



MASTER PLAN REPORT #4

TRAFFIC & ECONOMY

LITTLE FERRY, N.J.

1985

TRAFFIC AND CIRCULATION

ECONOMIC STUDY

LITTLE FERRY MASTER PLAN

REPORT 4



LITTLE FERRY PLANNING BOARD

DORRAM ASSOCIATES, INC.

1985

BOROUGH OF LITTLE FERRY, NEW JERSEY

1985

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The help and cooperation of the above officials and many others at the Local, County and State levels is gratefully acknowledged by:

DORRAM ASSOCIATES INC., Planning Consultants
265 - A Route 46
Totowa, New Jersey 07512



A handwritten signature in black ink, appearing to read 'Peter B. Dorr', is written over a horizontal line. The signature is stylized and overlaps the text below.

Peter B. Dorr, AICP, PP
Licensed Professional Planner #92

TRAFFIC & CIRCULATION -- ECONOMIC STUDY

LITTLE FERRY MASTER PLAN REPORT #4

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PART ONE

TRAFFIC & CIRCULATION

"New Jersey has the highest number of vehicles per capita in the nation, the most vehicles per square mile, and the greatest number of cars per mile of highway. This combination of factors, coupled with New Jersey's geographical position as a corridor state and a seaboard state, provides for a densely traveled highway system."

Kathleen M. Immordino
Public Works p. 66, Dec. 1984

I. INTRODUCTION

The Traffic and Circulation Study is the fourth research report in the Little Ferry Master Plan series. The purpose of the study is to take stock of Little Ferry's changing road conditions; right-of-way and pavement widths; trends in accident distribution; locations of traffic volumes, and the like. This knowledge is needed so that one can plan and prepare for future needs.

Chapter VII of this report presents the list of proposed traffic improvements by State and County transportation agencies for major arteries.

It is recommended that improvements to the local street system be evaluated further--on the basis of this study-- under the Continuing Planning Program, which hopefully will follow the completion of this Master Plan.

II. ROAD AND TRAFFIC CONDITIONS

CONNECTIONS TO REGIONAL NETWORK

Little Ferry enjoys excellent connections to several major regional and interregional highways. State Highway Route 46 crosses the northerly end of the Borough, and provides connections to State Route 17 and the Garden State Parkway to the west; and the New Jersey Turnpike and George Washington Bridge to the east.

Interstate Route 80, the state's main east-west corridor, lies less than a mile north of Little Ferry. State Highway Route 3 is about two and one-half miles south of the Borough, and provides access through the Lincoln Tunnel to Manhattan.

RESPONSIBILITY FOR ROAD MAINTENANCE

There are 22.18 miles of roadway in the Borough of Little Ferry. The jurisdiction over this road network is as follows:

TABLE T-1

ROAD JURISDICTIONS
BOROUGH OF LITTLE FERRY, N.J.
1985*

<u>Type of Jurisdiction</u>	<u>Mileage</u>	<u>Percent of Total</u>
State Roads	.97 miles -	4.4%
County Roads**	3.42 miles -	15.4%
<u>Municipal Roads</u>	<u>17.79 miles -</u>	<u>80.2%</u>
<u>Total</u>	<u>22.18 miles -</u>	<u>100.0%</u>

*SOURCE: Bergen County Planning Board.

**County Roads include: Redneck Avenue, Liberty Street, Main Street, Bergen Turnpike, and River Street.

III. ROAD CLASSIFICATIONS

Following Map 10, entitled Road Classifications illustrates how Little Ferry's road have been rated by the Federal Aid Urban Systems (FAUS) functional classifications.

State Highway Route 46 and Liberty Street are the principal arterial roads, for their entire lengths throughout the Borough. These two streets carry the greatest traffic volumes in Little Ferry, and are also the scene of most traffic accidents. The greatest concentration of accidents takes place on Route 46.

FAUS classifies Washington Avenue, Bergen Turnpike, Riser Road, and Main Street, between Route 46 and Liberty Street, as minor arterial roads.

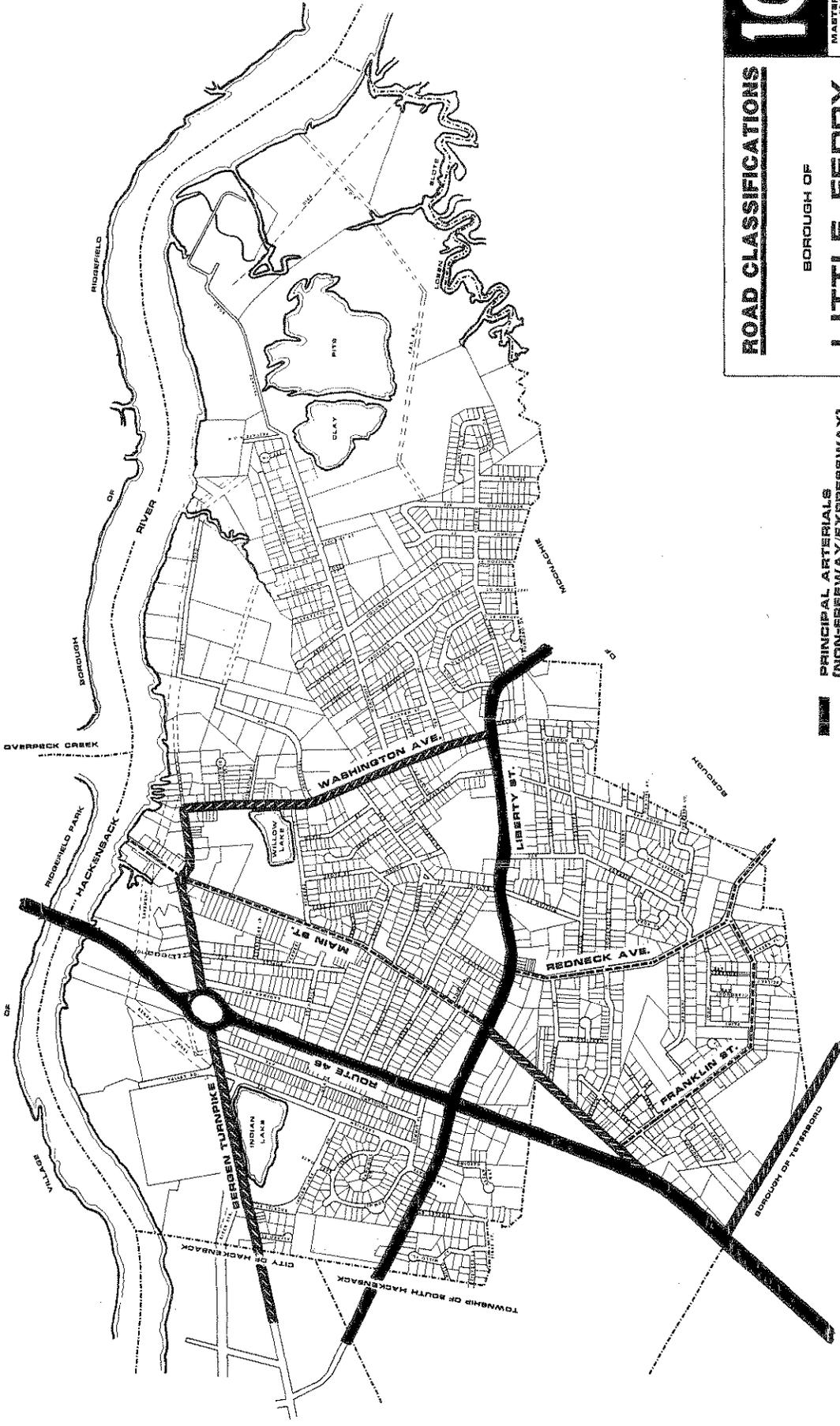
The remainder of Main Street and all of Franklin Street and Redneck Avenue are collector streets, which as the name implies, function as traffic gatherers for the most important arteries.

The rest of Little Ferry's roads are local streets, which carry little or no traffic, and are primarily residential access roads.

TABLE T-2

FEDERAL AID URBAN SYSTEM (FAUS) MILEAGE BY
FUNCTIONAL CLASSIFICATION
BOROUGH OF LITTLE FERRY, N.J.
1985

<u>Functional Class</u>	<u>Mileage</u>	<u>% of Total</u>
Principal Arterials	2.2	9.9
Minor Arterials	2.0	9.0
Collectors	1.7	7.7
Subtotal FAUS Roads	5.9	26.6
Non-FAUS Roads (local)	16.3	73.4
<u>TOTAL</u>	<u>22.2</u>	<u>100.0</u>



ROAD CLASSIFICATIONS

BOROUGH OF
LITTLE FERRY
 BERGEN COUNTY, NEW JERSEY
 SCALE: 1"=400'
 DECEMBER 1984
 DORHAM ASSOCIATES, INC. . . . CONSULTANTS

-  PRINCIPAL ARTERIALS
(NON-FREEWAY/EXPRESSWAY)
-  MINOR ARTERIAL STREETS
-  COLLECTOR STREETS
-  LOCAL STREETS

10
 MASTER PLAN
 MAP



DESIGNED BY
 DORHAM ASSOCIATES, INC.
 6 JUDY ROAD, SUITE 100
 LITTLE FERRY, N.J. 07643

MASTER PLAN MAP
 300 0 300 600 900
 SCALE IN FEET

SOURCE: FEDERAL AID URBAN SYSTEMS FUNCTIONAL CLASSIFICATION, 1984.

IV. TRAFFIC ACCIDENTS

The Accident Distribution Maps following have been prepared in order to analyze and pinpoint trends in accident distribution, and in order to isolate intersections, or other danger points in need of improvements. The first of these maps, entitled Accident Distribution 1983 (Map 7) presents diagrammatically accidents by type and location. This diagram is helpful in that the pattern of traffic accidents can be analyzed at a glance. It can be seen and computed from this map that:

1. About 96 accidents, nearly 50% of all Little Ferry accidents in 1983, occurred along Route 46. Two clusters stand out: the intersection of Liberty Street with Route 46, and the Little Ferry Traffic Circle, which is the most accident prone location in the Borough.
2. About 30% of all 1983 accidents occurred along Liberty Street, generally at intersections.
3. A considerable number of accidents took place at the entrance to the Valley Fair Shopping Center on Bergen Turnpike.
4. Other trouble spots are located along Washington Avenue, at its intersection with Mehrhoff Road, and at the dangerously sharp bend near the Hackensack River by Mehrhoff Lane.

Analyzing the 1984 Accident Distribution Map (Map 6), we find a similar pattern with that found in 1983.

1. Again, about 42% of accidents occurred along Route 46.
2. Nearly 25% were located along Liberty Street.
3. The intersection of Bergen Turnpike and River Street extension has seen an alarming increase from four accidents in 1983, to 17 in 1984.
4. Main Street, in the vicinity of Grand Street and Marshall Avenue experienced an increase from six accidents in 1983 to 16 in 1984.

5. In 1984 a fatal accident occurred at the busy Valley Fair Shopping Center.

Table T-3 following, presents the seven year accident statistics from 1978 to 1984 for Little Ferry. From this table it can be noted that trend was for accidents to decline during the 1979-1982 period. However, this trend reversed and now accidents are on the increase since 1982, thereby giving cause for concern.

CONCLUSION

It is recommended that as part of the Continuing Planning Program, which is hopefully to follow the completion of this Master Plan, a traffic engineering analysis be made based on the above findings.

Indications are that possibly some new traffic lights and channelization of street intersections will be needed to provide safer access, and to eliminate congestion.



ISSUED 12/15/84
DRAWN BY J. J. J.
CHECKED BY J. J. J.
DATE 12/15/84

ACCIDENT DISTRIBUTION

1983

BOROUGH OF

LITTLE FERRY

BERGEN COUNTY, NEW JERSEY

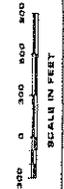
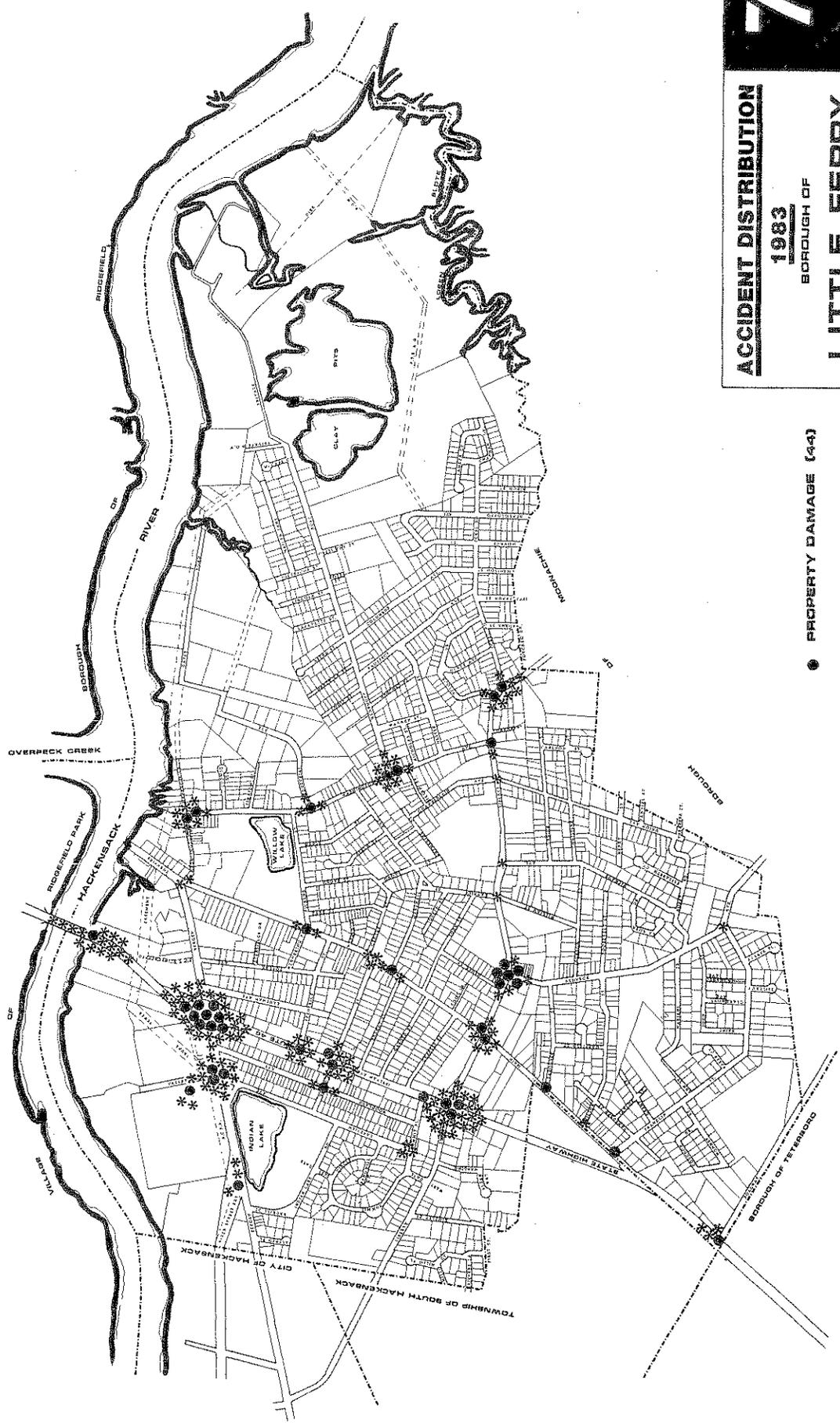
SCALE: 1"=400' DECEMBER 1984

DORRAN ASSOCIATES, INC. . . . CONSULTANTS

● PROPERTY DAMAGE (44)

* BODILY INJURY (152)

SOURCE: LITTLE FERRY POLICE DEPARTMENT, DECEMBER 1984.





MASTER PLAN
MAP



DESIGNED AND
DRAWN BY
CORRAM ASSOCIATES, INC.

ACCIDENT DISTRIBUTION

1984

BOROUGH OF

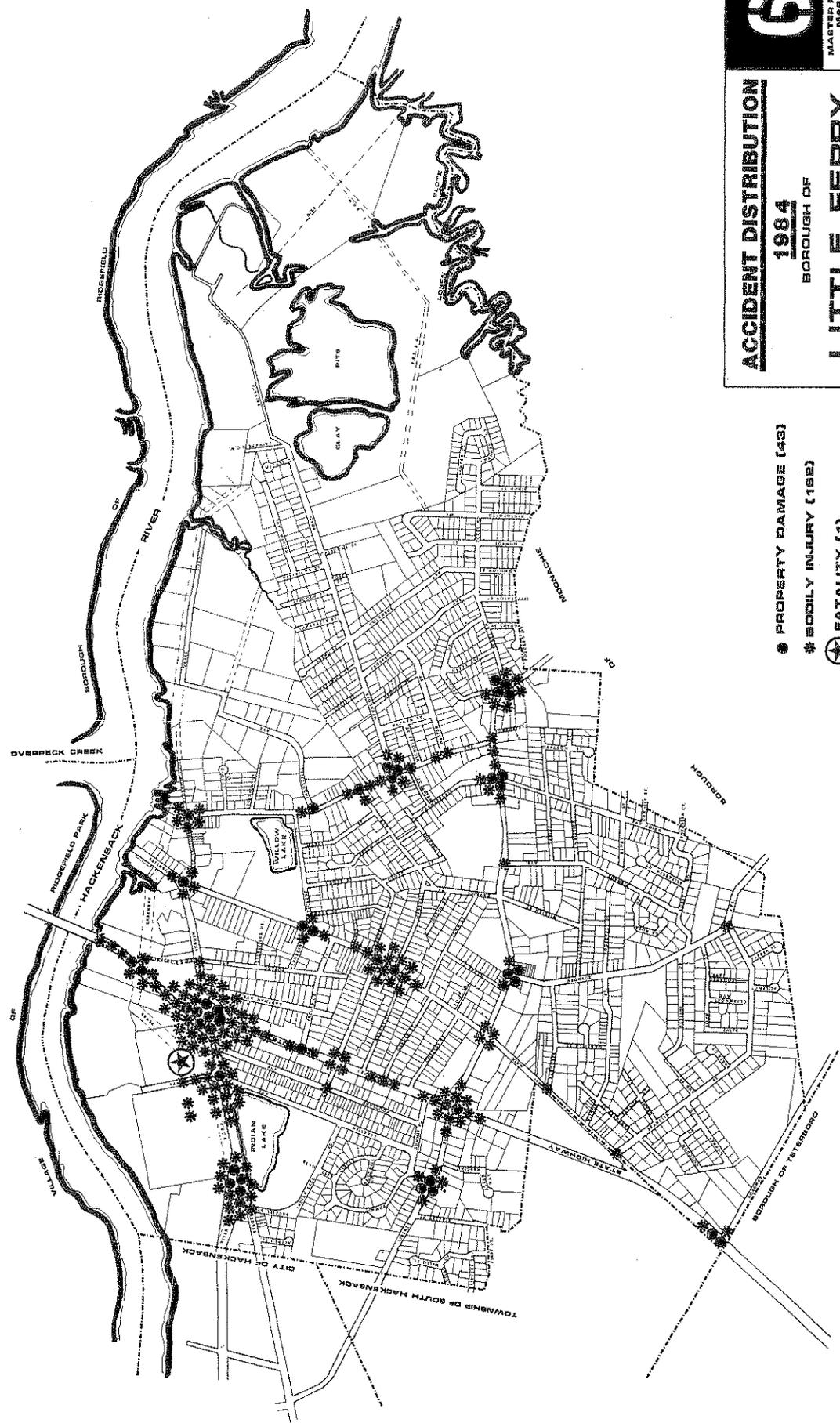
LITTLE FERRY

BERGEN COUNTY, NEW JERSEY

SCALE: 1"=400' DECEMBER 1984

CORRAM ASSOCIATES, INC. CONSULTANTS

- PROPERTY DAMAGE (43)
- # BODILY INJURY (162)
- ★ FATALITY (1)



SOURCE: LITTLE FERRY POLICE DEPARTMENT, JANUARY 1985.

TABLE T-3
ACCIDENT STATISTICS
BOROUGH OF LITTLE FERRY, N.J.
1978 - 1984

<u>Year</u>	<u>Property Damage</u>	<u>Injury Accidents</u>	<u>Fatalities</u>	<u>All Accidents Total</u>	<u>Percent Change</u>
1978	44	139	0	183	--
1979	66	169	1	236	+29.0
1980	47	156	1	204	-13.6
1981	43	157	0	200	-2.0
1982	38	113	0	151	-24.5
1983	44	152	0	196	+29.8
1984	43	162	1	206	+5.1

SOURCE: Police Department, Borough of Little Ferry, N.J. 1985.

V. TRAFFIC VOLUMES

The analysis of available traffic volume data provides information on the intensity of road network usage in Little Ferry. The source of statistical data is the Bergen County Planning Board, Traffic Division, which conducted the original traffic surveys, and the New Jersey Department of Transportation.

The Traffic Volume Map (Map 8) following is a diagram illustrating graphically the magnitude of Little Ferry traffic volumes, as counted during the past five years at selected points. Traffic counts conducted between 1980 and 1983 are further highlighted by the numerals affixed to this map. Thus, the number of 8,600 on Washington Avenue means that there were 8,600 vehicles counted passing through on this Avenue during a recent 24-hour period when traffic conditions were last surveyed.

From the Traffic Volumes Map, it can be observed that:

1. Route 46 carries the greatest daily traffic volumes, which toward the east increase to 39,970 vehicles in a 24-hour period, thereby accounting for one of the highest non-freeway volumes in Bergen County.
2. Liberty Street, Little Ferry's other principal artery, carries a substantial traffic flow, increasing from north to south toward the Borough of Moonachie.
3. The Bergen Turnpike and River Street extension funnel a large number of vehicles into the Little Ferry traffic circle on Route 46, which is the scene of numerous traffic accidents.
4. Traffic counts are unavailable for most of the southern part of the Borough, generally because the streets are not used by through traffic.

Table T-4 presents the detailed statistical data for available Little Ferry Traffic counts as available at the time of this writing.

CONCLUSION

The conclusion drawn from the above analysis is that the roads mentioned above will require special attention. These locations have already experienced problems, and based on the available data and past trends, will continue to be trouble spots.

*



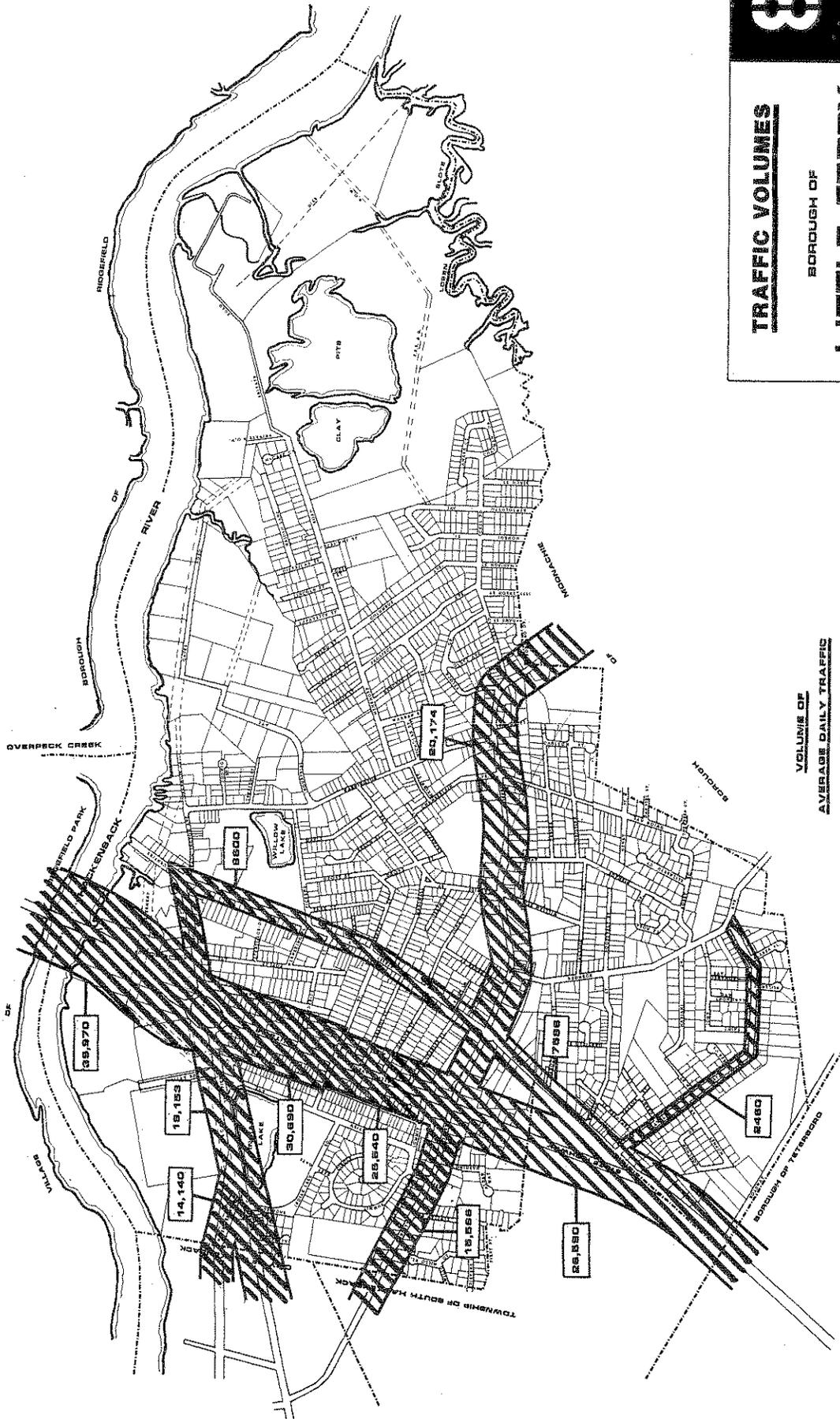
TRAFFIC VOLUMES

BOROUGH OF
LITTLE FERRY

BERGEN COUNTY, NEW JERSEY

SCALE: 1"=400'

DECEMBER 1984
DORRAN ASSOCIATES, INC. . . . CONSULTANTS



**VOLUME OF
AVERAGE DAILY TRAFFIC**



8978 — TRAFFIC COUNT
1980-1983
AVERAGE DAILY TRAFFIC



SOURCE: BERGEN CO. P.E. & N.J.D.O.T., 1984.

TABLE T-4

AVERAGE DAILY TRAFFIC (ADT)
BOROUGH OF LITTLE FERRY, N.J.
1980 - 1983

<u>LOCATION</u>	<u>DATA</u>	<u>TOTAL # OF VEHICLES TRAVELING IN BOTH DIRECTIONS, 24 HR. PERIOD</u>
Bergen Tpk. Jug Handle southbound	1983	2,524
Bergen Tpk. north of Lakeview Ave.	1982	17,359
Bergen Tpk. south of Lakeview Ave.	1982	21,411
Bergen Tpk. south of River St.	1982	19,153
Bergen Tpk. north of Valley Rd.	1983	18,401
Bergen Tpk. south of Valley Rd.	1983	22,543
Franklin Ave. south of Main St.	1983	2,460
Hudson St. north of Bergen Tpk.	1982	5,970
Lakeview Ave. east of Bergen Tpk.	1983	9,983
Liberty St. north of Main St.	1982	15,566
Liberty St. south of Main St.	1982	20,174
Main St. north of Liberty St.	1982	7,586
Main St. south of Liberty St.	1982	8,600
Main St. east of Phillips Ave.	1983	10,284
Main St. west of Phillips Ave.	1983	9,699
Main St. west of Phillips Ave., east of Franklin Ave.	1983	9,079
Phillips Ave. north of Main St.	1983	8,151
Phillips Ave. north of Route 46	1983	4,353
Phillips Ave. south of Route 46	1983	7,666
River St. north of Bergen Tpk.	1982	14,140
Route 46 west of Liberty St.	1980	26,590
Route 46 east of Liberty St.	1980	25,540
Route 46 west of Bergen Tpk.	1980	30,690
Route 46 east of Bergen Tpk.	1980	39,970
Valley Rd. west of Bergen Tpk.	1983	5,299

SOURCE: Bergen County Planning Board, 1985 (no counts taken in 1984).

SOURCE OF RT. 46 COUNTS: N.J.D.O.T. December, 1984.

VI. TRAFFIC PROBLEM AREAS

From the preceeding maps and analyses, several prevailing traffic problem areas become apparent. They are as follows:

1. Little Ferry Traffic Circle: The circle was an efficient traffic device at the time it was built, however, due to ever increasing traffic volumes, and increasing speeds of motor vehicles, it has become obsolete and hazardous. It is the site of much congestion, and many traffic accidents, and should be eliminated.
2. Liberty Street. This street has seen much apartment development in recent years, and correspondingly increased traffic congestion and accident rates, mainly at intersections.
3. Connector streets between Route 46 and Main Street include Frederick, Grand, Brandt, Garden, and Charles Streets. These streets are primarily residential in nature, but carry substantial amounts of commercial traffic between these two major streets. Each of these streets have inadequate right-of-ways, and pavement widths to accommodate increased traffic volumes.
4. Washington Avenue. Also a narrow street is classified by FAUS as a minor arterial. As an arterial road, Washington Avenue experiences significant congestion at its intersections with Liberty Street, Mehrhoff Road, and Industrial Avenue. The sharp bend to the north, near the Hackensack River at Mehrhoff Road, causes many accidents even though there is no major intersection at this location.
5. The Overall Street Pattern. The development of Little Ferry over the years has resulted in an extraordinary number of cul-de-sacs, many without standard turn-around circles. Although this is a fine way to prevent through traffic from invading residential neighborhoods, eventually it will hamper efficient circulation, and the development of a thoroughfare network.

VII. STREET NETWORK

Master Plan Exhibit No. 11 entitled Right-of-Way and Pavement Widths illustrates dramatically the severe deficiencies of the Little Ferry road network. This community of nearly 10,000 persons with a road network of 22 miles, is a conglomerate of dead-end streets, frequently ending unexpectedly.

Right-Of-Way Widths

As can be seen from the diagram, the right-of-ways of new subdivision streets are 50 feet or larger, those of the older streets are frequently less than 50 feet. Similarly the pavement width of the new streets is proportionately wider than that of the streets in the older neighborhoods. Generally, there are only two arterials with more substantial pavement and right-of-way widths and they are Route 46, and the Bergen Turnpike. Even Liberty Street, which is one of the major connector roads in Little Ferry, has only a 50 foot right-of-way.

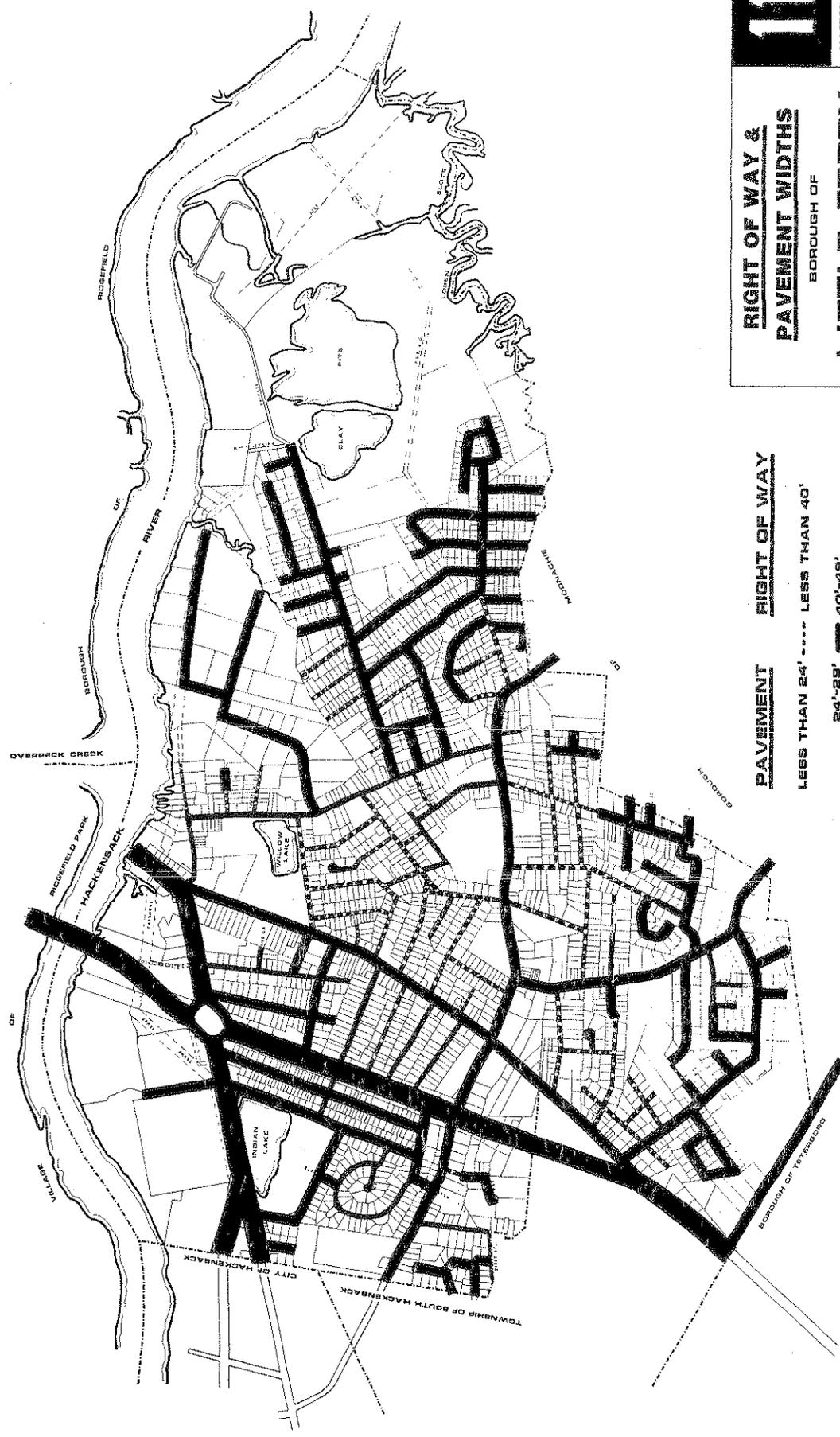
Conclusion

Little Ferry has only one major north-south through street connecting it to adjacent communities and that is Liberty Street, and only one east-west road, going beyond the municipal limits and that is Route 46.

THE ROOT OF MOST OF THE MAJOR TRAFFIC AND CIRCULATION PROBLEMS IN LITTLE FERRY STEMS FROM THE LAYOUT OF ITS STREET NETWORK WHICH BARELY CONNECTS TO SURROUNDING COMMUNITIES, AND THUS MAKES CIRCULATION CUMBERSOME AND HAZARDOUS, AND BECAUSE OF THE UNNECESSARY TRAVEL ALSO CONGESTED.

The Little Ferry street network had developed over many years, and planners should not anticipate that its problems will be miraculously remedied in a short time. The implications for future planning are that the sudden increase of densities or major traffic generators should be carefully avoided.

Conversely wherever there is a reasonable way to be found for cross-connecting one or more cul-de-sacs the development of loop roads and the loop system will probably prove to be beneficial.



RIGHT OF WAY & PAVEMENT WIDTHS
 BOROUGH OF
LITTLE FERRY
 BERGEN COUNTY, NEW JERSEY

SCALE: 1"=400'
 DECEMBER 1984
 DORRAN ASSOCIATES, INC. . . . CONSULTANTS

11
 MASTER PLAN
 MAP



SCALE: 1"=400'
 DECEMBER 1984
 DORRAN ASSOCIATES, INC. . . . CONSULTANTS

PAVEMENT **RIGHT OF WAY**

LESS THAN 24' LESS THAN 40'

24'-29' 40'-49'

30'-36' 50'-60'

GREATER THAN 36' GREATER THAN 60'

300 0 300 600 900
 SCALE IN FEET
 SOURCE: OFFICIAL TAX MAPS & KEN JOB, BOROUGH ENGINEER, 1985.

VIII. IMPROVEMENTS PROPOSED BY OTHERS

Several improvements to the Little Ferry circulation network have been proposed by state and county transportation agencies. These include the following:

1. Redneck Avenue extension, reconstruction and realignment from Moonachie Avenue to U.S. Route 46.*
2. Wilson Street, rebuild the existing roadway from Van Buren Street to Main Street.*
3. On Route 46 grade separate the major intersection between Route 17 and New Jersey Turnpike, including major reconstruction of the Route 17 and 46 interchange, and elimination of the Little Ferry Traffic Circle.*
4. The elimination of the Little Ferry Circle on Route 46.*
5. Intersection improvements**

Bergen Turnpike and River Street
Bergen Turnpike, Washington Avenue, and Main Street
Liberty Street and Main Street
Liberty Street and Washington Avenue.

*Draft Transportation Plan for Bergen County, July 1978.

**Bergen County Transportation Improvement Program, Funding Years 1985 - 1989.

PART TWO

ECONOMIC ANALYSIS

"econ-o-my . . . oikonomos household manager . . .

- 1) The management of household or private affairs and especially expenses;
- 2) The thrifty use of material resources; the efficient and sparing use of the means available for the end proposed;
- 3) The structure of economic life in a country, area or period."

Webster's Seventh New Collegiate Dictionary, 1967

I. INTRODUCTION

This report is a factual, technical review, restricted to the analyses of economic and fiscal trends. Generally, such studies are made in order to assist and improve the drawing of conclusions from past experiences and the deriving of the "right" decisions for the future. Therefore, the report is designed for use of technicians, Planning Board members, and municipal officials involved in the decision-making process, so that sound planning practices will encourage a sound tax base. It is not particularly aimed at the layman for whom the subject matter is often of limited interest.

Webster's definition of economy describes quite well the subject of this report, namely the state of municipal housekeeping.

This current study has yielded many interesting findings, of which some of the more important ones are summarized as follows:

II. PAST TRENDS

TABLE OF AGGREGATES

Table E-1 following presents the summary of Assessed Valuations, which is a detailed, year-by-year portrayal of the various tax base components and their behavior over the years. From this Table, the following can be learned:

A. APPRECIATION IN VALUE

During the past decade in Little Ferry, the total taxable value of land and improvements increased by nearly 58 million dollars, or about 43% from \$136,336,600 in 1975 to \$193,969,818 in 1984.

This 58 million dollar increase reflects both the value created by new construction, additions and alterations, as well as an across the board appreciation of values due to inflationary trends.

B. MUNICIPAL APPROPRIATIONS

This same inflationary trend -- together with miscellaneous other needs -- forced Municipal Appropriations up by \$3,813,912, or 113 percent from \$3,387,394 in 1973 to \$7,200,586 in 1983 (see Table E-11 following). This is clearly a much faster accelerating rate of increase than that of the assessed valuations, implying an increasing gap between income from taxation and expenditures.

C. VACANT LAND

In 1975 the 129 line items (parcels assessed separately by the Tax Assessor) representing vacant lands in Little Ferry were assessed at \$4,483,400, representing 3.2% of the total municipal tax base. Ten years later, only 107 line items were valued at about the same dollar amount (\$4,874,800), but accounted for only 2.5% of the total. These statistics reveal two points:

TABLE E - I

SUMMARY OF ASSESSED VALUATIONS FROM TABLE OF AGGREGATES OF TAXABLE PROPERTY

BOROUGH OF LITTLE FERRY, NEW JERSEY 1975 - 1984

Year	VACANT LAND			RESIDENTIAL			APARTMENTS			COMMERCIAL			INDUSTRIAL		
	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total	#Of Items	Amount	%Of Total
1975	129	4,483,400	3.2	1786	78,396,500	57.5	21	20,160,800	14.7	116	18,187,300	13.3	74	15,108,600	11.3
1976	125	3,560,800	2.5	1792	79,048,300	55.3	24	20,314,400	14.2	114	18,533,400	13.0	76	21,353,300	15.0
1977	113	3,204,900	2.2	1802	80,087,500	55.6	25	20,386,500	14.2	114	18,787,900	13.0	77	21,533,300	15.0
1978	118	6,464,300	3.2	1805	104,301,700	51.6	25	29,386,000	14.5	114	29,026,600	14.4	77	32,881,000	16.3
1979	120	6,109,000	3.1	1807	103,456,100	53.3	25	29,096,000	15.0	112	26,216,700	13.5	75	29,414,900	15.1
1980	112	5,979,100	3.1	1815	104,222,500	53.4	25	29,096,300	14.9	112	26,175,400	13.4	75	29,777,800	15.2
1981	111	6,100,400	3.1	1817	104,932,700	54.0	25	29,082,900	15.0	111	24,264,200	12.4	76	30,114,700	15.5
1982	108	5,984,100	3.1	1819	105,496,800	55.3	25	27,226,718	14.3	111	23,550,300	12.3	77	28,547,400	15.0
1983	108	5,637,800	2.9	2037	113,857,800	58.7	24	22,190,818	11.4	112	23,558,000	12.1	75	28,805,200	14.9
1984	107	4,874,800	2.5	2039	114,449,700	59.0	24	22,190,818	11.4	114	23,971,900	12.4	75	28,482,600	14.7

NOTE: 1968, 1974 and 1978 were the years of revaluation

SOURCE: Tax Assessor's Office, 1984

TABLE E-11
MUNICIPAL BUDGET TRENDS
BOROUGH OF LITTLE FERRY, N.J.
1973-1983

Municipal Budget

<u>Year</u>	<u>Municipal Appropriations(\$)</u>	<u>Total Appropriations</u>	<u>% Change Total Appropriations</u>
1973	1,418,216	3,387,394	-
1974	1,472,995	3,657,550	+8.0
1975	1,563,636	3,949,643	+8.0
1976	1,746,423	4,398,720	+11.4
1977	1,942,657	4,613,043	+4.9
1978	2,242,933	5,143,811	+11.5
1979	2,295,404	5,351,202	+4.0
1980	2,490,414	5,699,993	+6.5
1981	2,796,820	6,083,529	+6.7
1982	2,850,382	6,540,343	+7.5
1983	3,028,295	7,200,586	+10.1

SOURCE: Annual Audit Reports, Borough of Little Ferry.

1. The number of line items for vacant land declined from 129 to 107, or 17 percent, indicating thereby that almost one-fifth of available vacant parcels were "used up" during the last ten years.
2. The smaller number (and lesser acreage) of 1984 vacant parcels is assessed at about the same dollar value as the larger number of 1975 vacant parcels were assessed at, probably because:
 - a) Land values appreciated over the years, because the less vacant lands remain the higher the per acre price becomes:
 - b) Land costs increased because of inflation, increased mortgage rates, increased taxes, improved utilities, roads and the like.

D. RESIDENTIAL

From Table E-1 it can be noted that low density residential properties in 1975 were assessed at \$78,396,500 representing 57.5% of the Little Ferry tax base, while in 1984 such properties were assessed at \$114,449,700 representing 59 percent of the tax base.

While the dollar amount and number of line items steadily increased, the percentage trends were erratic, dipping to 51.6% in 1978 before climbing back to present levels. What stands out is a heavy increase between the tax years 1982 and 1983, when the number of line items increased 12 percent from 1819 to 2037; and the assessed valuation also grew by about eight percent.

E. APARTMENTS

Apartments had 21 line items assessed at about 20 million dollars in 1975, which increased to 24 line items assessed at about 22 million dollars in 1984. However, the proportionate portion of the tax base represented by apartments declined from 14.7% in 1975 to 11.4% in 1984. This is puzzling, because the natural expectation would be that apartments would be assuming an increasing proportion of the Little Ferry Tax base.

There is a notable peak of over 29 million dollars assessed valuations in the years 1978-1981. The jump from 20 million to 29 million in 1978 can be partly attributed to revaluation that year, but the great decline is hard to explain.

F. COMMERCIAL

There were 116 commercial line items in 1975, assessed at \$18,187,300, or 13.3 percent of the tax base. In 1984, 114 line items were assessed at \$23,971,900. The number of assessed commercial parcels has remained fairly steady over the past decade but the dollar amount has increased due in a large part to inflationary trends.

G. INDUSTRIAL

Industrial line items have also remained fairly steady, from 74 in 1975 to a high of 77 in several years, back down to 75 line items in 1984. However, the assessed amount has almost doubled, from just over 15 million dollars in 1975 to over 28 million in 1984. The percent of total assessed valuation of about 15 percent represents a healthy industrial tax base for Little Ferry.

H. SUMMARY

The preceding analysis appraised the changing growth trends of the past decade and the shifting of the tax burden. It is foreseeable that if past trends will continue, then during the coming ten years there will continue to be a decrease in vacant land assessments, and Little Ferry should attempt to shift the balance proportionately among the remaining four classifications.

APPENDIX

TABLE E-III
DWELLING UNITS AUTHORIZED
BOROUGH OF LITTLE FERRY
AND
BERGEN COUNTY, N. J.
1974-1983

<u>Year</u>	<u>Borough of Little Ferry</u>			<u>Bergen County</u>			
	<u>Total</u>	<u>Single Family</u>	<u>Two or More Family</u>	<u>Total</u>	<u>Single Family</u>	<u>Two or More Family</u>	<u>Public</u>
1974	11	9	2	1,577	640	937	--
1975	9	5	4	1,422	631	791	--
1976	3	1	2	1,765	891	874	--
1977	11	1	10	2,348	892	1,379	77
1978	14	2	12	2,244	1,090	996	158
1979	9	3	6	1,689	869	820	---
1980	6	0	6	1,310	864	446	---
1981	6	0	6	1,821	777	748	296
1982	4	0	4	1,423	573	844	6
1983	23	5	18	1,790	985	800	5
Ten Year Total	96	26	70	17,389	8,212	8,635	542

SOURCE: The State of N.J. Residential Construction Authorized by Building Permits, Annual Summaries as published by the N.J. Department of Labor and Industry, Division of Planning and Research.

TABLE E-IV

COMPARISON OF TAX RATES - RATIO OF ASSESSMENT & NET VALUATIONS

LITTLE FERRY AND ABUTTING TOWNS - 1982 & 1983

	<u>General Tax Rate Applied Per \$100 Valuation By Municipality</u>		<u>Average Ratio of Assessed to True Value of Real Property From County Equaliza- tion Table</u>		<u>Net Valuation Taxable By Municipalities (Millions of Dollars)</u>	
	<u>1982</u>	<u>1983</u>	<u>1982</u>	<u>1983</u>	<u>1982</u>	<u>1983</u>
LITTLE FERRY	2.87	3.07	83.37	83.52	195.4	199.0
Hackensack	4.10	4.37	73.29	65.63	680.5	697.3
Ridgefield Park	4.29	4.51	68.33	62.87	171.9	171.2
Ridgefield	0.86	0.96	74.83	69.34	284.2	285.0
Moonachie	1.48	1.66	89.45	78.55	174.9	175.3
South Hackensack	2.54	2.70	77.07	65.98	112.4	114.8

SOURCE: Bergen County Tax Board

TABLE E-V

COMPARISON OF EMPLOYMENT & UNEMPLOYMENT

LITTLE FERRY AND ABUTTING TOWNS-1982

	<u>LABOR FORCE</u>	<u>EMPLOYED</u>	<u>UNEMPLOYED</u>	<u>UNEMPLOYMENT RATE</u>
LITTLE FERRY	5,874	5,430	444	7.6
Hackensack	22,644	20,756	1,888	8.3
Ridgefield Park	7,841	7,224	617	7.9
Ridgefield	5,905	5,364	541	9.2
Moonachie	1,786	1,569	217	12.2
South Hackensack	1,311	1,207	104	7.9
BERGEN COUNTY	483,744	450,291	33,453	6.9

SOURCE: N.J. Department of Labor, Division of Planning and Research,
Compiled by Bergen County Planning Board.

TABLE E-VI

BUSINESS & RETAIL TRADE STATISTICS
BOROUGH OF LITTLE FERRY, N.J. - 1977

<u>Type of Business</u>	<u>No. of Establishments</u>	<u>Sales</u>
Building Materials, Hardware, Garden Supply, and Mobile Home Dealers	1	N/A
General Merchandise Group	1	N/A
Food Stores	10	\$ 1,217,000
Automotive Dealers	18	\$12,934,000
Gasoline Service Stations	14	\$ 5,253,000
Apparel & Accessory Stores	2	N/A
Furniture, Home Furnishings, and Equipment Stores	7	\$ 831,000
Eating & Drinking Places	15	\$ 2,964,000
Drug & Property Stores	2	N/A
Miscellaneous Retail Stores	11	N/A

SOURCE: U.S. Census, 1977 Census of Business & Retail Trade

TABLE E-VII

ACTUAL AND EQUALIZED TAX RATE PER \$100 OF ASSESSED VALUATION
BOROUGH OF LITTLE FERRY, N.J. 1975-1984

Actual Tax Rate

	<u>Municipal</u>	<u>Regional Schools</u>	<u>County</u>	<u>Veterans and Senior Citizens</u>	<u>Total</u>
1975	.6330	1.3884	.3935	.0351	2.45
1976	.6382	1.4066	.4016	.0336	2.48
1977	.6762	1.4094	.4044	NA	2.49
1978	.6060	1.0610	.3230	NA	1.49
1979	.8269	1.1655	.3676	NA	2.36
1980	.7560	1.2208	.3832	NA	2.36
1981	.9259	1.2733	.3708	NA	2.57
1982	.9976	1.4406	.4318	NA	2.87
1983	1.0090	1.6240	.4370	NA	3.07
1984	1.0110	1.6500	.5090	NA	3.17
Percent Change					
1975-1984	+59.7%	+18.8%	+29.4%	NA	+29.4%

Equalized Tax Rate

	<u>Actual Tax Rate</u>	<u>County Equalization Rate*</u>	<u>Equalized Rate</u>
1975	2.45	101.45	2.49
1976	2.48	95.40	2.37
1977	2.49	90.85	2.26
1978	1.99	122.28	2.43
1979	2.36	101.04	2.84
1980	2.36	97.02	2.29
1981	2.57	95.13	2.44
1982	2.87	83.37	2.39
1983	3.07	83.52	2.56
1984	3.17	74.43	2.36
Percent Change			
1975-1984	+29.4%	-26.6%	-5.2%

* The County Equalization Rate is the proportion of assessed value to true market value, estimated for each community by the County from property sales records.

Source: Tax Assessor's office of the Borough of Little Ferry,
 February 1985.

TABLE E-VIII

AVERAGE GROSS INCOMES & AVG. PROPERTY TAX
LITTLE FERRY, N.J.

1977-1981

<u>Year</u>	<u>Average Gross Income Reported on N.J. Income Tax Returns For Home Owners</u>	<u>Average Real Estate Property Tax Reported For New Jersey Homestead Rebate Program</u>
1977	\$18,015	\$1,117
1978	\$21,143	\$1,122
1979	\$23,860	\$1,356
1980	\$24,242	\$1,366
1981	\$25,989	\$1,489

*SOURCE: Of income data, income tax returns for home owners.

SOURCE: Of real estate tax as reported for N.J. Homestead Rebate Program.

SOURCE: Of statistics, 1984 Data Book by Bergen County Planning Board.

