Leonia Station Site

Traffic Level of Service and Mitigation

The table presents the final, mitigated traffic level of service (LOS) anticipated under each of the four build scenarios. The LOS indicated above represents the functioning of roadway intersections. Grade crossings, indicated on the map with this symbol ‘X’, are not evaluated in terms of LOS. The impact of a grade crossing is measured in terms of the impact on the nearest roadway intersection. In some cases, the crossing function is an intersection, mitigation measures, such as road widening, traffic signal timing adjustments, and lane reconfigurations were applied to relieve the anticipated traffic congestion.

Property Acquisition and Tax Implications

The construction of project elements, including Leonia Station and parking areas, will require the partial acquisition of 3 parcels. The parcels are owned by the County and are tax-exempt, resulting in no loss of tax revenue to the borough.

Wetlands

Development of Leonia Station will impact approximately 0.5 acres of wetland. NJDEP will be consulted regarding mitigation, to be determined on a case-by-case basis, which may include mitigation on-site or off-site within the same watershed.

Community Facilities

No schools, libraries, or public medical facilities would be impacted by the proposed project. Grade crossings are not anticipated to adversely affect the operation of emergency service providers, including police , fire , and EMS .

Leonia High School is adjacent to the right of way. The whistle noise from the grade crossing at Fort Lee Road is not anticipated to affect the school. Enhanced pedestrian safety measures installed along with all Alternatives will provide added security for students using the ball fields in Overpeck Park.

Noise

The determination of noise impacts involves the analysis of decibel level (loudness) over time, relative to existing background noise. This analysis considered the service plans for the proposed DMU and LRT service combined with the noise from freight trains. The table below summarizes the number of pass-bys of each vehicle type during the day and at night. At each pass-by, a rail vehicle (DMU, LRT, or freight train) will sound its whistle at a grade crossing.

Wayside Noise Impact Area— Illustrates the greatest area affected by the noise made by passing rail vehicles (DMU, LRT, freight train)

Grade Crossing Noise Impacts Area— Illustrates the greatest area affected by the noise made by LRT or DMU whistles and freight train whistles at grade crossings (each pass-by)

Quiet zones, which restrict the use of train whistles at grade crossings, are one method that can be applied to mitigate the anticipated noise impacts.

Hazardous Materials

Potential hazardous material sites located within the right-of-way or near proposed station locations are identified. Site remediation, in accordance with State and Federal regulations would be required to use these sites. In areas where contamination is suspected, additional site reconnaissance, such as a Phase II study, will be conducted. During construction, health and safety plans developed pursuant to Federal regulations will protect construction personnel and the community from exposure to contaminated soil and water.