Palisades Park and Ridgefield Station Sites and Fairview Impacts

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 handling of roadway intersections. Grade crossings, indicated on the map with this symbol %, 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. Where grade crossings affect the function of an intersection, mitigation measures, such as road widening, traffic signal timing adjustments, and lane reconfigurations were applied to relieve the anticipated traffic congestion.

There are no intersections or grade-crossings in Fairview that would be affected by the alternatives.

Wetlands

No wetlands were identified in or proximate to proposed areas of disturbance in Palisades Park, Ridgefield or Fairview. No impact to wetlands is anticipated.

Parkland, Recreational, and Section 4(f) Resources

No parkland will be taken and no Section 4(f) resources will be directly affected. Willie Field will experience noise impacts. These impacts will not affect access to or use of the facility, but will be noticed by users of the park.

Property Acquisition and Tax Implications

The construction of project elements, including stations and parking lots, will require the acquisition of three properties in Palisades Park and five properties in Ridgefield. No properties are required in Fairview. The loss of tax revenue to Palisades Park is about $93,000 or 0.29% of total property tax levied. In Ridgefield, three of the properties are currently tax exempt. The loss of revenue from the two taxed properties is about $59,000, or 0.27% of total property tax levied.

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.

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.