CITY OF

HACKENSACK COMPREHENSIVE BICYCLE PLAN

APRIL 2026

THE CITY OF HACKENSACK

NV5

MBO Engineering, LLC

DRAFT 4/28/2026

DRAFT 4/28/2026

TABLE OF CONTENTS

TABLE OF FIGURES

TABLE OF TABLES

TABLE OF MAPS

ACKNOWLEDGMENTS

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LETTER FROM THE MAYOR

TO BE ADDED AFTER CITY REVIEW

GLOSSARY OF TERMS

COMPLETE STREETS

Complete Streets are streets designed to safely support all road users. This applies to all modes of travel and road users of all abilities, including people with disabilities, children, and seniors. Complete Streets require varying degrees of intervention based on the context, both in terms of land use and in terms of traffic volumes and speeds.

VULNERABLE ROAD USERS

A Vulnerable Road User (VRU) is defined by the Federal Highway Administration (FHWA) as a person walking, biking, or rolling (e.g., via a scooter, skateboard, wheelchair), in effect a non-motorist. In addition, Vulnerable Road Users also include mature drivers, younger drivers, motorcyclists, work zone workers and other road workers (NJDOT SHSP).

SHARED LANES

On roadways where it is not necessary to provide dedicated bicycle facilities, shared-lane markings (also known as “sharrows”) may be used to indicate a shared environment for bicycles and automobiles. Shared lanes are appropriate only on low-speed and low-volume roads.

BICYCLE BOULEVARD

Bicycle boulevards are linear corridors of interconnected, traffic-calmed streets where bicyclists are afforded an enhanced level of safety and comfort. These roads can be enhanced by a variety of bicycle safety and comfort improvements, including shared lane markings, reduced speeds and volumes, and associated signage.

BICYCLE LANES

Bicycle lanes provide an exclusive space for bicyclists through the use of pavement markings and signage. Bicycle lanes are intended for one-way travel and are typically located on both sides of a two-way street and on one side of a one-way street.

BUFFERED BICYCLE LANES

Buffered bicycle lanes are conventional bicycle lanes that are paired with a marked buffer space to horizontally separate the bicycle lane from the adjacent motor vehicle travel lane.

PROTECTED BICYCLE LANES

Separated bicycle lanes are bikeways that are at street level and use a variety of methods for physical separation from passing traffic. Typical forms of separation include removable or permanent bollards, raised curbs or medians, or planters.

TWO-WAY PROTECTED BICYCLE LANES

Two-way separated bicycle lanes are physically separated bicycle lanes that allow bicycle movement in both directions on one side of the road.

CONTRAFLOW BICYCLE LANES

Contra-flow bicycle lanes are bicycle lanes that are designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic.

PROTECTED INTERSECTION

A protected intersection safely facilitates the movement of bicycle lanes through an intersection by adding hardened corner islands, which are raised curbed areas which define the corner radius of an intersection on one side and bicycle lanes on the inside, greatly reducing the chance of adverse bicycle-vehicle interactions.

EXECUTIVE SUMMARY

TO BE COMPLETED AFTER FINAL PRESENTATION

CHAPTER 1: INTRODUCTION

PLAN PURPOSE

The purpose of this plan is to equip the City of Hackensack with a planning framework to create and manage a comprehensive bicycling network. This planning study acknowledges the city's shortcomings in bicycle safety and explores potential solutions to existing safety hazards and inadequate bicycle infrastructure. The recommendations will allow the city to manage and develop bicycling infrastructure that is safe and comfortable for people of all ages and abilities and a sufficient alternative to driving for daily trips or utility trips across the city.

This project was preceded by several previous planning studies, most notably and most recently the *Prospect Avenue and Beech Street Walkable Community Workshop* report created by Rutgers University's Voorhees Transportation Center along with NJTPA and Sustainable Jersey in 2020. While that report was primarily focused on pedestrian mobility, it also noted several opportunities to enhance bicycling connectivity, which then prompted interest in the development of a citywide bicycling study.

NJDOT Local Bicycle and Pedestrian Planning Assistance Program

The City of Hackensack applied for this project through the NJDOT's Bicycle and Pedestrian Planning Assistance program, which provides a fully funded planning effort by a consultant team. The result of this planning effort is typically a comprehensive report summarizing the effort as well as a set of detailed recommendations to advance the goals of the plan. These recommendations include details on the timeline, cost, performance measures, and potential partners for each item.

BACKGROUND

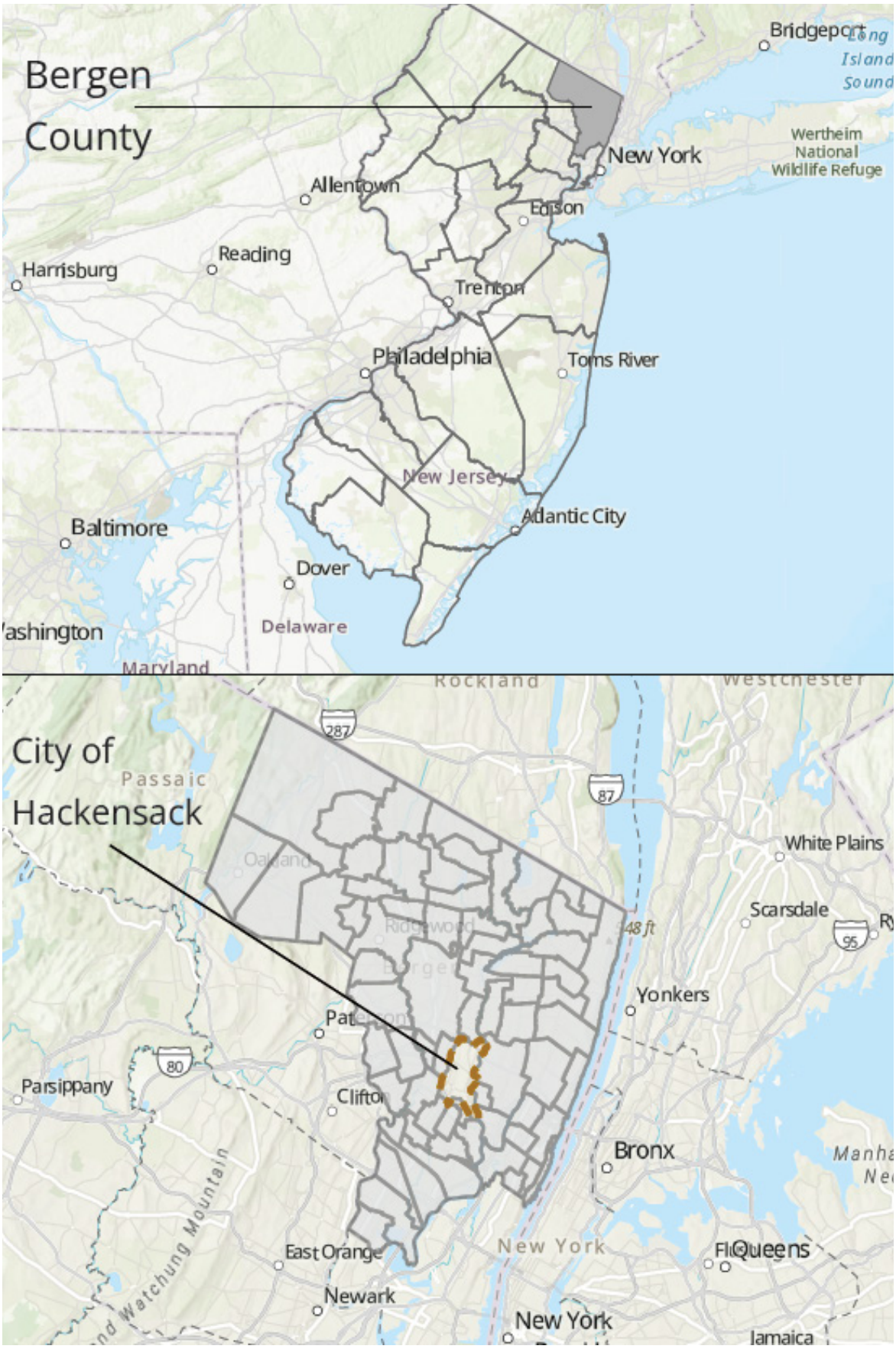
Existing Conditions

The City of Hackensack, in northeastern New Jersey, serves as the county seat of Bergen County. Hackensack is known for its walkable neighborhoods, cultural diversity, and historic downtown. The city lies along the west bank of the Hackensack River, and is just five (5) miles (by air) from New York City, which is directly accessible via Interstate 80 and NJ Route 4 (both of which connect to the George Washington Bridge). See Map 1 for a guide to the location of the city, and Map 2 for an overview of the study area and its immediate context.

The downtown area is located in the east-central part of the city, with the area on the west-central side of the city also heavily developed around healthcare industry. The northeast of the city hosts several large commercial complexes, while the northwest is more low-density residential. The south side of the City features a mix of land uses, including industrial, high-density residential, commercial/services, recreation areas, cemeteries, and open spaces.

The study area for this plan is the City of Hackensack and its road network. Connections to neighboring municipalities are nonetheless acknowledged and considered in this plan. Notably, Teaneck and Bogota lie across the Hackensack River and are connected by multiple bridges. Maywood and Lodi are located to the west and have a road network closely integrated with Hackensack's, which is also the case with South Hackensack to the south. Hackensack has two stations on the NJ TRANSIT Pascack Valley Line (Essex Street and Anderson Street), and immediately to the north and south are Teterboro and River Edge, which both also have nearby stations on the same line (Teterboro and New Bridge Landing, respectively).

MAP 1: LOCATION



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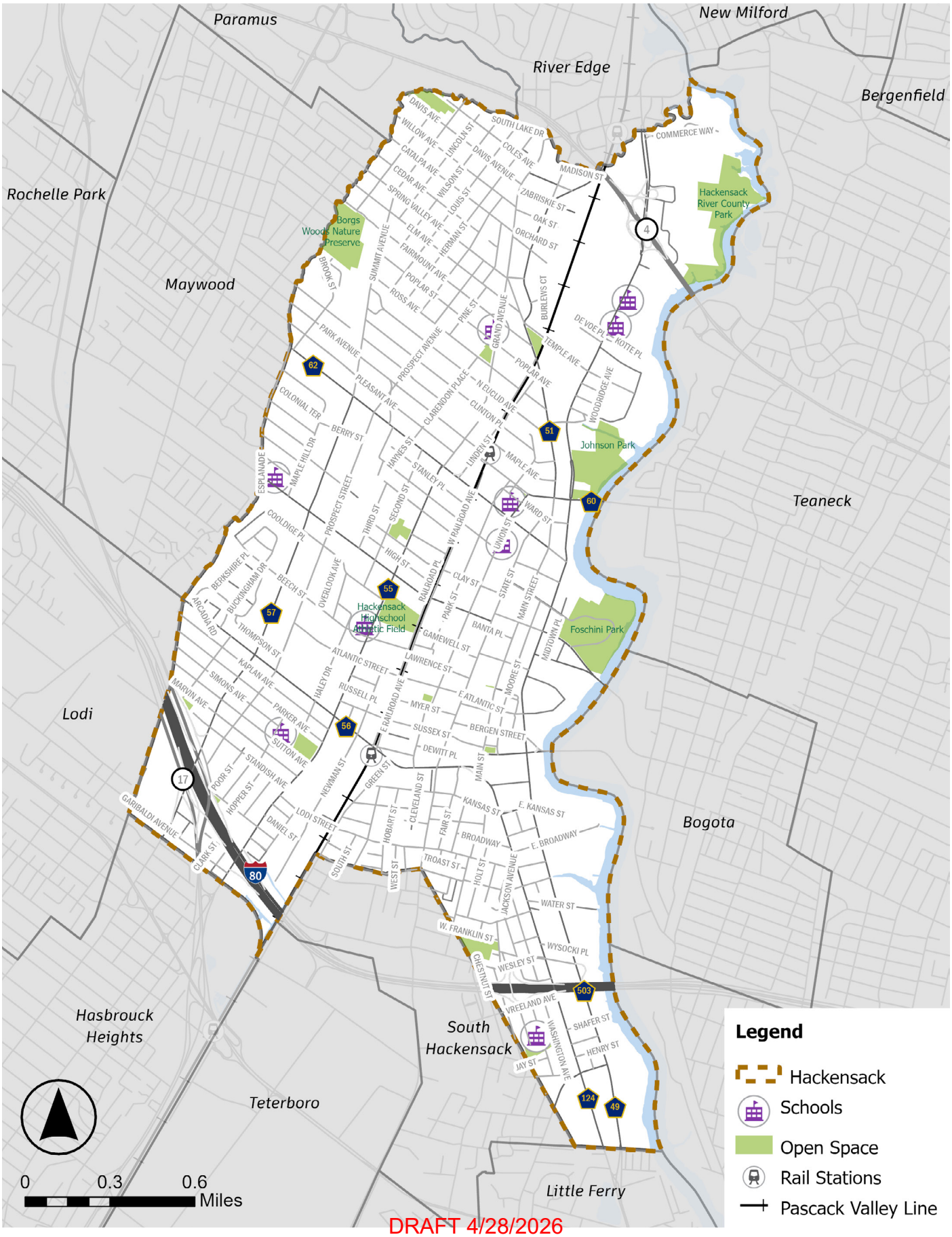
MAP 2: STUDY AREA



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PREVIOUS STUDIES

Hackensack Transit-Oriented Development Report (2013)

Community vision plan to advance transit-oriented development (TOD) in Hackensack, informed by public engagement, existing conditions, and historic context. Identifies TOD benefits such as expanded transportation options, reduced reliance on personal vehicles, improved air quality, and more active public spaces. Includes conceptual designs and recommendations for key hubs including Essex Street Station, Anderson Street Station, and the Downtown Bus Terminal/River Street Corridor, with strategies to improve walkability and bicycle access (e.g., more pedestrian-compatible boulevard treatments, wider sidewalks, and bicycle improvements such as a bicycle lane concept near Anderson Street Station and corridor concepts that incorporate bicycle facilities).

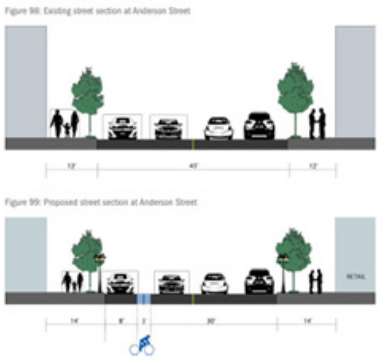


Figure 98: Existing street section at Anderson Street

Figure 99: Proposed street section at Anderson Street

Prospect Avenue & Beech Street Walkable Community Workshop Report (2020)

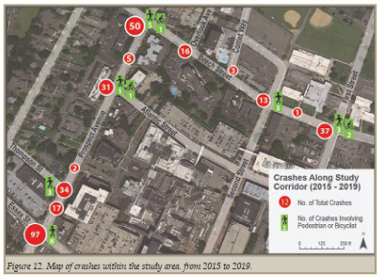
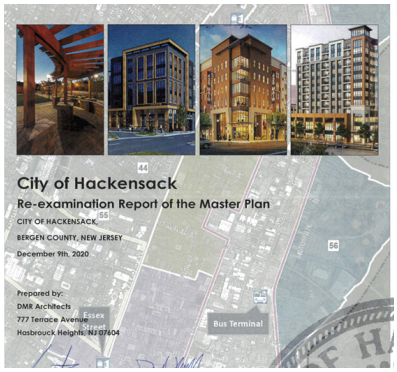


Figure 12. Map of crashes within the study area, from 2015 to 2019.

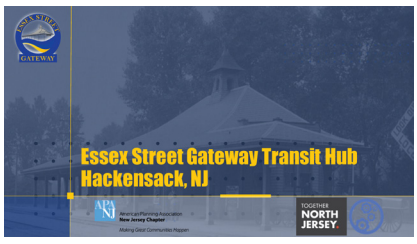
Corridor-focused study aimed at improving walkability and safety along Prospect Avenue and Beech Street—important pedestrian routes serving schools, healthcare, transit, and commercial destinations. Developed through a virtual workshop format with municipal staff and stakeholders to build shared understanding of Complete Streets strategies. Recommendations include development of a Complete Streets implementation approach, pedestrian amenities, and operational/safety changes such as a road diet and traffic signal upgrades. Longer-term concepts include targeted studies at key conflict points (e.g., the HUMC entrance) and bicycle improvements that better connect corridors to a broader network, alongside more permanent measures such as curb extensions. Bicycle-related recommendations helped support subsequent pursuit of grant funding and momentum for more comprehensive bicycle planning.

City of Hackensack Master Plan Re-Examination Report (2020)



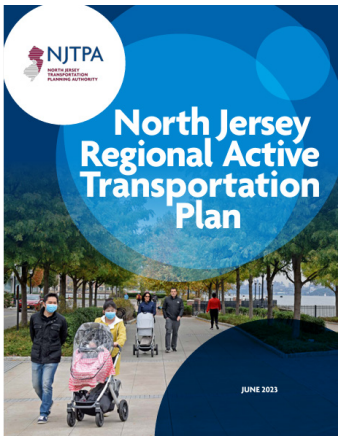
Second re-examination of the 2001 Master Plan (first since 2009), updating land use and policy direction to reflect evolving development patterns. Includes recommendations affecting zoning and planning administration, and reinforces transportation goals that emphasize multimodal accessibility. Transportation-related direction includes roadway and streetscape improvements, pedestrian safety enhancements, and policies that encourage alternatives to driving—specifically including expanded bicycle accessibility and other multimodal strategies to support downtown vitality and access.

Essex Street Gateway Transit Hub Study (2020)



Strategic plan for the area around the Essex Street NJ TRANSIT station developed by a group of volunteer planners under the Community Planning Assistance Program of the New Jersey Chapter of the American Planning Association. The plan sought to identify site improvements to support community needs and improve

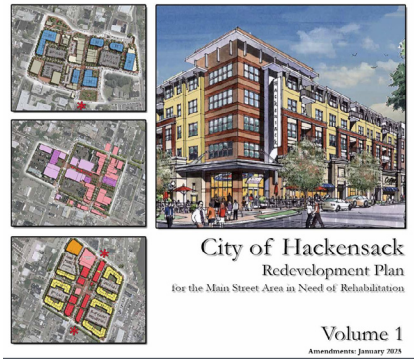
economic vitality, improve connectivity with the core areas of Hackensack, and increase ridership. The plan is focused primarily on pedestrian-focused improvements, with specific suggestions for improvements on Railroad Avenue and Essex Street. Railroad Avenue is specified for its connectivity to residential areas and community amenities like the Boys and Girls Club, Hackensack High School, and the DiZenzo court senior housing development. Essex Street is the site of the station, and the plan identifies it as substandard for pedestrian movement and recommends a variety of streetscape improvements including wider sidewalks, improved lighting, and traffic calming. The plan also recommends evaluating all other main routes to the station and improving their sidewalk and crosswalk conditions. The recommendations for the station itself include improved seating, lighting, and weather protection, and bicycle storage is also specified.



NJTPA Regional Active Transportation Plan (2023)

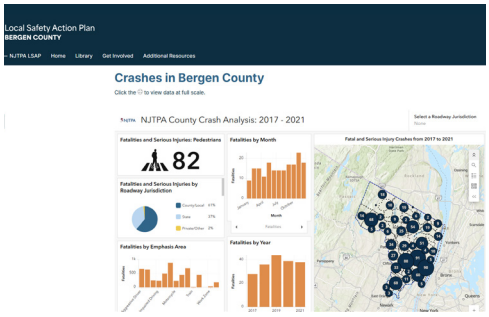
Regional blueprint for a safer, more comfortable, and more connected walking and bicycling network across northern New Jersey. Emphasizes network connectivity, equity, improved access to transit, inter-jurisdictional coordination, and implementation/funding pathways. Identifies both on-road and off-road opportunities to strengthen regional trail connections and access to key destinations. For Hackensack, the plan highlights potential connections on several corridors, including Hackensack Avenue, East Anderson Street, Essex Street, River Street, Salem Street, Polifly Road, South River Street, and Passaic Street, which provide regional context for local network planning and prioritization.

City of Hackensack Redevelopment Plan (2025)



Amended rehabilitation plan for the Main Street "Area in Need of Rehabilitation," providing updated zoning standards, permitted/conditional uses, and design standards (e.g., building orientation, screening, open space, sustainability, and other urban design elements). Includes circulation goals intended to improve downtown function and support multimodal access. Transportation recommendations include reestablishing two-way circulation on Main Street and State Street to promote accessibility and economic vitality, and a broader goal to make downtown more "permeable" and supportive of all modes. The plan explicitly references accommodating bicycling within a Complete Streets context.

Bergen County Local Safety Action Plan (Ongoing)



Countywide safety planning effort led with NJTPA support, organized around a Vision Zero goal of eliminating traffic-related deaths and serious injuries by 2050. Uses a Safe System Approach and prioritizes site-specific and systemic interventions along the County's High-Injury Network (HIN). Development includes stakeholder participation and public input through online tools. Implementation is intended to be guided by a Local Implementation Committee, with a focus on near-, mid-, and long-term improvements and on encouraging municipalities to pursue projects and programs consistent with the plan's safety framework.

DRAFT 4/28/2026

CHAPTER 2: EXISTING CONDITIONS

Hackensack is a dense, busy, and regionally significant city. Its mixture of low and high density, range of employment opportunities (commercial, government, office/services, industrial, medical, and more), transit access to New York City, and role as the urban core of Bergen County all create complex set of conditions, all of which are important to understand when considering bicycle connectivity in the city.

Understanding the demographics of Hackensack is a useful aid in anticipating bicycle use in the city. While some groups are more likely to bicycle in general, a comprehensive bicycle network has to accommodate all ages and abilities. Understanding the overall shares of various demographics in the city as well as where some of the groups with a higher likelihood of bicycling (as well as those with a greater need for safe and comfortable bicycling conditions) are located is critical to evaluating the existing network and considering location-specific improvements.

People may choose to bicycle for both recreational and practical reasons, and in the latter case (and often in the former as well) there are specific destinations which stand out as the most likely to be bicycled to. Understanding where these destinations are, ranging from commercial and leisure attractors to community amenities and more practical locations (such as train stations), can be a useful guide to identifying some of the most important connecting routes.

Additionally, safety is a critical concern, and locations with notable crash counts can be both a guide to where safety is a greater concern and a guide to locations where more protective bicycle infrastructure can be most effective or is most needed.

Appendix 1 contains a detailed data collection memorandum, with more expansive discussion of the following sections.

DEMOGRAPHICS

Hackensack, the most populous municipality in Bergen County, has a population of 45,768 and approximately 20,305 households. The median age of residents is 41.5 years, with 12% living with a disability. Based on the 2023 ACS 5-year US Census data, the following key demographic insights have been identified:

Age

- Children under age 5: 5% (2,103 individuals)
- Youth aged 5-17: 12% (5,676 individuals), often dependent on others for transportation but some may walk or bicycle to school or work.
- Seniors aged 65 and older: 17% of the population, who may rely more on public transportation due to declining mobility and driving abilities.

Education

- Over 87% have a high school diploma or higher, while 41.7% hold a bachelor's degree or higher, both of which are below Bergen County averages (92.7% and 53.3%, respectively).
- 10% (4,528 individuals) lack a high school diploma.

Income

- The median household income is $82,212, with 11.3% (5,073 individuals) living below the poverty level.

Transportation and Vehicle Ownership

- Approximately 14% of households (2,882) do not own a vehicle.
- The average commute time is 28.8 minutes, slightly shorter than the Bergen County average of 32 minutes.

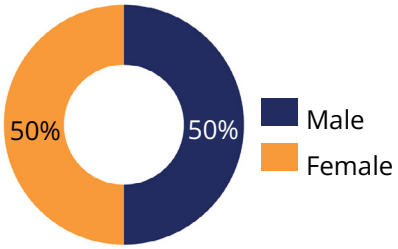
Hackensack Population Trends

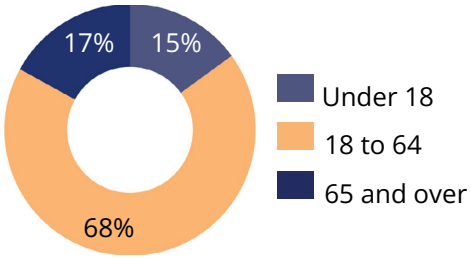
Total Population: **45,768**

Households: **20,305**

Median Age: **41.5**

Population with a Disability: **12%**





Education and Economic Characteristics

$82,212
Median household income

41.7%
Have a bachelor's degree or higher

95% Own
5% Rent

$370,300
Median value of owner-occupied housing units

Travel Patterns

28.8 minutes
Average travel time to work

61%
Drove alone to work

14%
Do not own a vehicle

0.4%
Bike to work

DRAFT 4/28/2026

KEY DESTINATIONS

Understanding where the most significant destinations are in Hackensack helps understand and predict key travel corridors in the context of bicycling, and can be used to determine where bicycle infrastructure should be proposed and developed. Destinations include parks, schools, restaurants, municipal amenities, community services, transit locations and places of worship. Given the size of Hackensack and concentration of destinations in the downtown, travel within the city is almost always within bicycling distance for most riders; all outer areas are under two miles from the downtown area. Activity generators are listed below, and can be seen in Maps 3 and 4:

Parks and Recreation

- Staib Park
- Borgs Woods Nature Preserve
- Second Ward Park
- Mary Street Mini Park
- Hackensack High school Athletic Field
- Baldwin Park
- Carver Park
- Union Street Park
- Hackensack Green Park
- Columbus Park
- Downtown Walkway
- Foschini Park
- Johnson Park
- Hackensack River County Park

Schools

- Bergen County Christian Academy
- Bergen Academies-Hackensack
- Evening Voc-Technical High
- Fairmount Elementary School
- Fanny M. Hillers Elementary School
- Hackensack High School
- Jackson Avenue Elementary School
- Nellie K. Parker Elementary School
- Hackensack Middle School

Municipal Buildings

- Municipal Court
- Public Library
- Post Office
- Public Works
- Police/Fire Department
- Emergency Management

Public and Community Services

- Greater Bergen Community Action
- Christ Church Community Development Corp
- YWCA Northern New Jersey
- Bergen Volunteer Medical Initiative Catholic Charities
- Open Door Community Center
- Bergen County Human Services Center
- Four Corners Community Services
- Latin American Institute
- Transition Professionals

Restaurants and Retail

- Downtown Restaurants & Shops
- Brewery
- Shop Rite
- Movie Theater
- Warehouses
- Walmart
- Target

MAP 3: PARKS

Source: NJDOT, NJOGIS

Staib Park

Borgs Woods Nature Preserve

Hackensack River County Park

Johnson Park

Foschini Park

Downtown Walkway

Columbus Park

Hackensack High School Athletic Field

Baldwin Park

Fairmount Park

Carver Park

Second Ward Park

Pulaski Park

0 0.3 0.6 Miles

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MAP 4: KEY DESTINATIONS

Source: NJDOT, NJOGIS

Police Department

Municipal Court

Hackensack University Medical Center

Downtown

Post Office

Public Library

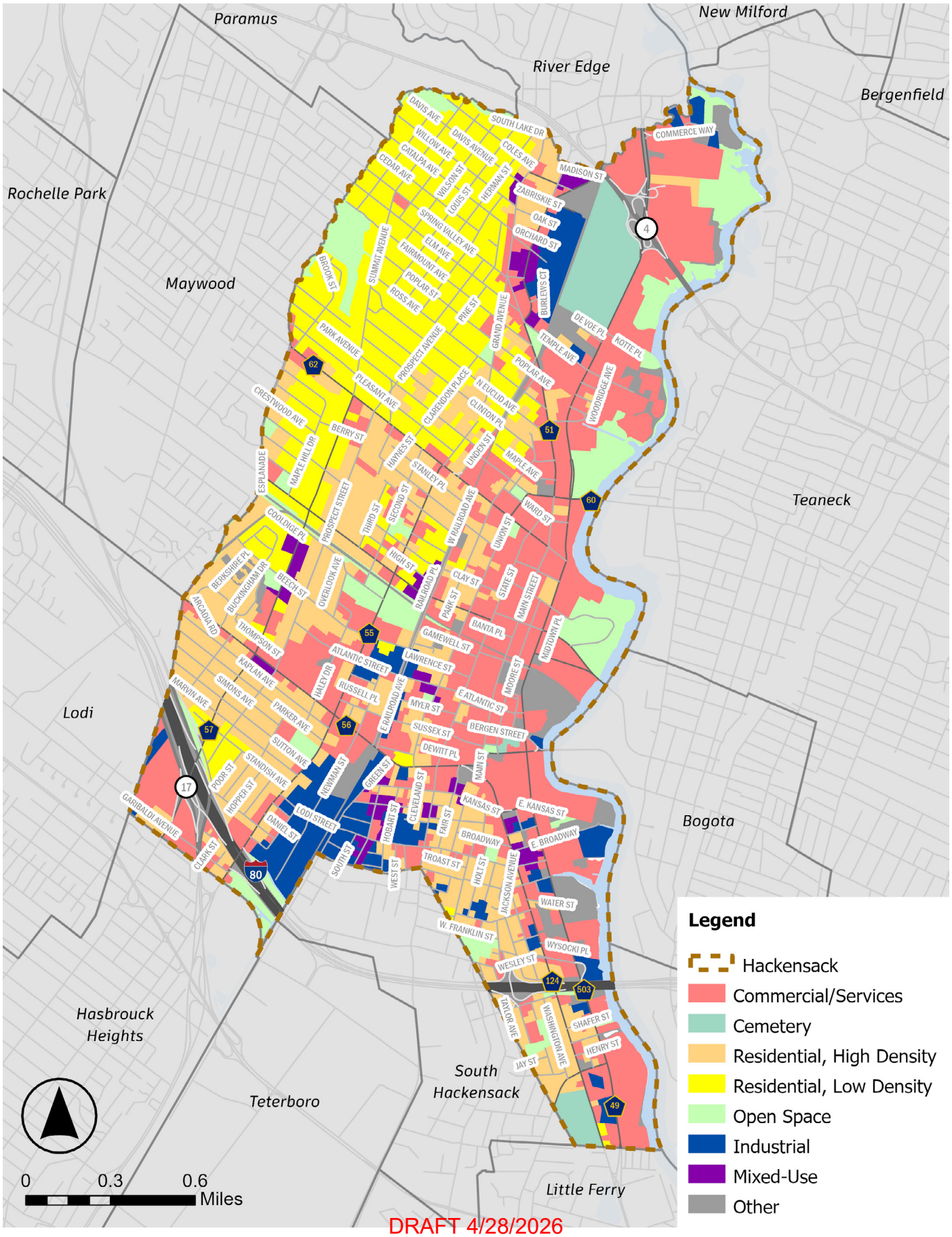
Legend

- Hackensack
- Schools
- Open Space
- Downtown
- Public Services
- Emergency Management
- Fire Department
- Post Office
- Municipal Court
- Police Department
- Public Library
- Churches

0 0.3 0.6 Miles

DRAFT 4/28/2026

MAP 5: LAND USE



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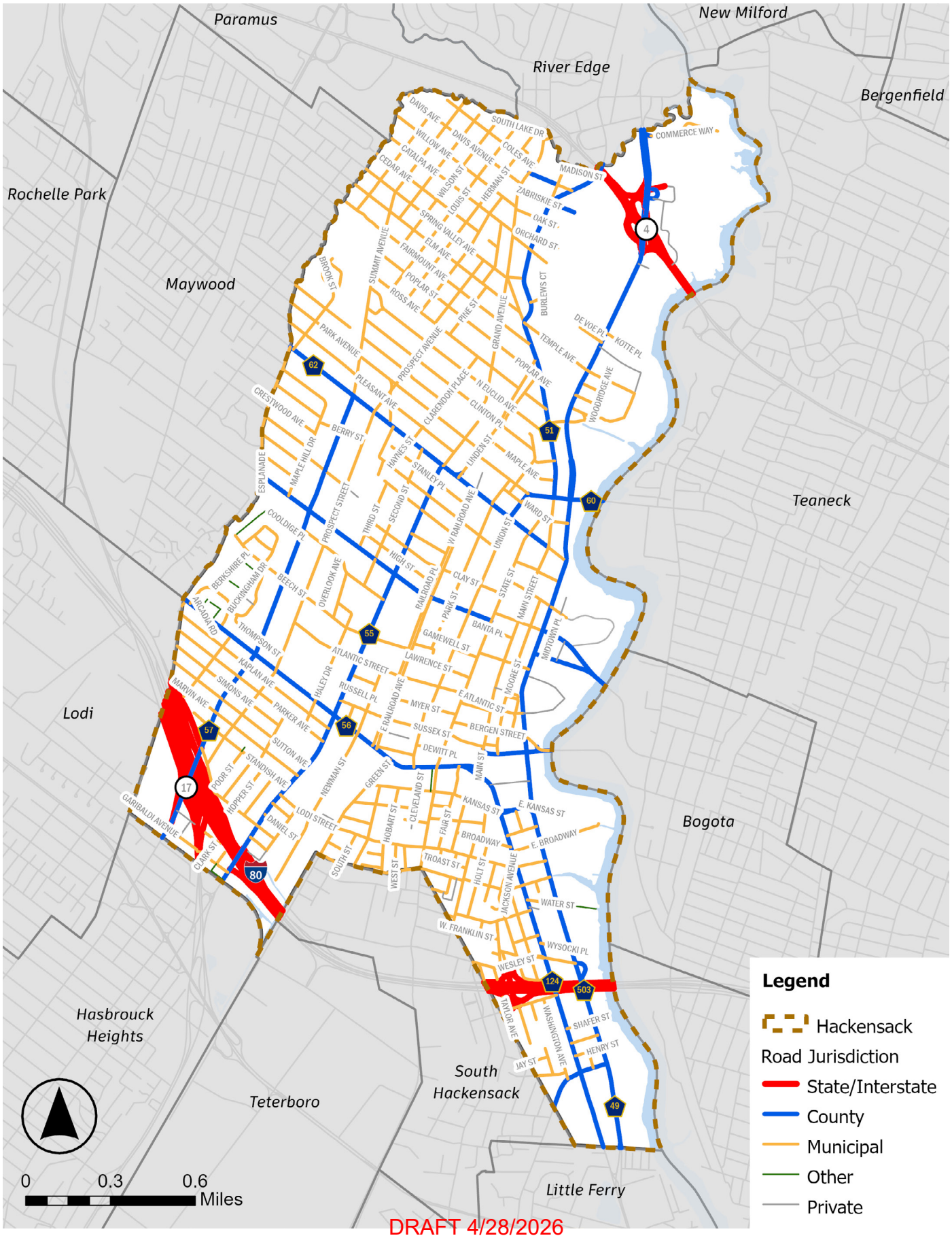
MAP 6: ROAD JURISDICTION



DRAFT 4/28/2026

SPATIAL CHARACTERISTICS

Land Use

Map 5 shows the City's land use patterns. Commercial and service uses are common downtown, with a few open spaces and some mixed-use or high-density residential. The northeast contains a large interchange between NJ Route 4 and Hackensack Avenue and a mixture of malls and some industrial land, as well as the Hackensack Cemetery. The northwestern corner is primarily low-density residential with some recreational land, and the residential density increases towards the southwest. The south side features ramps to and from NJ Route 17 and Interstate 80, and features a mixture of land uses, including industrial, high-density residential, commercial/services, cemeteries, and recreation and open spaces.

Roadway Network

The majority of Hackensack's streets are municipal roadways, accounting for 66% of all streets (see Map 6). County-owned roads make up roughly 20% of the network, while state-owned roads are limited.

Using the NJDOT's functional classification, the most significant non-highway road in the city is County Route 503 (Hackensack Avenue in its northern section and River Road in its southern section), a north-south corridor which is listed as a Principal Arterial. Many main roads are Minor Arterials, including north-south corridors like Main Street, State Street, 1st Street, Prospect Street, and Summit Avenue, and east-west corridors such as Essex Street, Passaic Street, and Central Avenue. Essex Street has the highest traffic volume of all these, with an average daily traffic of 22,512 vehicles reported in 2012.

The most significant roads are unfortunately low in their bicycle suitability. Essex Street and Route 503 are both critical within Hackensack with few alternate routes, yet have high volumes and speeds. This is also the case to a lesser degree for many of the other roads mentioned. Bicycle mobility can be improved by directing bicyclists to less stressful roads or by improving these roads' bicycle comfort level through traffic calming and the implementation of bicycle infrastructure.

CRASH DATA

Total Crashes

During the 2016-2022 study period there were 14,510 crashes in Hackensack. This includes 409 pedestrian-related crashes (3%) and 100 bicyclist-related crashes (1%). Compared to Bergen County averages, Hackensack shows a moderately higher incidence of crashes involving vulnerable road users, with bicyclist crashes accounting for 0.8% countywide. See Map 7 for the locations of all crashes during this period.

Trends over Time

- Pre-COVID (2016-2019): Stable crash numbers, peaking at 2,398 in 2018.
- During COVID (2020): Significant drop to 1,459 crashes.
- Post-COVID (2021-2022): Increase with 1,841 crashes in 2021 and 1,957 in 2022.

Severity

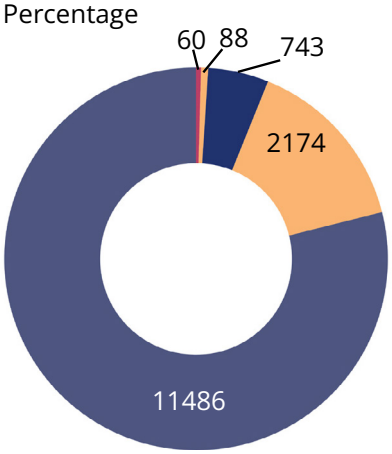
About 21% of crashes resulted in injuries, including 60 fatalities and 88 severe injuries. Rear-end collisions (28%) were the most common crash type, followed by right-angle (19%) and same-direction sideswipes (19%).

Bicyclist Involvement

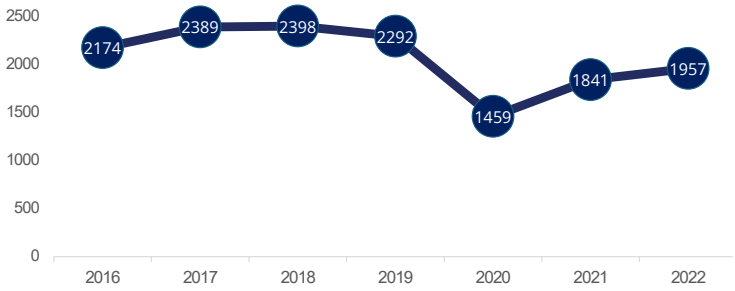
While bicyclist crashes constitute only 1% of total crashes during the study period, Hackensack's rate is high—22 crashes per 10,000 residents—exceeding Bergen County's average of 15.8 and nearly doubling the statewide average of 11.5. There was one fatal crash, which occurred on Hudson Street, and a severe injury which occurred on West Franklin Street. See Map 8.

Hackensack Overall Crash Trends and Top Crash Types

Crash Percentage



Crash Trend



28%
Same Direction - Rear End

19%
Right Angle

19%
Same Direction - Sideswipe

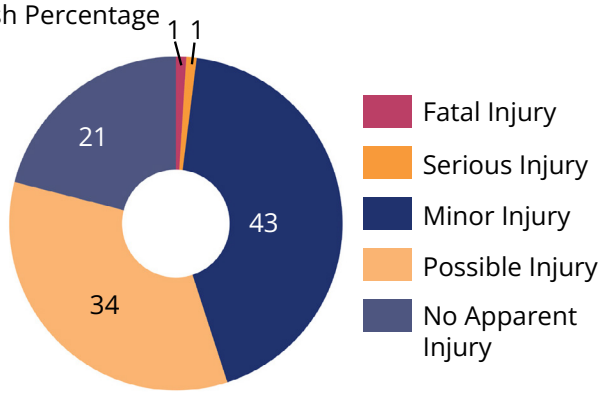
12%
Struck Parked Vehicle

3%
Pedestrian

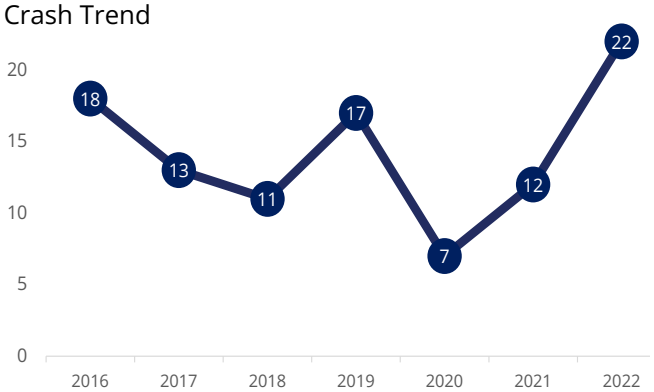
1%
Bicyclist

Hackensack Bicyclist Crashes

Crash Percentage



Crash Trend



Where do crashes often happen?

58% occurred on municipal roads

70% happened at an Intersection

34% took place on a minor arterial

21% occurred at night

When do crashes often happen?

Most bike crashes happened in **August, June, and October**

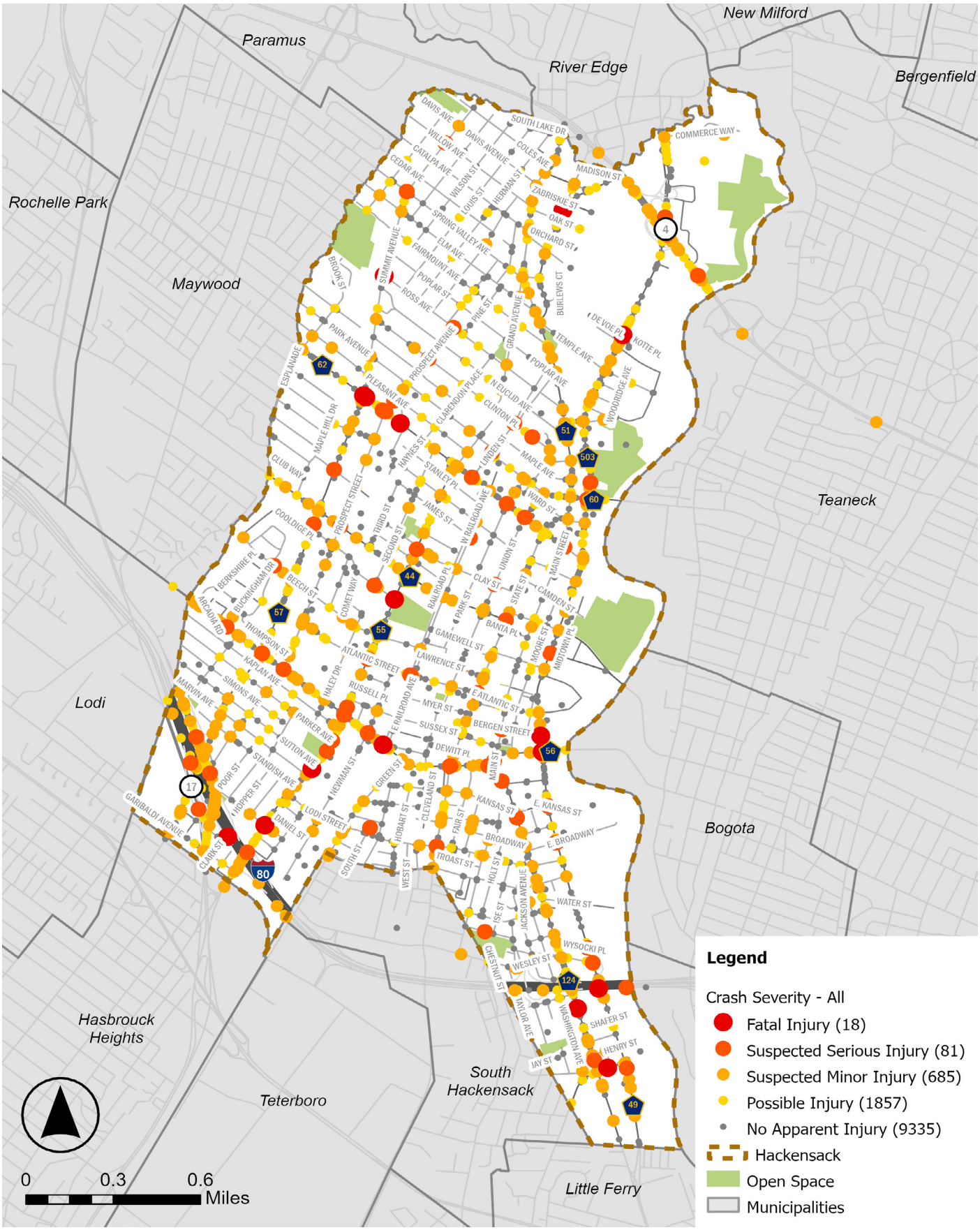
Fewer crashes happened **on weekends**

Peak crash times: **4–8 PM (34%), 8–10 AM (16%)**

57% of crashes occurred midweek **(Tues–Thurs)**

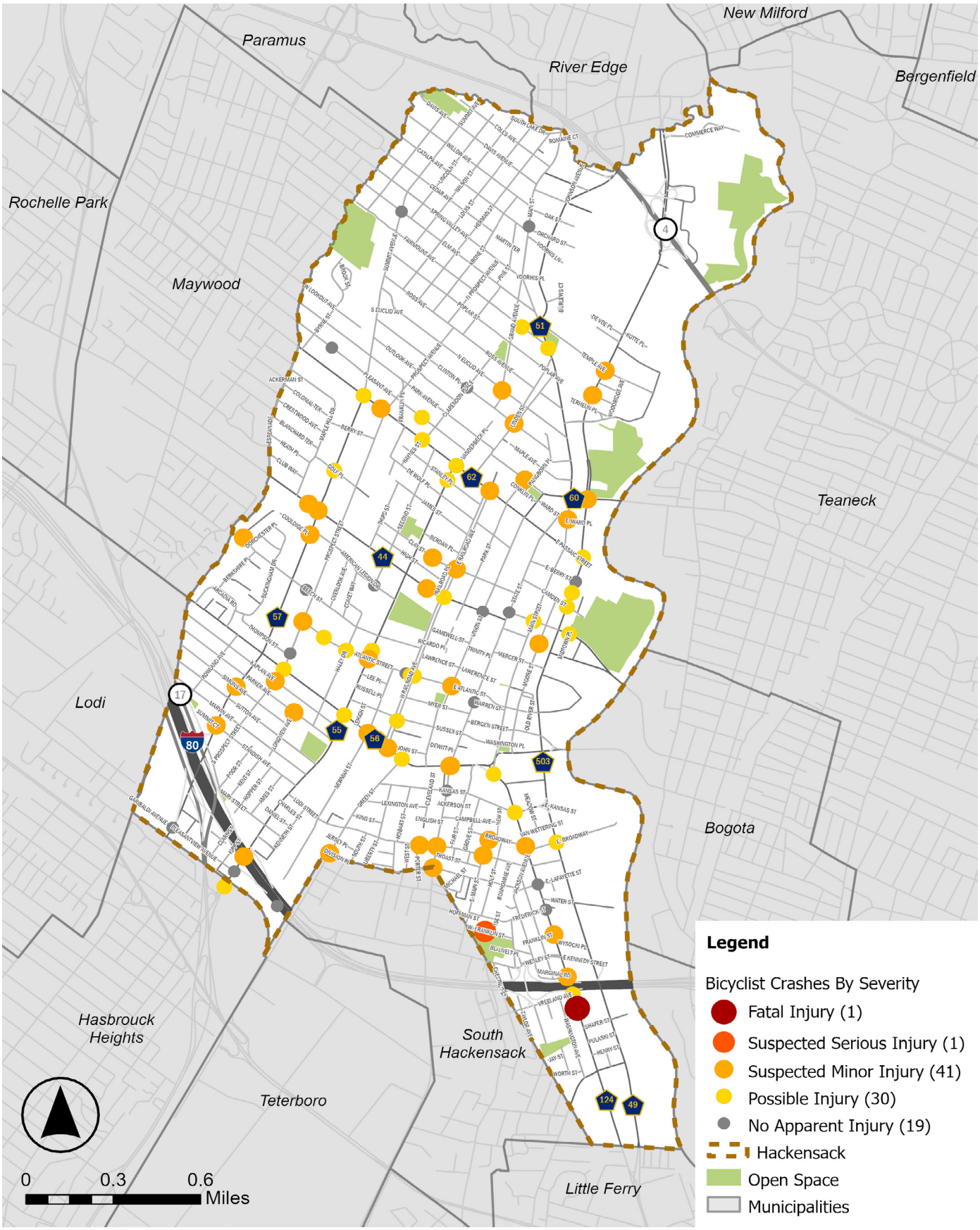
DRAFT 4/28/2026

MAP 7: ALL CRASHES (2016-2022)



DRAFT 4/28/2026

MAP 8: BICYCLIST CRASHES (2016-2022)



DRAFT 4/28/2026

Bicyclist Crashes by Roadway Jurisdiction and Functional Class

Bicyclist crashes in Hackensack were most frequently reported on municipal roadways, which accounted for 58% of incidents, while County roads were the location for 40% of crashes.

When categorized by functional classification, 34% of crashes occurred on Minor Arterials, followed by 25% on Major Collectors, and 25% on Local Roads.

Figure 1: Bicyclist Crashes by Jurisdiction (2016 - 2022)

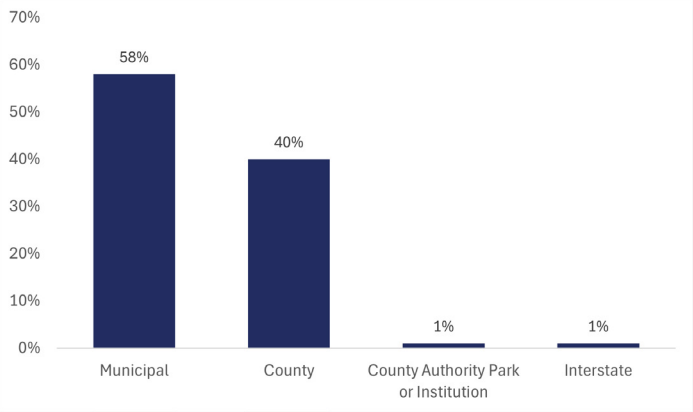


Figure 2: Bicyclist Crashes by Functional Class (2016 - 2022)

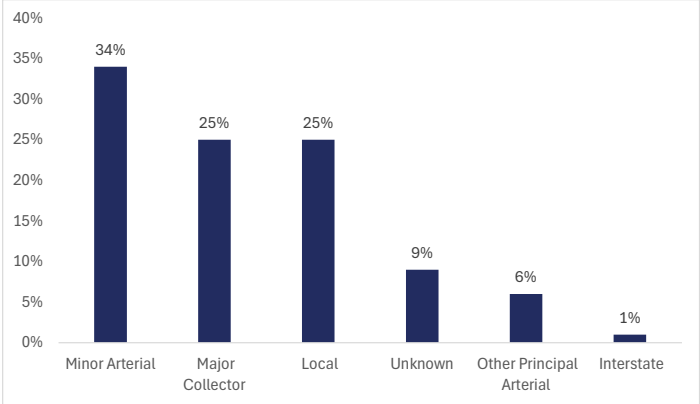


Table 1: Bicyclist High Crash Corridors

Crash Location	Fatal Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Total
BERGEN COUNTY 124 II (Hudson Street)	1	2	2	2	7
BERGEN COUNTY 55 (Polifly Street)		1	4	2	7
ROUTE 503 (River Street)		3	3		6
S STATE ST / STATE ST / WARD ST		2	1	3	6
ATLANTIC ST		2	3		5
BERGEN COUNTY 56 I (Midtown Bridge Street)		3	2		5
BERGEN COUNTY 57		1	2	1	4

MAP 9: BICYCLIST HIGH-CRASH CORRIDORS

DRAFT 4/28/2026

DRAFT 4/28/2026

CHAPTER 3: COMMUNITY OUTREACH

Community Outreach is an essential piece of the planning process. Analysis performed by the project team using available data and on-the ground evaluation can only go so far; not only does engaging with the community and its leaders provide essential knowledge which can only come from lived experience, but it also provides insight into what the community desires. A plan can only truly work as a guide to the future development and management of a city if the recommendations align with the desires and context of the city and its residents.

For the Hackensack Comprehensive Bicycle Plan, outreach took place in several ways. A steering committee of stakeholders which helped guide the plan was formed and consulted with consistently throughout the development of the plan. Engagement tools were created for outreach events, where members of the community provided direct feedback. Additionally, three focus group meetings were held for more comprehensive feedback from specific groups. A detailed discussion of each element of the outreach process can be found in Appendix 2.

STEERING COMMITTEE

A foundational piece of the planning process for the Hackensack Comprehensive Bicycle Plan was the formation of the project Steering Committee. This group, comprised of the project team, members of the city government, community advocates, and members of the public, met monthly to discuss project progress and give feedback on draft work. The group also reviewed project deliverables in depth and helped direct the project team with invaluable local insight, provided connections with local institutions and businesses for outreach opportunities, and joined project team members during outreach events and field visits.

Steering Committee members included representatives from:

- NJDOT Bureau of Safety, Bicycle and Pedestrian Programs
- City of Hackensack
- Hackensack Police Department
- EZ Ride TMA
- Bergen County Complete Streets
- Hackensack Meridian Health Network

Along with the aforementioned regular assistance with the development of the plan, the Steering Committee helped the project team develop a clear vision and set of goals for the plan.

DRAFT 4/28/2026

ENGAGEMENT TOOLS

Project Website

The project website was developed using PublicInput to serve as an accessible hub for information and engagement. It includes details about the project's goals, ongoing community outreach, available resources, and ways for residents to get involved. The website is translatable into multiple languages to ensure inclusive. It also hosts the Interactive Map and Community Survey, allowing users to share input directly through the site.

Community Survey

A public survey was created and distributed in both printed form and in digital form using PublicInput. This survey was open from July 30 to December 4, 2025. A total of 95 responses were collected.

Interactive Map

An interactive map was created using public input that allowed people to map a point or a line and add comments to theirs or others. These can be where people enjoy biking, wish could be bicycled to/along more easily, or places that feel currently unsafe for bicyclists. The interactive map received 16 participants and 72 comments in total. Map 10 shows the full distribution of map input locations.

PUBLIC ENGAGEMENT EVENTS

National Night Out

On Tuesday, August 5, 2025, members of the project team participated in the City of Hackensack's National Night Out event at Atlantic Street Park to solicit feedback from the community. Attendees were asked to answer the survey and use the interactive map on physical or digital media. Many members of the public expressed enthusiasm and desired opportunities to further contribute.

Figure 3: Project Website

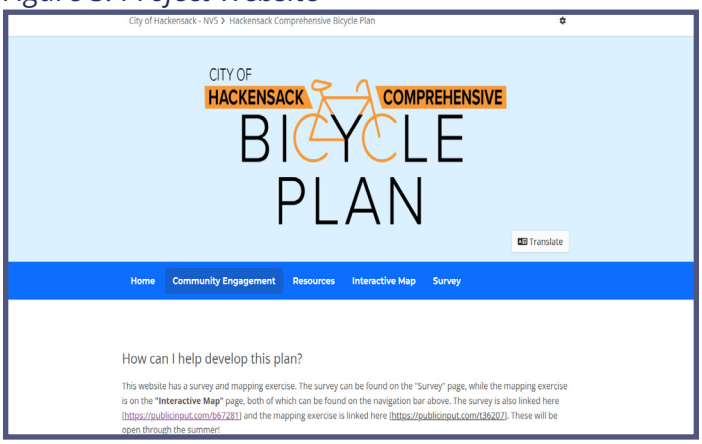


Figure 4: Community Survey Introduction

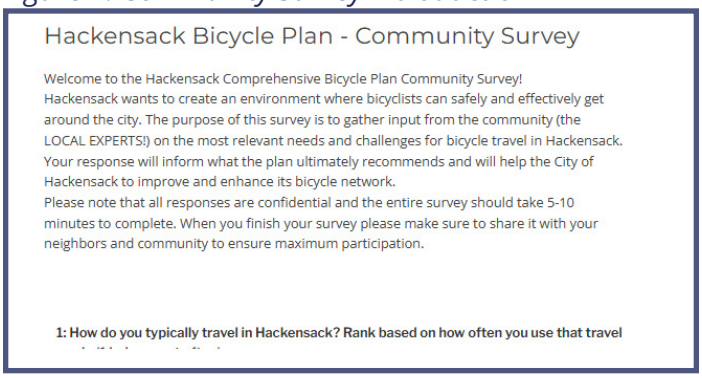


Figure 5: Interactive Map

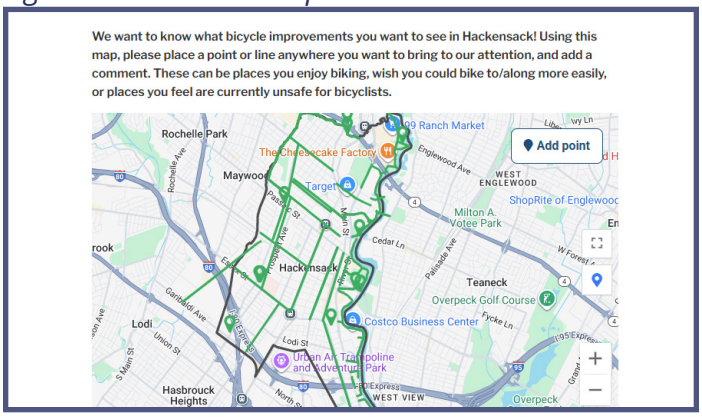


Figure 6: Tabling at National Night Out

DRAFT 4/28/2026

Council of the Whole

Members of the project team presented the Hackensack Comprehensive Bicycle Plan to the Hackensack Council of the Whole (COW) on September 9, 2025. This presentation served as an opportunity to brief the City's governing body about the plan and the progress made to that point.

Figure 7: Council of the Whole Presentation

Iconic Coffee Tabling

The project team tabled at Iconic Coffee in the early afternoon on September 12, 2025. New and long-time residents of the City and workers that commute into Hackensack for their jobs were interacted with, and the team received valuable feedback regarding road safety and bikability. Feedback was often related to the downtown and riverfront areas nearby, including from residents of the newer residential developments in the area who desired greater connectivity to nearby parks among other destinations.

Figure 8: Tabling at Iconic Coffee

Library Tabling

On Tuesday, September 17, 2025, the project team partnered with the Johnson Public Library to host a Library Pop-Up Event. A table was set up in a high-traffic area of the library with flyers and two display boards: one summarizing the plan and another interactive board where respondents could mark where they live, where they would like to bicycle, and the areas where they feel the least safe.

Key comments from attendees:

- Columbus Park: difficult to ride in, including near-miss incidents.
- Pedestrians felt discomfort and safety concerns where bicycles mix with other users.
- Concerns about e-bikes on sidewalks due to higher speeds and unclear rules.
- Preference for protected/separated bicycle lanes on busy roads rather than sharrows.
- General lack of bicycle infrastructure citywide, discouraging people from riding.
- Essex Street cited as hazardous (steep grade, poor pavement/potholes).
- Interest in off-road paths/trails as an alternative to on-street riding.

SURVEY SUMMARY

Views: 727 | **Participants: 95** | **Responses: 95** | **Comments: 269**

USER GROUPS & CONNECTION TO THE CITY

72% Non-motorist (pedestrian, bicyclist, wheelchair user, etc.)

41% Transit Users

86% Residents

12% Work in Hackensack

TRAVEL BEHAVIOR

Driving
72%
most often

Walking
26%
most often

Bicycling
18%
most often

PARTICIPANT AGE GROUPS

18.9%
Youth (Under 18)

5.7%
Young Adults (18-24)

39.6%
Adults (25-44)

26.4%
Older Adults (45-64)

1.9%
Seniors (65+)

BICYCLING FREQUENCY

Adults

Mostly bicycle a few times a year or monthly; only 22% daily.

Children

31% never bicycle; ~40% bicycle weekly or daily.

Weather

Nice weather:
34% bicycle daily
Bad weather:
41% stop biking entirely

DRAFT 4/28/2026

WHERE PEOPLE BICYCLE OR WANT TO BICYCLE

Parks & Recreation

Johnson Park, Foschini Park, Columbus Park, Staib Park, Carver Park, Saddle River County Park, Overpeck County Park, Van Saun County Park

Shopping & Commercial Areas

- Main Street (restaurants, cafes, stores)
- Bergen Town Center, Riverside Square Mall, Garden State Plaza
- Grocery stores like ShopRite, Target, Lidl, Aldi, Giant Farmer's Market.

Transit & Community Hubs

- Anderson Street Station, Essex Street Station
- Johnson Library, One Bergen Plaza, Hackensack Brewing Company

Schools & Education

Hackensack High School, Middle School, Bogota Pool, and nearby schools

Other Destinations

Friends' houses, grandparents' homes, gyms, post office, restaurants, coffee shops, Hackensack Greenway

REASONS FOR BIKING

People choose to bicycle for different reasons, such as exercise, recreation, visiting friends, etc. However, survey responses also highlight crucial safety concerns. Respondents noted that bicycling is a missed opportunity in Hackensack; the city is developing but remains difficult to navigate safely by bicycle.

64% Exercise

58% Recreation

45% Visiting friends/neighbors

43% Shopping/ errands

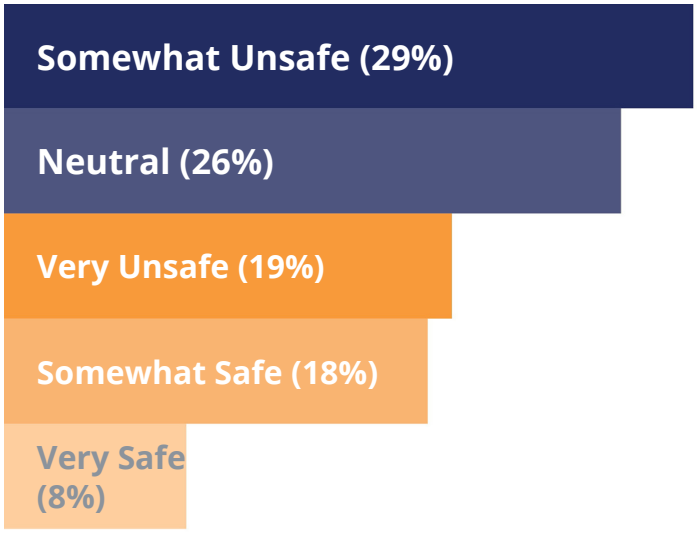
37% Visiting towns & destinations

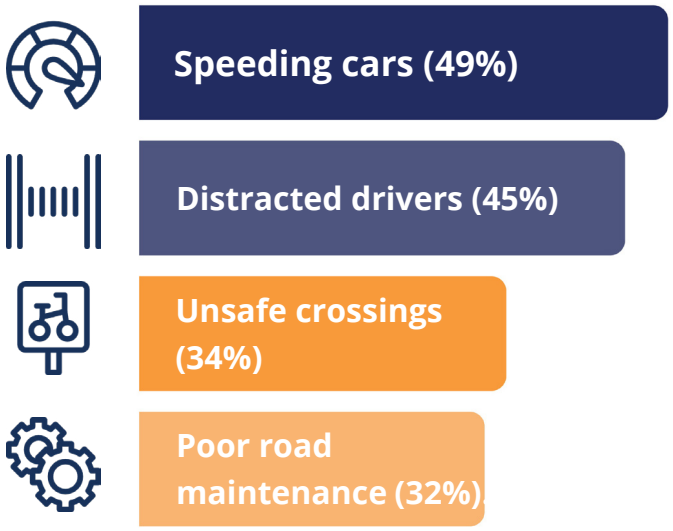
22% Work

BICYCLING SAFETY PERCEPTIONS

BARRIERS TO BICYCLING

Respondents rated their overall safety perceptions and key barriers to bicycling. “Somewhat unsafe” was the most common response. Speeding vehicles and distracted drivers were identifies as top concerns, followed by unsafe crossings.





UNSAFE OR INADEQUATE CONDITIONS FOR BICYCLE TRAVEL

Respondents shared their concerns in the survey, and these have been categorized into three main groups.

1 General Safety Issues

- Many respondents stated that Hackensack is unsafe for biking overall, forcing them to travel outside the city for safe routes.
- Aggressive driving, speeding, and lack of driver awareness were frequently mentioned as major hazards.

2 Lack of Dedicated Infrastructure

- Strong demand for designated bicycle lanes, especially on major roads and intersections.
- Suggestions included adding bicycle lanes on Main Street, State Street, Summit Avenue, River Street, Anderson Street, Prospect Avenue, Hudson Street, Essex Street, Passaic Street, and Union Street.

3 High-Risk Areas

- Route 4 crossing near Home Depot and River Road described as a “death trap.”
- Busy intersections (e.g., Essex & Summit, Essex & State) flagged as dangerous due to lack of left-turn lanes and heavy traffic. Streets near schools (e.g., Union Street by middle school) noted as unsafe for kids.

DRAFT 4/28/2026

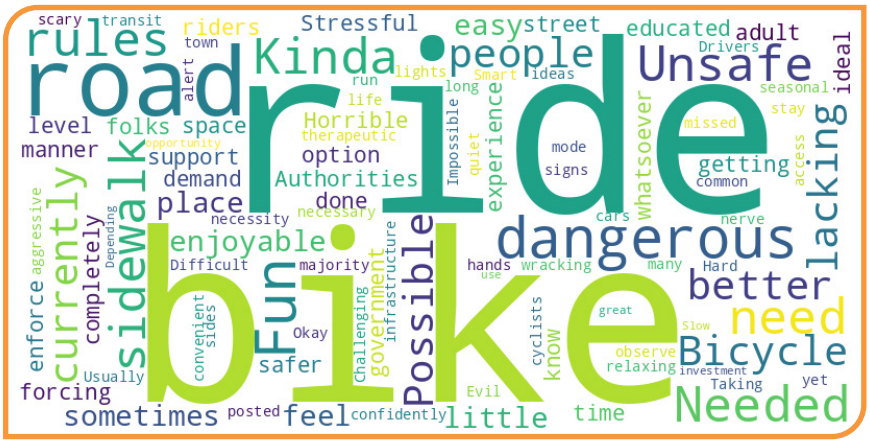
"BICYCLING IN HACKENSACK IS..."

"A missed opportunity. It could be great with a little investment!"

"Possible and can be enjoyable but it isn't ideal for those who don't have the experience or feel unsafe. It needs to be safer so more folks can ride confidently. "

"A little dangerous" - says frequent bicycling friend

"Easy and conveniently to access with a bicycle, but it's also not as safe for the majority of seasonal cyclists. The experienced and brave are not many but we need to get more folks to ride be ya gain Hackensack is easily accessible via bicycle for your day to day needs such as school, work, shopping and Dr visits."



Free Response Word Cloud: Frequent Terms

- Needed / Needed more
- Dangerous / Unsafe / Stressful / Horrible
- Fun / Enjoyable / Therapeutic
- Infrastructure / Investment / Opportunity
- Difficult / Hard / Challenging / Slow

DESIRED BICYCLE FACILITIES IMPROVEMENTS

Protected bicycle lane: 62% very likely to bicycle more.

Neighborhood greenways: 57% very likely.

Buffered lanes: 54% very likely.

Conventional bicycle lanes: 51% very likely.

DRAFT 4/28/2026

INVESTMENT PRIORITIES

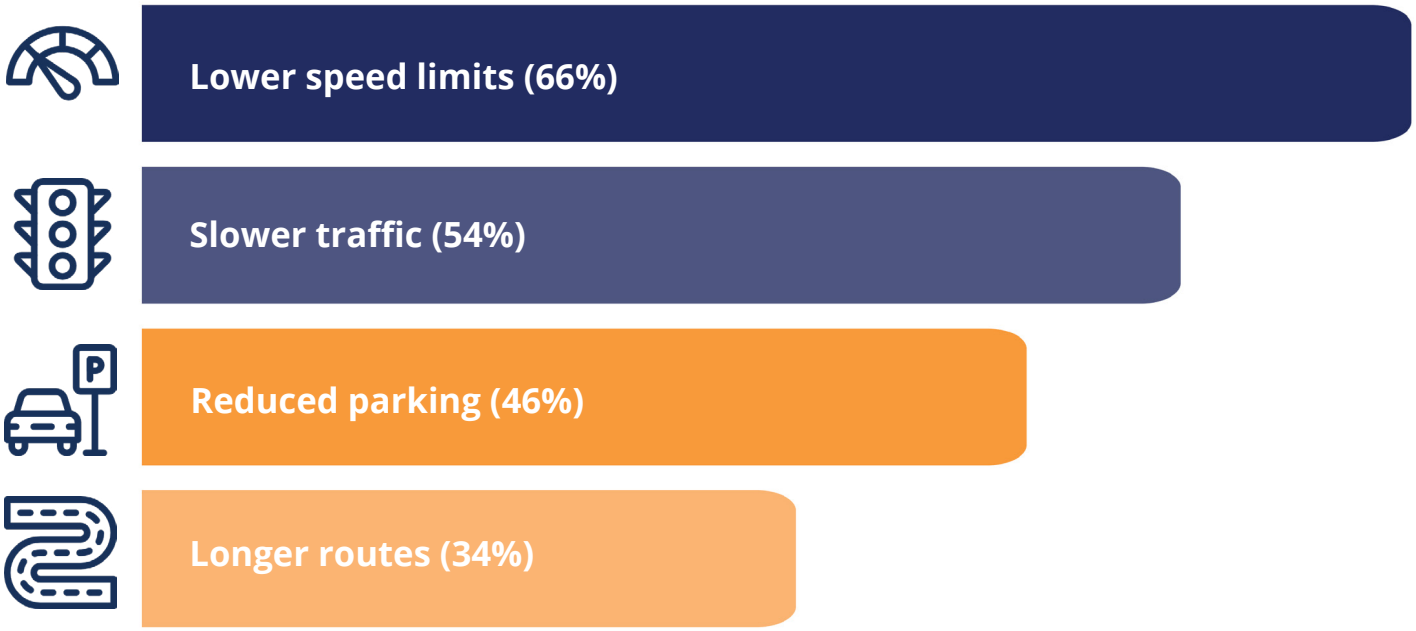
When asked to rank the City's spending priorities for improving bicycling, respondents deemed creating an on-street bicycle network in the city (bicycle lanes and sharrows) the highest priority.

Top Priorities

1. **On-street bicycle network (bicycle lanes and sharrows).**
2. **Increasing the safety of key intersections**
3. **Creating protected/separated facilities (off-street paths and protected bicycle lanes)**
4. **Connectivity to parks/trails**

Adding bicycle facilities often requires trade-offs within the road system. Respondents indicated that lower speed limits should be the top trade-off to enhance safety.

Acceptable Tradeoffs:



COMMUNITY SUGGESTIONS FOR BETTER BICYCLE INFRASTRUCTURE

Infrastructure & Safety

- Protected bicycle lanes on key corridors (e.g., River St, Hackensack Ave, Main St), using tools like road diets where appropriate.
- Safer intersections and slower speeds through measures such as curb extensions, daylighting, shorter crossings, and targeted traffic calming.

Connectivity & Access

- Connect people to destinations (parks, schools, downtown, libraries, and transit) via continuous routes and, where feasible, greenway/recreational paths.
- Strengthen regional connections to neighboring towns and major destinations.

Parking & Support Facilities

- Bicycle Parking: Install racks that allow locking the frame, not just wheels.
- Consider additional parking lots or garages if street parking is reduced for bicycle lanes.

Policy & Planning

- Develop a Safe Streets Plan with standards for bicycle lanes, pedestrian crossings, and intersection design.
- Conduct a holistic traffic study to identify dangerous intersections
- Remove slip lanes for pedestrian safety.

BICYCLE EDUCATION PROGRAMS & SUPPORT

Respondents noted that educational programs and supportive resources about bicycling would encourage biking more often or with more confidence. Bicycle maps, wayfinding signage, bicycle safety information and law enforcement were identified as the most helpful forms of support.

55% Bicycle Maps

54% Signage that helps you find bicycle routes

49% Education for motorists on how to share the road with bicyclists

46% Information for bicyclists on bicycle safety on roads

43% Increased law enforcement targeting drivers and bicyclists

28% Having a group or experienced bicyclist to bicycle with

INTERACTIVE MAP SUMMARY

Views: 505 **Participants: 16** **Comments: 72**

This survey summary is based on the interactive web map facilitated by the project team from July 30 to December 4, 2025. A total of 72 comments were recorded. The infographic below presents an analysis of the most frequent issues and highlights common themes identified through the feedback.

FREQUENTLY REPORTED ISSUES

- Lack of bicycle lanes on key corridors (Essex St, Hudson St, Summit Ave).
- Poor access to transit for cyclists.
- Waterfront walkway maintenance and signage gaps.
- Safety hazards at intersections and bridges.

COMMON THEMES FROM PARTICIPANTS COMMENTS

Bicycle Lane Needs

Multiple requests for bicycle lanes on major roads: Essex Street, Hudson Street, Summit Avenue, Union Street, Polifly Road, River Street, and near bridges (Midtown Bridge, GWB access).Desire for road diets and protected bicycle lanes to improve safety.

Connectivity & Access

Emphasis on safe connections to train stations, bus terminals, and parks for multimodal commuting. Suggestions for greenways (e.g., W. Railroad Ave) and waterfront paths along Hackensack River. Missing links between Hackensack River County Park, Riverside Square Mall, and FDU pedestrian bridge.

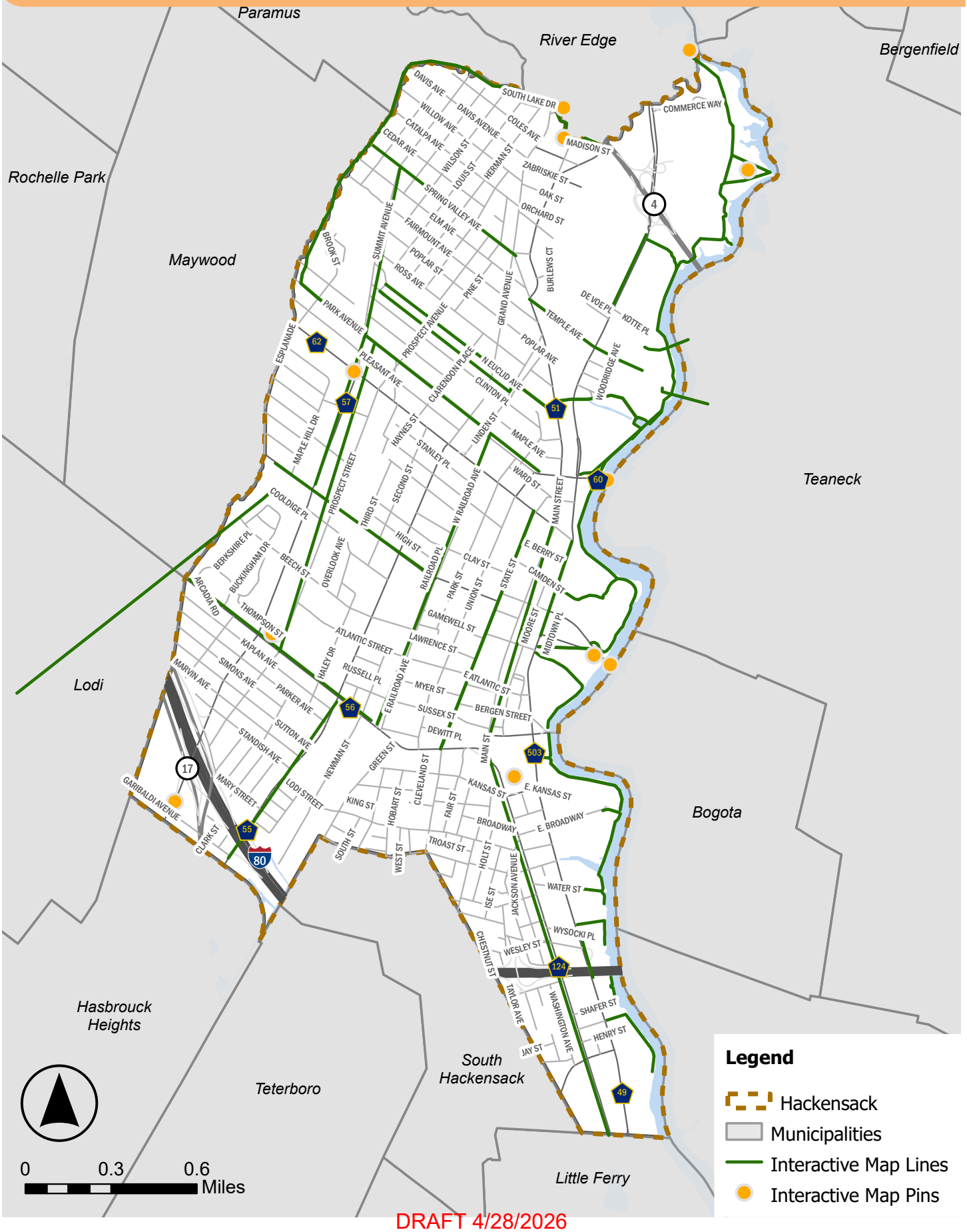
Safety Concerns

Narrow bridges and intersections with heavy traffic cited as dangerous.
Unsafe crossings for bicycles and pedestrians at major intersections.
Calls for signage, traffic-separated trails, and slow-down signs for visibility.

Infrastructure Improvements

Hackensack Riverwalk needs repaving and signage; boardwalk repairs required in county park. Overgrown asphalt paths and encroachments blocking alley connections. Requests for secure bicycle parking at county offices, parks, and transit hubs.

MAP 10: INTERACTIVE MAP RESULT



DRAFT 4/28/2026

FOCUS GROUPS

The project team conducted three (3) focus groups with the following stakeholders:

1. **Hackensack Condo, Co-op, and Multi-Unit Rental Buildings Advisory Board**
2. **Municipal Departments**
3. **Hackensack Board of Education Community Relations Committee (CRC)**

Each focus group consisted of four (4) components: a presentation describing the project; a visual preference survey; focus group questions; and general discussion.

Each visual preference survey consisted of nine images that were shared with the attendees. During the one (1) focus group that occurred in person, respondents indicated a positive response to each image with a green sticker or a negative response with a red sticker. During the two (2) virtual focus groups, the attendees responded virtually by providing one (1) of three (3) responses, the numbers "1", "2", or "3", with "1" indicating minimal interest, "2" indicating moderate interest, and "3" indicating high interest. The visual preference survey consisted of nine (9) images, including:

1. Low-stress bicycle networks
2. On-road bicycle infrastructure
3. Off-road bicycle infrastructure/trails
4. Multimodal trips
5. Station area bicycle parking
6. Downtown bicycle parking
7. Bikeshare and micromobility
8. Bicycle compatible road crossings
9. Traffic calming

Hackensack Condo, Co-op, and Multi-Unit Rental Buildings Advisory Board

The focus group was held on September 25, 2025 at 7:00 PM. This focus group was held in person during the Advisory Board's regular public meeting.

Responses ranged from bicycle positive to skeptical. Some focus group attendees were bicyclists, while most were not. Two (2) members expressed an interest in bicycling if streets in Hackensack are made safer to ride. Some respondents indicated that their buildings contained bicycle parking that was utilized at a fairly high frequency, while others indicated that there was no bicycle parking, or if there was, it was rarely used by residents. There was a general agreement that bicyclists should be better educated on road safety, and e-bikes and e-scooters were generally considered unsafe by most members of the focus group. Generally, focus group members were unaware of bicyclist involved crashes in Hackensack. Board members are not aware of any school-age children in their buildings bicycling to or from school. Most board members indicated that they and their residents have not expressed interest more bicycling, though two members indicated enthusiasm for bicycling if roads were safer, with one specifically indicating an interest in safe bicycling to mass transit. One bicyclist indicated that residents expressed interest in recreational bicycling along the Hackensack River if facilities were available.

Municipal Departments

This was a municipal focus group consisting of leaders from departments within the City of Hackensack and the Police Department, municipal employees, and the City's engineering and planning consultants. The focus group was held virtually on November 13, 2025 at 1:00 PM.

This focus group contained a range of perspectives from different departments within City government. From a technical perspective, bicycle improvements such as striping should be scheduled along with regular street maintenance during resurfacing, milling, and paving schedules. Recreational facilities such as parks should be more accessible to residents by incorporating safer bicycling facilities. More bicycling parking facilities are needed, particularly near parks and other recreational facilities. A representative of the police department expressed that bicycle safety education, including on the importance of using helmets, is critical and even more important than enforcement. The DPW emphasized the use of quality materials and products, including the correct paint for striping, for all bicycle infrastructure improvements. The City's planning consultant discussed the importance of incorporating bicycle planning into the City's Zoning Ordinance and Redevelopment Plans.

Hackensack Board of Education Community Relations Committee (CRC)

The focus group was held virtually on December 16, 2025 at 7:00 PM.

There was a general consensus that bicycling for students is positive, and that the City should provide safe and secure routes for students to bicycle to and from school and recreationally. There was universal agreement that safety training education, including the importance of wearing helmets, is critical, and that the School District and City should facilitate educational programs at schools and community centers in Hackensack. There was also a recognized need to facilitate social bicycling in the form of bike-buses, bicycle rodeos, and bicycle clubs to encourage students to bicycle more. Safety concerns were raised regarding riding behavior such as speed, crowds, riding on the sidewalk, and unsafe riding generally. Challenging riding conditions include glare during the day and a lack of lighting in the evening. Specific streets were indicated as feeling unsafe, including Polifly Road and Summit Avenue, among others. Generally, bicycling was seen as a positive thing to encourage among students, but that the onus was on the City and School District to create safer bicycling conditions, facilitate bicycle education, and make bicycling of interest to students in Hackensack.

DRAFT 4/28/2026

CHAPTER 4: NEEDS ASSESSMENT

FIELD VISIT

The project team conducted two field visits, each to evaluate both the varying characteristics of the city's different areas and the feasibility of bicycling on its road network. The first field visit on September 12th, following the Iconic Coffee outreach event, was intended as an initial overview visit to gain some familiarity with the city, while the second field visit on September 10th was an in-depth visit of key corridors and intersections the team identified.

Initial Field Visit

The initial field visit was primarily a driving tour of the city, with quick stops to take photos. Stops included areas noted in outreach, areas ranking highly in the bicycle demand analysis (see the Demand Analysis overview in the following section), and roads identified as key connections. Some of the locations included the multiple commercial areas in the northeast of the city, Staib Park, Hackensack University Medical Center, Hackensack High School, and the southeastern region of the city.

Some preliminary findings included:

- Destinations & Opportunities
  - » Prospect Avenue: wide shoulders, limited to no street parking
  - » Northwest Hackensack: low traffic, green space destinations
  - » Southeast Hackensack: moderate traffic, wide roads & clear routes
  - » Foschini Park needs better access
- Access Observations
  - » Significant congestion at High School
  - » Challenging topography near Hospital
  - » No bicycle infrastructure
  - » Busy Intersections are hazardous/ unwelcoming
  - » Northeastern commercial area is largely inaccessible
- Traffic Speed/Volume Issues
  - » High-speed roads lacking sufficient accommodations for active transportation
  - » High-Traffic intersections are congested
  - » Bus Stops can be hard to reach due to traffic speeds/volumes

Following this visit, internal discussion with the Steering Committee, and additional desktop analysis, a plan was developed for the second field visit.

Second Field Visit

The second field visit was conducted earlier in the day to observe conditions from late morning into the early afternoon peak period. The project team and Steering Committee traveled clockwise through Hackensack and spent time walking key areas to evaluate bicycling conditions in detail, focusing on priority destinations and corridors identified in advance (including major schools, parks/ green space connections, downtown approaches, and key north–south/east–west streets).

Key takeaways from the second visit included:

- Opportunities
  - » Trails, while limited, are bicycle-safe and provide low-stress options and opportunities for network expansion.

- Railroad Avenue functions as a low-stress north–south corridor (low observed traffic, limited crossings), with potential to support bicycle travel and connect to east–west streets.
- Central Avenue showed relatively calm conditions and no parking, making it a promising east–west connection.
- Prospect Avenue remains a strong candidate for a primary north–south route, though short segments with parking/busier activity may require additional design consideration.
- Passaic Street's width and lack of street parking may provide space for bicycle facilities, though speeds, crossings, and access management are concerns.

- Constraints / Barriers
  - Several key access points (Summit Avenue, Polifly Road, River/Hackensack) are constrained by high traffic volumes and limited/complex crossings (e.g. highway ramps), limiting comfort for people biking.
  - Main Street has heavily used parking, limiting bicycle infrastructure on a key destination road.
  - The railroad running north to south causes significant disruptions when trains pass as it is at-grade, and railroad infrastructure limits bicycle infrastructure.
  - The Essex Street/Summit Avenue intersection functions as a bottleneck with steep grades and heavy traffic volumes that complicates safe multimodal movement, including safe access to bus stops.
  - Some regional assets are difficult to access by bicycle today (e.g., New Bridge Landing Station approaches, hidden/unclear access to Hackensack River County Park).
  - A steep hill between Prospect Avenue and the areas immediately to the east of it present an ease-of-bicycling challenge when traveling east/west that must be addressed.

DEMAND ANALYSIS

As part of the Hackensack Comprehensive Bicycle Plan, a composite Bicycle Demand Map was developed to identify areas with a higher potential for bicycle trips, both as destinations and as origins. A wide range of factors were considered, including both demographic distribution and the location of specific trip generators. A single continuous dataset was created which incorporates these factors and highlights specific locations with a higher likelihood of having latent bicycle infrastructure demand. This map will help the project team to identify the most essential routes for either prioritization for bicycle infrastructure improvements or as existing low-stress routes that connect key locations.

The project team incorporated eleven (11) total factors into this analysis. Each was converted into a "heatmap" that scored the "density" of each factor (using a two-mile search radius) into fifteen (15) classes, with 15 indicating where the factor is most dense/ intense and 1 indicating a factor is lowest or nonexistent in an area. These heatmaps were then incorporated into a grid (240 x 402, 50-foot cells) which stored the classes for all 11 factors in each cell of the grid. The result was a grid which contained all 11 factors, which were then combined and weighted to create a final score. The factors and their weights are detailed in Table 2.

Figure 9: 50-foot Grid Cell Size

Table 2: Bicycle Demand Score Calculation

	Factor	Weight	Coverage Correction Coefficient
	Demographic Factors		
1	Population	10%	3.28
2	Zero-Vehicle Households	10%	5.96
3	Jobs	10%	1.39
4	Population within 125% of Poverty	5%	4.21
5	Non-Vehicular Commuters (Biking, Walking, Transit, etc.)	10%	5.77
6	Population Under 18 Years Old	5%	3.42
	Trip Generators		
7	Bus Stops	4%	2.28
8	Train Stops	4%	1.25
9	Schools	14%	1.54
10	Commercial Land Use	20%	4.74
11	Parks	8%	1.57

The bicycle demand was calculated as the weighted sum of classes in each cell, with the class for each factor multiplied by its weight (as determined by the project team) and its coverage correction coefficient. The coverage correction describes an issue faced in the combination of the factors. Some factors such as commercial land use were more common or covered more area of the city, whereas others like parks were only located in a handful of places. Because in the latter cases the areas far from those point locations largely score in the lowest class (compared to a more even mix in factors using demographic data, for example), the average class per cell for each factor varies widely. This meant that in combining the factors, a factor that is low or absent across much of the city will not hold much influence over the end result if the class from each factor was simply added together in each cell, and the weight was intended to reflect the relative importance of each factor as opposed to its prominence. Therefore, the average class across the entire grid (after the grid was clipped to the Hackensack boundary, to prevent the influence of cells which were drawn outside city boundaries) was found and used to correct for coverage differences.

A detailed overview of each factor, including the individual heatmaps for each factor, can be found in Appendix 3.

The final Bicycle Demand Score, as mapped in Map 11, shows key locations with high latent bicycle demand. Several key locations can be seen, along with broader regions of higher bicycle demand overall.

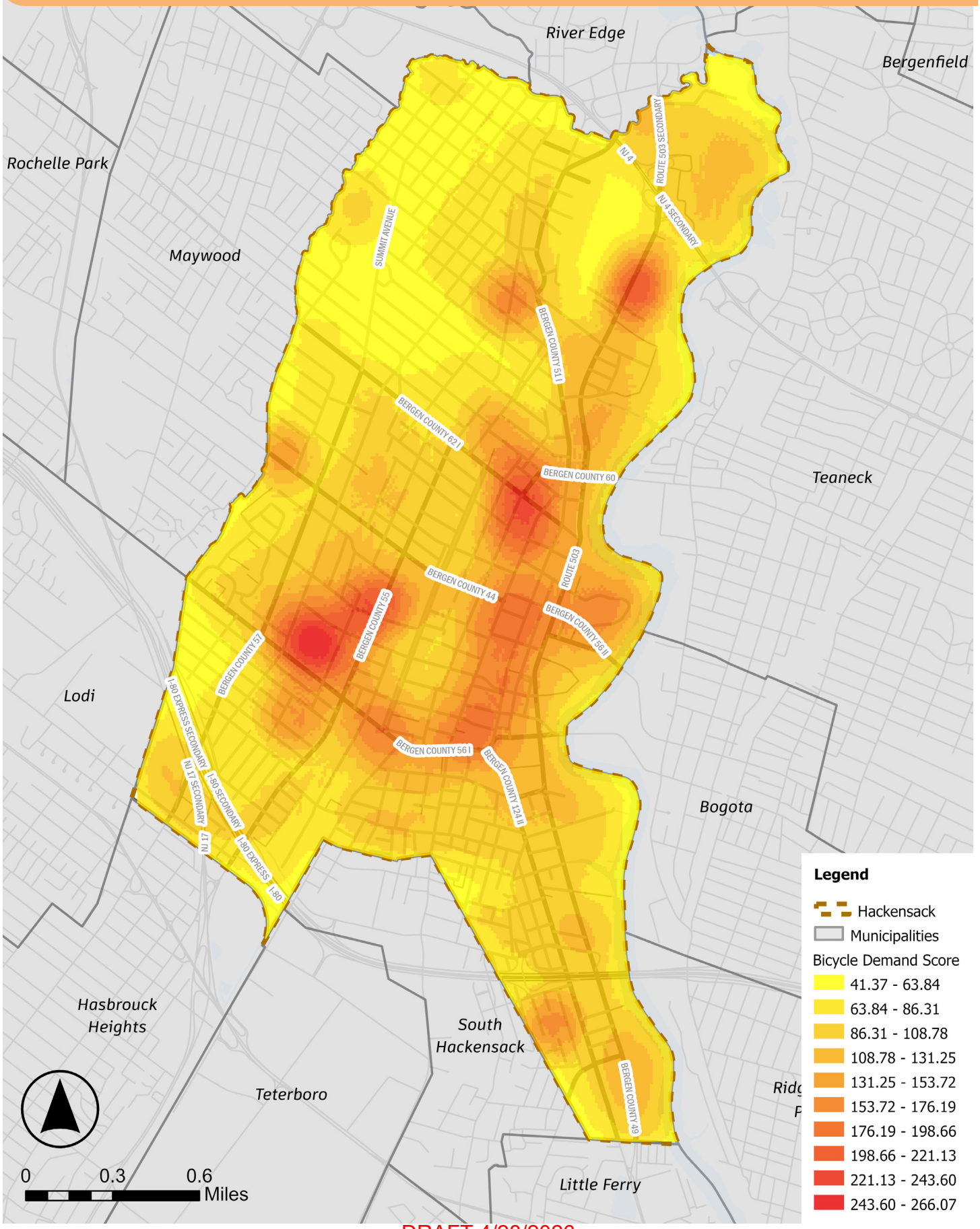
Three locations stand out as the highest single locations of bicycle demand:

1. Hackensack University Medical Center: The largest employment center in all of Bergen County with over 9,000 employees. Hackensack High School is also located nearby to the northeast of the hospital, and north of this location is a span of several blocks on Prospect Avenue which are lined with high-density residential towers. Commercial uses beyond the hospital, many of which also provide related medical services, are located around the hospital. Several bus routes have stops along Essex Street here, and many hospital employees live adjacent and live car-free.

2. Downtown Hackensack: There is a peak in the northern section of this area. This is due to its commercial land uses, employment, bus routes, car-free households, and low-income population. The peak in the northern area is the location of the Anderson Street train station, which provides access to Hoboken, and transfers to New York City and Newark. There is also Essex Street station and the planned Bergen Junction mixed-use transit hub at the southern end of this region, but other factors are not as pronounced here.

3. An isolated peak can be found in the northeastern area of the city. This is primarily the location of several schools (Bergen County Academies, Fairleigh Dickinson University) and commercial uses. It is the schools that make this peak so pronounced as the correction constant for the schools factor is relatively low, but this is a key destination – Bergen County Academies is a magnet high school that likely draft traffic from across the city and from all external connections, likely including on bicycles, and many Fairleigh Dickinson students likely live in Hackensack and use the bicycle/pedestrian bridge to cross between the parts of campus in Teaneck and in Hackensack.

MAP 11: BICYCLE DEMAND MAP



DRAFT 4/28/2026

CHAPTER 5: STUDY FINDINGS AND RECOMMENDATIONS

The culmination of the planning study is a set of resources that the City of Hackensack can use as it begins to implement bicycle infrastructure and improve bicycle connectivity within the city. This includes:

- A plan for a Pilot Bicycle Lane Demonstration Program, which the city an implement in order to demonstrate the utility of bicycle lanes to its residents, observe the real-life traffic implications (or lack thereof) in these locations, and test its own capability and preferences as it implements them moving forward.
- A Bicycle Network Typology, which categorizes all roads in the city based on their character relative to potential bicycle infrastructure improvements, serving as a guide to what kinds of improvement should be utilized and what considerations should be made in any given location.
- A Priority Bicycle Network, which identifies the most critical road segments to improve first in order to create a cohesive network of bicycle connectivity to all regions of the city
- An Implementation Matrix, which outlines all the actions which can contribute to the implementation of this plan, including both road improvement actions related to the above resources as well as policy and process changes which will support long-lasting bicycle mobility improvements in Hackensack and encourage future improvements.

Each of these support the others and can be utilized together in the planning of improvements to bicycle safety and comfort.

PILOT BICYCLE LANE DEMONSTRATION PROGRAM

A pilot demonstration project refers to interim, temporary designs that cities can implement in roadways and other public spaces to achieve fast, near-term safety improvements at low cost. An interim design can serve as a bridge to the community, helping to build support for a project and test its functionality before going into construction. Holding an open street event during the pilot, either during its installation or once it has been installed, can drive community awareness and support.

The program will serve as a testing ground for new, temporary bicycle safety measures. Pending results and feedback for each project, the City may elect to make one or more of the demonstration projects permanent. The program will allow the City to evaluate temporary, low-cost design treatments before making longer-term, higher-cost capital investments.

The project team utilized many resources to develop the program. This included the analysis within the planning study such as the Bicycle Demand Analysis, outreach findings, and data collection. It also included a review of related demonstration programs in Belleville and Jersey City, NJ, New York City, NY, Macon, GA, and Nashville, TN.

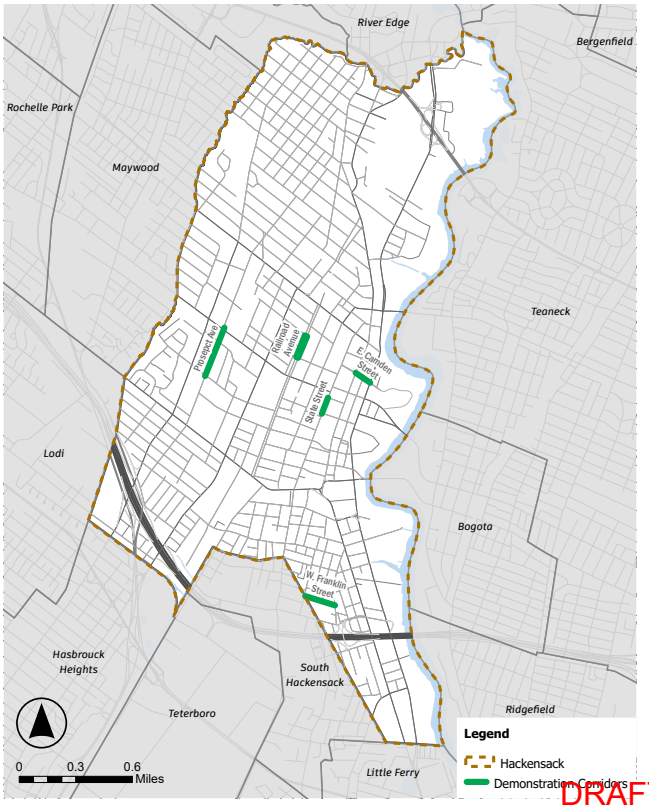
Additionally, the program recommends extensive use of the NJTPA Demonstration Library, which provides municipalities and counties with the materials for demonstration projects, such as traffic delineators, signage and pavement marking materials, modular components for physical elements like curb extensions, and standard templates for evaluating the demonstration project. These can be requested through the NJTPA Technical Assistance Program.

Proposed Pilot Bicycle Lane Demonstration Corridors

Five corridors to host pilot bicycle lane demonstrations were selected based on potential to improve bicycle connectivity in consultation with the City and Steering Committee. Consideration was given to ensure safety while installing the pilot bicycle lanes and limit impact on in-demand parking.

1. State Street: Runs parallel to Main Street, and can improve bicycle access downtown while avoiding higher-volume roads.
2. Railroad Avenue: A key north-south connector to both NJ Transit train stations which is a wide, low-stress road with relatively few conflict zones.
3. West Franklin Street: Adjacent to Columbus Park, and has seen bicycle crashes.
4. Prospect Avenue: A key north-south spine connecting Hackensack University Medical Center and residential neighborhoods.
5. East Camden Avenue: A connector to major north/south corridors and Foschini Park.

Map 12: Pilot Bicycle Lane Demonstration Corridors



Concept Designs

A design for a potential demonstration project was created for each corridor. Below is a sample of a design for the Prospect Avenue corridor. The other four and more details on the program can be found in Appendix 4. Note that each concept is typical for the road, and could be extended beyond the proposed length based on support and resources.

The proposed design reconfigures Prospect Avenue by removing the limited on-street parking to introduce 6-foot protected bicycle lanes on both sides, each separated by a 3-foot painted buffer with flexible delineators. Travel lanes are slightly narrowed to 10 feet to calm traffic and improve pedestrian crossing safety while maintaining vehicular flow.

Figure 10: Prospect Avenue Existing and Proposed Cross-Sections

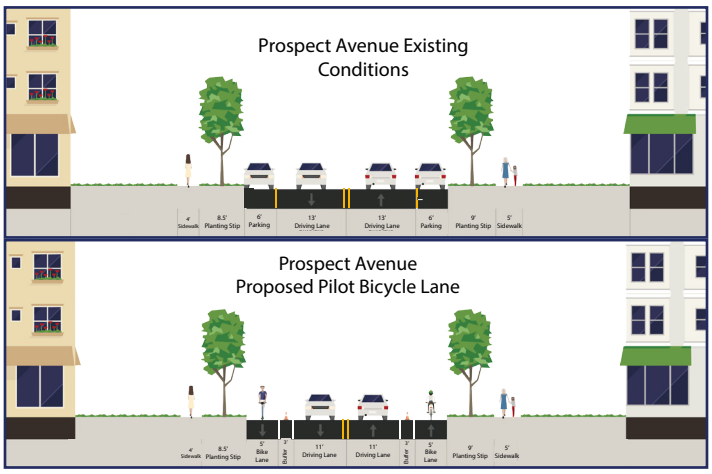
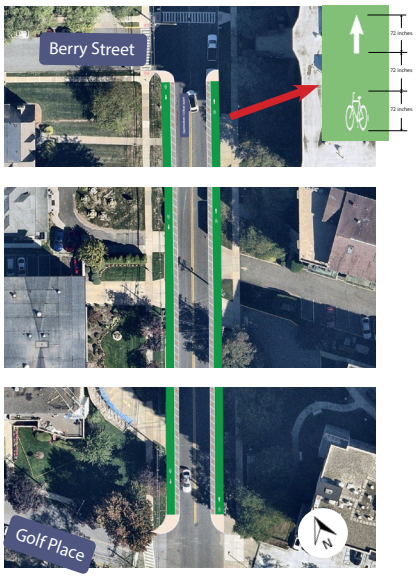


Figure 11: Prospect Avenue Demonstration Plan View



BICYCLE NETWORK TYPOLOGY

The project team developed the following Bicycle Network Typology for all roads in the City of Hackensack. This typology builds upon the city's existing street functional classifications, refined through an understanding of local context, roadway characteristics, and the city's vision for a safe and connected bicycle network.

The Hackensack Bicycle Typology identifies seven distinct street types for bicycling, differentiated by factors such as roadway width, speed, and traffic volume, while also considering surrounding land use, density, and neighborhood character. Because conditions vary throughout the city, a single corridor may fit more than one typology along its length.

The following pages provide an overview of each bicycle street type, including an example with its existing conditions, opportunities for improvement, and key facility recommendations to enhance bicycle comfort and safety. A glossary of design treatments is included at the end of this section to illustrate recommended infrastructure options and design resources.

Figure 12: NJDOT Complete Streets Design Guide: Bicycle Facilitity Appropriateness by Road Context

	85TH PERCENTILE SPEED[1]						
ADT	≤ 20	25	30	35	40	45	≥50
≤ 2,500	ABCDEF	A[2]BCDEF	CDEF	CDEF	CDEF	DEF	F
2,500–5,000	BCDEF	BCDEF	CDEF	CDEF	DEF	DEF	F
5,000–10,000	B[3]CDEF	B[3]CDEF	CDEF	DEF	DEF	EF	F
10,000–15,000	DEF	DEF	DEF	DEF	EF	EF	F
≥15,000	DEF	DEF	DEF	EF	EF	F	F

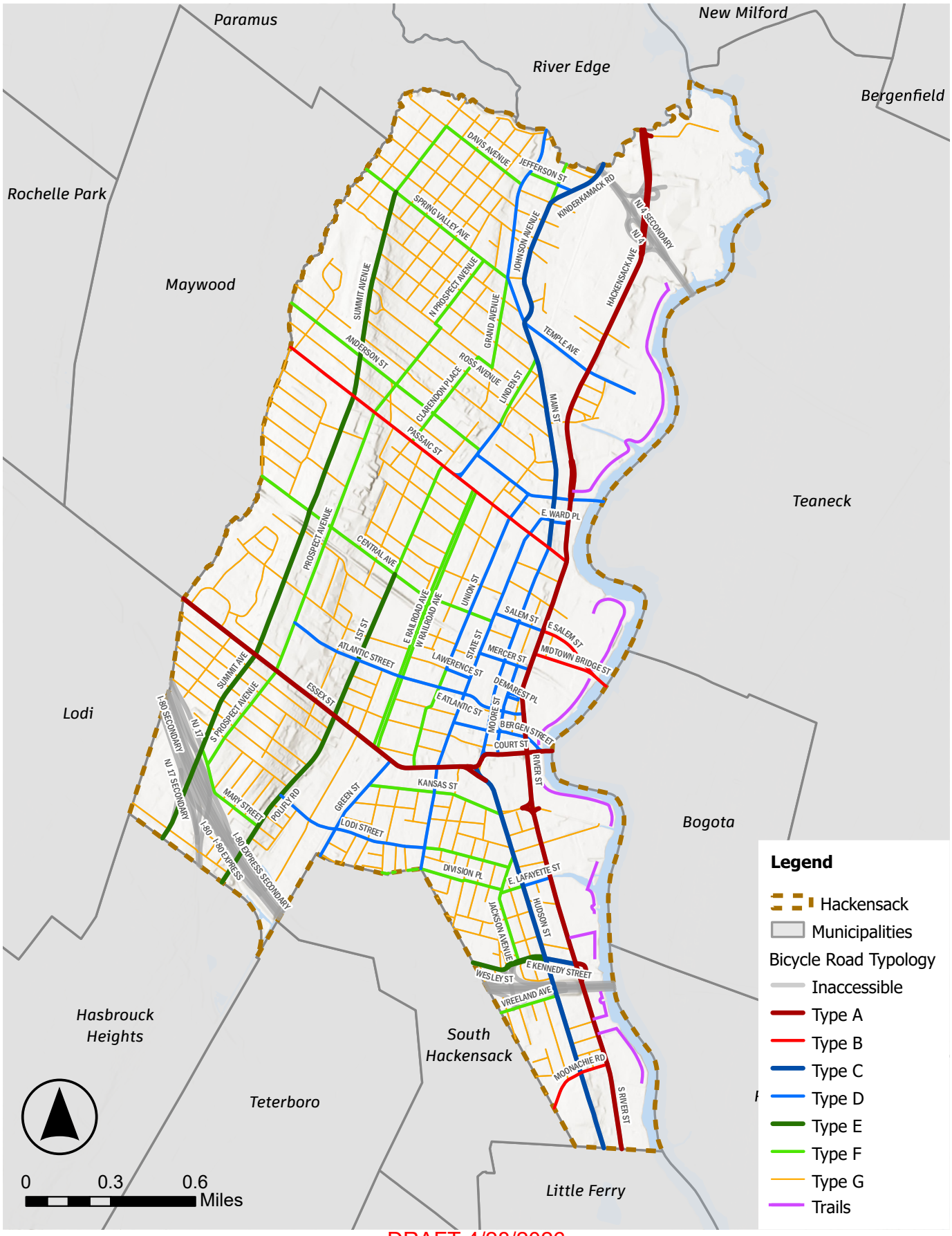
A: Shared Street/Bicycle Boulevard **B:** Shared-lane Markings **C:** Bicycle Lane **D:** Buffered Bicycle Lane
E: Separated Bicycle Lane **F:** Shared-use Path

[1] If data not available, use posted speed
[2] Bicycle boulevards are preferred at speeds ≤25 mph
[3] Shared-lane markings are not a preferred treatment with truck percentages greater than 10%

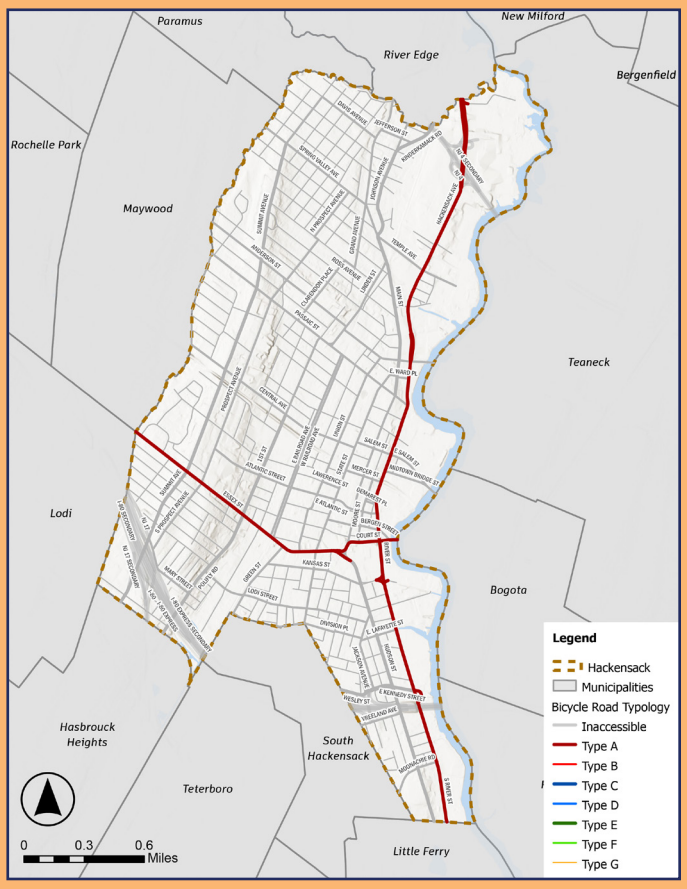
Table 3: Bicycle Network Typology Details

TYPE	FUNCTIONAL CLASS	VOLUME	SPEED	CONTEXT & LAND USE	RECOMMENDED FACILITIES
REGIONAL CONNECTORS					
TYPE A	Principal Arterial, Minor Arterial	15,000+ AADT	30+ MPH	Regional corridors, employment areas	Shared-use paths, protected bicycle lanes
TYPE B	Minor Arterial	<15,000 AADT	30-40 MPH	Regional corridors, employment areas	Buffered or protected bicycle lanes
COMMERCIAL CORRIDORS					
TYPE C	Minor Arterial	7,500+ AADT	25+ MPH	Retail, light industrial, mixed-use streets	Buffered or protected bicycle lanes
TYPE D	Minor Arterial, Major Collector, Minor Collector	<10,000 AADT	25+ MPH	Retail, light industrial, mixed-use streets	(Buffered) bicycle lanes, shared lanes
RESIDENTIAL COLLECTORS					
TYPE E	Minor Arterial	15,000+ AADT	35+ MPH	Residential, through routes	Buffered or protected bicycle lanes
TYPE F	Minor Arterial, Major Collector, Minor Collector	<15,000 AADT	25-35 MPH	Residential, through routes	Bicycle lanes, shared lanes
NEIGHBORHOOD STREETS					
TYPE G	Local	<10,000 AADT	25 MPH	Local residential	Shared lanes, bicycle boulevards
TRAILS	N/A	N/A	N/A	Parks, waterfront, recreation	Paved shared-use trail, signage

MAP 13: BICYCLE TYPOLOGY MAP



ROAD TYPE A



Functional Class	Principal Arterial Minor Arterial
Traffic Volume	15,000+ AADT (Average Annual Daily Traffic)
Speed	30+ Miles per Hour
Context/ Land Use	Regional corridors, employment areas
Jurisdiction	County

Roads with high traffic volumes and/or speeds, requiring full protection for bicyclists and separation from traffic. These roads often have limited and/or challenging crossing opportunities, making safety a heightened priority at relevant intersections. These roads provide access to and from many significant destinations, so bicycle use should still be anticipated and accommodated as possible.

GENERAL RECOMMENDATIONS

ON-ROAD

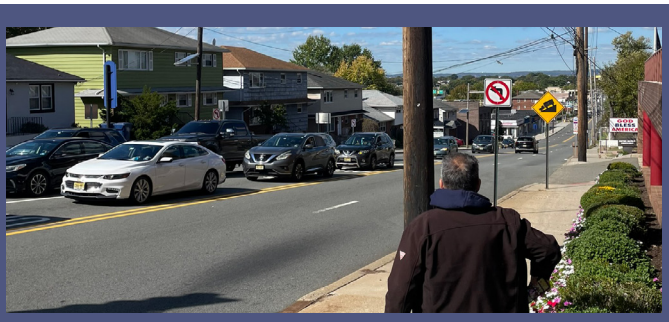
- Traffic and/or speeds on these roads are high enough that buffers are necessary and separation is preferred.
- Traffic calming measures, when applicable, can help reduce the stress placed on bicyclists.
- They serve as key connections within the transportation network and therefore implementing safe bicycle facilities is critical. Additional traffic studies should be conducted to identify potential impacts to level of service and traffic.

INTERSECTIONS

- Linear bicycle facilities should cross intersections as a "crossbike."
- Bike boxes should be added so bicyclists can establish their position before cars at intersections.
- Leading pedestrian intervals should be used with bicyclists also crossing during these intervals.
- If bicycle lanes intersect, add hardened corner islands.
- Daylighting of intersections to promote visibility is essential.

SIGNAGE

- Signage should focus on directing bicyclists to destinations, so signs naming destinations and/ or adjoining bikeways should be placed frequently wherever bicyclists can bicycle on these roads.



EXAMPLE: ESSEX STREET

SPEED LIMIT 30
SPEED LIMIT
30 MPH

TRAFFIC VOLUMES
20,991 AADT *(2014)*

ROAD WIDTH
44'

ROAD LENGTH
1.2 MILES

STREET PARKING?
NO PARKING

TRANSIT
BUS, TRAIN

ROAD JURISDICTION
COUNTY

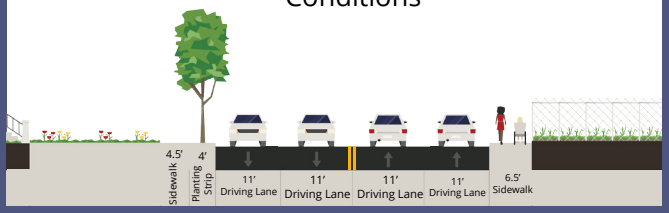
BICYCLIST CRASHES

K	A	B	C	O
0	0	6	4	0

BICYCLE DEMAND
HIGH

TOP DEMAND SOURCES
JOBS, COMMERCIAL, POP. UNDER 18, CAR-FREE LIVING & COMMUTING, TRANSIT, SCHOOLS

Essex Street: Existing Conditions



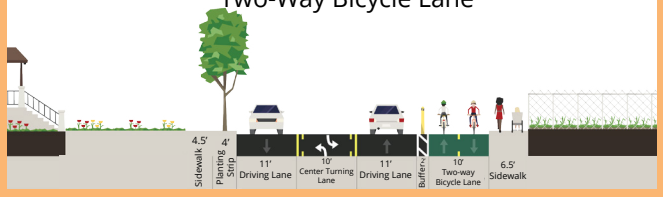
RECOMMENDED ALTERNATIVES

ALTERNATIVE 1: PROTECTED TWO-WAY BICYCLE LANE

Install 10' two-way protected bicycle lanes with a 2' buffer and flexible bollards or delineators.

Given the limited right of way, this alternative will require a road diet with a center turning lane. Additional engineering studies should be conducted to determine impact on level of service and traffic.

Essex Street: Protected Two-Way Bicycle Lane



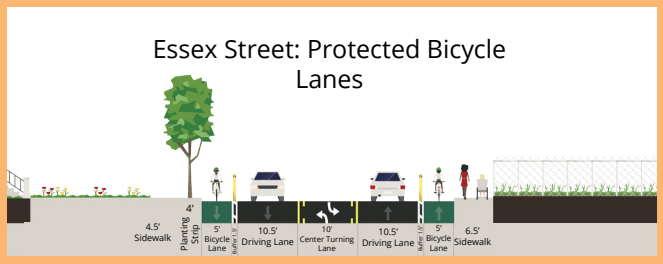
BENEFITS	*CONSIDERATIONS*
• Clearly defined space for bicyclists • Safe separation from vehicular traffic • Limits driveway conflicts by limiting bicyclists to one side of street	• Requires a road diet • Barriers can impact curb access, and will have to have frequent gaps • Width of bicycle facility could attract improper uses • Consider bus stops - each stop may have specific engineering considerations • Road users may not anticipate contraflow bicyclists

ALTERNATIVE 2: PROTECTED BICYCLE LANES

Install 5' protected bicycle lanes on both sides of the road with a 1.5' buffer.

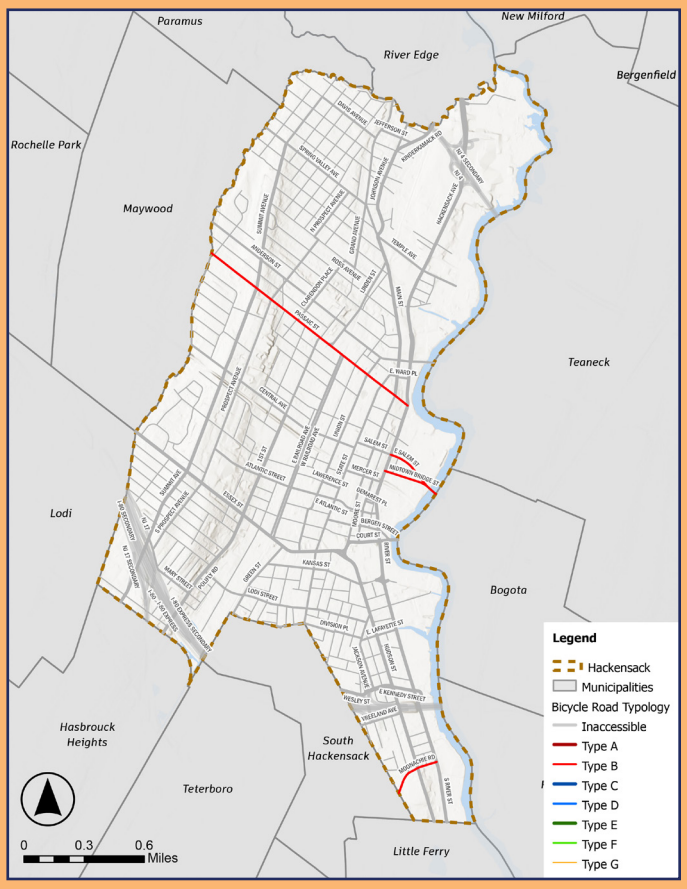
Given the high volume and speeds, bicyclists should be protected and separated from the traffic with buffers. that limit conflicts with other users. This alternative will require narrower lanes to accomodate minimum bicycle lane and buffer widths.

Essex Street: Protected Bicycle Lanes



BENEFITS	*CONSIDERATIONS*
• Clearly defined space for bicyclists • Safe separation from vehicular traffic • Provides bicycle access to both sides of the road	• Requires a road diet and narrow lanes • Barriers can impact curb access, and will have to have frequent gaps • Consider bus stops - each stop may have specific engineering considerations

ROAD TYPE B



Functional Class	Minor Arterial
Traffic Volume	<15,000 AADT (Average Annual Daily Traffic)
Speed	30-40 Miles per Hour
Context/ Land Use	Regional corridors, employment areas
Jurisdiction	County

Roads with considerable traffic volumes and moderate speeds, making protection for bicyclists and separation from traffic a high priority. These are significant routes that are frequently used for everyday car trips and intersect numerous cross-streets, making intersection safety a priority for bicyclists. These roads connect many other major routes and are likely preferable to Type A roads for bicyclists.

GENERAL RECOMMENDATIONS

ON-ROAD

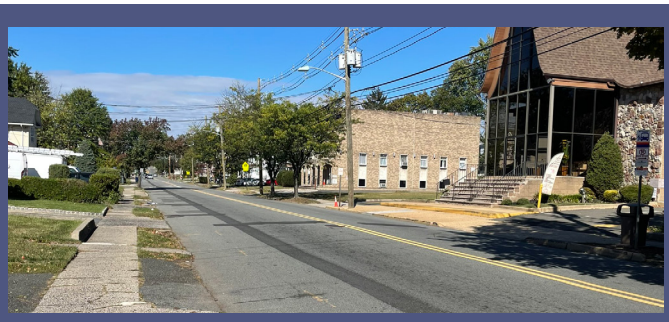
- Traffic and/or speeds on these roads are high enough that buffers are necessary and separation is preferred.
- Traffic calming measures, when applicable, can help reduce the stress placed on bicyclists.
- These are often central, familiar routes that bicyclists may instinctively plan to use; as they are typically safer than Type A roads, anticipate and accommodate more frequent bicycle use.

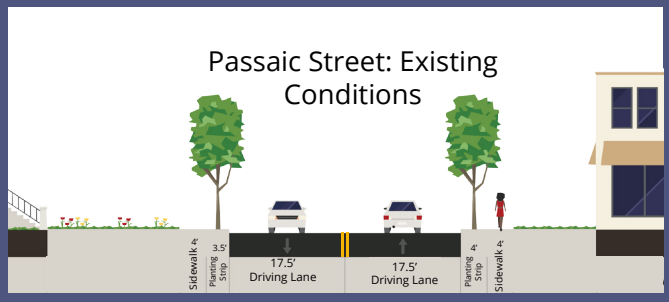
INTERSECTIONS

- Linear bicycle facilities should cross intersections as a "crossbike."
- Bike boxes should be added so bicyclists can establish their position before cars at intersections.
- Leading pedestrian intervals should be used with bicyclists also crossing during these intervals.
- If bicycle lanes intersect, consider hardened corner islands.
- Daylighting of intersections to promote visibility is essential.
- Add "No Turn on Red" signage at signalized intersections.

SIGNAGE

- With proper safety measures these routes can serve as designated bikeways; signage should reflect this if so.
- Consider a branding scheme for designated bikeways to indicate to both bicyclists and drivers that bicycles are frequently using these routes and should be anticipated.
- Wayfinding signage to relevant destinations can be helpful and enhance the bicycle network.





EXAMPLE: PASSAIC STREET

SPEED LIMIT
SPEED LIMIT
30 MPH

TRAFFIC VOLUMES
12,628 AADT *(2018)*

ROAD WIDTH
35'

ROAD LENGTH
1.2 MILES

STREET PARKING?
NO PARKING

TRANSIT
BUS, TRAIN

ROAD JURISDICTION
COUNTY

BICYCLIST CRASHES

K	A	B	C	O
0	0	2	3	0

BICYCLE DEMAND
MEDIUM

TOP DEMAND SOURCES
COMMERCIAL, POP. DENSITY, LOW INCOME, CAR-FREE LIVING & COMMUTING, TRANSIT

RECOMMENDED ALTERNATIVES

ALTERNATIVE 1: PROTECTED BICYCLE LANES

Install 5' protected bicycle lanes on both sides of the road with a 1.5' buffer.

Buffers can include bollards, raised curbs or medians, or planters. Parking is not permitted on this roadway and reducing the travel lane widths will have a traffic calming effect.

BENEFITS	*CONSIDERATIONS*
• Clearly defined space for bicyclists • Protection from vehicular traffic • No loss of vehicular mobility, and constraints limit ease of speeding • Bicyclists move with direction of traffic, easing interactions with other users	• Passaic Street has a large number of driveways; barrier will need to be removed at these locations and the buffer needs to transition to dashed lines • Consider bus stops - each stop may have specific engineering considerations

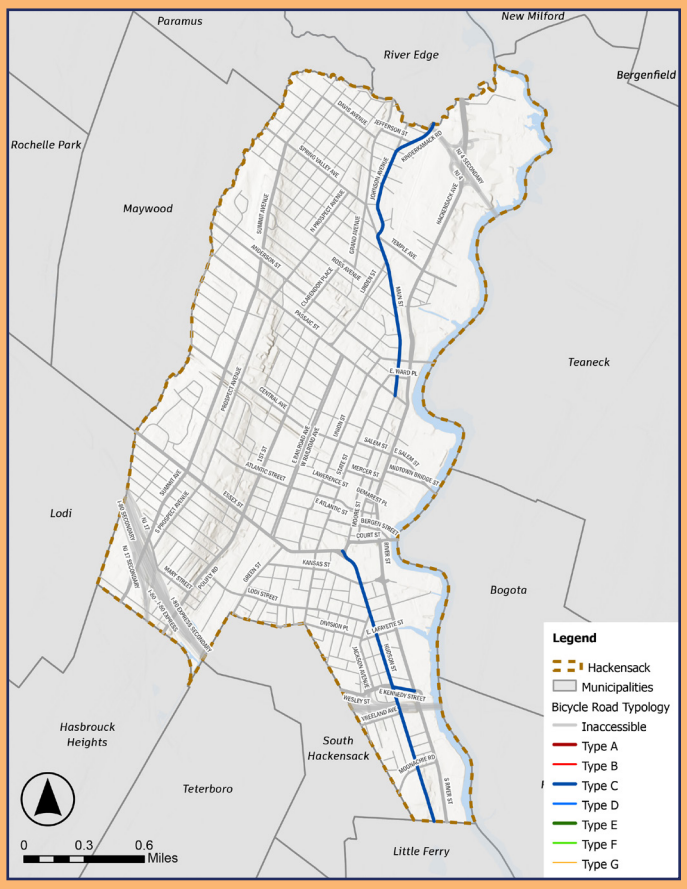
ALTERNATIVE 2: PROTECTED TWO-WAY BICYCLE LANE

Install 10' protected two-way bicycle lanes on one side of the road with a 2' buffer.

Allows for a wider buffer and a facility that is comfortable for all ages and abilities. Parking is not permitted on this roadway and reducing the travel lane widths will have a traffic calming effect.

BENEFITS	*CONSIDERATIONS*
• Clearly defined space for bicyclists • Protection from vehicular traffic • No loss of vehicular mobility, and constraints limit ease of speeding	• Driveways will need to be accommodated by removing the barrier • Consider bus stops - each stop may have specific engineering considerations • Contraflow bicyclists will have more complex interactions with other road users, requiring additional intersection safety

ROAD TYPE C



Functional Class	Minor Arterial
Traffic Volume	7,500+ AADT (Average Annual Daily Traffic)
Speed	25+ Miles per Hour
Context/ Land Use	Mixed-use including retail & light industrial
Jurisdiction	County

Roads with considerable traffic volumes and a high number of commercial or employment destinations. These roads often see more frequent turning movements to and from destinations and have heavily used street parking. Significant bicycle use should be anticipated and accommodated as possible, and be appropriately balanced with community demand for business access and street parking.

RECOMMENDATIONS

ON-ROAD

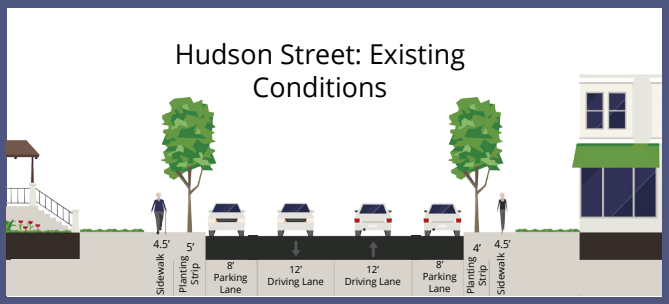
- Parking is maintained on these roads, and factors like loading and clear areas for pick-up/drop-off should be provided.
- These roads typically have a large number of driveways, which should be kept clear of obstructions.
- Bus stops are common and will need to have their safe and effective operation considered when designing bicycle improvements.

INTERSECTIONS

- Consider adding mid-block pedestrian crossings to access popular destinations, and ensure bicycle infrastructure is clearly marked where it intersects these crosswalks.
- Leading pedestrian intervals should be used with bicyclists also crossing during these intervals.
- If bicycle lanes intersect, consider hardened corner islands.
- Daylighting of intersections to promote visibility is essential.
- Add “No Turn on Red” signage at signalized intersections.

SIGNAGE

- These roads are prime candidates to be made into designated bikeways - add sufficient signage to indicate bikeways and consider naming specific routes for recognition and placemaking.
- Add signage reminding vehicles not to stop in the bikeway.
- Add wayfinding signage to popular destinations and/or adjoining bikeways.
- Add and mark bicycle parking.



EXAMPLE: HUDSON STREET

SPEED LIMIT
35 MPH

ROAD WIDTH
40'

STREET PARKING?
BOTH SIDES

ROAD JURISDICTION
COUNTY

BICYCLE DEMAND
MEDIUM

TRAFFIC VOLUMES
9,382 AADT (2013)

ROAD LENGTH
1.4 MILES

TRANSIT
BUS

BICYCLIST CRASHES

K	A	B	C	O
1	0	3	3	2

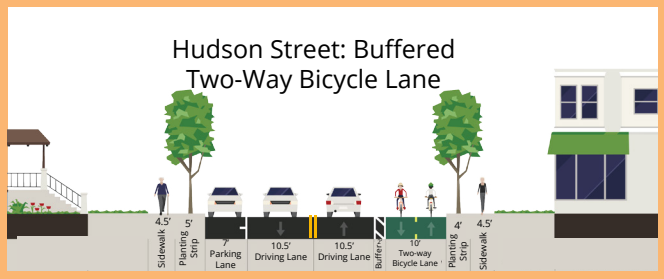
TOP DEMAND SOURCES
COMMERCIAL, LOW INCOME, CAR-FREE LIVING & COMMUTING, TRANSIT, SCHOOLS

RECOMMENDED ALTERNATIVES

ALTERNATIVE 1: BUFFERED TWO-WAY BICYCLE LANES

Install a 10' buffered two-way bicycle lanes on one side with a 1.5' buffer.

Provides a designated space for bicyclists to travel, buffered from traffic. This alternative requires removal of parking on one side of the roadway and narrowing of the travel lanes.

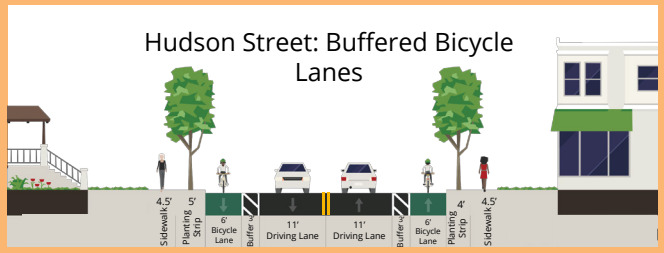


BENEFITS	CONSIDERATIONS
• Provides a separated space for bicyclists to comfortably ride • Retains one parking lane for commercial and residential uses • Slightly reduced lane widths will have a traffic calming effect	• Consider bus stops - each stop may have specific engineering considerations • Contraflow bicycle traffic will need to be safely moved across intersections, so interventions like daylighting and LPIs are necessary

ALTERNATIVE 2: BUFFERED BICYCLE LANES

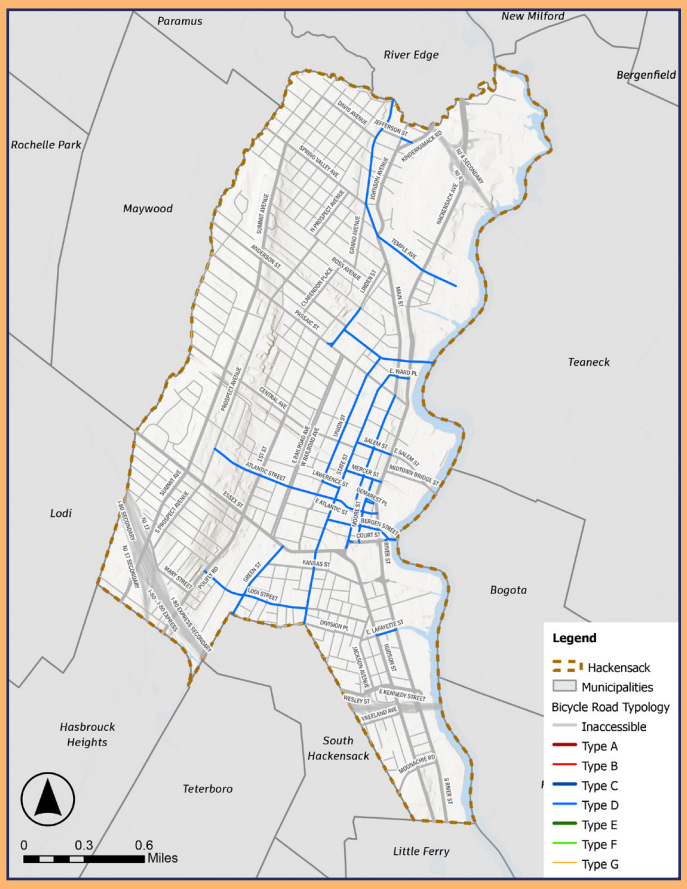
Install 6' buffered bicycle lanes on both sides of the roadway with a 3' buffer.

Provides safe bicycle travel on both sides of the road. This alternative will require removal of parking on both sides of the roadway.



BENEFITS	CONSIDERATIONS
• Provides a space for bicyclists to comfortably ride, separated from both vehicular traffic and bicycles traveling the opposite direction • Allows for wider travel lanes	• Bus stops on both sides of the road will be placed within the bicycle lanes, and road paint should reflect this • Bicyclists do not have any additional buffer from traffic, so these bicycle lanes should be clearly striped and accompanied by signage

ROAD TYPE D



Functional Class	Minor Arterial Major Collector Minor Collector
Traffic Volume	<10,000 AADT (Average Annual Daily Traffic)
Speed	25+ Miles per Hour
Context/ Land Use	Mixed-use including retail & light industrial
Jurisdiction	County, Local

Roads with moderate traffic volumes and speeds and many residential, commercial, and/or employment destinations. These roads often see more frequent turning movements to and from destinations and have well-used street parking. Bicycle use should be anticipated and accommodated, and be appropriately balanced with community demand for business access and street parking.

GENERAL RECOMMENDATIONS

ON-ROAD

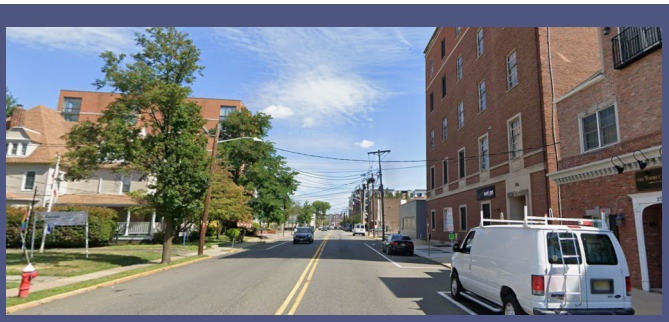
- Parking is maintained on these roads, and factors like loading and clear areas for pick-up/ drop-off and loading should be provided, preferably at the start or end of blocks.
- Lower intensity traffic makes buffering bicycle lanes less essential, but still preferable. Shared lane markings are also possible on lower-volume roads as well as a short-term solution.

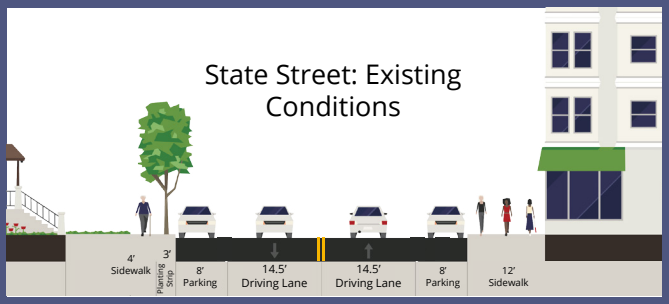
INTERSECTIONS

- Consider adding mid-block crossings to access popular destinations, and ensure bicycle infrastructure is clearly marked where it intersects these crosswalks.
- Leading pedestrian intervals should be used with bicyclists also crossing during these intervals.
- Provide bike boxes at approaches to crossings.
- Daylighting of intersections to promote visibility is essential.
- Add “No Turn on Red” signage at signalized intersections.

SIGNAGE

- Consider specific, long/ continuous Type D roads to be designated and reconfigured as bikeways, and add signage indicating as such.
- Add signage reminding vehicles not to stop in the bikeway.
- Add wayfinding signage to popular destinations and/or adjoining bikeways.
- Add and mark bicycle parking.





EXAMPLE: STATE STREET

SPEED LIMIT
25 MPH

ROAD WIDTH
45'

STREET PARKING?
BOTH SIDES

ROAD JURISDICTION
LOCAL

BICYCLE DEMAND
HIGH

TRAFFIC VOLUMES
10,067 AADT (2019)

ROAD LENGTH
1.3 MILES

TRANSIT
BUS

BICYCLIST CRASHES

K	A	B	C	O
0	0	4	0	3

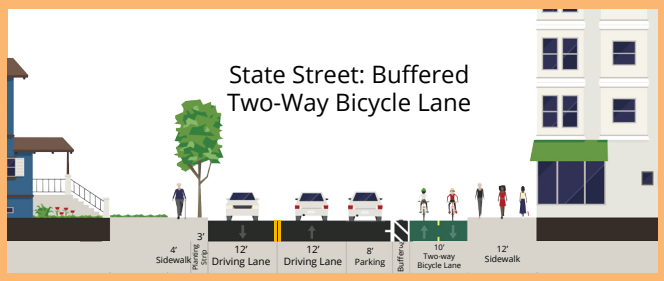
TOP DEMAND SOURCES
JOBS, COMMERCIAL, LOW INCOME, CAR-FREE LIVING & COMMUTING, TRANSIT, SCHOOLS

RECOMMENDED ALTERNATIVES

ALTERNATIVE 1: BUFFERED TWO-WAY BICYCLE LANES

Install 10' buffered two-way bicycle lanes on one side with a 3' buffer.

Provides a designated space for bicyclists to travel, separated from traffic. Retains one parking lane for the business uses on this street.



BENEFITS

- Provides a separated space for bicyclists to comfortably ride
- Retains one parking lane
- Slightly reduced lane widths will have a traffic calming effect

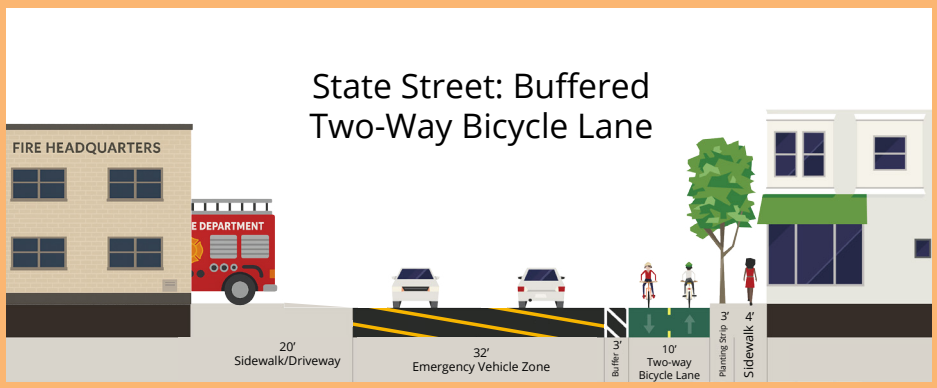
CONSIDERATIONS

- Consider bus stops - each stop may have specific engineering considerations
- Contraflow bicycle traffic will need to be safely moved across intersections, so interventions like daylighting and LPIs are necessary

INTERACTIONS WITH EMERGENCY SERVICES

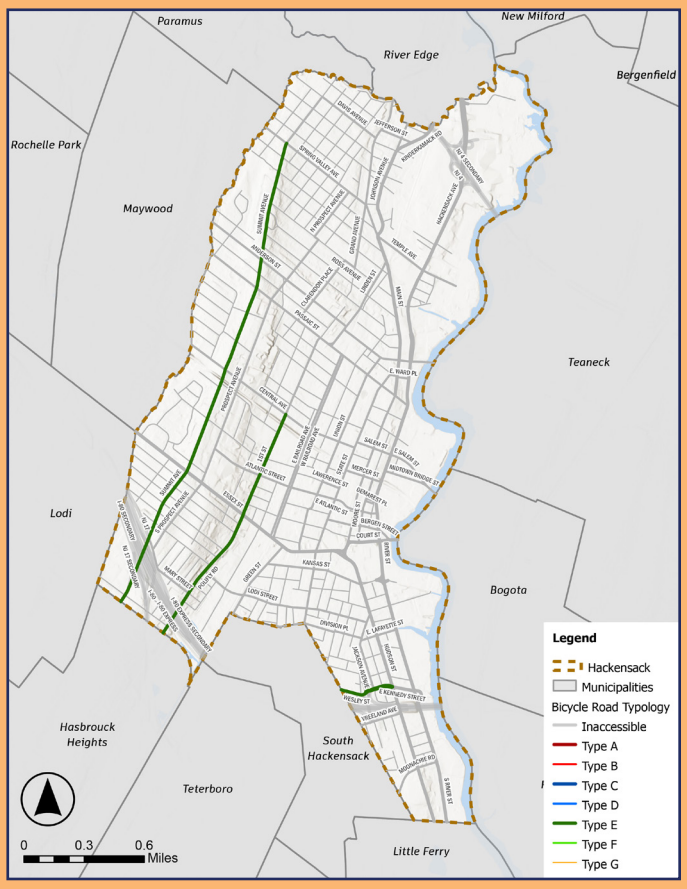
In places where emergency services are present, such as Hackensack Fire Department Headquarters on State Street, bicycle infrastructure should accommodate and avoid interfering with emergency vehicles. In this design alternative, this can be achieved by ensuring the two-way bicycle lane is on the opposite side of the road from the fire department entrance, minimizing conflicts between bicycles and fire engines. Signage warning bicyclists about the possibility of emergency vehicle traffic should be considered.

In cases where emergency services facilities are on both sides of the road, treat the bicycle infrastructure similarly to cases where it crosses other driveways - modify the paint pattern and ensure no barriers are nearby.



DRAFT 4/28/2026

ROAD TYPE E



Functional Class	Minor Arterial
Traffic Volume	15,000+ AADT (Average Annual Daily Traffic)
Speed	35+ Miles per Hour
Context/ Land Use	Residential, through routes
Jurisdiction	County

Roads with high traffic volumes and moderate speeds, requiring full protection for bicyclists and separation from traffic. These roads pass through residential areas and should be considered attractive routes for bicyclists to travel between their homes and destinations or other adjoining routes to destinations.

GENERAL RECOMMENDATIONS

ON-ROAD

- Separate bicycle facilities sufficiently. Where possible, install traffic calming measures to reduce risk anywhere bicycles and vehicles interact more closely.
- These roads have a high number of driveways; ensure barriers do not interfere with vehicles turning in or out.
- Removal of street parking may be possible due to lower demand.

INTERSECTIONS

- Leading pedestrian intervals should be used with bicyclists also crossing during these intervals.
- Provide bike boxes at approaches to crossings.
- Daylighting of intersections to promote visibility is essential.
- Add “No Turn on Red” signage at signalized intersections.
- Consider adding stop controls at additional intersections in areas with several consecutive cross-streets with only two-way stops (providing additional crossing locations)

SIGNAGE

- Where possible, designate these roads as bikeways; add sufficient signage to indicate bikeways and consider naming specific routes for recognition and placemaking.
- Add wayfinding signage to popular destinations (with emphasis on public facilities such as parks) and/or adjoining bikeways.

EXAMPLE: 1ST STREET

SPEED LIMIT
30 MPH

ROAD WIDTH
40'

STREET PARKING?
BOTH SIDES

ROAD JURISDICTION
COUNTY

BICYCLE DEMAND
HIGH

TRAFFIC VOLUMES
16,237 AADT *(2020)*

ROAD LENGTH
1.2 MILES (TYPE E)

TRANSIT
BUS, TRAIN

BICYCLIST CRASHES

K	A	B	C	O
0	0	2	2	1

TOP DEMAND SOURCES
JOBS, COMMERCIAL, POP. UNDER 18, CAR-FREE LIVING & COMMUTING, TRANSIT, SCHOOLS

RECOMMENDED ALTERNATIVES

ALTERNATIVE 1: PROTECTED BICYCLE LANES

Install 6' protected bicycle lanes on both sides of the roadway with 3' buffers.

Provides a safe and comfortable option for bicyclists. This alternative will require removal of street parking and prioritizes access to and from Hackensack High School for both sides of the road.

BENEFITS	*CONSIDERATIONS*
• Safe, comfortable space for bicyclists • Bicyclists move with the flow of traffic • Easy for bicyclists to enter and exit bicycle lane • Reduction in lane widths	• Total removal of on-street parking • Many driveways to contend with, which will require gaps in the barriers and adjustments to road paint. • Road cross-section widens as 1st Street becomes Polifly Road, and this intervention may not be able to continue as road approaches Interstate 80

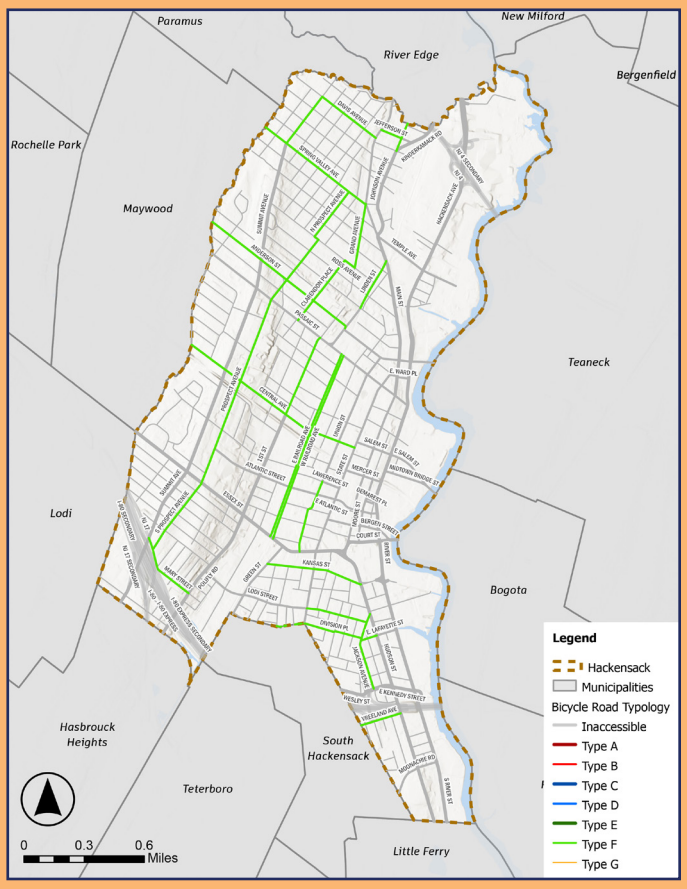
ALTERNATIVE 2: PROTECTED TWO-WAY BICYCLE LANE

Install a 12' protected two-way bicycle lane on one side of the road with a 3' buffer.

Provides a safe and comfortably wide option for bicyclists, well-separated from heavy traffic volumes. This alternative will require removal of street parking.

BENEFITS	*CONSIDERATIONS*
• Safe, comfortable space for bicyclists with room to pass • Interferes with fewer driveways • Enough space to add a parking lane which would protect the bicycle lane further - would require narrow driving lanes (10') and a narrow two-way bicycle lane (9') to add an 8' parking lane	• Total removal of on-street parking • Many driveways to contend with, which will require gaps in the barriers and adjustments to road paint. • Road cross-section widens as 1st Street becomes Polifly Road, and this intervention may not be able to continue as road approaches Interstate 80

ROAD TYPE F



Functional Class	Minor Arterial Major Collector Minor Collector
Traffic Volume	<15,000 AADT (Average Annual Daily Traffic)
Speed	25-35 Miles per Hour
Context/ Land Use	Residential, through routes
Jurisdiction	County, Local

Roads with lower volumes and speeds than Type E that similarly serve primarily residential areas. These roads are likely to see considerable bicycle travel for both practical and recreational purposes, including accessing other more central routes, and should have the infrastructure to facilitate safe bicycle travel.

GENERAL RECOMMENDATIONS

ON-ROAD

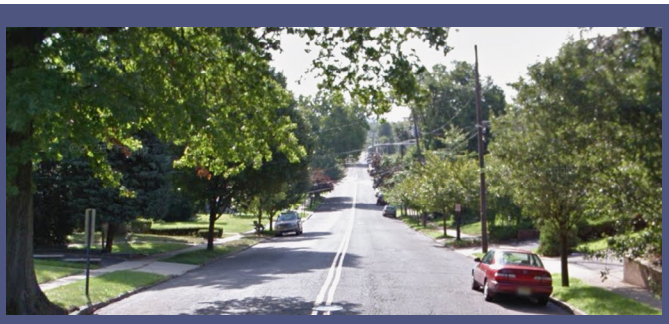
- Separation of bicycle facilities is not as critical, but should be pursued where space allows
- These roads have a high number of driveways; ensure barriers do not interfere with vehicles turning in or out of these roads.
- Removal of street parking is generally acceptable.
- Traffic calming measures are beneficial on wider roads

INTERSECTIONS

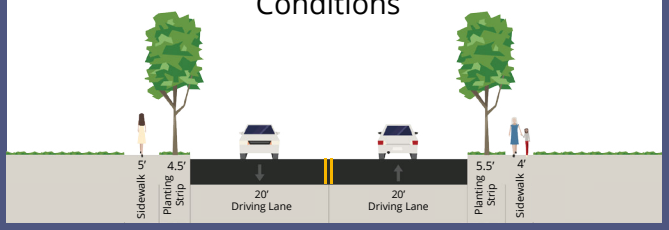
- Consider hardened curb extensions with a gap for bicycle lanes, both for pedestrian ease and to provide bicycle safety between the curb and a pedestrian refuge island. Reduce curb radius at refuge island to improve bicyclist visibility to drivers
- Daylighting of intersections to promote visibility is essential.
- Add "No Turn on Red" signage at signalized intersections.

SIGNAGE

- Where possible, designate these roads as bikeways; add sufficient signage to indicate bikeways and consider naming specific routes for recognition and placemaking.
- Add wayfinding signage to popular destinations (with emphasis on public facilities such as parks) and/or adjoining bikeways.
- Add signage on neighborhood (Type G) roads directing bicyclists on to these roads.



Anderson Street: Existing Conditions



EXAMPLE: ANDERSON STREET

SPEED LIMIT
SPEED LIMIT
25 MPH

ROAD WIDTH
40'

STREET PARKING?
BOTH SIDES

ROAD JURISDICTION
LOCAL

BICYCLE DEMAND
LOW

TRAFFIC VOLUMES
3,017 AADT *(2019)*

ROAD LENGTH
1.6 MILES (TYPE F)

TRANSIT
N/A

BICYCLIST CRASHES

K	A	B	C	O
0	0	2	0	0

TOP DEMAND SOURCES
CAR-FREE COMMUTING

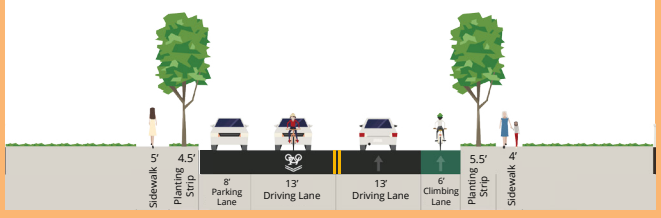
RECOMMENDED ALTERNATIVES

ALTERNATIVE 1: CLIMBING LANE AND BICYCLE LANE

Install a 6' "climbing bicycle lane" to travel uphill paired with shared lane markings on the downhill side.

Bicyclists traveling downhill can safely share the travel lane with cars, allowing the retention of parking and comfortably wide travel lanes.

Anderson Street: Climbing Lane



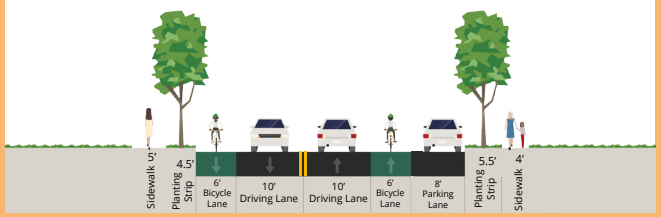
BENEFITS	*CONSIDERATIONS*
• Provides a separated space for bicyclists to comfortably ride uphill at a slow pace • Retains one parking lane • Lack of barriers will ease driveway conflicts as well as road maintenance	• The lack of a bicycle lane in the downhill direction can be confusing for riders, so ensuring the shared road marking is present will be essential • Wayfinding to distant/downtown locations should be provided, as should warning signage about the adjacent steep slope

ALTERNATIVE 2: BICYCLE LANES

Install bicycle lanes on both sides of the road.

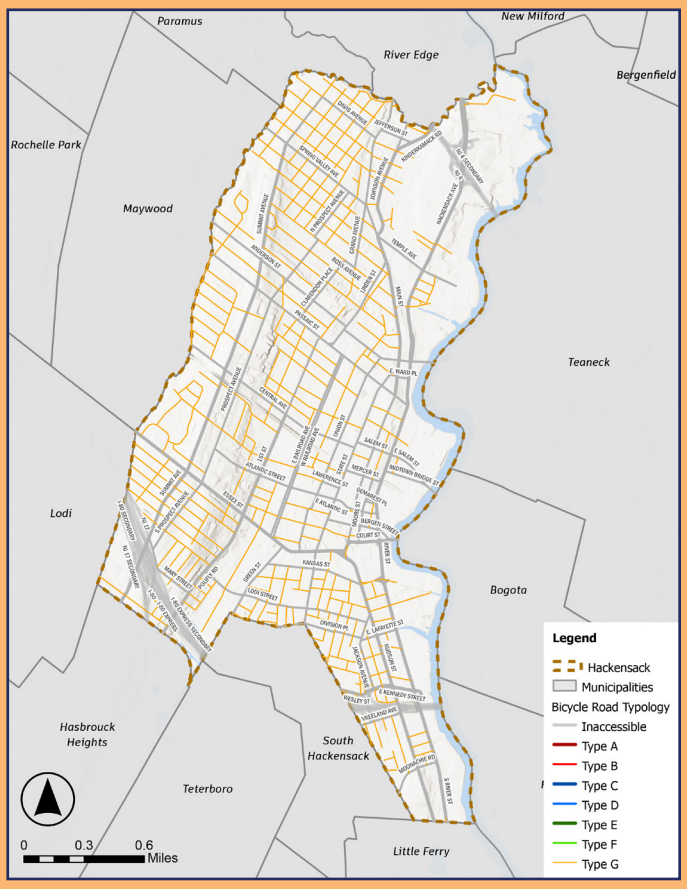
This alternative will require removal of parking from one side. It is recommended that the bicycle lane in the climbing direction be placed between the parking lane, ensuring visibility and predictability for drivers at intersections and driveways.

Anderson Street: Bicycle Lanes



BENEFITS	*CONSIDERATIONS*
• Provides a space for bicyclists to comfortably ride, separated from both vehicular traffic and bicycles traveling the opposite direction • Consistency in both directions makes navigation easy and minimizes confusion/ unfamiliarity for users	• Wayfinding to distant/downtown locations should be provided, as should warning signage about the adjacent steep slope • Ensure driveways are not interfered with at any point

ROAD TYPE G



Functional Class	Local
Traffic Volume	<10,000 AADT (Average Annual Daily Traffic)
Speed	25 Miles per Hour
Context/ Land Use	Local/Residential
Jurisdiction	Local

Local, neighborhood streets. These roads have limited traffic and low speeds, and are in many cases acceptable for bicycling without any markings. However, adding additional infrastructure to improve bicycle safety and comfort and/or the establishment of a low-stress bicycle network along these streets is a low-cost, effective measure to improve citywide bicycle connectivity.

GENERAL RECOMMENDATIONS

ON-ROAD

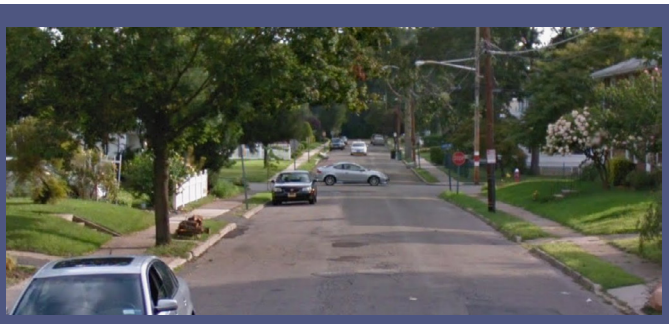
- Consider creating bicycle boulevards with shared lane markings on select roads.
- These roads are often spatially constrained, and will occasionally require vehicles to swerve to navigate parked cars and oncoming traffic. Consider disallowing parking on one side of certain roads to alleviate this, or converting cohesive grids into one-way pairs.

INTERSECTIONS

- Where feasible, raised intersections provide additional safety for all road users and calm traffic.
- Consider bike boxes at approaches to larger/more intense roads.
- Consider miniature roundabouts to further calm traffic and ease bicycle travel.

SIGNAGE

- Add wayfinding signage to adjoining bikeways or major roads, as well as significant destinations.
- Add signage reminding drivers to watch for bicyclists.



EXAMPLE: WILSON STREET

SPEED LIMIT 25
SPEED LIMIT
25 MPH

TRAFFIC VOLUMES
UNKNOWN

ROAD WIDTH
26'

ROAD LENGTH
0.6 MILES

STREET PARKING?
BOTH SIDES

TRANSIT
N/A

ROAD JURISDICTION
LOCAL

BICYCLIST CRASHES

K	A	B	C	O
0	0	0	0	0

BICYCLE DEMAND
LOW

TOP DEMAND SOURCES
POP. UNDER 18, CAR-FREE LIVING & COMMUTING, LOW INCOME

RECOMMENDED ALTERNATIVES

ALTERNATIVE 1: BICYCLE BOULEVARD

Install road markings and other traffic calming measures to alert to drivers that bicyclists use this road.

Traffic calming measures can include speed humps, miniature roundabouts, raised intersections, curb extensions, and chicanes. Signage should be provided directing bicyclists to nearby destinations and nearby bikeways, and signage alerting drivers should also be also present intermittently.

BENEFITS	*CONSIDERATIONS*
• Provides a low-stress route for bicyclists • Has minimal impact on the existing use of the road	• Pavement markings should be placed every 100-250 feet • If speeding is observed, additional traffic calming measures should be added • Ensure wayfinding signage is present

PRIORITY BICYCLE NETWORK

Following the outreach and needs assessment tasks, the project team and steering committee developed a priority bicycle network for the City of Hackensack. This incorporated a number of factors, such as high-priority locations and routes for Hackensack residents, areas of high latent demand identified in the demand analysis, roads with more favorable characteristics (e.g. more comfortable speeds and volumes, usable road width, lack of alternative routes, etc.) to identify a network which could be developed into a safe, cohesive, and navigable bicycle network which could sufficiently provide access to all parts of the city.

The network includes all types in the bicycle road typology, with considerable range in the intensity of vehicle use and land use context found along these roads. The bicycle facility types which should be implemented along these roads vary accordingly, with low-stress roads requiring as little as shared lane markings and high-stress roads needing protection for bicyclists such as protected bicycle lanes. Best practices were found in the NJDOT Complete Streets Design Guide and current national guidance. Map 14 details the recommended facility types for all roads along the proposed bicycle network. In all cases, more intensive improvements are not discouraged, but this is the recommended intervention to improve bicycle comfort and mobility. In some cases, the recommended intervention in the network exceeds the typical recommendation for the road's type, but is appropriate to the network's context.

While there are few trails in Hackensack, those currently present and accessible for bicyclists are marked on this map. None provide seamless travel options for bicyclists at this time, being present only in a limited area or (in the case of the FDU bridge) requiring bicyclists to walk their bicycles, but an expansion of a trails network should be considered in the future as a comfortable and accessible option for bicycle travel.

The priority bicycle network includes:

Protected or Buffered Bicycle Lanes

Protected or Buffered Bicycle Lanes are recommended for roads with speeds or traffic volumes that make them unsuitable for unprotected bicycle facilities. However, these roadways are typically key links in the overall network and should have safe and comfortable bicycle infrastructure, whenever feasible. Road diets or other lane reconfiguration may be necessary.

Bicycle Lanes

Bicycle lanes are recommended for roads which are not as intense as the above group but still require marked bicycle lanes to ensure safety and comfort for all bicyclists. Restriping to incorporate bicycle lanes may require road diets or other lane reconfigurations.

Shared Streets / Bicycle Boulevards

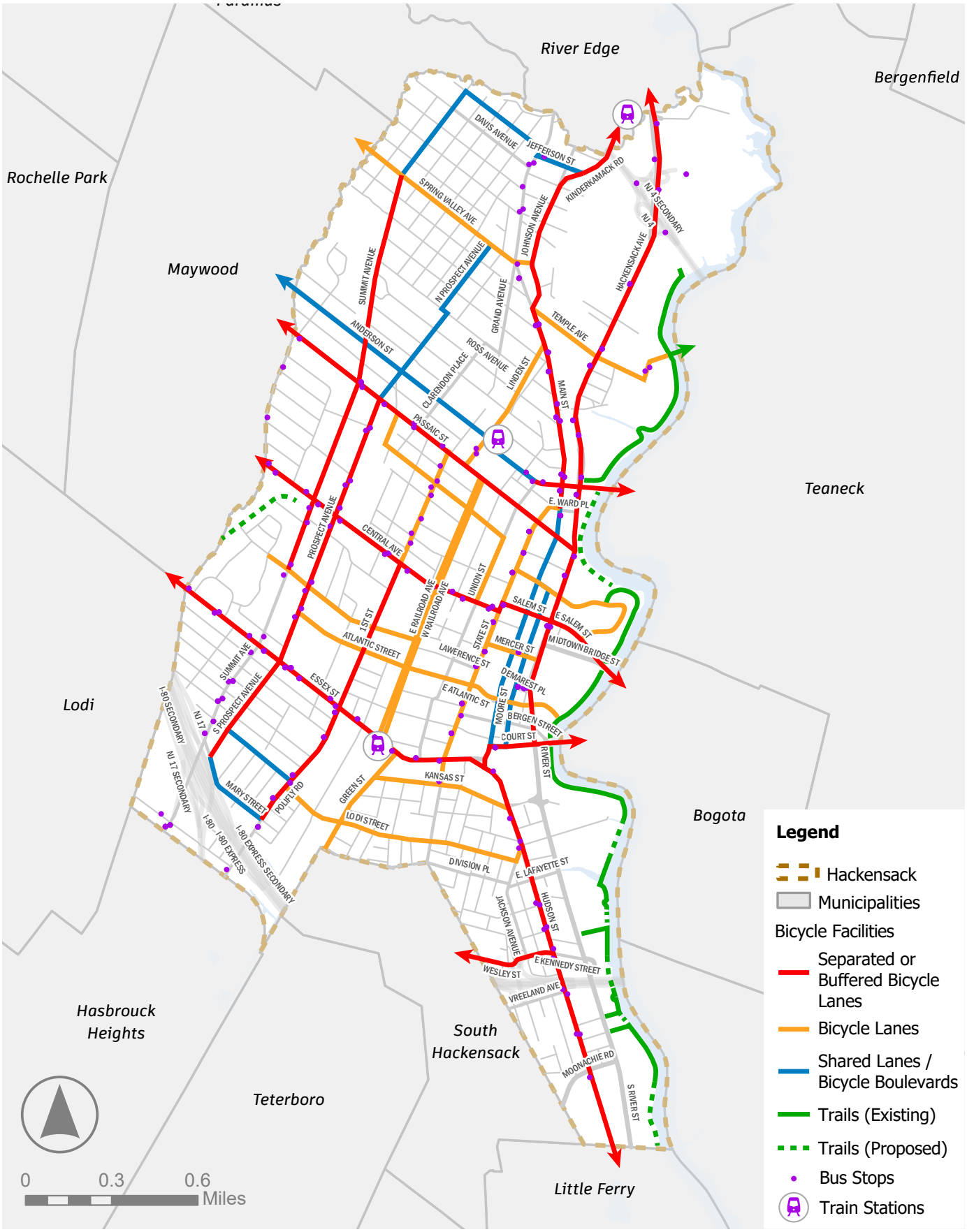
Shared lane markings are recommended for roads safe for bicyclists without dedicated lanes or markings. Bicycle Boulevards are encouraged for the same roads, but are enhanced as key routes with additional features such as signage and pavement markings and should be considered in busier downtown areas.

Trails

This includes the current trail coverage in Hackensack, which is limited and disconnected. Future trail planning should prioritize connecting these trails and adding additional trails, especially along the riverfront. Some conceptual trails, such as rail-trails using abandoned lines and connections between existing segments, are also included.

In all parts of the bicycle network, features such as wayfinding and bicycle parking should be provided.

MAP 14: PRIORITY BICYCLE NETWORK



NOTE: in a concept-level review, NJDOT did not categorically object to bicycle facility recommendations in this plan intersecting with state and interstate highway ramps on Hackensack Avenue and Kennedy Street. Detailed design and implementation would require more thorough NJDOT technical review.

DRAFT 4/28/2026

The priority bicycle network is 28.6 miles long. As a shorthand reference, the total mileage for each category of improvement within the priority bicycle network is as follows:

- Protected or Buffered Bicycle Lanes: **13.8 miles (48%)**
- Bicycle Lanes: **10.1 miles (35%)**
- Shared Lanes/Bicycle Boulevards: **4.7 miles (16%)**

These improvements are listed in order of the intensity of road use and the intervention required as well as the associated costs.

Shared lane markings can be designated by road paint and do not require roadway reconfiguration. Standard bicycle lanes also only require road paint in terms of materials, but also require traffic engineering and are typically added as part of a road's full scheduled restriping. Protected bicycle lanes have the same traffic engineering and scheduling considerations, but the physical barriers added as protection will carry additional costs. The choices of materials for all three all can vary in cost, with the inclusion of green paint greatly increasing visibility but adding costs to implement and maintain.

Note: Protected Bicycle Lanes are recommended on Essex Street (CR 56-1) and on Hackensack Avenue/River Road (CR 503). However, these roads are among the most heavily-trafficked and spatially-constrained in Hackensack, making the necessary reconfigurations to include bicycle facilities more consequential to traffic flow in the City than anywhere else on the Priority Bicycle Network. Still, a number of critical destinations, including waterfront parks, downtown commercial establishments, NJ TRANSIT bus and train stops, and the hospital region are all best accessed using these roads, so bicycle safety improvements would have a significant impact. Given that these are County-owned roadways, the City should review these recommendations with the County to ensure they complement Bergen County's active transportation goals.

IMPLEMENTATION

The culmination of the Hackensack Comprehensive Bicycle Plan is a set of recommendations for the city to create a safely bikeable city. These recommendations range from citywide actions and procedural changes to specific action items for specific locations. They also range in timeline and cost, and can involve partners such as other governing bodies or local community groups and nonprofits.

Vision and Goals

The recommendations are intended to bring the vision developed with the steering committee to fruition, and are organized using the goals of the project.

The vision is:

Hackensack is a bicycle-friendly city where people of all ages and abilities can travel by bicycle and where measurable steps are taken annually to create and maintain a complete bicycle network.

The goals which guide the recommendations are:

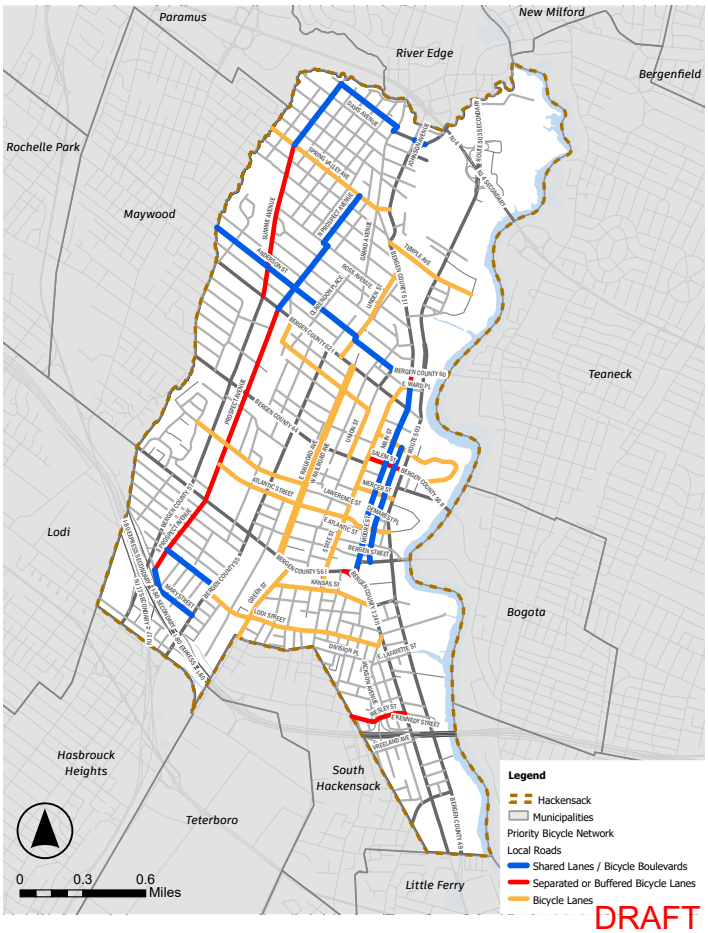
1. Build a Culture of Safe Bicycling
2. Incorporate Bicycle Planning and Network Implementation into Existing and Future City Planning, Regulatory and Maintenance Practices
3. Develop a Robust, Safe, Connected, and Attractive Bicycle Network
4. Strengthen Regional and Local Support for Bicycling
5. Track Performance and Monitor Improvements

Network Implementation: Phasing and Connectivity Strategy

Roads within Hackensack's ownership can be acted on when the city is prepared to, compared to county roads which are dependent on Bergen County for design, timelines, and general approval. The priority bicycle network is divided as follows: 17.1 miles (60%) are on local roads, while 11.5 miles (40%) are on county roads. See Map 15 for the locations of locally-owned roads on the priority bicycle network.

Cost is always a factor when considering improvements. Less intensive improvements are easier to approach and to include in existing capital planning without significant increases in budgeted expenses. However, connecting facilities is a critical consideration in the broader sense - whatever approach the city chooses to take, ensuring whatever is implemented is connected to adjoining routes increases the value of each bicycle improvement. A standalone bicycle facility, be it on a short route or on a road serving few destinations, is limited to its area. Without connectivity, their impact is severely limited.

Map 15: City-Owned Priority Network Corridors



Implementing improvements on central corridors which might be more intensive (such as a protected bicycle lane which narrows lanes and/or requires a road diet) can be expensive, but is entirely worthwhile if it is the centerpiece of several connecting shared lanes or bicycle lanes to create a cohesive grouping of bicycle facilities. The City can focus on improving a smaller network around specific key destinations such as the High School and the Medical center, or the network of streets in the Downtown towards the Riverfront. These more costly improvements should not be avoided, and are much more valuable when using this strategy.

Roads in Hackensack are typically much longer on the north-south axis than east-west, making prioritizing those roads important for a wider-reaching effect. Using the strategy of creating a smaller connected network, those roads can be the point of emphasis; an example could be adding the appropriate improvements on Prospect Avenue and Railroad Street and connecting the two using Beech Street or Atlantic Street to accomodate much of the center and west of the city.

Implementation Matrix Overview

A matrix of recommended actions can be found on the following pages. These actions are organized based on the vision and goals identified early on in the planning process with the steering committee. Each recommendation includes details on its location, timeframe, cost, and partners. This can be a useful tool for prioritizing actions, as well as guide the city in building connections with involved organizations.

Through these recommendations, the City of Hackensack can improve bicycling conditions in an organized and comprehensive manner. Certain recommendations should be pursued using grant funding - see Appendix 5 for a list of relevant funding opportunities.

GOAL 1:
BUILD A CULTURE OF SAFE BICYCLING

#	Recommendation	Location(s)
Community-wide		
1.1.1	Invest in and facilitate safe and engaging bicyclist events with local businesses and institutions to encourage bicycling as a social activity.	City-wide
1.1.2	Promote the implementation of temporary bicycle facilities and invite community members to participate in painting, striping, and installation to create a sense of ownership and fellowship in creating and utilizing bicycle facilities.	City-wide
1.1.3	Increase enforcement of helmet usage to ensure bicyclists are wearing helmets. The City should also have a program that provides helmets to those that do not have them.	City-wide
1.1.4	Implement a safety education campaign for both the general public and schools.	City-wide
1.1.5	Develop educational flyers and materials on new and existing laws related to bicycling and e-biking.	City-wide
1.1.6	Host Open Street events, converting public streets to bicycling and walking spaces and incorporating activities to encourage attendance.	Downtown/Schools/Near Community Centers
Youth-focused		
1.2.1	Facilitate the creation of Bicycle Clubs through the School District or through the City to encourage safe and social use of bicycling.	City-wide
1.2.2	Collaborate with the Board of Education and EZ Ride to educate students and young bicyclists on bicycle safety and using helmets. Events should be held at schools and community centers to ensure a wide audience.	Schools/Community Centers
1.2.3	Incorporate bicycle safety instruction training into School programs such as physical education class.	Schools
1.24	Collaborate with the Board of Education to implement “Bike Bus” programs at elementary schools and Hackensack Middle School.	City-wide
1.2.5	Develop Safe Routes to Schools Plans for schools in Hackensack.	Schools

Time Frame	Cost	Responsibility
Short	Low	City of Hackensack / local businesses and institutions
Short	Low	City of Hackensack and community partners
Short	Low	City of Hackensack / Hackensack PD
Medium	Low	City of Hackensack / BOE / Hackensack PD
Short	Low	City of Hackensack / Hackensack PD
Short	Low	City of Hackensack / local businesses and institutions
Short	Low	BOE / City of Hackensack
Short	Low	City of Hackensack / BOE / EZ Ride
Short	Low	BOE
Short	Low	City of Hackensack / BOE / Hackensack PD
Medium	Medium	City of Hackensack / BOE / Hackensack PD

GOAL 2: INCORPORATE BICYCLE PLANNING AND NETWORK IMPLEMENTATION INTO EXISTING AND FUTURE CITY PLANNING, REGULATORY AND MAINTENANCE PRACTICES

#	Recommendation	Location(s)
2.1	Adopt the City of Hackensack Comprehensive Bicycle Plan as a subsection of the City's Circulation Plan Element.	City-wide
2.2	Institutionalize the Pilot Bicycle Lane Request policy through a City Council Resolution.	City-wide
2.3	Utilize the Proposed Bicycle Network map and Street Typology to incorporate on- and off-street bicycle improvements into development regulations in the Zoning Ordinance and through the use of the Local Redevelopment and Housing Law.	City-wide
2.4	Incorporate recommendations in this plan in other related planning efforts such as Master Plan preparation, Master Plan Reexaminations, Affordable Housing Planning, and Circulation Planning to enhance facilitate the development of the proposed bicycling network.	City-wide
2.5	Create and sign a joint powers agreement for maintenance of bicycle facilities in a partnership between the City and the School District.	Schools
2.6	Implement E-Bike regulations as set forth in the 2026 E-Bike Law (S4834/A6235)	City-wide
2.7	Create and adopt a Vision Zero Action Plan for the City.	City-wide
2.8	Create and adopt a Complete and Green Streets Policy for the City.	City-wide

Time Frame	Cost	Responsibility
Short	Low	Hackensack Planning Board
Short	Low	Hackensack City Council
Short	Low	Hackensack City Council
Short-Long	Low	City of Hackensack Council and Planning Board
Short	Low	City of Hackensack and BOE
Short	Low	Hackensack City Council
Medium	Low-Medium	City of Hackensack Council and Planning Board
Medium	Low-Medium	City of Hackensack Council and Planning Board

GOAL 3:
DEVELOP A ROBUST, SAFE, CONNECTED, AND ATTRACTIVE BICYCLE NETWORK

#	Recommendation	Location(s)
3.1	Utilize the Proposed Bicycle Network map to guide network development.	City-wide
3.2	Install bicycle parking infrastructure along highly trafficked bicycling routes, routes identified in the Proposed Bicycle Network map, and near mass transit stations including train stations and bus stops (this is especially necessary on the north end of the City where mass transit riders have been observing their bicycles to trees).	City-wide
3.3	Install protected bicycle storage at schools so that students can safely and securely store bicycles.	Schools
3.4	Implement the Pilot Bicycle Lane plan/program in partnership with NJTPA to utilize their demonstration library for pilot bicycle lanes.	City-wide
3.5	Install adequate lighting to improve visibility along the proposed bicycle network.	City-wide
3.6	Provide connections between the Hackensack River, Foschini Park, and other open spaces along the Hackensack River to create safe and separated bicycle facilities for recreation purposes along the riverfront.	Along the Hackensack River
3.7	The City's Public Works Department repaving and striping schedule should include bicycle improvements identified in the plan and be implemented as part of regular road maintenance.	City-wide
3.8	Provide safe, efficient bicycling routes to Main Street and install bicycle parking infrastructure on Main Street.	City-wide
3.9	"Daylight" intersections, adding white striping and/or flex posts to outline statutory "no stopping or standing" areas at intersections and crosswalks.	City-wide
3.10	Implement intersection improvements and traffic calming measures in and around Hackensack High School to improve safety for bicyclists and all vulnerable road users.	Hackensack High School
3.11	Collaborate with Bergen County to plan and provide bicycle facilities on County roads.	City-wide

Time Frame	Cost	Responsibility
Short-long	High	City of Hackensack
Short-medium	Medium	City of Hackensack
Short-medium	Medium	BOE
Short	Low	City of Hackensack
Medium	High	City of Hackensack
Medium-Long	Medium-High	City of Hackensack
Short-Long	Low-Medium	City of Hackensack
Medium-Long	Medium-High	City of Hackensack
Short	Low	City of Hackensack
Medium	Low-Medium	City of Hackensack / BOE
Medium	Medium	City of Hackensack / Bergen County

GOAL 3:
DEVELOP A ROBUST SAFE, CONNECTED, AND ATTRACTIVE BICYCLE NETWORK (CONTINUED)

#	Recommendation	Location(s)
3.12	Pilot an e-scooter/e-bike program.	City-wide
3.13	Consider shared use path/trails along abandoned railroad rights-of-way.	Abandoned railroad rights-of-way within City
3.14	Identify high crash corridors to conduct road safety audits and determine appropriate safety improvements.	City-wide
3.15	Develop a bicycle wayfinding plan which utilizes the routes on the priority bicycle network.	City-wide

Time Frame	Cost	Responsibility
Medium	Low-Medium	City of Hackensack / Bergen County
Long	Medium	City of Hackensack / Bergen County / State of New Jersey
Medium	Low-Medium	City of Hackensack / Bergen County
Short	Low-Medium	City of Hackensack

GOAL 4:
STRENGTHEN REGIONAL AND LOCAL SUPPORT FOR BICYCLING

#	Recommendation	Location(s)
4.1	Collaborate with the Hackensack Environmental Justice Alliance to better connect the bicycling network to the Hackensack River.	Along the Hackensack River
4.2	Collaborate with local institutions, including but not limited to Hackensack-Meridian Health and Fairleigh Dickinson University, to encourage and incentivize greater bicycle usage by students and staff.	City-wide
4.3	Continue collaboration between the City and NJ TRANSIT to continue safety improvements near railroad tracks and stations.	City-wide
4.4	Collaborate with Bergen County to plan and provide bicycle facilities on County roads.	City-wide
4.5	Coordinate with Bergen County/NJTPA to advance recommendations in the County's Local Safety Action Plan.	City-wide
4.6	Coordinate with the NNJCF/HEJA Pathways to the River project's planning and visioning process to improve connectivity to the Hackensack River based on community input.	City-wide

Time Frame	Cost	Responsibility
Short	Low-Medium	City of Hackensack / Hackensack Environmental Justice Alliance
Short	Low	City of Hackensack
Ongoing	Low	City of Hackensack / NJ TRANSIT
Short	Low-Medium	City of Hackensack / Bergen County
Medium	Medium	City of Hackensack / Bergen County / NJTPA
Medium	Low	City of Hackensack / Northern New Jersey Community Foundation (NNJCF) / Hackensack Environmental Justice Alliance (HEJA)

GOAL 5:
TRACK PERFORMANCE AND MONITOR IMPROVEMENTS

#	Recommendation	Location(s)
5.1	Monitor the results of the Temporary Pilot Bicycle Lanes in the five locations indicated in the plan to determine potential permanent installation.	At proposed temporary bicycle lane locations
5.2	Conduct tallies and/or surveys at trip generators such as schools, transit stations, and other locations to determine how residents, students, and workers travel to and from daily/regular destinations and update this information annually.	At trip generators
5.3	Conduct periodic bicycling assessments along the proposed bicycle network, including improvements and continued challenges.	City-wide
5.4	Partner with outside organizations such as EZ Ride, the Voorhees Transportation Center, and NJTPA to augment the City's data gathering capacity.	City-wide

Time Frame	Cost	Responsibility
Short	Low	City of Hackensack
Ongoing	Low	City of Hackensack / BOE / NJ TRANSIT
Ongoing	Low	City of Hackensack
Ongoing	Low	City of Hackensack

NEXT STEPS

Hackensack should adopt the Comprehensive Bicycle Plan and continue its efforts in implementing the actions identified in the plan. Key components for success will be monitoring progress on a regular basis and coordinating regularly with Bergen County and the state of New Jersey to integrate bicycling improvements on roads within all jurisdictions. Each of the strategies and actions in the plan have associated performance metrics that should be tracked and adjusted on an annual basis.

As noted earlier, the plan outlines a Priority Bicycle Network for more immediate implementation. While all roads can and should see bicycle infrastructure improvements as outlined in the Bicycle Network Typology, the proposed network provides a starting point which the city should choose as its first set of roads to make bicycle-friendly in order to provide bicycle access across the major regions of the city.

A list of funding sources is included in Appendix 5 including, but not limited to, the Safe Streets For All and Road to Safety grants.

Appendices

The following appendices are attached to this plan:

1. Data Collection Technical Memorandum
2. Public Outreach Technical Memorandum
3. Bicycle Demand Analysis Technical Memorandum
4. Funding Sources
5. Pilot Bicycle Lane Program

DRAFT 4/28/2026