



**COUNTY OF HUDSON / COUNTY OF ESSEX**  
**Local Concept Development Study for the Clay Street Bridge**  
**over the Passaic River in the Borough of East Newark, Hudson County, NJ**  
**and the City of Newark, Essex County, NJ**

**Community Stakeholders Survey Summary**

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Total Surveys Mailed: 149

Total Surveys Returned as of 3/21/14: 11

1. Were you aware of this Bridge Improvement Study?

Yes: 4  
 No: 7

2. How often do you use the Clay Street Bridge?

Everyday: 6  
 Often: 3  
 Seldom: 1  
 Never: 1

3. Do you use public transportation in this area?

Everyday: 1  
 Often:  
 Seldom: 4  
 Never: 3

If so, what type?

NJ Transit: 4  
 Private Bus:  
 Other: 3

4. Do you walk or ride a bike in this area?

Walk:

Yes: 4  
 Often:  
 Sometimes: 3  
 No: 7

a. If walking across the bridge, which sidewalk did you use prior to the closure:

Northside: 2  
 Southside:  
 Both:  
 Not on bridge: 1



4. Do you walk or ride a bike in this area? (continued)

Ride a Bike:

Yes:

Often:

Sometimes:

No: 8

b. If bicycling, please circle: sidewalk or shoulder and which side:

Northside:

Southside:

Both:

Not on bridge:

5. How is this study important to you - your involvement/representation?

Resident or Commuter: 6

Mobility and Access: 3

Economic interest: 5

Social service provider: 3

Historic features of interest: 1

6. What are the key issues near the Clay Street Bridge as you see them (access, safety, traffic, mobility, aesthetics, marine activity)?

Access: 6

Safety: 5

Traffic: 7

Mobility: 1

Aesthetics: 2

Marine activity:

7. What should the study team be aware of concerning any traffic changes or detours near the Clay Street Bridge (past, present, or future)?

- Traffic is funneled to Bridge Street or 280 (for #16 bus line) – tremendous traffic back-ups in previous bridge closures.
- Coordinate with the State who will be proceeding with a RT280-RT21 Interchange project.
- Future.
- When the bridge was closed for 6 months I suffered major loss of customers.
- Access ability for tractor trailers.
- Negative impacts to customers that make more than 5,100 trips on the No. 76 bus line on a typical weekday. Ability to continue to meet public transportation customer needs and safety is a key issue.

7. What should the study team be aware of concerning any traffic changes or detours near the Clay Street Bridge (past, present, or future)? *(continued)*

- When Clay St. Bridge was closed previously (2012) the left turn arrow traveling northbound on Passaic Avenue and Clay St. Bridge (in front of diner) wasn't disabled. This only delayed southbound traffic for no reason because the bridge was closed and northbound cars were not turning left over the bridge anyhow.
- Residents use (walk on) the Clay Street Bridge to return after grocery shopping because taxis do not cross back into Newark.
- Access for all modes of transportation, car, bus, pedestrian, bike (ride across, not walk). I don't personally use the bridge, but it is important for our members' access between Newark and E. Newark, should remain open with as little inconvenience as possible during construction.
- Traffic flow is a key issue. Cannot close Clay Street and Bridge Street together motor vehicle traffic from 4:30 – 7 p.m. with both bridges, getting into East Newark is difficult.
- Traffic during rush hour.

8. Is the bridge wide enough to service the transportation needs (vehicles, pedestrian, bicyclists) in the project vicinity? How many lanes are needed each way?

- 2 each way, plus walkways wide enough for pedestrians and bicyclists
- 2
- No. 2 each way. We need a left hand turn signal.
- 2 lanes needed each way.
- Cannot suggest without traffic count data by hour and direction.
- 1 – 2.
- Need to perform study.
- At least 2.

9. Are you interested in becoming a stakeholder representing your organization, business, school, neighborhood or interest group (attend 2-3 meetings)?

Yes: 6  
No: 4

10. Are any special provisions needed for you to attend a meeting such as access, hearing, or visual?

Yes:  
No: 7

11. Are there any organizations or individuals you would suggest we contact as possible stakeholders?

- Towns of Harrison and Kearny, all businesses in Harrison, East Newark, Kearny, and their residents
- Lower Broadway Neighborhood Association

12. Do you have any comments/questions about the study or any other suggestions you wish to share about the study that may help with planning future meetings?

- Timing of project is critical as there is a planned revamp of Route ramps from 280 starting in 2015 (?). In no way can the two projects occur at the same time!
- As stated in Question #7, failure to the RT280-Rt21 Interchange project with the Clay St. Bridge project could have a potentially negative effect on traffic and pose a dangerous situation to the citizens living and working on the Hudson County side of the river.
- I want to be involved in the planning.
- Customers and employees currently walk across the bridge to get to Shop Rite. Access must be maintained for tractor trailer deliveries to Shop Rite from Route 21.
- Please keep me in the loop regarding study work.
- The questions above were answered by me as an individual. I do have many associates that use this bridge to travel to and from work. Most use this bridge with public transportation and walking as well as their personal vehicles. In 2012 when the bridge was closed it had a negative impact on my business and I seen a 10 – 12% decrease in my customer traffic. There needs to be re-routing on McCarter Highway for people to easily access the other two bridges.
- There is a need to facilitate access for residents who shop at the supermarket across the river to return safely. This is the second project that limits/restricts access to Lower Broadway, even though for a set time. Signage must be included to re-encourage people to go to the neighborhood. This will also address safety through the perception of safety. Highlighting neighborhood (contribute to a positive perception) is a key issue.
- Not at this time. Thank you.
- Alternate routes from Harrison to the hospital in Newark.