

TRANSPORTATION

Transportation exists to provide mobility to people enabling them to access all of the necessary activities in their daily lives, such as, a job, school and social activities. The transportation resources available to residents in Hawthorne are outstanding and provide excellent opportunities for citizens to utilize the region's roads and highways, and public transit to move throughout the region. **Fig. 23** is a map of Hawthorne displaying transportation routes.

HISTORY

According to the Borough of Hawthorne Tercentenary Souvenir book, transportation in Hawthorne has evolved and grown through time. Prior to the Civil War, there were three main roads in the area: Goffle Road, Wagaraw Road, and Lincoln Avenue. Lafayette Avenue was created in 1872 when it was cut through the agricultural area of central Hawthorne (Borough of Hawthorne 1964). As the community grew and subdivisions were developed, streets were platted out predominantly in a grid pattern.

The first railroad, the Erie Railroad, was established in 1848 when a bridge was constructed across the Passaic River from Paterson to create a linkage into New York State; however, due to a lack of demand, the train did not stop in Hawthorne until 1867 when a depot was constructed at Wagaraw Road. This station was named Hawthorne, establishing the place name for the town. The station is currently being moved several feet away from the road to avoid traffic collisions into the station. In 1869, a second railroad was constructed through Hawthorne, the New York Susquehanna and Western (NYS&W), to link upstate New York with the Pennsylvania Railroad in Jersey City. The new rail line crossed the Passaic River and Wagaraw Road adjacent



View of original railroad station for the NYS&W
at Diamond Bridge Road.

to the Erie rail line facilitating access between the two railroads at the Hawthorne Depot. Later the NYS&W sited many of their maintenance facilities in the center of Hawthorne and constructed a second station at Diamond Bridge Road to serve the growing population in this section of town.

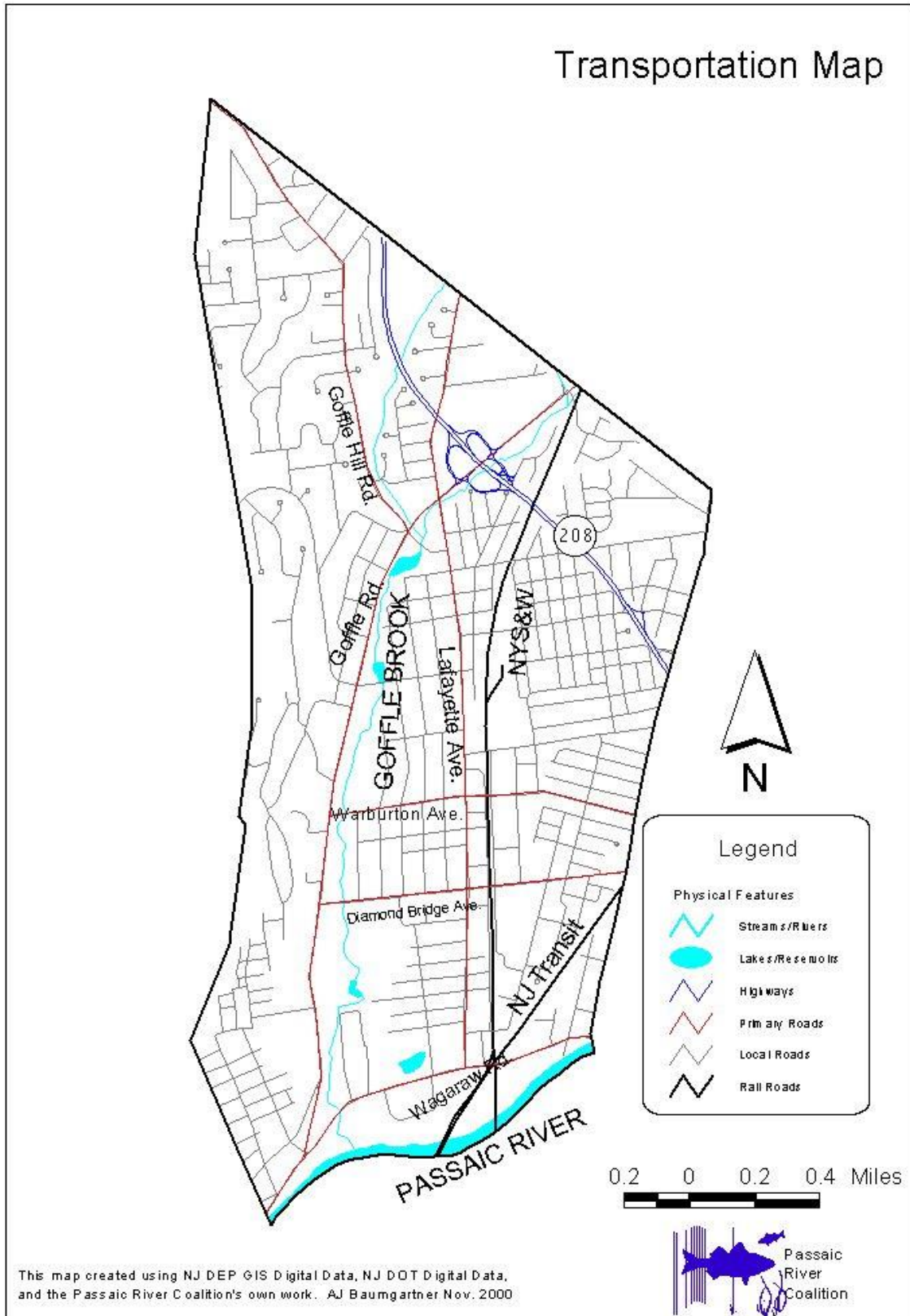


Fig. 23. Map of Transportation.

In 1911, an electric street trolley line was constructed to provide public transportation from the communities of Hawthorne, Glen Rock, and Midland Park to the City of Paterson. The electric trolley line ran from Paterson along Goffle Road to Wagaraw Road, and then north on Lincoln Street and into Glen Rock at Rock Road. The streetcar line provided commuter service to the growing suburbs of Paterson, which ultimately led to the creation of bus service that connected the suburbs to the city.

HIGHWAYS AND ROADS

Along the northern edge, Hawthorne is bisected by Route 208, which provides access to the west to Route I-287 and the New York State Thruway and to the east to Route 4, the Garden State Parkway, Route 17 and New York City. Interstate Route 80, the main east-west interstate connecting the continental United States and Route 46, an east-west state highway connecting northern New Jersey, is easily accessible by Route 20, a state roadway that parallels the Passaic River in Paterson.



View of intersection of Route 208 and Goffle Road.

Within Hawthorne there are several county and municipal thoroughfares that serve as the primary roadways linking residential, commercial and industrial sections of town to outside communities. All of the principal arterial north-south roadways begin at Wagaraw Road along the Passaic River and provide a connection to communities in Bergen County. The primary roads with distance include (Lipiner, 1999):

- **Goffle Road** (2.87 miles, 4.6 km), the primary north-south roadway that parallels the Goffle Brook and the Passaic County Goffle Brook Park. Goffle Road is a key access road for both regional and local travelers as it provides access to US 208 and the City of Paterson, and links Hawthorne with the Bergen County communities of Wyckoff and Ridgewood.
- **Lafayette Avenue and Lafayette Ave., extension** (2.37 miles, 3.8 km), the main street of Hawthorne, runs in a north-south direction, and serves as the main artery to the central business district (CBD) and as the center of the community. The extension provides a connection into Wyckoff.
- **Lincoln Avenue** (1.74 miles, 2.8 km), runs in a north-south direction and serves as the eastern boundary of the municipality, separating Hawthorne from the Borough of Fair Lawn. The roadway provides a connection between the City of

Paterson and Glen Rock and Ridgewood, and contains a commercial/retail section.

- **Wagaraw Avenue** (0.97 miles, 1.5 km), runs along the Passaic River connecting Fair Lawn and Prospect Park and serves as the southern link to all north-south roadways. The area around Wagaraw Avenue was historically the center of commercial and industrial activity and remains that way today although the area is undergoing redevelopment.
- **Goffle Hill Road** (1.55 miles, 2.5 km), is a primary road traveling west into Bergen County linking residential neighborhoods to the center of Hawthorne. The road begins along the ravine created by the Depe Vol Brook through the First Watchung Ridge and travels on up and across the ridge.
- **Diamond Bridge Avenue** (0.93 miles, 1.5 km) **Rea Avenue** (1.67 miles, 2.7 km) **and Warburton Avenue** (0.95 miles, 1.5 km), are primary east-west streets that link Goffle Road, Lafayette Avenue, and Lincoln Avenue together. These three streets provide the connections between downtown residential neighborhoods, the CBD, the commercial/industrial zone along the rail line, and Goffle Brook Park.

Within Hawthorne are numerous municipal streets that serve the large residential sections of town. The older sections of town contain streets laid out in grid patterns, many in north/south-east-west configuration and others rotated at angles. Newer sections of the community, such as the neighborhoods on the Watchung Ridge contain curvilinear streets that respond to the slope of the hill.

PUBLIC TRANSPORTATION AND COMMUTING

There are a wide variety of existing transportation services that include New Jersey Transit trains and buses, as well as new programs for expanding the capacity and increasing opportunities.

Although Hawthorne is served by both bus and rail, as of the 2019 American Community Survey from the US Census Bureau (2019 ACS), most residents and those who worked in the community selected the automobile to get to work. According to the 2019 American Community Survey commuter transportation, 84.5% of workers in Hawthorne drove alone to work, followed by those who carpooled to work (5.38%) and those who used public transit to get to work (4.31%) (2019 ACS). **Fig. 24** shows the number of households using each mode of transportation over time, using a logarithmic scale on the y-axis to help better show variations in the smaller means of commuting.

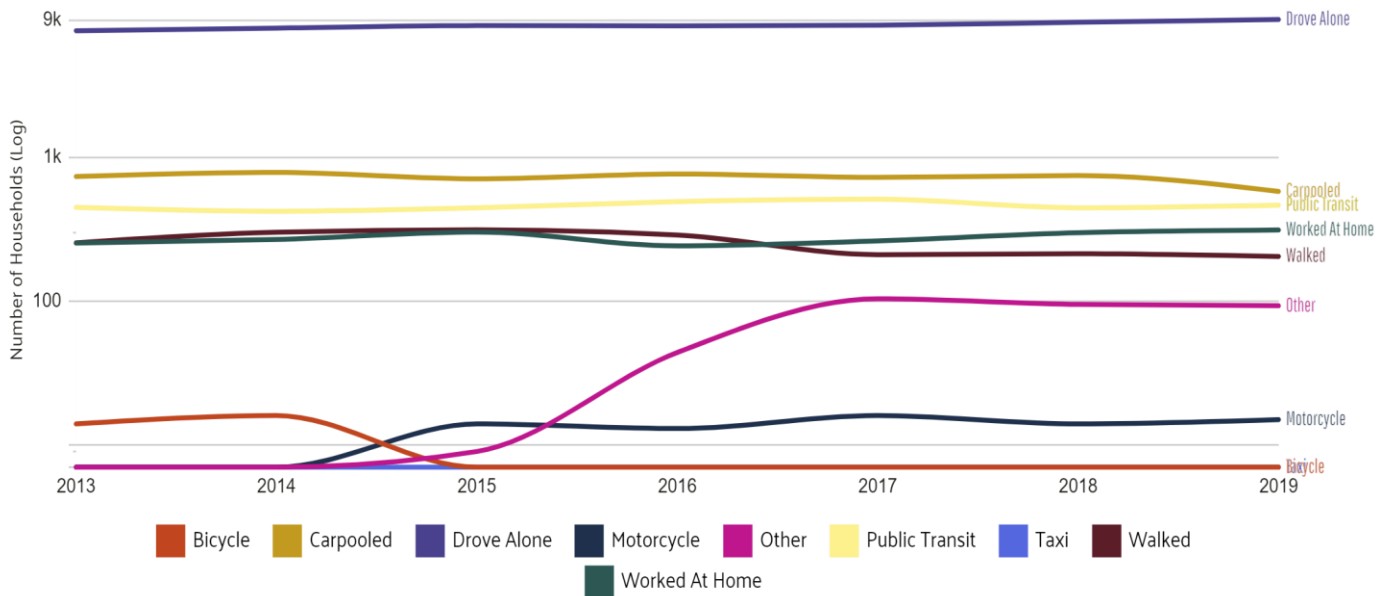


Fig. 24. 2019 American Community Survey Commuter Transportation.
 Source: Chart Survey/Program: 2019 ACS 5-Year Estimates Subject Tables

The 2020 census survey did not include any questions regarding the journey to work statistics (U.S. Census Bureau 2020).

New Jersey Transit provides an extensive bus system that has numerous routes that provide access to all of northern New Jersey. Hawthorne is served by bus route Local 722, which has three stops in Hawthorne: at Lafayette Ave. at Diamond Bridge Ave., Goffle Rd. at NJ Route 208, and Van Winkle Ave. at 8th Ave. These three locations allow downtown residents to select a bus stop within walking distance. There is a commuter parking lot, located at Diamond Bridge and Lafayette Avenue for automobiles. However, with an additional bus stop location at Utter Ave and Route 208 the bus service opportunities could be increased. The route between the City of Paterson and Bergen Community College, contains a connection to the Passaic-Wayne 744 Route.

New Jersey Transit’s rail system provides another source of commuter transportation resource. The Main Line runs diagonally across the lower part of Hawthorne across the Passaic River and into Glen Rock with a station located at Washington Street that has a small parking lot that is free and unrestricted. The Main Line provides access to Bergen County with stops in Glen Rock, Ridgewood and Ramsey. However, the most significant benefit to commuters is the connection to Hoboken where riders can utilize the PATH system, NYC Waterway ferry system, or NJ Transit bus service to gain access into New York City. At times, the Norfolk and Southern Railroad utilizes the Main Line to move freight from Port Newark northward to New York State (Lipiner, 2000).

Currently, this commuter line is heavily used, and unfortunately, due to the small size of the parking lot, there are an inadequate number of parking spaces. In November 2006, the municipality passed Ordinance No. 1888-06 to resolve the parking issue. The ordinance contains the following: established commuter parking & resident restricted parking areas, resident & non-resident parking stickers, prohibited parking without a

parking sticker, the right of enforcement to display stickers, the right to suspend any parking regulations, and the right to fine for violations and penalties.

A second rail line, the New York Susquehanna and Western (NYS&W), runs through the center of Hawthorne paralleling Lafayette Avenue and then the Goffle Brook. This line is a freight line that has been examined for commuting opportunities. The proposed commuter rail reconstruction project, known as the Passaic-Bergen Passenger Service Restoration Project, has been updated & changed for several years. The overall goal of the project is to connect the light rail to the main line.

On May 13, 2009, the NJ Transit Board of Directors authorizing the agency to enter an agreement with the New York, Susquehanna and Western Railway (NYS&W). The Board approved a Memorandum of Understanding (MOU) with NYS&W that provides a framework for NJ TRANSIT's plan to construct and operate the Passaic-Bergen line using the NYS&W Main Line right-of-way between Hawthorne and Hackensack. The Passaic-Bergen rail service will serve nine new stations along more than eight miles of the NYS&W's Main Line corridor between Hawthorne and Hackensack. The project's proposed station in Hawthorne is a short walk from the existing Main Line station, making it easy for riders to connect to the wider NJ TRANSIT commuter rail system. The Passaic-Bergen rail service will serve nine new stations along more than eight miles of the NYS&W's Main Line corridor between Hawthorne and Hackensack. The project's proposed station in Hawthorne is a short walk from the existing Main Line station, making it easy for riders to connect to the wider NJ TRANSIT commuter rail system. Construction of the project could begin as soon as early 2009 and take approximately three years to complete. (NJ Transit press release May 13, 2009)

TRANSPORTATION PLANNING

Planning for transportation is done at several different scales. The North Jersey Transportation Planning Association (NJTPA) and the County of Passaic undertake regional planning. The NJTPA is the federally designated Metropolitan Planning Organization for northern New Jersey that oversees the annual federal and State of New Jersey transportation investments. The Borough of Hawthorne is located in Corridor 18, the transportation region created by the NJTPA that encompasses primarily the Route 17 corridor in western Bergen County (NJTPA, 2000). Decisions on transportation issues and funding for Hawthorne are based on the identified needs of this corridor. The County of Passaic oversees the maintenance of all county roads and bridges, and provides guidance and coordination in the planning of regional transportation programs.

In 1998, a Transportation Task Force was established by Passaic County to secure a \$100,000 grant from the North Jersey Transportation Planning Association to develop a transportation action plan (Lipiner 1999). As part of this process, Hawthorne identified a transportation wish list of policies and actions, improvements, and upgrades for the Borough (Laios, 2000). These included broad proposals such as:

- The resurfacing of municipal and county roads,
- The replacement of deteriorating county bridges over the Goffle Brook,
- Improvements to sidewalks and curbs,
- Reconfiguration of road intersections.

Other specific proposals included:

1. The development of a pedestrian/bicycle pathway through Goffle Brook Park that would connect with the properties along Wagaraw Road that are being redeveloped.
2. The creation of a new station for NJ Transit's Main Line at the Merck property on Wagaraw Road. This project would offer a non-auto alternative and provide a catalyst to the redevelopment of the 20 acres of commercial/industrial zoned land along the Passaic River.
3. Flooding problems with the Goffle Brook created by the inadequate maintenance and capacity of the Goffle Brook culvert that passes under Rea Avenue and Wagaraw Road.
4. The exit ramps from US 208 at Goffle Road appear to be inadequate and unsafe for truck traffic, as there have been a number of incidents where trucks have overturned.

As of August 2010, the Transportation Task Force no longer exists. In order to maximize transportation potential in Hawthorne, these suggested proposals should be considered in the future.