with a median or whatever. The study should put the order of improvements in priority such as: 1. Median, 2. Crosswalks, and include the costs of each.
- James Paulovich – He lives on Kinderkamack Road by New Milford Avenue. Improvements should start at New Milford Avenue. Recommends narrowing of roadway just north of New Milford Avenue from two lanes to one lane. Driver speed is too fast in this area.
- Robert Cappiello – Has lived on Garden Place for 50 years and is a crossing guard at Lake Avenue. Drivers ignore the 'No Left Turn Sign' coming out of Brookside. Traffic signs are too high and out of place. Need a traffic signal near Brookside and Lake Avenues.
- Rick DeSilva - Owner of Liberty Subaru. Need to do something between New Milford and Elizabeth Street. South of Elizabeth Street there is a slingshot effect for drivers.

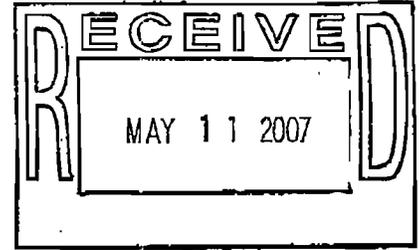


- David Banfield - Likes the idea of tandem parking. Maybe properties could be purchased when they come up for sale for parking lots. The study does not provide for bicycle traffic. Likes Schirra Park solution. In Ridgewood and Westwood drivers yield to pedestrians.
- Lorraine Berger - Shade Tree Commissioners just put \$1,000.00 worth of trees in Veldran Avenue median.
- Ted Semegran - Bicycle Touring Club of North Jersey. Most towns with forward looking plans take cycling into account. He has no specific focus on what should be done on Kinderkamack Road. Oradell Avenue is used more frequently by cyclists than Kinderkamack Road.
- Larry Vockert - There will be quite a few lost spaces in front of stores with tandem parking. Is there any way to provide more spots in front of stores? Concerned about the proposed improvements at Veldran Avenue and Maple Avenue, a traffic simulation should be done.
- Diane Didio - Oradell Councilwoman. Veldran Avenue design is good, but Veldran Avenue should be one way southbound. Both Emerson and Park Ridge are pursuing redevelopment with 120 to 150 new residential units in Emerson – this will increase traffic.
- Jeff Smith - A painted median is not enough. Prefers a raised median with plantings. The speed limit should be reduced to 25 mph. A crosswalk is needed near Cool Beans. Need lane markings and signs at intersections.
- Debbie Basile - Environmental Commission - we want to keep town attractive. Painted lines will not work and are unattractive. Prefers a raised median. There is not enough parking. Need a significant crosswalk at Cool Beans.
- Susan Partlow - The speed limit should be reduced. Does not like the parking proposed at Schirra Park.

## **Other Public Comments**

- **Correspondence**
- **E-mail**
- **Phone**

**Michael C. Ascher, P.E.  
857 O'Connell Place  
Oradell, NJ 07649-1922**



May 10, 2007

Farouk Ahmad, Director  
Bergen County Department of Planning and Economic Development  
One Bergen County Plaza  
4<sup>th</sup> Floor  
Hackensack, NJ 07601-7076

Dear Mr. Ahmad:

Re: Designing Kinderkamack Road in Downtown Oradell

My attempt to use the e-mail feature of your web-site to convey my comments on your proposal was unsuccessful. I am therefore writing to formally register them with you.

The proposal as described in your mailing to Oradell residents fails to address the potential impact that "traffic calming" devices along Kinderkamack Road will have on residential communities as motorists seek alternative north-south routes.

I have been a resident of Oradell (O'Connell Place) for nearly 28 years. Over that time I have observed traffic in this quiet residential community increase substantially as motorists use O'Connell Place as an alternate north-south route. Stop signs are frequently ignored and speeds are well in excess of the posted and much too generous legal limit. These factors already place children at significant risk. Enforcement efforts by the Oradell Police Department, recently undertaken at my request, have not produced the desired effect. Unfortunately, your proposal is likely to exacerbate this problem unless a permanent solution to eliminate or reduce through-traffic is addressed.

Sincerely,

Michael C. Ascher, P.E.

cc: Mayor Frederick T. LaMonica  
Borough of Oradell  
355 Kinderkamack Road  
Oradell, NJ 07649

Mr. James D. Paulovich  
179 Kinderkamack Rd.  
Oradell, NJ 07649

May 24, 2007

Mr. Joseph J. Layton P.P., AICP  
Master Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809

Dear Mr. Layton:

I am writing you concerning the "traffic calming" Project on Kinderkamack Rd in Oradell, NJ. I have lived at my current address for the past 51 years. I have seen Kinderkamack Rd go from a two lane country Rd to what is now a 5 lane intersection in front of my home. I feel that my concerns are warranted because of past improvement projects that have been done and local comments being ignored or disregarded.

I attended the recent meeting on May 16, 2007 and listen to the input of the people who attended. The overall general consensus was that the speed of traffic was **TOO FAST!** I believe this is very true. In looking at this problem, it was created by the last remake of Kinderkamack. The road was widened and there were no speed limit signs put up on the Road creating a Freeway image in certain sections of the roadway. This is particularly the case in front of my home. I do not want to be negative with regard to your project. However I would like to help avoid the mistakes that were made in the past.

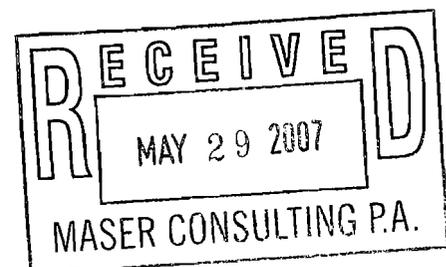
The down town of Oradell from Elizabeth St north is not the only area that needs traffic calming. The residential section from Waite Pl. North is in need of review, cars are traveling at speed upward of 50 MPH through this section of roadway. There are crossing Guards in this section during the day and a blind couple with seeing-eye dogs, living in this area. In concern for safety of local residents please review this area very closely. I would suggest placing your Gateway on the southern most part of Kinderkamack to include this area in your project.

In a last concern it seems that most residents were opposed to the painted line Median. If you want this project to work the county has to deem this as a Master Model Project to show what can be accomplished and some help in funding not just painted median, but raised median which all towns would recognize as a plus to their town must be used. I wish you good luck on this project and hope you will listen to the people who will have to live with this project in the years to come.

Sincerely,



James D. Paulovich



**If you cannot attend the May 16th meeting, don't have access to a computer, and would like to submit your written comments or questions, please do so below.**

Name: Alice Dent

Organization: Oradell resident

Address: 781 Soldier Hill Rd  
Oradell, NJ 07649

Telephone: 551 486-0059

**Comments or Questions:**

Dear Mr. Layton,  
I loved all the recommendations suggested in the "Designing Kinderkamack Rd in Downtown Oradell." My only comment is that creating a "left turn lane" is only effective when there is a left turn arrow in the traffic signal, this area has become too congested to use only the lane to direct traffic flow. Thank you,

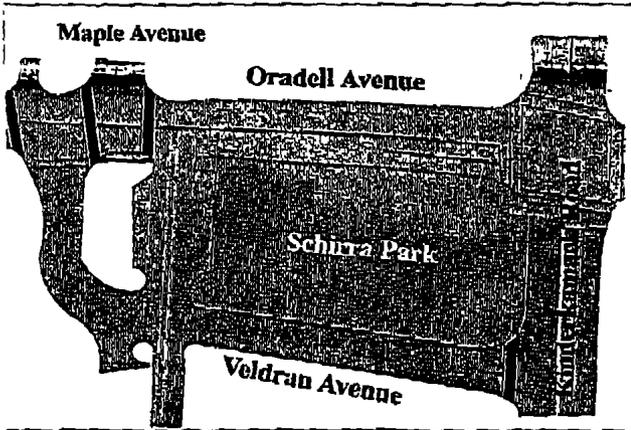
Mail or fax to:  
Joseph J. Layton, P.P., AICP  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Fax: 908-238-0901

Alice Dent

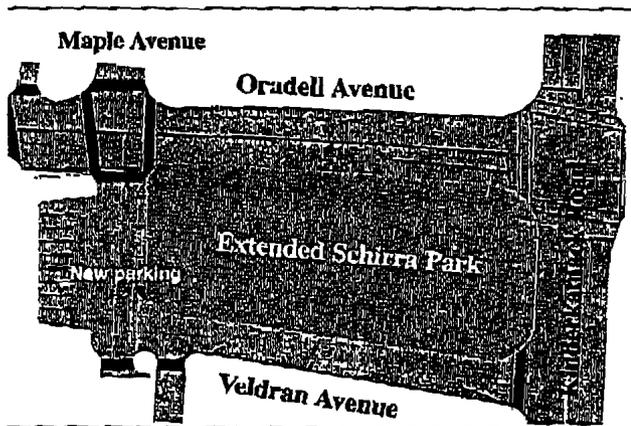
# Collaborative Approach

## Veldran Avenue

Veldran Avenue's alignment with Maple Avenue is inefficient and creates hazardous turning movements for motorists. Realigning the Veldran Avenue and Maple Avenue intersection will create a more traditional and efficient four-legged intersection, while providing additional parking and expanding the green area of Schirra Park. A traffic calming program should also be investigated for Maple Avenue to discourage cut-through traffic. Treatments for this municipally-owned street could range from rubberized speed tables to textured or raised medians strategically placed along Maple Avenue. As both Veldran Avenue and Maple Avenue are municipal streets, funding for these more elaborate improvements would need to be pursued by the Borough.



Existing Alignment



Proposed Realignment

**If you cannot attend the May 16th meeting, don't have access to a computer, and would like to submit your written comments or questions, please do so below.**

Name: WENDY HILDEBRAND

Organization: \_\_\_\_\_

Address: 451 Lakeview  
Oradell

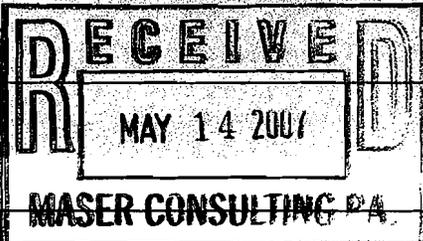
Telephone: 599-1234

**Comments or Questions:**

We need improvement on Oradell Ave - train station - tracks need rider walkway so train doesn't block & hold up traffic - train needs to be past Oradell Ave to stop & let off riders - traffic backs up both ways

**Mail or fax to:**

Joseph J. Layton, P.P., AICP  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Fax: 908-238-0901



### Veldran Avenue

Veldran Avenue's alignment with Maple Avenue is inefficient and creates hazardous turning movements for motorists. Realigning the Veldran Avenue and Maple Avenue intersection will create a more traditional and efficient four-legged intersection, while providing additional parking and expanding the green area of Schirra Park. A traffic calming program should also be investigated for Maple Avenue to discourage cut-through traffic. Treatments for this municipally-owned street could range from rubberized speed tables to textured or raised medians strategically placed along Maple Avenue. As both Veldran Avenue and Maple Avenue are municipal streets, funding for these more elaborate improvements would need to be pursued by the Borough

***If you cannot attend the May 16th meeting, don't have access to a computer, and would like to submit your written comments or questions, please do so below.***

Name: Leo and Elaine Powelstock

Organization: \_\_\_\_\_

Address: 721 Martin Ave.  
Oradell, N.J. 07649

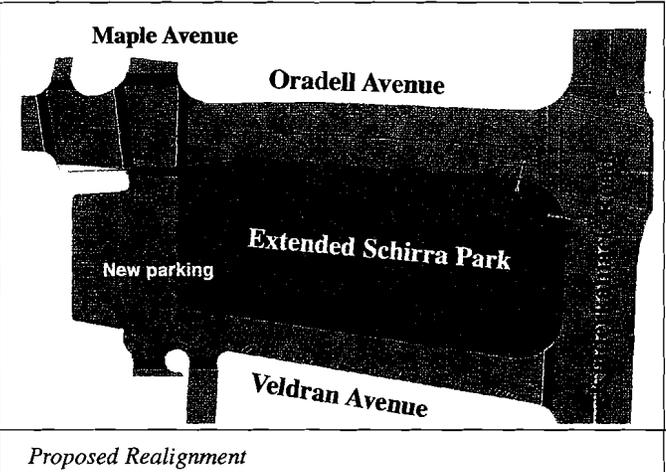
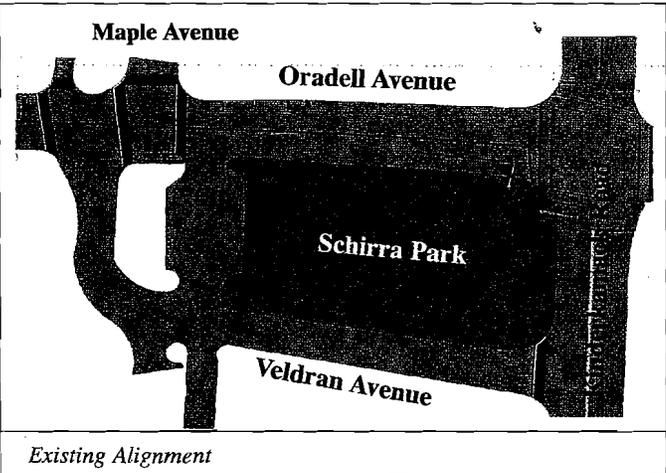
Telephone: (201) 265-3626

Comments or Questions: 5/12/07

We applaud your proposed plans to improve traffic safety on Kinderkamack Road in Oradell for both pedestrians and drivers. What is also required to be effective is a visible police presence for those drivers for whom laws, regulations and signs have no meaning. An easy to see case for this need is the south side of Oradell Ave. going east from Kinderkamack Road which prohibits parking on weekdays from 7AM to 9AM which is routinely ignored. Lastly it would be helpful at the intersection of Ridgewood Ave and Kinderkamack Road to have a longer green light for pedestrians crossing Kinderkamack Road.

**Mail or fax to:**

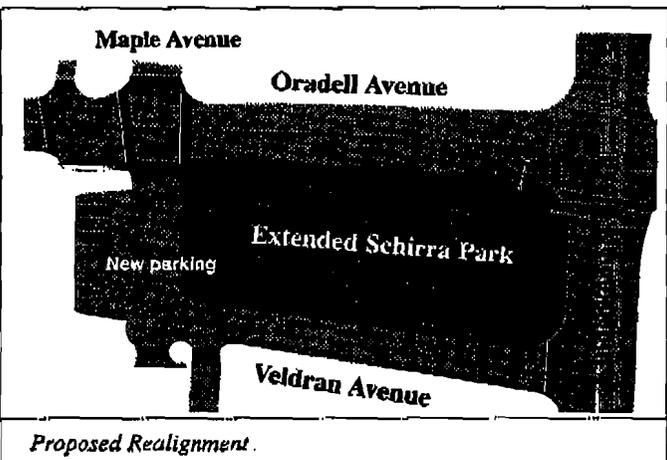
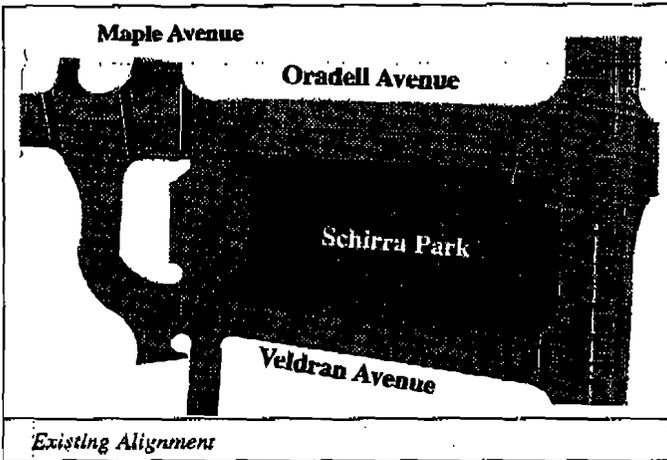
Joseph J. Layton, P.P., AICP  
 Maser Consulting P.A.  
 P.O. Box 4017  
 Clinton, NJ 08809  
 Fax: 908-238-0901



# A Collaborative Approach

## Veldran Avenue

Veldran Avenue's alignment with Maple Avenue is inefficient and creates hazardous turning movements for motorists. Realigning the Veldran Avenue and Maple Avenue intersection will create a more traditional and efficient four-legged intersection, while providing additional parking and expanding the green area of Schirra Park. A traffic calming program should also be investigated for Maple Avenue to discourage cut-through traffic. Treatments for this municipally-owned street could range from rubberized speed tables to textured or raised medians strategically placed along Maple Avenue. As both Veldran Avenue and Maple Avenue are municipal streets, funding for these more elaborate improvements would need to be pursued by the Borough



**If you cannot attend the May 16th meeting, don't have access to a computer, and would like to submit your written comments or questions, please do so below.**

Name: Dan and Melissa Vidovic

Organization: \_\_\_\_\_

Address: 461 Grove St.  
Oradell, NJ

Telephone: 201-262-5870

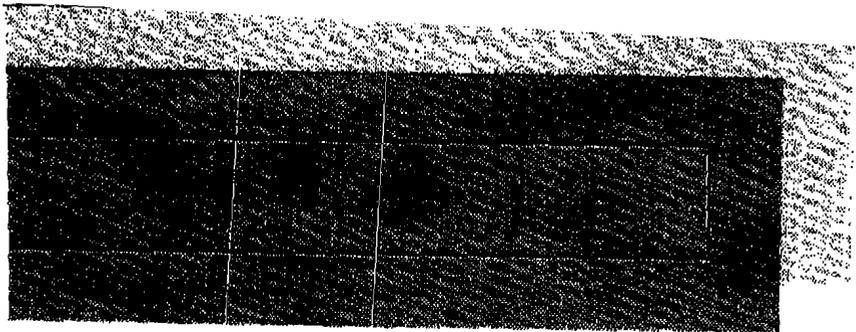
### Comments or Questions:

We can't make the meeting, but would like to say that there are some great ideas presented here. One comment we would like to make is that we would strongly encourage a curbed median instead of a painted median. This would add a ugly chemistry touch to the downtown area, especially if it were wide enough to allow for some landscaping. All the other ideas seem right on track.

Great work!

### Mail or fax to:

Joseph J. Layton, P.P., AICP  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Fax: 908-238-0901



***If you cannot attend the May 16th meeting, don't have access to a computer, and would like to submit your written comments or questions, please do so below.***

Name: Donna Alonso

Organization: Oradell Council

Address: 355 Kinderkanaek Rd  
Oradell, NJ 07649

Telephone: (201) 913-0773

**Comments or Questions:**

*Vetdram needs to remain two ways, however you did not address how to get across Oradell Ave to Maple or make a left onto Oradell Ave from Vendale Safely*

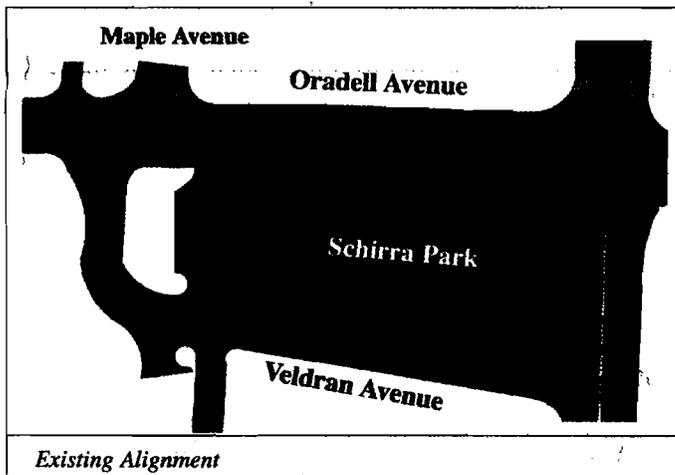
**Mail or fax to:**

Joseph J. Layton, P.P., AICP  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Fax: 908-238-0901

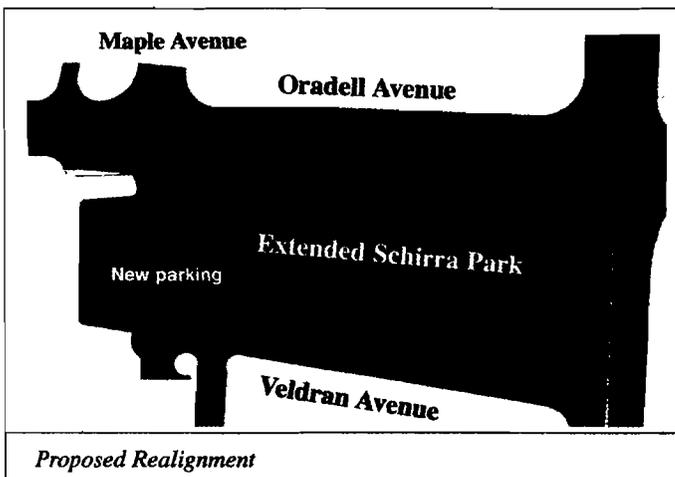
# A Collaborative Approach

## Veldran Avenue

Veldran Avenue's alignment with Maple Avenue is inefficient and creates hazardous turning movements for motorists. Realigning the Veldran Avenue and Maple Avenue intersection will create a more traditional and efficient four-legged intersection, while providing additional parking and expanding the green area of Schirra Park. A traffic calming program should also be investigated for Maple Avenue to discourage cut-through traffic. Treatments for this municipally-owned street could range from rubberized speed tables to textured or raised medians strategically placed along Maple Avenue. As both Veldran Avenue and Maple Avenue are municipal streets, funding for these more elaborate improvements would need to be pursued by the Borough



Existing Alignment



Proposed Realignment

**If you cannot attend the May 16th meeting, don't have access to a computer, and would like to submit your written comments or questions, please do so below.**

Name: Jade H. Leach

Organization: \_\_\_\_\_

Address: 725 Amaryllis Ave.  
Oradell, NJ 07649

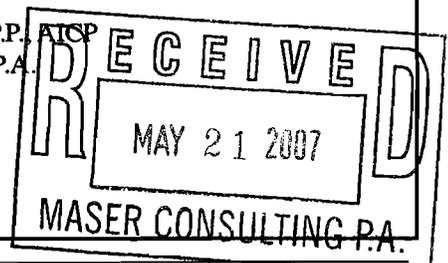
Telephone: 201-265-1004

Comments or Questions:

In designing the new Post Office area, please include space for snorkel mail boxes such as we now have. We don't want to lose them in the re-design.

Mail or fax to:

Joseph J. Layton, P.P., ATCP  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Fax: 908-238-0901



## Joseph J. Layton

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**From:** Nancy Shapiro [nbatistich@hotmail.com]  
**Sent:** Tuesday, May 15, 2007 11:56 AM  
**To:** Joseph J. Layton  
**Subject:** Oradell Project

I tried to submit my comments below on the [www.kmackoradell.org](http://www.kmackoradell.org) website but it is sending me an error message for no reason. I would appreciate if you would read and pass along my comments as I am unable to make the meeting tomorrow. Thank you.

-Nancy Shapiro  
Oradell Resident

I wanted to commend your organization for offering some excellent recommendations to improve Kinderkamack Road and downtown Oradell.

- The tandem parking suggestion is excellent. It is used in Westwood and I think it would be a big improvement over the current system.

- Crosswalks – We need these and lot more of them – every block or two. I have a two year old and crossing the street with her is a disaster. Nobody stops for us, or for anybody else for that matter. I have to basically carry her and run across the street. It's extremely unnerving and unsafe. Further, I think the crosswalk signage needs to state that drivers must stop for pedestrians per state law [I recall seeing this in some towns].

- In connection with the Crosswalks, I think the painted median or textured median is a fabulous idea. Narrow the road and get people to slow down. Twice I have experienced being passed on the right by obnoxious/ aggressive drivers if there is nobody parked or there is extra space on the right side. I think the median would discourage this, as well as provide a safe landing for crossing the street.

- Finally, I wanted to make a suggestion about the speed limit. Thirty-five mph in a downtown district is too fast if we are asking drivers to stop for pedestrians. In towns like Closter and Fort Lee, the speed limit in downtown areas is 25 mph – which makes sense for stop and go traffic with pedestrians. If someone is traveling 40 mph [which is often the case on Kinderkamack], he or she has no inclination to stop for a pedestrian. I believe that the speed limit on the Emerson side of Kinderkamack and Old Hook Road is 25 mph as well. In addition, the Oradell Police needs to aggressively ticket drivers speeding on Kinderkamack Rd. On a personal note, I was pulled over for “failure to yield to a pedestrian” in Ridgewood last year. I was obviously embarrassed and mortified as I was not familiar with the area and aware of the crosswalk. But honestly, I thought it was an excellent idea. The police are helping to make downtown Ridgewood safe for pedestrians and I wish the Oradell police would do the same for us here.

Thank you for your consideration and hard work in making our town better and safer for residents.

## Joseph J. Layton

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**From:** Joseph J. Layton  
**Sent:** Monday, March 12, 2007 12:57 PM  
**To:** 'ChristophMcv@aol.com'  
**Cc:** Orbach, Donna  
**Subject:** RE: Kinderkamack Project

Mr. McVey:

Thank you for your kind comments . We will continue to be in contact with you and your organization throughout the study.

Joseph J. Layton, P.P., AICP, Principal  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Phone: 908.238.0900  
Fax: 908.238.0901  
jjlayton@maserconsulting.com

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**From:** ChristophMcv@aol.com [mailto:ChristophMcv@aol.com]  
**Sent:** Thursday, February 08, 2007 6:58 PM  
**To:** Joseph J. Layton; WMacbacon@aol.com; dm380@optonline.net; RubyRed48@aol.com; ewronei35@optonline.net; ADarcy@vno.com; MUpham3398@aol.com; ewronejfb@aim.com  
**Subject:** Kinderkamack Project

Mr. Layton,

I just wanted to express my appreciation for the forum you have provided the citizens of Oradell and concerned members of the local community. As a fixture in the downtown area of Oradell for over 60 years, the issue of safety for our patrons has always been a concern of ours, and is becoming ever increasingly an issue in these days of increased traffic, hectic schedules, and booming populations. I look forward to working with you, your firm, and the county to collectively address these concerns. This upcoming year, 2007-2008, The Bergen County Players will be celebrating our 75th Anniversary, most of which have been spent at the Little Firehouse Theatre at 298 Kinderkamack. With your help, we hope to face a future at that location that provides adequate and safe access for our patrons and members alike.

It was a pleasure meeting you, and listening to your presentation, at last night's open meeting. We look forward to assisting you in any way as you move through the various phases. Please feel free to contact me with any questions/concerns that you may have, and I will see you at the future meetings yet to be determined.

Regards,

Chris Mcvey  
President, The Bergen County Players  
298 Kinderkamack Road, Oradell  
(201) 214-1395 cell (my business line)

cc The Executive Board of BCP

3/12/2007

**Joseph J. Layton**

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**From:** Joseph J. Layton  
**Sent:** Monday, March 12, 2007 12:10 PM  
**To:** 'rick.desilva@libertysubaru.com'  
**Cc:** Orbach, Donna  
**Subject:** Kinderkamack Road Study in Oradell

Mr. DeSilva:

Thank you for your comments to me personally as well as on the project website. We will be contacting members of the business community notifying them of the study and asking for their input.

Joseph J. Layton, P.P., AICP, Principal  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Phone: 908.238.0900  
Fax: 908.238.0901  
jjlayton@maserconsulting.com

RDeSilva

From: rick.desilva@libertysubaru.com  
Sent: Thursday, February 15, 2007 2:39 PM  
To: Helms, Christopher  
Subject: KMack Comments

Below is the information submitted on Feb-15-2007 14:39 EST

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-----  
Name: Rick DeSilva  
Organization: Liberty Subaru  
Address: 66 and 283 Kinderkamack rd  
City: Oradell  
State: NJ  
Zip: 07649  
Phone: 201 261 0900  
username: rick.desilva@libertysubaru.com  
Comments: As a 30+ year Oradell merchant having 2 kinderkamack road locations, I find it difficult to understand why Oradell merchants were not included in your panel of participants. I would think that the experience of your local merchants would be invaluable to a study such as this.  
Rick DeSilva Owner  
Liberty Subaru  
66 Kinderkamack Rd

Liberty Subaru Quick Service  
283 Kinderkamack rd  
Submit: Submit

**Joseph J. Layton**

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**From:** Joseph J. Layton  
**Sent:** Monday, March 12, 2007 12:49 PM  
**To:** 'barbara311@optonline.net'  
**Cc:** Orbach, Donna  
**Subject:** Kinderkamack Road Study in Oradell

Ms. Raisch:

Thank you for your comments at our public meeting on Feb. 7<sup>th</sup> as well as for the comments sent to the project website. Your comments will be taken into consideration. As per your suggestion we viewed the Winston – Salem , NC bridge on the Blue Ridge Timberwrights website & agree it is an attractive structure.

Joseph J. Layton, P.P., AICP, Principal  
Maser Consulting P.A.  
P.O. Box 4017  
Clinton, NJ 08809  
Phone: 908.238.0900  
Fax: 908.238.0901  
jjlayton@maserconsulting.com

BRaisch

From: barbara311@optonline.net  
Sent: Thursday, February 08, 2007 11:22 AM  
To: Helms, Christopher  
Subject: KMack Comments

Below is the information submitted on Feb-8-2007 11:21 EST

---

Name: Barbara Raisch  
Organization: Oradell resident  
Address: 301 Maple Avenue  
City: Oradell  
State: NJ  
Zip: 07649  
Phone: 201 483 8184

username: barbara311@optonline.net

Comments: As I suggested last night at the Oradell meeting, maybe we need a pedestrian bridge over Kinderkamack...an example is in Winston-Salem, NC...it is "a work of art"...and "award winning"...a bridge in Oradell MUST NOT be an ugly structure...you can view this bridge at:

<http://www.brtw.com/CommercialProjects/BlueRidgeTimberFrameBridge.html>

As many of us know, pedestrian crossing of Kmack and Oradell Avenue is extremely dangerous...the drivers of cars do not abide by the laws...the police need to begin to give out tickets...beginning NOW...each driver should have already been educated about 'the pedestrian has the right of way' when they were licensed.

The drivers do not even stop for the school-crossing guards...the guards and I fear that sooner rather than later someone will be hit by a careless driver.

The fines collected will pay the salaries of the necessary police.

There were many other important suggestions made last night. Please proceed with speed for the safety of all.

Barbara Raisch  
Submit: Submit

# BLUE RIDGE TIMBERWRIGHTS

Designing, Creating, and Raising Innovative Timber Frames Worldwide

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## Old Salem Pedestrian Covered Bridge, North Carolina



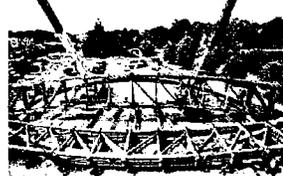
[Click image to enlarge any photo](#)

This award-winning bridge was created by Blue Ridge Timberwrights, DCF Engineering and Fowler Jones Beers Construction Company to make an entrance to the Old Salem village that would reflect 19th Century construction. Old Salem, North Carolina is a National Landmark Historic District with more than 100 historic structures. Constructed in 1998, the 120-foot span timber frame connects a visitors' center parking lot to the Old Salem museum complex across a busy roadway.

There are more than 600 salvage yellow pine timbers in the Old Salem Bridge. These salvaged timbers have tight growth rings and strength inherent in old growth timber. Most of the timbers came from a demolished early 20th century fertilizer plant in Chesapeake, Virginia. The oldest timbers were pulled from the cotton docks of Savannah Harbor, Georgia, where they had been used as piling for over 200 years.

The sides, or trusses, of the Old Salem Bridge were built first, lying flat on their sides. A crane was used to raise the trusses while deck and roof timbers tied the frame together. The trusses are what define this bridge as Burr-arch. The chords have a slight arch or "camber" built into them making the bridge appear humpbacked. This arch prevents sagging as well as giving a picturesque appearance. Once completed, the timber frame was rolled across temporary framework into its final position.

Below: Cranes are used to hoist trusses into position.



Below: Roof timbers used to tie frame together.



Below: Temporary framework used to roll bridge into final position.



For more information on this project, please see the articles listed below:



**"Budging the Blue Ridge "** *Fine Homebuilding* (March 2000) Shows a 120-foot covered pedestrian bridge built by Blue Ridge Timberwrights at Old Salem in Winston-Salem, NC.



**"Creating  
Structural  
Works of Art"**

Blue Ridge Timberwrights  
P.O. Box 30  
Christiansburg, VA 24068  
ph 540.382.1102  
fx 540.382.8039



**"A New Covered Bridge for Old Salem"**

*Professional Engineer : The Magazine of North Carolina Engineering* (May/June 2000) Shows a 120-foot covered pedestrian bridge built by Blue Ridge Timberwrights at Old Salem in Winston-Salem, NC.



North Carolina State Map - published by the North Carolina Department of Transportation (2000) Cover photo featuring the Old Salem Covered Bridge. A 120-foot covered pedestrian bridge built by Blue Ridge Timberwrights in historic Winston-Salem, NC.



**"Planks of History "** *Winston-Salem Journal*, June 13, 1998 Timbers with stories to tell will form a covered bridge that will welcome visitors to Old Salem. Story about the reclaimed timbers used in the Old Salem Covered Bridge, a 120-foot covered pedestrian bridge built by Blue Ridge Timberwrights in historic Winston-Salem, NC.

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BRaisch2

From: barbara311@optonline.net  
Sent: Thursday, February 08, 2007 6:51 PM  
To: Helms, Christopher  
Subject: KMack Comments

Below is the information submitted on Feb-8-2007 18:51 EST

---

-----  
Name: Barbara Raisch  
Organization: Oradell Resident  
Address: 301 Maple Avenue  
City: Oradell  
State: NJ  
Zip: 07649  
Phone: 201 483 8181  
username: barbara311@optonline.net  
Comments: Greetings,

Do you have a sub-committee searching for available grants for the hopefully-not-too-far-into-the-future-implementation of solutions to the problems/issues that were presented at last night's meeting in Oradell? It is never too early to apply for a grant. If that is not the role of the "study group", is the Oradell Mayor and Council actively doing this?

Obviously Oradell is at the intersection of two major N/S and E/W roads in the county...will the train tracks be used for all day transportation? Is there any consideration for E/W light rail/mass transport?

Thank you.

Submit: submit

John

From: No-Email-Given@nowhere.none  
Sent: Sunday, February 25, 2007 11:16 AM  
To: Helms, Christopher  
Subject: KMack Comments

Below is the information submitted on Feb-25-2007 11:16 EST

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-----  
Name: John  
Organization:  
Address:  
City:  
State:  
Zip:  
Phone:  
username:  
Comments: If you really want to do something about the traffic on KKK Road,  
petition the state DOT to allow trucks on the Garden State Pkway. This would  
encourage the commercial vehicles to use the GSP instead of other north/south bound  
roads.  
Submit: submit

Oradell – Public Comments via Phone

Rick Da Silva, Sr. – Liberty Subaru

2/15/07

He was not aware of the public meeting and was surprised merchants were not invited to be on the panel. He is aware of the website and did make some brief comments.

Taner Tirpanciyan – 52 Meyerhoff Place

5/15/07

There is a crosswalk that is imprinted near his residence – it is too noisy, would prefer painting only as in River Edge. Cannot sleep at night.