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I. INTRODUCTION

Birdsall Engineering Inc. (BEI) was retained by the Borough of Fair Lawn to perform a Parking Survey along Broadway (NJSH Route 4). BEI was retained by the Borough for the survey in response to comments made at public committee meetings. During these meetings, residents of Fair Lawn made mention to a perceived lack of parking on the north side of Broadway. Recently, the Mayor and Council have expressed a desire to identify the parking spaces along the Broadway corridor within the Borough to determine whether or not there are significant parking issues.

Parking along Broadway has been a topic of discussion for several years. In 1977 and 1978, Harvey Moskowitz prepared a report outlining the Fair Lawn Master Plan Revision Study. This study indicated that there was a need to provide more availability for parking on Broadway, particularly on the north side of the roadway. Possible improvements to the corridor and parking problems were suggested within this report and included: provide more parking for shoppers (particularly on the north side), create better traffic circulation, institute pedestrian crossovers between Midland Avenue and Plaza Road as well as between 26th Street and 30th Street, add trees, plants, park benches, and "mini-parks" to improve the visual environment. Advisory committees were created in the late 1970's and in 1994 to address these issues. The Broadway Advisory Committee, created in 1999, has also placed emphasis on the availability of parking in the Broadway corridor. The committee is attempting to reexamine the issues pertaining to the Broadway corridor and recommend solutions to the parking, traffic, pedestrian, and visual issues.

Broadway traverses the Borough of Fair Lawn in an east-west direction extending from the railroad overpass (west of Whitehall Street) to west of Paramus Road (County Route 62). Broadway is under the jurisdiction of the NJDOT and is designated as New Jersey State Highway Route 4. Route 4 is a divided highway and a concrete median barrier divides a significant portion of the roadway in Fair Lawn. The parking survey area extends from the railroad overpass at the western Borough limit to west of the grade-separated interchange at Route 208. There are numerous cross streets within the study limits containing a combination of two-directional and one-directional streets. Seven signalized intersections exist within the project limits that provide opportunities for cross traffic access as well as U-turn movements for vehicles traveling along Broadway.

Figure 1 in the Appendix to this Report is an aerial photo of the survey area depicting the locations of the project limits, the signalized intersections and the circulation patterns of the streets intersecting the Broadway corridor.

The Parking Survey was performed with one weekday and one weekend of sampling. The surveys were performed when school was in session and during business hours to identify the typical conditions in the corridor. The weekday survey was performed on

a Thursday and the weekend sampling was performed on both Saturday and Sunday.

The inventory of weekday and weekend parking activity identifies the available parking areas within the study limits, and summarizes the parking utilization at regular time intervals to identify the areas most utilized. A summary of the methods employed in the study and the results of our findings are detailed in the following sections of this Report.

II. CIRCULATION

Broadway is a state highway, designated as NJSH Route 4, which runs in an eastwest direction through the Borough. The roadway is divided, with a median barrier, for its entire length within the survey area. The portion of Broadway within the study area comprises approximately 1.3 miles of roadway. Right turns onto and off of Broadway are permitted at all of the side street crossings (except one way streets). Left turns onto and off of Broadway, as well as through movements crossing Broadway are restricted to specific locations at-the signalized intersections within the corridor.

There are only two direct opportunities for westbound traffic on Broadway to make a u-turn within the study limits of this Report. Reference is made to Figure 1 in the Appendix of this Report. Traveling westbound, the first opportunity is the nearside jughandle using the traffic signal at Fair Lawn Parkway/32nd Street. The next opportunity is located at the signalized one-way pair of streets at Plaza Road and 26th Street. Continuing west, the next u-turn location is Just west of the railroad overpass in Elmwood Park Borough.

There are two direct opportunities for eastbound traffic on Broadway in the survey area to make a u-turn. Traveling eastbound, the first opportunity is the signalized pair of one-way streets at Plaza Road and 26th Street. The next opportunity is a nearside jughandle using the traffic signal at Yerger Road. Beyond the eastern limit of the Study Area, the next available opportunity is utilizing the grade-separated interchange at Paramus Road.

Other opportunities exist to change travel direction on Broadway, but these require circulating through the local street network that surrounds the Broadway corridor. These routes require local knowledge of the street network, as no route signing is posted for these routes.

The spacing and location of the available left and U-turn opportunities is limited in terms of traffic circulating to commercial destinations along the corridor. The combination of two-directional and one-way streets creates unique and circuitous routes for traffic recirculating to a particular destination within the corridor. Also, the lack of consistent way finding signage does not promote circulation through the area for motorists along the corridor that may not be familiar with the local roadway network in the area.

III. SCOPE OF SURVEY

A comprehensive inventory of existing conditions and available parking is an important "first step" in planning future improvements with respect to parking utilization and congestion along the Broadway corridor.

Using available mapping of the area, the amount of available parking (the supply) was quantified through measuring block lengths and confirming the conditions with field visits. Our survey also considered areas of parking restriction/prohibition, which were confirmed through field inspections and review of local Ordinances on file with the Borough. According to Borough Ordinance parallel parking spaces shall be twenty-one feet by eight feet wide (where egress from one side or car is blocked by wall, fence, or other obstruction) or seven feet where egress is unencumbered. Using the twenty-one feet as a guideline, BEI determined the parking capacity for each of the parking survey segments. Figure 2 depicts a schematic base map of the corridor with the existing capacity of on street parking.

The individual blocks within the Study Area were further defined by "segment" for the purpose of conducting counts of the parking activity. Figure 3 in the Appendix of this Report depicts the parking segments established for the survey.

NJDOT Traffic Orders are approved for No Parking Zones and Bus Stop locations on State Highways. Figure 3 'in the Appendix of the Report depicts the No Parking Zones and Bus Stops as currently shown in NJDOT Traffic Orders.

There are several locations in the corridor where the existing signing does not match the Traffic Orders. Some locations require signs to be added to match the Orders and in some cases the Orders should be modified to match the signs. The following differences are noted:

- Traffic Order: North side of Broadway - "32'6 Street; Beginning at the westerly curb line of 32nd Street and extending 100 feet easterly thereof;". The Traffic Order should be revised to read "Beginning at the easterly curb line of 32nd Street and extending 100 feet easterly thereof;". This revision would correct the Order to match the field conditions and the posted signs.
- Traffic Order: North side of Broadway - "30th Street; Beginning at the easterly curb line of 30th Street and extending 100 feet easterly thereof;". This bus stop is not signed, if it is used the signs should be posted. If the bus stop is not required, the Traffic Order should be rescinded.
- South side of Broadway - Bus stop signs are posted on the near side of the Tunbridge Road intersection. There is no matching Traffic Order.

The above three bus stop locations are noted on Figure 2 in the Appendix of the Report.

BEI has integrated the parking survey counts into a fully accessible database and Geographic Information Systems (GIS) for the purposes of displaying the data for immediate access and visualization of the survey. GIS can be a powerful tool for all forms of research and is used across a broad range of fields for inventory, analysis, management, and visual representation. It was used in this project for visual representation of the parking counts. Each half-hour inventory period with time specific data is represented with a Datasheet located in the Appendix to this Report that portrays the table showing the cars parked in each block segment as well as a map that highlights the areas with the most cars parked.

Figure 3, "Broadway Parking Survey, Description of Segments", displays each individual segment as defined by the parking survey. The parking survey was performed by dividing the Broadway corridor into block long segments based upon their north or south location on Broadway and by the cross streets that the segment falls between. Each of the thirty-one segments was inventoried within each half hour time frame during the survey.

The weekday parking inventory was performed on Thursday during the midday timeframe of 11:00 am to 1:30 pm and from 4:00 pm to 7:30 pm in the evening. Each parking segment was surveyed every half hour during the above timeframes. By performing the counts during these timeframes, the results represent the hours while school is in session and during the busiest open business hours.

The weekend parking inventory was performed between 12:00 noon and 3:30 pm on both Saturday and Sunday. The weekend survey also covered each segment every half hour. These are typically the busiest shopping hours during an average weekend.

At the time the parking observations were made, a notation was made as to whether or not the parked vehicles were parked in restricted/prohibited areas versus permitted areas. The data summaries presented herein in this Report differentiate between legally and illegally parked vehicles as per the observed conditions.

IV. SURVEY RESULTS AND OBSERVATIONS

Detailed information of the survey observations for each half-hour inventory period is included in an Appendix to this Report. Tables 1 and 2, also contained in the Appendix of this Report, illustrate the results of the parking count data in tabular form. The data presented in these tables and the following descriptions describe the details of our findings.

The Tables illustrate each parking segment along the Broadway corridor by cross street and also shown separately for the south and north sides of the roadway.

South Side of Broadway

Parking is permitted along most of the blocks on this side of Broadway with the exception of the following:

- One block between Railroad Avenue and Whitehall Road
- Two block segment between Plaza Road and 27th Street
- Two block segment between Amsterdam Avenue West and Yerger Road

Parking activity along the southern side of Broadway varied by block, with the blocks near Midland Avenue and 28th Street experiencing the highest number of parked cars. Table 1 illustrates the number of parked cars observed for each of the 30-minute intervals studied. Table 2 illustrates the parking utilization as a percentage of the available parking spaces for each block segment. The parking utilization (by block) ranged from 14% to 65%, with the higher utilization experienced on weekdays. No instances were recorded where parking availability appeared to be insufficient, and only an occasional illegally parked vehicle was observed.

North Side of Broadway

Parking along the north side of the roadway is permitted from the western terminus of the study area, Railroad Avenue to 33rd Street. The eastern portion of Broadway, from 33rd Street to Saddle River Road, does not have any permissible parking.

The parking activity along the northern side of Broadway experienced higher parking usage than that of the southerly side. Our observations also confirmed that parking availability does appear to be insufficient at isolated blocks along the northerly side of Broadway as was reported in the prior committee reports and public meetings. The section of Broadway between Hartley Place and 30th Street experienced high parking activity in almost all of the study hours observed. The highest hours of activity were the weekday evenings and the weekend hours. With respect to the weekend hours, there was little difference between the Saturday and Sunday observations. Table 2 illustrates several of the blocks at over 100% parking utilization. The length of a parking space established in the Fair Lawn Ordinance defined the number of available parking spaces, and therefore reflects a lower number of available parking spaces than what can physically be accommodated on site. The individual parking spaces are not

delineated in the field, and therefore, the number of available spaces fluctuates with the pattern in which individuals park their vehicles.

The single block experiencing the highest overall parking activity was between 27th and 28th Streets. Several instances of illegally parked vehicles were observed in this block as well. In reviewing the parking utilization by block, it is apparent that the parking activity functions independently from block to block. For example, the block between 27th and 28th Streets is fully parked during almost all of the 30-minute intervals observed, with some observations of illegally parked vehicles within this block. During these same 30-minute intervals, the blocks immediately adjacent (26th - 27th on the western side, and 28th - 29th on the eastern side) experienced 40-60% utilization. This is an indication that the parking patterns directly relate to the specific use on the block where the vehicles are parked.

V. SUMMARY AND CONCLUSIONS

The results of the parking survey confirm there is a lack of available parking on the north side of Broadway at specific locations during the typical weekday and weekend peak periods. The specific blocks/locations experiencing the highest parking utilization are as follows:

- North side of Broadway, between Plaza Road and 26th Street
- North side of Broadway, between 27th and 28th Streets
- North side of Broadway, between 29th and 30th Streets

During the 30-minute periods observed when parking activity at the above referenced locations was at or near capacity, available parking existed along the adjacent blocks. Reference is made to Figure 1. The commercial properties along the north side of Broadway, particularly between Plaza Road and 30th Street, consist primarily of smaller individual commercial buildings/uses. There is also a lack of larger parking areas in the rear of the buildings to support employee or overflow parking. Consideration should be given to evaluating expansion of these parking areas or providing connections between the various parking areas when modifications are proposed for these commercial uses.

The lack of parking on one block combined with available parking on the adjacent block should be investigated further. Individuals not utilizing available parking on an adjacent block may be a function of several factors. Some factors observed areas follows:

- Lack of consistent signing for parking areas along Broadway do not inform motorists that parking is available within close proximity of the desired destination.
- Pedestrian accommodations, such as ADA accessible curb ramps and delineated crosswalks on side streets can improve the utilization of parking within proximity to the commercial uses by improving pedestrian accessibility.

Given the circulation patterns of the intersecting side streets, utilization of the parking areas behind the commercial establishments may be increased by providing way-finding signage along the Broadway corridor. BEI recommends as an item of additional study to develop enhanced pedestrian facilities and developing way finding signage to inform motorists of both the circulation patterns in the areas and the availability of additional parking facilities. The Borough is encouraged to investigate funding alternatives from the New Jersey Department of Transportation, particularly Municipal Aid, Discretionary Funding, Safe Streets to Schools and other sources to potentially fund studies and projects that will provide needed enhancements to the Broadway corridor.