



# Essex Street Gateway Transit Hub Hackensack, NJ

## Appendices

- A. City of Hackensack Historical Exploration
- B. Pascack Valley Line Historical Timeline
- C. Suggested Essex Street Station Area  
Aesthetic Concepts



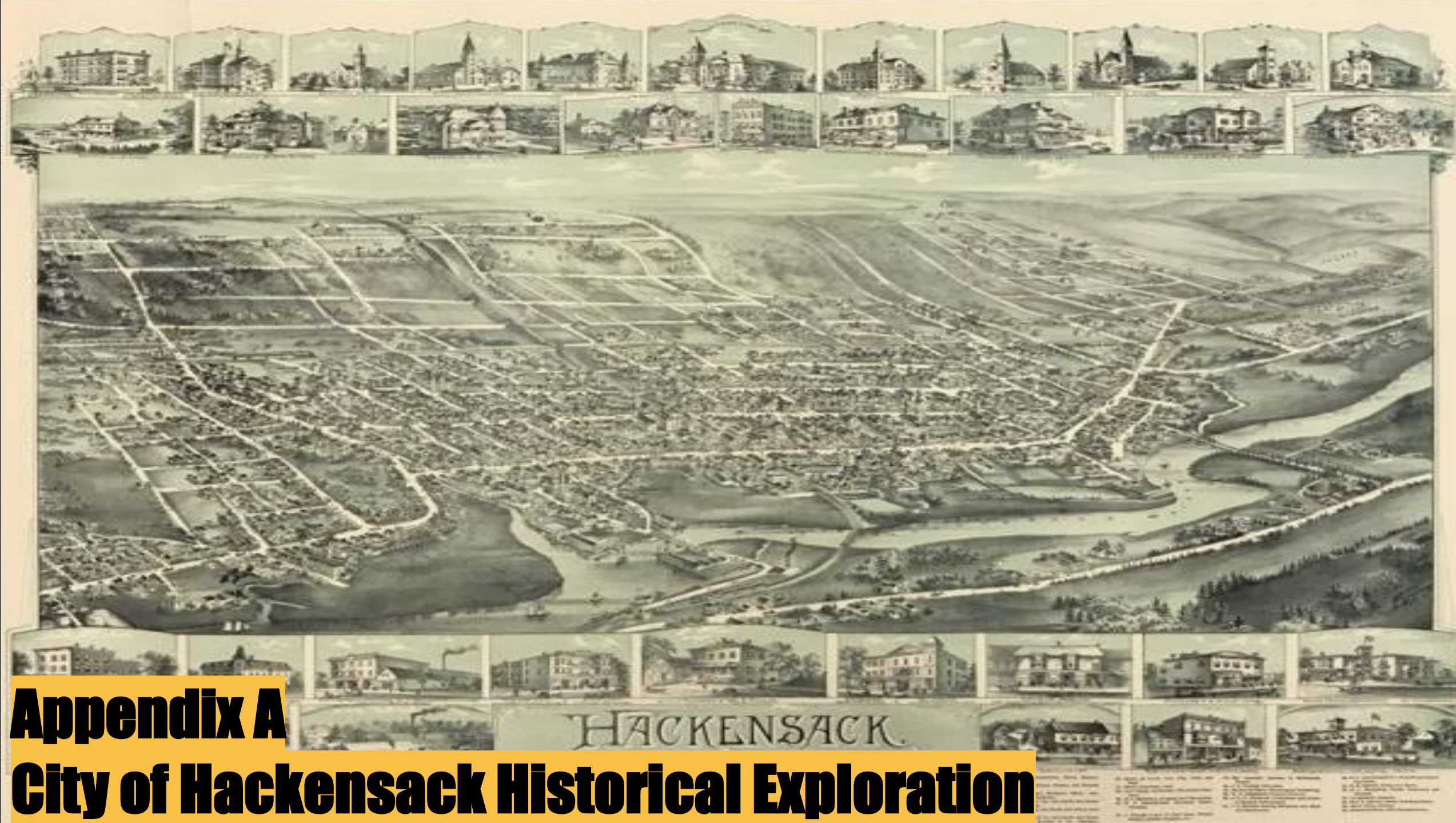
American Planning Association  
New Jersey Chapter

*Making Great Communities Happen*

TOGETHER  
**NORTH  
JERSEY.**







# Appendix A

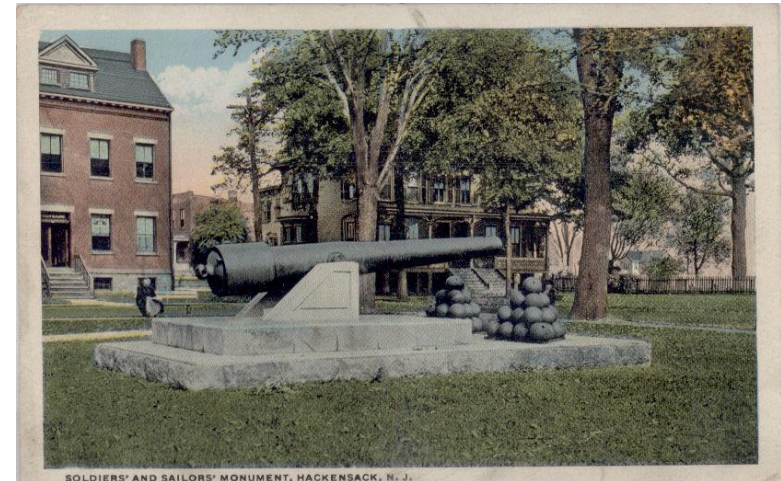
## City of Hackensack Historical Exploration



# Community

- **Originally Settled by Lenni Lenape Native American Communities on Banks of Hackensack River**
  - “Hackensack” means “mouth of a river” - name derived from Achkinheshcky tribe
  - The “Hackensacks” formed villages, each practicing and serving as its own democratic government.
- **Dutch Settlement Began in 1693**
  - Oratam, Chief of Hackensack and the Dutch live harmoniously.
  - Permanent settlements named Bergen.
- **British Colonization**
  - Earliest British settlers in mid-1600s
  - Hackensack an area of unrest until end of Revolutionary War in 1783
- **Emergence of the City of Hackensack – 1800s**

## Hackensack: Early History



SOLDIERS' AND SAILORS' MONUMENT, HACKENSACK, N. J.

# Transportation

## Hackensack: Early History

### Formation and Evolution

The Hackensack River and primitive roads provide the earliest commercial travel routes, albeit weather dependent. People work near where they live.



- **Waterways**
  - Lower Hackensack River – Navigable to River Edge
- **Plank and Toll Roads**
  - Paths and dirt roads followed by privately constructed turnpikes, plank and toll roads emerge 1795 – 1840s.

# Community

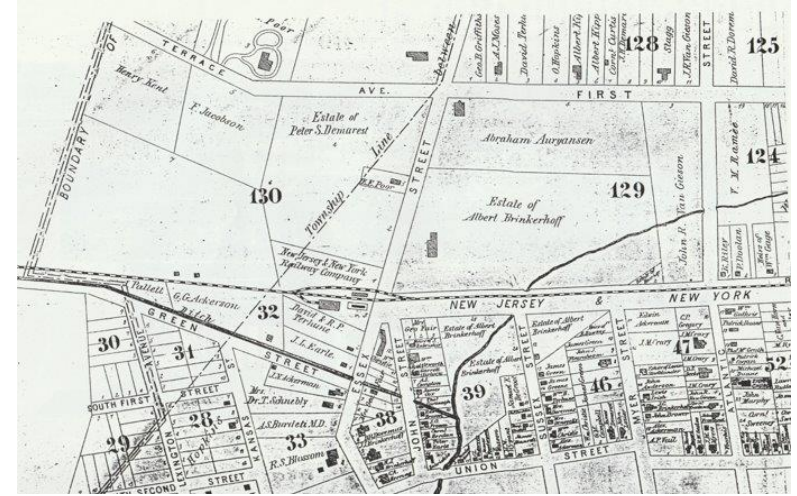
## Hackensack: Coming of Age: 1870 - 1930

- **Growth and Development**

- Four square miles
- Bergen County's most populated municipality
- Becomes County seat
- 1870 to 1920s – Building Boom and New Suburban Commuter Lifestyle
- Population Grows from 4,248 in 1880 to 24,568 in 1930

- **Land Use Impacts**

- Downtown Hackensack and other commercial areas emerge, along with single-family neighborhoods.
- Neighborhoods grow in the area east of Hackensack's west hill, just west of the Pascack Valley tracks.
- **Affluent Residential Areas Grow Along Summit Avenue; Prospect Avenue; Anderson Street; Union Street, and Clinton Place.**
- **European Immigrant Settlement:**
  - Germans: Along Hudson Street.
  - Irish: Along Union Street.
  - Polish: Most southern area of city.
  - Italian: North of Vreeland to Essex Street.



Emerging Land Ownership - mid to late 1800s



Main Street Hackensack 1920s

[Image Source: City of Hackensack Web Site.](#)

[Data Source: US Census Bureau](#)



# Transportation

## New Technologies and Rapid Growth

Railroad and trolley lines extend from major cities bringing new middle-class residents who can now commute to work.

- **Railroads**

- New York Susquehanna and Western Railroad (built as New Jersey Midland Railway) - 1862 (East – West)
- Pascack Valley Line (built as Hackensack and New York Railroad; later NJ & NY Railroad – 1869 (North – South)

- **Trolleys**

- Independently constructed; later acquired by Public Service Railways
  - Hudson River Line (East – West via Leonia to Edgewater Ferry) – 1900
  - Hackensack Line (North – South via Rutherford to Newark) – 1901
  - Bergen Pike Line (SE via Paterson Plank Road to Hoboken) - 1902

## Hackensack: Coming of Age: 1870 - 1930



Railroad Avenue Hackensack looking north. Central Avenue Depot in distance and eastbound Hudson River Line Trolley Car overhead August 3, 1938.



Trolleys connected Hackensack to Newark, Hoboken and Edgewater with ferry to NYC.

## Hackensack: Turbulent Times: 1931 - 2000

- **Challenges and Change**

- Outward flight of wealthier citizens to more spacious parts of Bergen County after opening of George Washington Bridge in 1931.
- The civil rights movement during 1950s and 1960s empowers Hackensack's African American community. Election of first African-American councilman in 1965.
- Record Latino immigration from Mexico, Puerto Rico, Cuba, Dominica, and South and Central America during 1960s and 1970 - now third largest resident population. Election of first Latino councilman in 1993.
- Subsequent immigration from China, India, Hong Kong, and Japan, Afghanistan, Armenia, and Syria.[\[5\]](#)

- **Land Use Impacts**

- Decline of Main Street CBD as retail and shopping further suburbanize
- Deteriorating homes and buildings in some areas
  - City planners call for renewal and revitalization in 1956
  - Replaced with office and multi-family buildings
  - Schools and other public facilities modernized

- **Community Population Growth**

- From 26,279 residents in 1940 to 42,677 in 2000



Main Street Hackensack 1960s

# Transportation

## Hackensack: Turbulent Times: 1931 - 2000

### A Changing Picture

Construction of government-funded paved roads, highways and bridges encourages use of personal vehicles to settle outlying areas beyond Hackensack without trolleys or railroads.

Unregulated jitneys and buses emerge further reducing demand for established trolleys and railroads.



Lincoln Highway (Today's NJ Route 27), west of Rahway, Union County, 1923.



Today's US Route 22 between Bound Brook and Newark, 1937.

- **New Highways serving Hackensack and New Hudson River Bridge Quickly Grow in Use and Popularity**

- NJ Route 17 - Opened Newark to NY State border - 1925 to 1927
- George Washington Bridge – Opens 1931.
- NJ Route 4 Alignment - Opens 1932
- NJ Route 46 Alignment – Opens 1937 (earlier alignments date to 1920s)
- I-80 between I-95 and Paterson – Opens 1966



# Transportation

## A Changing Picture

Increasing vehicle ownership, roadway congestion and onerous municipal charter stipulations cause trolley services to be replaced by buses or removed. Rail ridership is also impacted, with the Great Depression accelerating terminations and severe service cuts not reversed until recent times.

## Hackensack: Turbulent Times: 1931 - 2000



**End of Trolleys and Beginning of Railroad Service Cutbacks**  
NYS&W EB passenger train as seen from rear of Farewell to the Hudson River Trolley Line streetcar in Eastern Hackensack March 27, 1938.

- **Hackensack Trolley Lines Decline and are Dismantled**
  - Bergen Pike Line (SE via Paterson Plank Road to Hoboken) - Ends 1926.
  - Hackensack Line (North – South to Rutherford and Newark) – Ends 1928.
  - Hudson River Line (East – West via Edgewater Ferry) – Ends 1938.
  - Portions of routes converted to bus operation (some remain today)
- **Hackensack Railroad Passenger Service Ridership and Revenues Decimated**
  - New York Susquehanna & Western Railroad – all passenger trains end 1966
  - Pascack Valley Line – passenger train service drastically reduced in 1940. *Currently Last remaining passenger train service in Hackensack.*

Source: Railfanning the Northeast 1934 – 1954 with Richard Loane. Volume 3. Morning Sun Books Inc. Avon-by-the-Sea, NJ. 2019. Pg. 82.

- **Revitalization Through Redevelopment:**
  - Hackensack University Medical Center Expansion
  - Hackensack River Redevelopment
  - Main Street Redevelopment
- **Major Employers:**
  - Hackensack University Medical Center
  - Bergen County Government
- **Universities/Educational Facilities:**
  - Hackensack University Medical Center
  - Bergen Community College
  - Fairleigh Dickinson University
  - Eastwick College
  - Hackensack High School Campus
- **Community Population Growth**
  - From 42,677 residents in 2000 to 44,188 in 2020



Main Street Redevelopment



Hackensack University Medical Center



**Stability and Growth**  
NJ TRANSIT improves Hackensack rail and bus services for the new millenium.



- **Railroads**
  - Pascack Valley Line service expanded to 38 weekday, 23 Saturday and 23 Sunday trains operating most hours of the day beginning October 28, 2007.
- **Buses**
  - Hackensack Bus Terminal renovated in 2007.



- **1856:** Charter granted for Hackensack & New York Railroad.
- **1860:** Original Essex Street station building constructed. Railroad completed to Essex Street and service begins January 21, 1861.
- **1869 - 1884:** Northward extension of rail line to Haverstraw and New City in New York State completed in phases.
- **1884:** New Jersey & New York Railroad consolidates ownership of entire route
- **1892:** New Essex Street station constructed. Original station converted to freight house used into the 1960s.
- **1896:** Erie Railroad acquires ownership of NJ&NY RR and operates it as subsidiary company.
- **1930:** Scheduled service at 24 Weekday, 8 Saturday and 10 Sunday trains.
- **1930s:** Great Depression, George Washington Bridge completion, new paved roads and new bus routes drastically reduce ridership.
- **1939:** Erie Railroad enters bankruptcy. Reorganization reduces service to 6 weekday peak period and 2 Saturday trains in each direction during 1940. Route and service closures occur in New York State.
- **1960:** Erie merges with Delaware, Lackawanna & Western Railroad to form Erie Lackawanna. Route now called Pascack Valley Line. Service reduced to 5 weekday trains each direction and all Saturday service ends October 29.
- **1970:** Long vacant 1892 Essex Street depot destroyed by fire. No replacement. NJDOT begins receiving modern new commuter trains and subsidizes commuter train losses in 1970s. 6th weekday peak period train added.
- **1976:** Conrail assumes operation of Pascack Valley Line service following end of Erie Lackawanna Railroad.
- **1983:** NJ TRANSIT assumes full operation and ownership of Pascack Valley Line service.
- **1988:** Pascack Valley Line schedule adds 2 evening westbound trains.
- **2007:** Service expanded to 38 weekday, 23 Saturday and 23 Sunday trains operating most hours of the day beginning October 28.

## Appendix B

# Pascack Valley Line Historic Timeline



# Essex Street Station:

## Original Station



**Constructed 1860.  
Converted to Freight  
House 1892.**

**Top:** View from 1910. Doors on end of building remain from early days of combined use for locomotive storage.

**Bottom:** View from 1960s with building still in service as freight house.



Top Photo: *The Next Station Will Be...An Album of Photographs of Railroad Depots in 1910* (First ed., Vol. 2). (1974). Railroads of America, Inc.

Bottom Photo: Jones, Wilson. *The Pascack Valley Line: A History of the New Jersey and New York Railroad*. Railroadians of America, 1996. p. 12.

# Essex Street Station:

Second Station



**Constructed 1892. View circa 1910.**

*The Next Station Will Be...An Album of Photographs of Railroad Depots in 1910 (First ed., Vol. 2). (1974). Railroads of America, Inc.*



# Pascack Valley Line Operations

Southbound Erie NJ&NJ (Pascack Valley Line) train stopping at Anderson Street Station Hackensack May 16, 1953. Steam trains would be gone by 1955. Obsolete manual gates and staffed crossing watch towers would not be replaced with automatic crossing signals and gates until the mid-1970s.



Source: The Pascack Valley Line: The History of the New Jersey and New York Railroad. Wilson E. Jones. Railroadians of America, Inc. Madison, NJ. 1996. p. 41.

# Essex Street Station Building: Final Days



View from 1965. The vacant station building was destroyed by vandalism fire in 1970.



# Essex Street Station:

Today





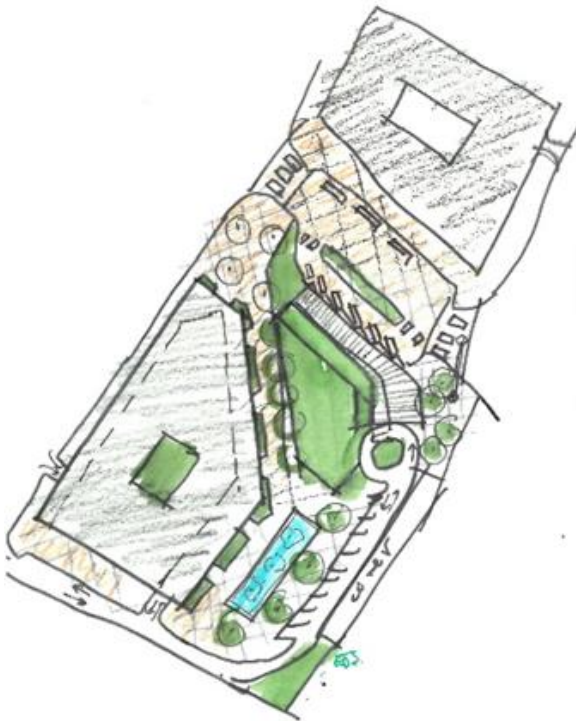
## **Appendix C**

# **Hackensack Transit Hub Pilot Team**

## **Concept Renderings**



# HACKENSACK TRANSIT HUB PILOT TEAM INITIAL CONCEPTS



1A-  
KISS AND RIDE  
ALTERNATE 'A'

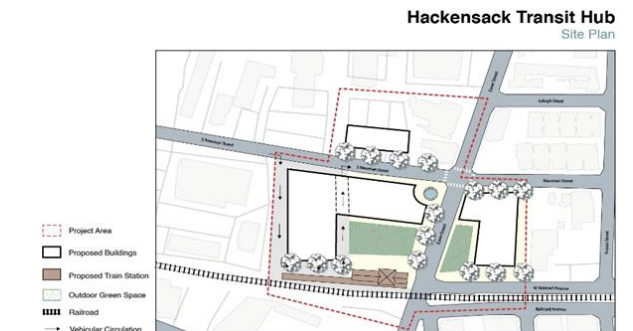
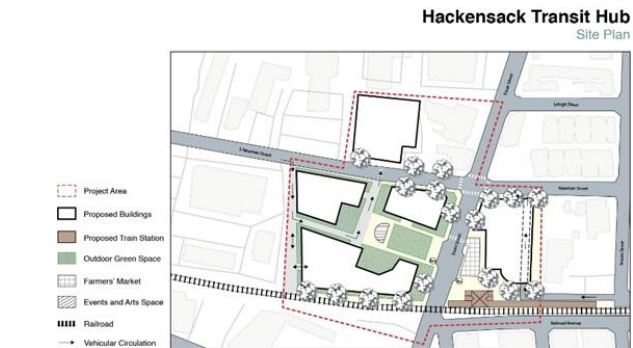
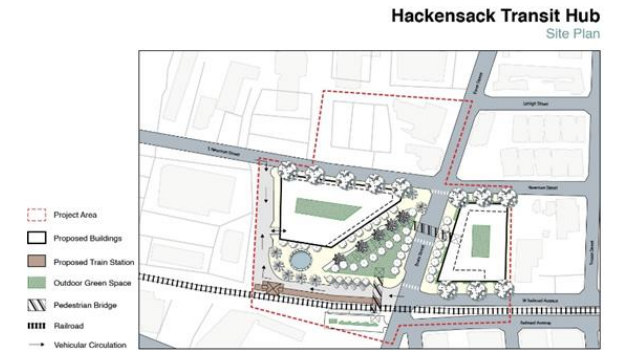


1-B  
KISS AND RIDE  
ALTERNATE 'B'

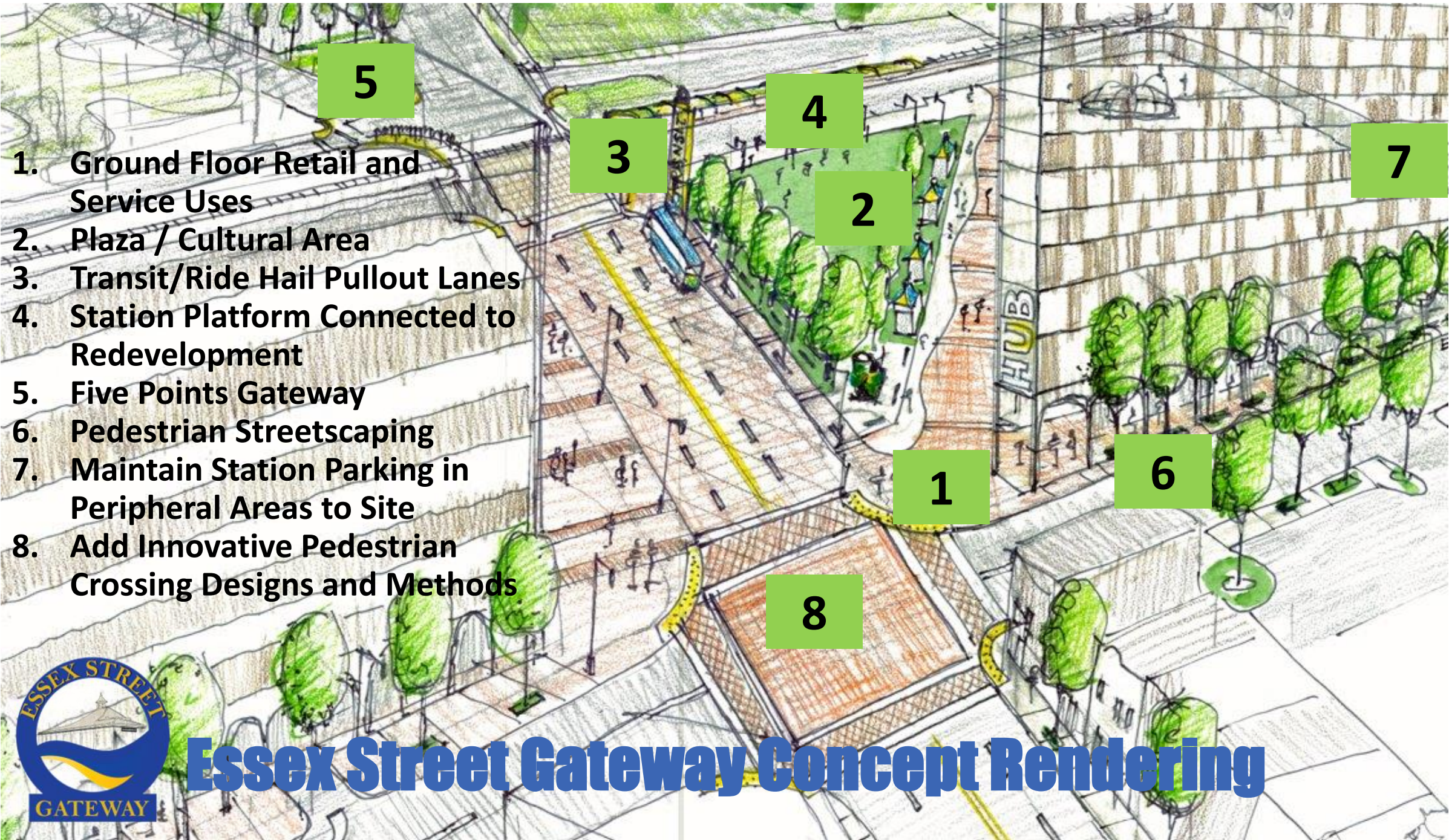
Click to add text

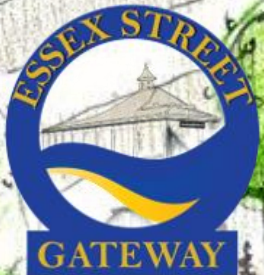


1-C- TRANSIT  
CENTER  
STREET PLAZA





- 
1. Ground Floor Retail and Service Uses
2. Plaza / Cultural Area
3. Transit/Ride Hail Pullout Lanes
4. Station Platform Connected to Redevelopment
5. Five Points Gateway
6. Pedestrian Streetscaping
7. Maintain Station Parking in Peripheral Areas to Site
8. Add Innovative Pedestrian Crossing Designs and Methods



# Essex Street Gateway Concept Rendering



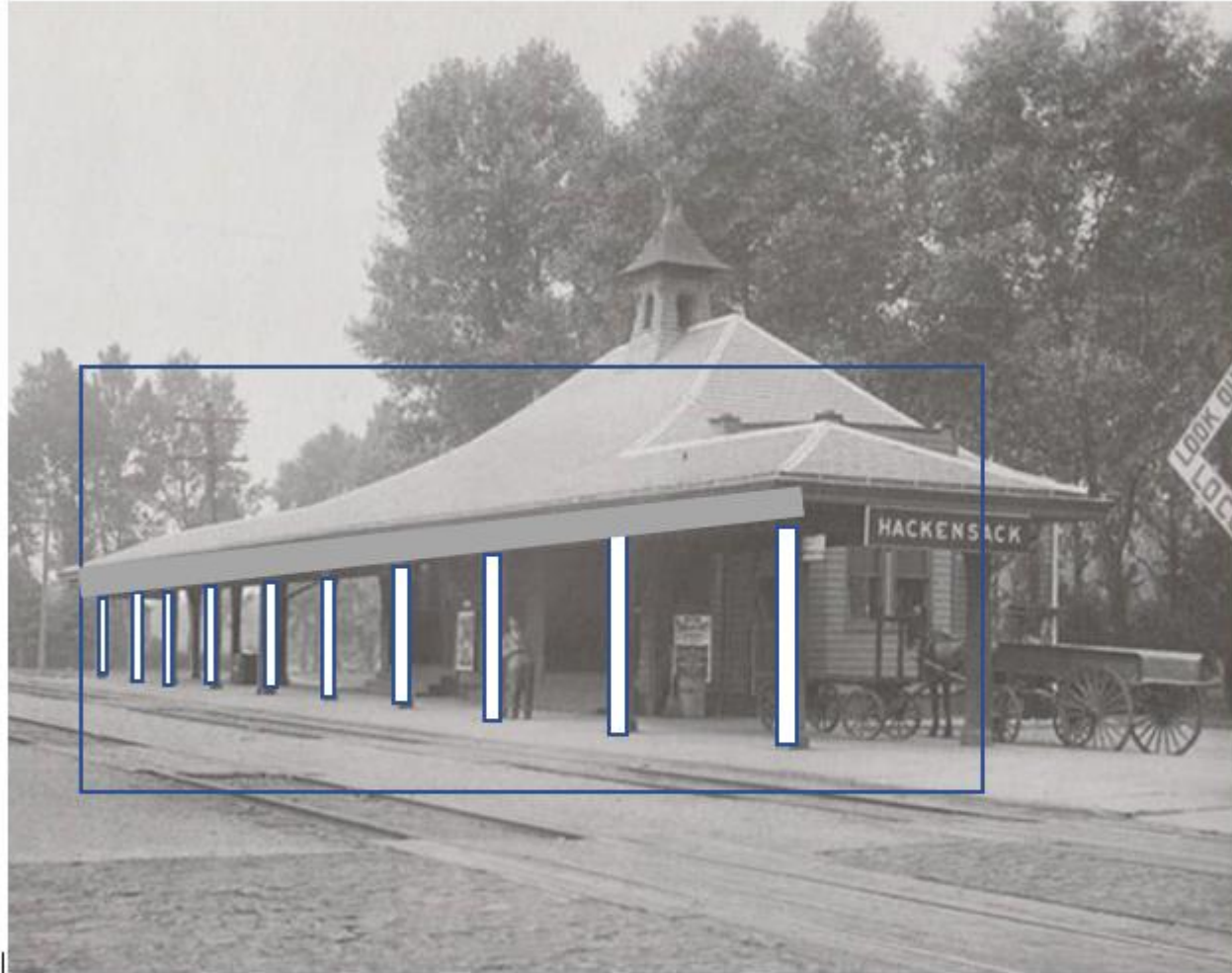
# Essex Street Gateway Concept Visualization





# Aesthetic Design: Victorian Station Canopy

Consider a modernized Victorian-style platform canopy in site design.



## ESSEX STREET RAIL STATION

### PROPOSED DESIGN ELEMENTS

1. Softly underlit canopy with illuminated supporting platform light pillars
2. Sweeping Hip Roof Design Extends seamlessly onto Building with inside weather protected / station commercial space / public area.
3. LCD changing advertising panels affixed to station exterior
4. Retain Old Time Station Name Board on Canopy

**GOAL:** Incorporate elements of second station Victorian Architecture and railroad design into the context of modern platform and waiting area design, illumination and modern seating. Provide a renewed gateway station presence attributed specifically to Essex Street. Consider renaming station Essex Street / HUMC / Government Center.



# Aesthetic Design: Water Feature

Incorporate small park-like water feature to support stormwater retention.



ESSEX STREET PUBLIC SPACES  
PROPOSED DESIGN ELEMENTS:  
WATER FEATURE AND PUBLIC  
CULTURAL NATURE SPACE

**GOAL:** Incorporate small water feature (much smaller than image above) more as a pond with surrounding grass area and a few trees to create a cultural / recreation/ nature setting supportive of community, commercial tenants. Helps to reduce heat island effect of urbanized surrounding areas, creates attractive gathering space and serves as retention / drainage support to address city stormwater management. Incorporate up-lighting and landscape lighting for night time security and aesthetic attractiveness.

# Aesthetic and Practical Design:

## All-Way Crosswalks

Consider pedestrian time-saving all-direction crosswalks near station site



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)

ESSEX STREET PUBLIC SPACES  
PROPOSED DESIGN ELEMENTS:  
ALL-WAY CROSSINGS AT SIGNALIZED  
INTERSECTIONS

**GOAL:** Incorporate safe pedestrian-favoring single-ped-phase signalized crossings at Newman Street and Polifly Road. Explore signalizing 5-point intersection at Essex Street / Railroad Avenue / John Street with railroad pre-emption and incorporating all-way pedestrian crossing. Explore applying all-way crossings at non-signalized local intersections throughout the local street intersections in the surrounding area.



# **Aspirational Design:** **Pedestrian Overpass**

Consider park-like  
pedestrian overpass  
across Essex Street to  
connect study site and  
improve access to  
northern neighborhoods

