

Area	0.9 square miles
Population	45,768
Open Space Acreage/ROSI	12.07 acres
Public Parks & Recreation Facilities along Walkway	Weehawken Park (to be re-done)
Linear feet of Completed Walkway*	11,129 (2.11 miles)
Linear feet of Gap Site(s)*	3,418 (0.65 miles)

\*GIS calculated measurement, does not include walkarounds

## Status of Walkway in Weehawken

Development is occurring at a rapid pace in Weehawken, with new portions of the Walkway currently under construction. The completed Walkway at Lincoln Harbor has been open to the public for a number of years, however, some access issues exist, particularly on the piers.

The Port Imperial Weehawken Ferry Terminal will be moved to a new location, and connections made to Hudson Bergen Light Rail, as Roseland Properties completes its Port Imperial build-out. This will be a truly multi-modal transportation hub along the Walkway and should be a model of pedestrian, bicycle and Segway access from even rather distant residences located to the north and south along the Walkway.

### Maintenance & Operations

Similar to West New York, the portion of the Walkway at Port Imperial and adjacent developments is in excellent condition, has adequate width, and provides seating and lighting. Some issues, such as rusting of metal railings and cracking of curb material, may be observed at early stages of deterioration. In the Liberty Harbor area, the Walkway has a more urban setting, connecting to crosswalks within the city and is in very good condition. As there are several private owners along the walkway, responsibility of maintenance and the operations of the public walkway are again not defined.



### Signage

Signage to identify the Walkway exists and is adequate in the Liberty Harbor area, but is not frequent along Port Imperial Way (the extension of River Road within West New York). There is a need for enhanced signage including distances, points of interest and other user information. There is no trailblazing signage directing people from outside the area to the HRWW or signage demarking the HRWW along the Walkway.

### Access

The Walkway is publicly accessible; however, practical issues for users such as: entry points to the Walkway and number of perpendicular access points. The Riva Point pier development is gated, with public access prohibited at night and restricted at other times. Because of the abundant parking facilities along Weehawken waterfront, the Walkway is most accessible by car.

### Construction

As with other areas along the walkway, waterfront development is occurring and, with the development, there are areas that are currently under construction and more areas that will be in the future. This makes navigating the completed sections of the walkway difficult; moreover, in many areas there are no designated safe routes around the construction.

## Recommendations for Weehawken

The County should enter into a Memorandum of Understanding (MOU) with the private owners/developers/operators of properties along the Walkway on the standards and responsibilities for maintenance and operation of the Walkway.

Despite the fact that there are no segments which are in need of direct action by the County in order to implement the Walkway, since all incomplete Walkway segments have either temporary Walkway or specific plans, there is a need to designate temporary Walkway routes around construction areas and unbuilt gap areas, until full build-out occurs.

Designated strategic locations for trailblazing signage to and along the walkway. A consideration must be made for temporary signage leading users around construction and unbuilt areas.

### Specific Recommendations:

**COMPLETED WALKWAY.** Riva Pointe and the Piers at Lincoln Harbour. There has long been a perceived public access problem at these properties. Riva Pointe complex is sometimes gated, particularly at night. It is recommended that the County and the full range of Walkway stakeholders make a determination as to operational hours for the entire Walkway. It is possible that 24 hour operation is not

the optimal model for the entire Walkway alignment. This will, however, need to be determined in conjunction with security coverage issues, such as surveillance manpower availability and costs and designation of jurisdiction.

**INTERIM WALKWAY AND GAP WEE 1,** There are plans for Weehawken Municipal Park, which currently has Walkway, to be re-done and expanded by Romulus Development Corporation in partnership w/Town of Weehawken. This will be part of the redevelopment of the “Banana Building” redevelopment. A safe, clearly signed public walkaround should be designated in the interim.

**COMPLETED WALKWAY.** The Brownstones private townhouse development has recently been completed with the Walkway fully constructed. County should make sure that public access is provided.

**INTERIM WALKWAY.** The Port Imperial Weehawken Ferry Terminal/Roseland Properties development will have new Walkway when the Port Imperial build-out is completed. The County should prioritize the multi-modal transportation possibilities inherent at this location on the Walkway and herald it as a model, by seeking to maximize the obvious pedestrian, bicycle and roller-blading opportunities. This is also an ideal location for both Segway and Zip Car pilot programs, with whatever County subsidies possible, targeting residences located to the north and south along and even inland from the Walkway.

