HACKENSACK RIVER GREENWAY 2025 UPDATE



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WELCOME

Welcome to the Hackensack River! You are invited to discover one of the premier natural assets in the northern New Jersey region. As the Hackensack River flows southward into the tidal waters of Newark Bay, for over 18 miles, it forms the western bank of the Bergen Neck Peninsula in Hudson County, New Jersey. Enjoy cool coastal breezes, scenic views, and maybe spot an egret resting along the riverbank.

You will find a mix of beautiful homes, shopping centers, railroads, majestic bridges spanning the river, and warehouses and businesses driving the economic engine of the metropolis. You will also experience boat launches, parks, restored environments, and preserved natural wetlands. In some areas, you'll feel connected to the energy of the urban center. In others, you'll enter a natural world and be immersed in a vibrant ecosystem, encounter wildlife in their native habitat, where you may forget you are encircled by development.

This plan will serve as your guide to exploring and navigating the Hackensack River waterfront. It details the full length of the Hackensack Greenway, a publicly accessible trail along the river. While portions of the trail currently exist, and are served by a variety of amenities and connections, others face significant obstacles for completion. The Hackensack Greenway Plan describes current conditions, connections to nearby landmarks and destinations, both short and long-term opportunities, and identifies gaps and challenges. The 2025 Updated edition of the Plan includes new information, including newly completed areas, additional active projects, and more.

The intent of this plan is to inspire a greater connection with the Hackensack River and to envision the possibilities of expanding and enhancing the Greenway. Through a collaboration between local governments, non-profit organizations, private business, residents, and property owners, we can further protect, preserve, and expand the access to the waterfront for everyone.

Enjoy your time on north Jersey's "Green Coast"!



HACKENSACK RIVER GREENWAY WORKING GROUP

The Hackensack River Greenway Working Group, comprised of local officials, community organizations, advocates, and residents, with representatives from the County and each municipality, plans and advocates for the Greenway. Working with private property owners and municipal staff, the Working Group advances the completion of the Greenway while also promoting the Greenway to users, policymakers and funders. The Working Group discusses issues affecting the Greenway and helps achieve resolutions. The Group may set design standards and review proposed installations for consistency, coordinate maintenance and upgrades, and organize and sponsor special events on or along the Greenway.

Since its formation, the Working Group has increased Greenway connections and incorporated the Greenway into redevelopments along the waterfront. The Group has built awareness and momentum behind the Greenway through bike rides, guided walking tours, logo development, and by pursuing improved accessibility and signage throughout. Thanks in part to the Working Group's efforts, connections are being forged across New Jersey between Greenways and paths. Overall, the Working Group's members' collaboration amplifies the individual efforts made by each representative, culminating in shared resources and successes.





ABOUT THE HACKENSACK RIVER

The Hackensack River extends 50 miles (80.5 kilometers) from Rockland County, New York to Newark Bay, New Jersey. Its watershed covers 197 square miles (510.2 square kilometers). Pictured to the left is a map including the Hudson County sections of the Hackensack River and Newark Bay. The watershed is tidally influenced and includes the New Jersey Meadowlands. The River and watershed provide vital habitat to many species on New Jersey's Endangered and Threatened species list, including the bald eagle, the checkered white butterfly, the short-nose sturgeon, and the Northern diamondback terrapin.

The rich ecology of the Hackensack River has long supported human settlement. After sparse settlement by initial European colonists throughout the former lands of the native Lenape, the scale of human immigration and activities began to exponentially increase from the 19th century onwards. The Hackensack once supported trade of natural resources and farming, while dredging and ditch digging enabled navigation. Increasingly, its position became critical to the Industrial Revolution. By the end of the century, only six percent of the Meadowland's original forests were standing, and the remaining ecosystem suffered from water pollution, poor air quality, landfill disposal sites, and flammable industrial waste.

By 1969, public support for environmental intervention led to the establishment of the Hackensack Meadowlands Development Commission (HMDC). The Commission would be responsible for land-use planning and zoning controls, solid waste management, and the study and protection of the environment. In addition, the Hackensack Meadowlands Municipal Committee acted in an advisory capacity to the Commission, consisting of mayors and chief elected officials of each municipality that review major activities, including codes and standards, master plans, amendments, and redevelopment plans. The HMDC led local stakeholders in efforts to preserve critical natural areas, close and cap landfills, educate the public on the area's environmental significance, and encourage recreation. In 2015, the Hackensack Meadowlands Agency Consolidation Act was passed, resulting in the absorption of the HMDC by the New Jersey Sports and Exposition Authority (NJSEA), and the former was renamed the New Jersey Regional Commission (NJMC).

In 2022, the U.S. Environmental Protection Agency designated the Lower Hackensack River a Superfund site, increasing available aid and resources dedicated to the restoration of the Hackensack River, Meadowlands, and surrounding environments.

Today, continued stewardship by local governments, non-profit organizations, and the public advances environmental recovery while connecting communities back to the waterfront. Hudson County envisions a continuous Greenway running the entire length of the waterfront in Hudson County. This plan was designed in close collaboration with NJSEA, municipal and non-profit partners to ensure compliance with their regulations and move towards these shared goals.



Photo by Tyler Tierney, Hackensack Riverkeeper

CURRENT TRENDS & GOALS

To guide the update of the original Hackensack River Greenway Plan, the Hackensack River Greenway Working Group worked together to assess how the Plan is currently used, the relative importance of its various functions, and potential future enhancements. The goal of the Group's discussions was to gather insights that reflect a wide range of perspectives. Members of the Working Group—representing a cross-section of governmental agencies, environmental organizations, and local advocacy groups—collaborated to shape the emerging priorities for the Plan update.

Current Uses of the Greenway Plan

The Working Group members described the Hackensack River Greenway Plan as a vital, multi-purpose tool. It is used to guide riverfront development, inform site reviews, support grant applications, facilitate land acquisition and direct funding strategies. The Plan also offers a valuable "big picture" view that situates local efforts within a broader, connected network of greenways, helping to advance projects. The Plan is also a resource for identifying existing trails and planning potential new strategies, such as for bike connectivity and environmental education efforts. It supports public engagement by grounding conversations in a shared vision and is regularly referenced in presentations, public events, and workgroup meetings to raise awareness and drive implementation.

Goals of the Plan

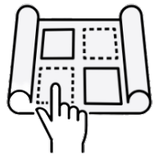
The following priorities were identified by the Hackensack River Greenway Working Group:



Funding
The Plan plays a key role in supporting grant applications by legitimizing funding requests. Cited funding sources include the New Jersey Department of Transportation's Transportation Alternatives Program, the Environmental Protection Agency's Government to Goverment program, Green Acres, National Oceanic and Atmospheric Administration Grants, the Federal Emergency Management Agency's programs such as the Building Resilient Infrastructure and Communities program, and more. Cooperation across jurisdictions is often required, meaning that collaboration across entities will be made easier with the Plan.



Incorporation into Other Plans
Integrating the Greenway Plan into broader planning documents—such as Jersey City's Master Plan, Bayonne's Comprehensive Plan, and Hudson County's Comprehensive Plan—is viewed as essential. It strengthens greenway network planning and enables steps like treating the HRG section of Skyway Park as a transportation project or pursuing bridge funding over Sip Creek.



Zoning and Development Decisions
The Plan informs zoning decisions and redevelopment assessments to prevent conflicts with Greenway goals. It supports modifications to development applications and site plan reviews, particularly those impacting the Greenway's alignment and public access.



Stewardship
The Greenway Plan contributes to environmental stewardship by supporting programming like Hackensack Riverkeeper's EcoCruises and linking with resilience initiatives such as Resilient Northeastern New Jersey. However, respondents emphasized the need for improved data (e.g., on species, water quality, flooding) and stronger public education through signage, waymarkers, and consistent branding throughout the Greenway.



Outreach
Although the Plan is shared at public meetings and via city websites, it is often bundled with other materials, reducing its individual visibility. Suggestions for enhancing outreach include hosting public boating and tabling events and ensuring broader community involvement. Previous versions of the Plan have successfully helped community groups visualize the future of the Greenway.



Land Acquisition
The Plan assists in identifying parcels and easements for acquisition, with future relevance tied to expanding open space initiatives. Respondents expressed interest in new state-level funding for trail development and noted that frameworks like the NJ Conservation Restriction and Historic Preservation Restriction Act could help guide these efforts.

Desired Enhancements for the Updated Plan

Looking ahead, the Working Group identified several improvements they hope to see in the updated Plan:

- Improved support for grant applications through updated documentation and maps.
- Emphasis on a continuous, accessible waterfront path.
- A clearer articulation of both short- and long-term goals.
- Status updates on Greenway segments to help prioritize actions and fill gaps.
- Visual renderings of proposed projects to reimagine industrial waterfronts as public spaces.
- Stronger advocacy tools for engaging nonprofits, developers, and the general public.
- Expanded public education through press coverage, social media, printed materials, and especially physical wayfinding signage, enabling residents to better understand, access, and connect with the Greenway.
- Clearer guidance on land acquisition, including updated route alignments and connections to other greenways.







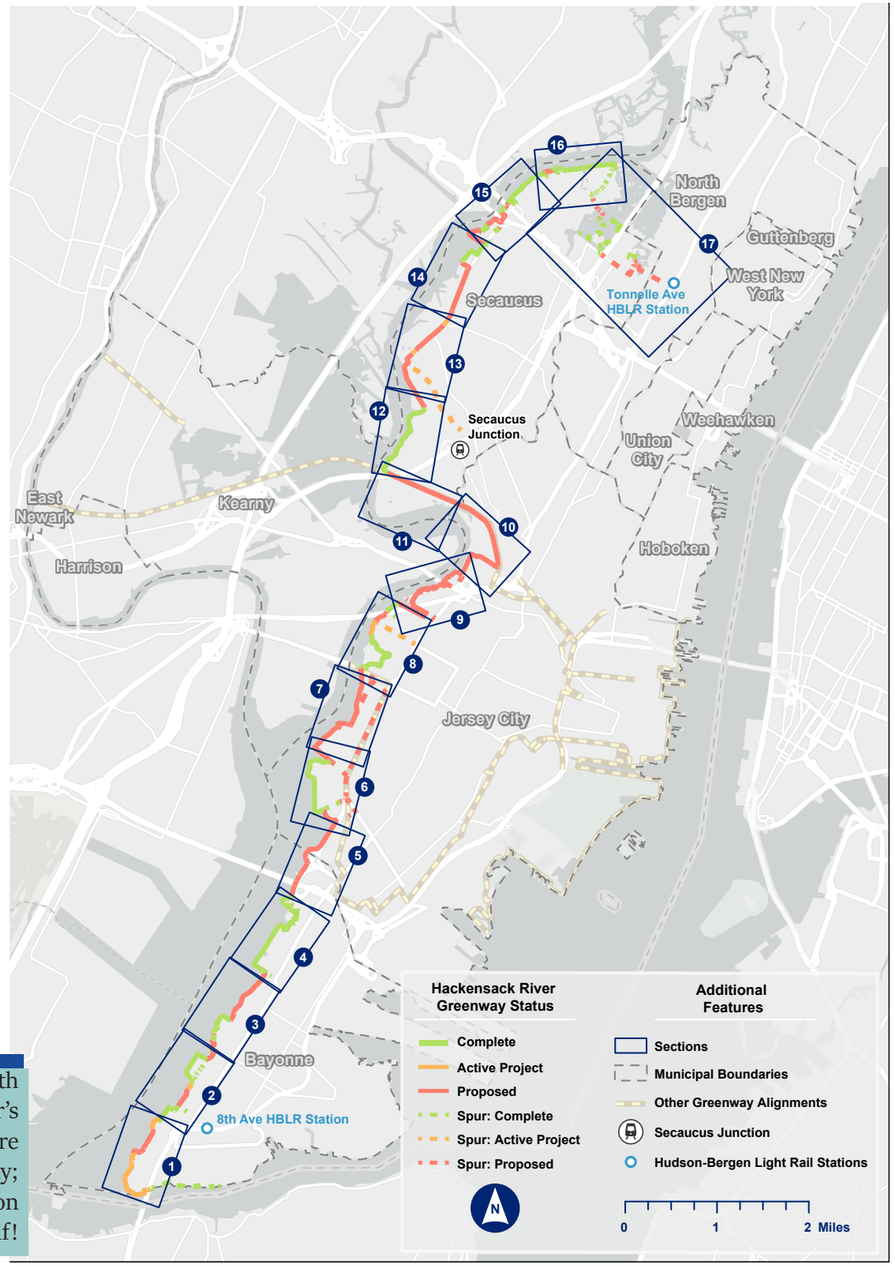
USING THIS PLAN

The Greenway is divided into 17 sections corresponding to the following 17 pages of the Plan. The first section begins at the southern end of the Hackensack River Greenway, at the southern most tip of Bayonne, and winds up the path to the north end of Secaucus in section 17. Each section contains a description that provides an overview of that section of the Hackensack River Greenway. The description is meant to provide general guidance for a better understanding of where exactly is being referenced. On each page, you will find the orientation of North changes--this is because the maps follow the Greenway users perspective as they walk along the coast.

In addition to photos, labels, and section descriptions, each page of this guide contains Updates, Short-Term Opportunities, Long-Term Opportunities, and Challenges. Short term constitutes projects that have an active concept plan or other tangible steps towards completion, whereas long term would be anything that is only just in the discussion or ideation phases. These sub-categories help lead readers through the nuances of developing the Hackensack River Greenway.

Many sections go into further detail, and photos are labeled with block and lot numbers (referred to as B and L) so the relevant properties may be easily referenced on the map. The sites in the photos are also listed in order from North (top of the page) to South (bottom of the page) for ease of reading.

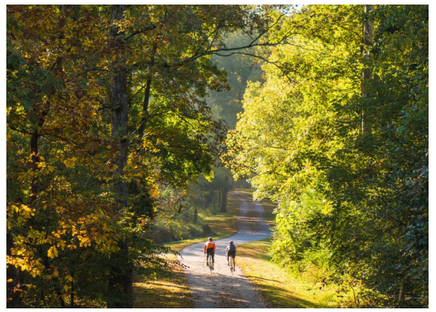
The orientation of North changes to follow the reader's perspective as if they were walking along the Greenway; check the north arrow on each page to orient yourself!



The Hackensack River Greenway is long, covering diverse terrain and communities. As a result, progress on the Greenway is not linear, and various portions face different challenges and therefore differ in their rates of progress. In order to best categorize these differences, viewers of the Plan will notice 3 different colors of trail: green, orange, and red. Additionally, some of the trails are solid lines, and some are represented by dashed lines.



The difference between a solid line and a dashed line is whether the trail is part of the Greenway or constitutes a spur. The Greenway path (solid line) follows the suggested alignment by Hudson County's Planning Board and emphasizes placement along the waterfront. A spur is a branch off of the Greenway. Such a branch may be constituted by a sidewalk, accessible road, or other mode of transit. A spur provides connections to other greenways or points of interest, and completed spurs may serve as alternative or temporary routes.

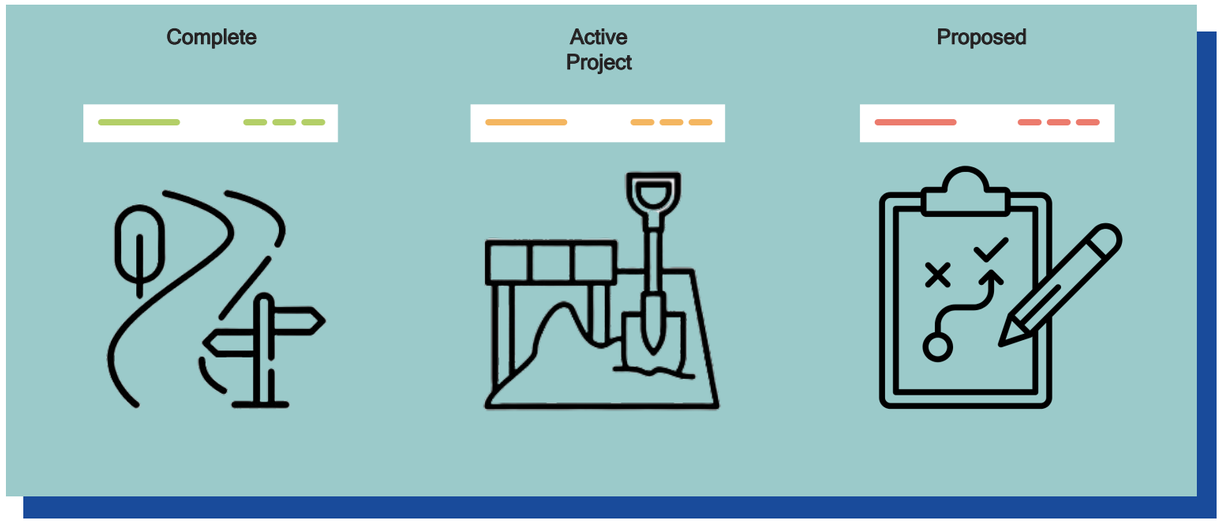


Left: An example of a completed trail from Raleigh, NC (www.visitraleigh.com).

Right: A trail that is in progress of being built, and would be considered an active project if it was part of the Hackensack River Greenway (www.trailbuildermag.com).



The Greenway path or spurs may be complete (represented by the green line), an active project (orange line), or proposed (red line). A complete path or spur exists and may be enjoyed by users at this point in time. An active project will have secured funding for implementation but is not yet complete. A proposed path or spur may be included in this or other plans but has not yet secured funding for implementation.



SECTION 1

South Bayonne

Collins Park - Bergen Point - 1888 Studios

UPDATES

- Redevelopment of the former A&P site (B300.01, L3) into 17-acre Bayview apartment and business complex received approval in 2021 and is set to take place over five phases in the years to come. The Greenway's riverfront walkway is slated to be completed within the first phase.
- New 1888 Studios is continuing the Greenway and will likely increase general usage due to the influx of industry and employees to the region.

SHORT TERM OPPORTUNITIES

- Designation of Collins Park as a starting/ending point of the Hackensack River Greenway could help with identification and navigation.
- Adding signs (with consistent design) that designate start of Greenway and connection to the Hudson River Waterfront Walkway.
- The City of Bayonne holds an easement adjacent to Amazon warehouses and can build a walkway there (B333.03, L4).

LONG TERM OPPORTUNITIES

- Continue to work with developers to include construction of Greenway at all waterfront redevelopment sites.
- A safe connection to Bayonne Bridge for residents and visitors could be made via the Greenway.

CHALLENGES

- Redevelopment of industrial properties may require remediation.



View of the water from an incomplete portion of the Greenway between B333.01 L7 and 333.03 L1.



1888 Studios: Redevelopment by 1888 Studios of the former Texaco Refinery Site offers the opportunity to connect the Hackensack River Greenway to the Hudson River (B390, L1 & 2, B391, L1).[1]



Dennis P. Collins Park contains several amenities for users to enjoy, including a playground (B392, L2).[2]



SECTION 2

South Bayonne

Boatworks Drive - Elco Fisherman Marina - G. Thomas DiDomenico Park (16th Street Park)

UPDATES

- The City of Bayonne secured funding through the New Jersey Department of Environmental Protection (NJDEP) Green Acres Program in 2024 to extend the southern walkway at G. Thomas DiDomenico Park. This additional stretch of boardwalk will include a fishing pier near Washington Parkway.



Walkway at G. Thomas DiDomenico Park (16th Street Park) (B21, L13).

SHORT TERM OPPORTUNITIES

- Increase signage for the section of walkway behind Boatworks, the 32-acre waterfront closed community development.
- Make repairs to walkway at W 21st Street next to and behind apartments and add benches to the wide section along segment facing west on the waterfront.



Modern boardwalk connecting to south of 16th Street Park / G. Thomas DiDomenico Park. Amenities include solar-powered lightposts and waterfront access (B21, L14).

LONG TERM OPPORTUNITIES

- Continue construction of an elevated boardwalk south of Robbins Reef Yacht Club (next to existing single family homes) which could be built to water's edge.
- Extend 16th Street Park walkway south to the Robbins Reef Yacht Club (located between 10th Street and Edwards Court) and provide access to adjacent streets.
- Plan to extend 16th Street Park walkway north along shore to provide connection to existing short segment at W 21st Street.



This is a publically accesible spur connecting people from Avenue A to the Greenway; however, the signage on Boatworks Drive resembles a "private drive" sign, discouraging public access (B284.01, L2).

CHALLENGES

- Topography south of Robbins Reef Yacht Club to completed portion at Boatworks Drive (B21, L8 and B12, L2) pose challenging to Greenway development due to high, steep drop to the water.
- The Robbins Reef Yacht Club presents a physical barrier and security concerns.
- Possible conflict regarding responsibility for walkway maintenance.



SECTION 3

Central Bayonne

Bayonne Housing Authority - Don Ahern Veteran's Stadium and Memorial Park (Veteran's Park) - Bayonne High School

UPDATES

- The Greenway was extended from Veteran"s Park to a private drive for residences at Sunset Bay Mobile Home Park.
- In 2024, Open Space funding was awarded for new amenities in Veteran's Park, including an updated playground and exercise equipment in the south-west corner of the Park, adjacent to the walkway. The City is considering further improvements that may include the Greenway.

SHORT TERM OPPORTUNITIES

- Extend Greenway on north side of Veteran's Park to continue along water and connect to service road behind the high school.
- Explore feasibility of a dedicated walkway/ bike path on access road behind high school (B160, L1).

LONG TERM OPPORTUNITIES

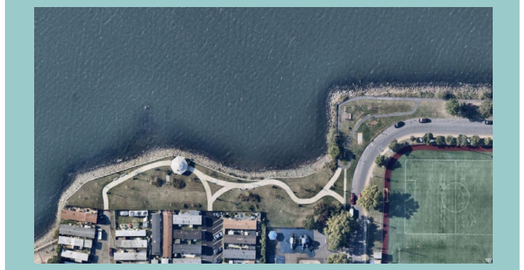
- Create shoreline/elevated walkway on water to bypass service road behind school.
- Gap exists between waterfront boardwalk behind the Sunset Bay Mobile Home Park (24th Street) and walkway behind the Bayonne Housing Authority, creating an opportunity for connection given redevelopment or acquisition (B21, L3).

CHALLENGES

- May be a challenge to find the right of way for the Greenway between Veteran's Park and Stephen R. Gregg Park.
- Making the connection from the Bayonne Housing Authority section to the proposed walkway segment behind the Sunset Bay Mobile Home Park would require acquisition since the Sunset Bay Mobile Home Park is built to the edge of the Bay.



Private properties span the shore from Veteran's Park to Stephen R. Gregg Park (view of B20, L4 from south of Stephen R. Gregg Park).



Veteran's Park recently completed walkway (B21, L2.04).



Walkway behind Bayonne Housing Authority (B21, L4.01).

Complete

Active Project

Proposed

Spur: Complete

Spur: Active Project

Spur: Proposed



SECTION 4

North Bayonne

Stephen R. Gregg Park - Richard A. Rutkowski Park

UPDATES

- Effective signage at the Richard A. Rutkowski park provides great bird-viewing information, while the park promotes outdoor activities alongside the Greenway.
- 6 gardens with over 3000 plants total were added to Stephen R. Gregg Park in 2021.

SHORT TERM OPPORTUNITIES

- Utilize Avenue A as the closest north-south pedestrian connection to park and Greenway.
- Use this section for publicity and outreach surrounding Greenway Plan.
- Updated signage could protect pedestrians and inform bikers, and would be valuable here as well as across the entire Greenway.

LONG TERM OPPORTUNITIES

- Extend walkway near residential area at the southern end of section to enhance park access.
- Study feasibility of bike lanes on Avenue A.

CHALLENGES

- Extension of Greenway in the southern portion of this section would likely have to be in the form of an elevated boardwalk.



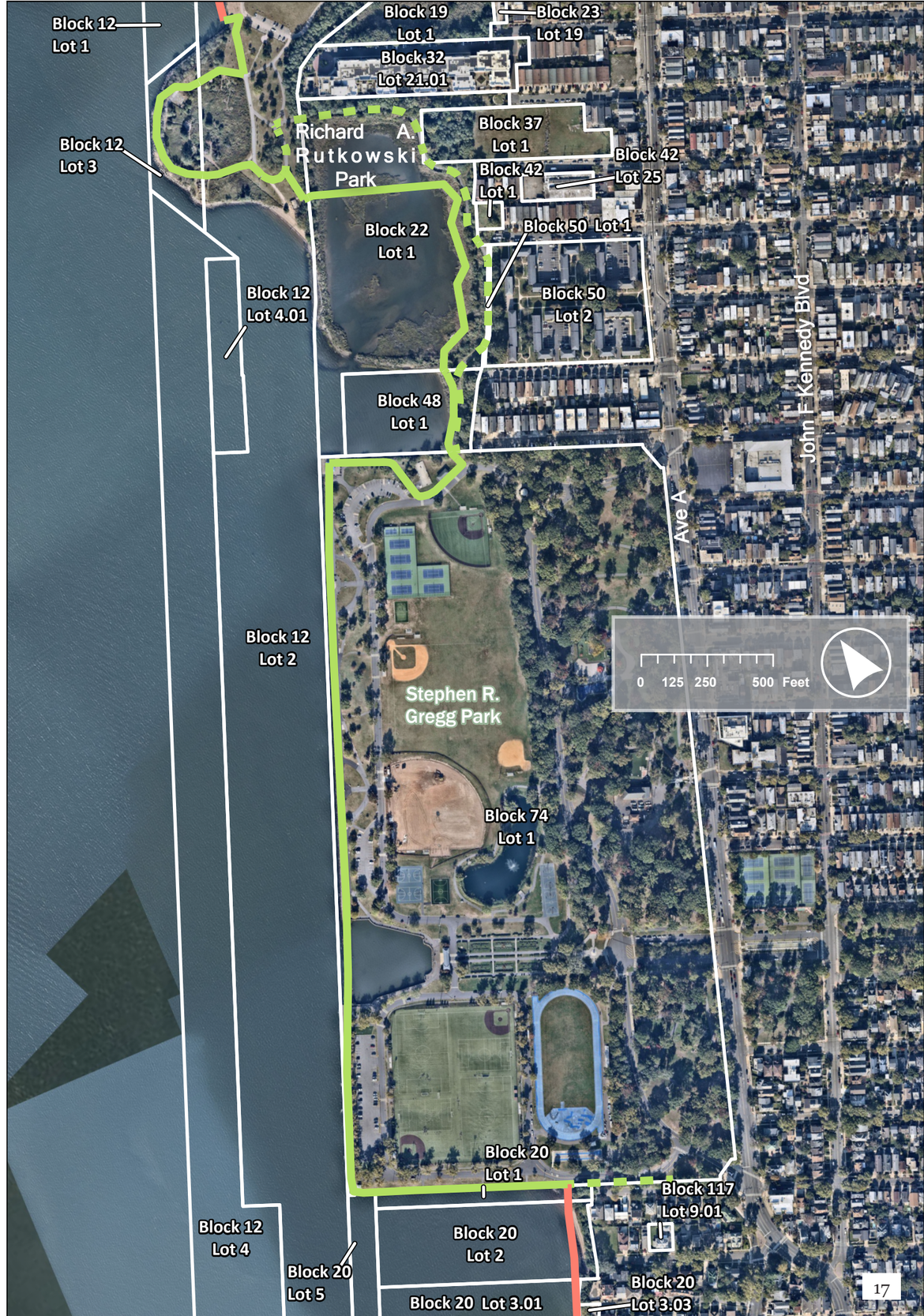
The ElCO PT Boat Crane at Richard A. Rutkowski Park is a monument to Bayonne's shipbuilding industry, and enhances the historical value of the Park and Greenway (B12, L3, & B12, L2).



A large metal archway separates Stephen R. Gregg Park from Rutkowski Park. Additional greenway signage could be placed here and at other park entrances (B22, L1).



Pedestrian bridge at Stephen R. Gregg Park (B74, L1).



SECTION 5

North Bayonne/South Jersey City

Former Marist High School Site - NJ Rt. 440

UPDATES

- The Newark Bay-Hudson County Extension Improvements Program began work in 2021. The construction of a new bridge received key approval in May 2025, and is slotted to begin construction in 2026.
- The New Jersey Turnpike Authority (NJTA) plans to build a 1000-foot shared-use walkway along Newark Bay from Richard A. Rutkowski Park heading north towards Route 440, and will run under the turnpike as part of the Newark Bay-Hudson County Extension.

SHORT TERM OPPORTUNITIES

- Potential for the creation of a spur to join the nearby Morris Canal Greenway, especially as construction is intended to begin towards the end of 2025.

LONG TERM OPPORTUNITIES

- Collaborate with NJTA for their portion west of former Marist High School to enable connections to John F. Kennedy Boulevard, Mercer Park, and other Bayonne areas.
- Trucks often use the shoulder of Rt. 440 as a rest area, which provides a chance to discuss enforcement of standing regulations or construction of a rest stop with the NJ Department of Transportation (NJDOT). This could allow for conversion of the shoulder into protected walkway in the future.

CHALLENGES

- Rt. 440 is built right to the edge of the River, leaving little to no room for a walkway on land.
- While a Rt. 440 reconstruction project could provide Greenway opportunities, there are no current plans for the project in this region.



View of the NJ Turnpike Newark Bay Extension (B12, L2). The NJTA's planned walkway would run under this bridge.[3]



Former Marist High School Site, which the NJTA is intending to use as a construction staging area and drainage pit for the Turnpike expansion project (B13, L1).[4]



Overview of proposed long-term alignment of the Morris Canal Greenway.[5]



SECTION 6

South Jersey City

Thomas M. Gerrity Athletic Complex - Society Hill/Droyers Point gated community - Bayfront Planned Development at Kellogg Street

UPDATES

- Initial construction of the Bayfront development has begun, and is expected to include several phases of development spread over the coming years. The development plans include a public walkway and park along the waterfront, which is anticipated to be included in a later phase of the project.

SHORT TERM OPPORTUNITIES

- Make the entrance to Society Hill more welcoming to the public, as the current signs and often locked gate makes the walkway inaccessible at times.
- Work with developers of Bayfront to seamlessly connect Society Hill walkway section to new developments.

LONG TERM OPPORTUNITIES

- Provide safe connection to Morris Canal Greenway over Rt. 440.
- Opportunity to identify contact for Thomas M Gerrity Athletic Complex so that Greenway access may be brought up for consideration.

CHALLENGES

- Recently repaired walkway at Society Hill is vulnerable to storm damage, and will likely require dialogue with owners regarding conditions and maintenance needs.



Bayfront: Bayfront site plans for more than 8,000 units of residential housing plus open spaces, retail shops, and other commercial properties. Plans also include a boat landing and an extension of the Hudson-Bergen Light Rail (B21901.01, L4).[6]



Walkway gate locked and portion leading up to the walkway is flooded, preventing public access at the northern end of the Society Hill walkway section (B26102, L1).



Society Hill: Recently repaired walkway safe for pedestrians and cyclists (B26102, L6, 10, 16, 17, & 19).



SECTION 7

South Jersey City

Bayfront Development - Hudson Mall

UPDATES

- Initial construction of the Bayfront developments has begun, and ground breaking for the residential buildings is slated to occur in 2025.
- Jersey City is exploring funding opportunities for planning and feasibility study of B16001, L1 and L2 walkway development.

SHORT TERM OPPORTUNITIES

- Paved area behind Hudson Mall for parking/ loading has low traffic volumes and is wide enough to accommodate a path, creating an opportunity to continue the walkway here (B16001, L4).
- City- and County-owned land adjacent to the waterfront along Communipaw Avenue (B18001, L5 in section 7 and B18001, L1 in section 8) may provide a link for a southern expansion or connection to Lincoln Park and walkway.

LONG TERM OPPORTUNITIES

- Include Greenway in the redevelopment of properties along west side of Rt. 440.
- Potential future redesign of Rt. 440, as well as vacant properties in this area, offers possibilities for additional Greenway connections and open space.
- Extension of the Hudson/Bergen Light Rail (HBLR) into the Bayfront Development would provide an East/West connection for the Hackensack River Greenway.

CHALLENGES

- Steep terrain elevation between B16001 lots 8 and 4 may pose challenging to Greenway progress.
- Hudson Mall walkway could be a general security concern, and also needs to accommodate existing combined sewer outflow (CSO).
- B16001, L1 and L2 is close to its natural state, making wetland preservation paramount to any plans for a boardwalk. The path may need to remain more inland to enable this.



A steep mound, appearing to be over 6 feet tall, may impede pathway development in this region (B16001 L8, L4).



Potential for municipal collaboration with adjacent land owners to build out Greenway in this area, or even a park or other asset to the Greenway.



Bayfront (cont.): The property is slated to have open space corridors all the way to the Bay's edge via linear parks across the property (B21901.01, L5).[7]



SECTION 8

Central Jersey City

Lincoln Highway Hackensack River Bridge - Lincoln Park West - Duncan Avenue Garage - Skyway Park

UPDATES

- Progress on Greenway enabled by County work on their Duncan Avenue property (at the southwest corner of the Rt. 440 and 139 intersection) along with funding from the Transportation Alternatives Program (TAP) (from the NJ Department of Transportation or NJDOT) to build the walkway portion from Lincoln Park West to Duncan Ave (B16002, L1, abutting the Skyway Golf Course).

SHORT TERM OPPORTUNITIES

- New access road under Route 1&9 Truck bridge (Lincoln Highway Hackensack River bridge) enables coordination with NJDOT to make connection to Lincoln Park West and potentially to City owned wetlands behind Hudson Mall.
- Opportunities to work on ongoing funding and maintenance plans for gravel paths.
- This section and others within Jersey City should be developed in accordance with the Jersey City Redevelopment Plan.

LONG TERM OPPORTUNITIES

- Ensure connections are made if/when there is a 440 and 1&9 Truck Intersection realignment.
- Marsh restoration for Lincoln Park West could improve ecology and Greenway.
- Jersey City Bicycle Master Plan proposal may pose opportunities for Greenway connections in this region.

CHALLENGES

- Private ownership of trucking facilities north of Lincoln Park West.
- Underneath Pulaski Skyway poses issues of jurisdiction and safety, and will likely require an easement.



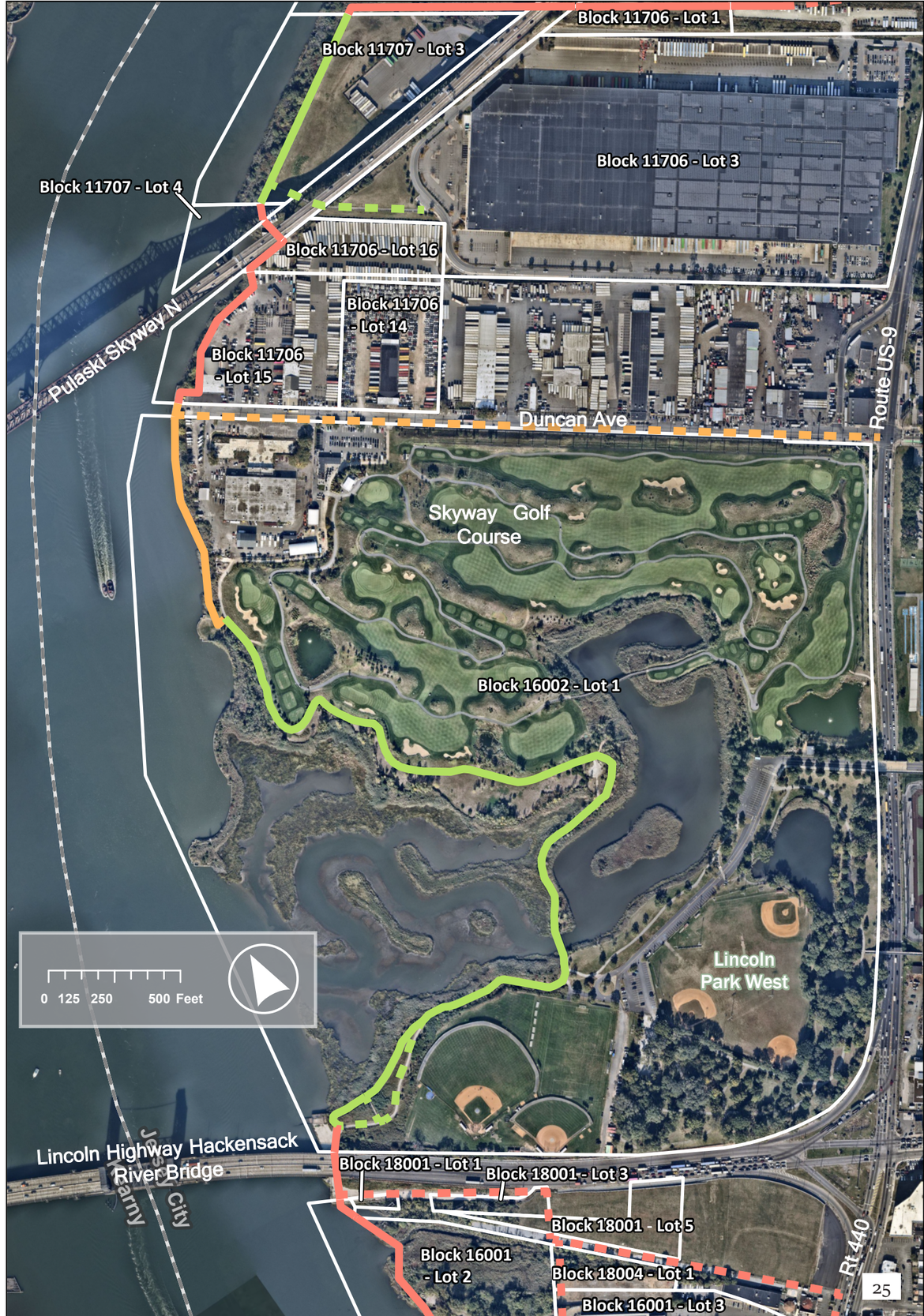
Old crane at the end of Duncan Avenue could be incorporated as a historical site into the Greenway.



TAP Grant Funding from NJDOT approved to connect the Greenway from Lincoln Park West all the way up to the Duncan Avenue County property, as shown in the concept photo (B16002, L1).



Lincoln Park West Northern Butterfly Habitat (B16002, L1).



SECTION 9

North Jersey City

Skyway Park - Wittpenn Bridge - Lower Hackensack Lift Bridge

UPDATES

- Skyway Park development has been delayed.
- The Jersey City Connectivity Plan proposed a connection between the Bergen Arches Greenway to the Hackensack River Greenway along St. Pauls Avenue.

SHORT TERM OPPORTUNITIES

- Developing an agreement with property owners to preserve a connection from Broadway beneath rail lines and NJ Route 7 to Duffield Avenue could expand Greenway.
- The route from Broadway under the Wittpenn Bridge has been cleared and graded, but requires NJDOT approval to make part of the Greenway.

LONG TERM OPPORTUNITIES

- New paths at Skyway Park could link to existing walkways.
- City should work with potential redevelopers north of Skyway Park on an agreement to have them build and maintain a portion of the Greenway there.
- A pedestrian bridge in Skyway Park over the tidal inlet would keep the walkway closer to the riverfront.
- Connection of short walkways behind warehouses could expand Greenway.

CHALLENGES

- Riverfront properties north of Skyway Park are zoned as Heavy Industrial or Public Utility lots, which historically has conflicted with public access. Future Greenway plans should consider models like the Waterfront Edge Design Guidelines (WEDG) to integrate both uses safely.
- PATH rail line, freight rail line, and new Wittpenn (Route 7) Bridge present obstacles to Greenway development.



Industrial sites, such as the PSE&G site may prohibit safe public access in the area (B7402, L18).



Skyway Park: The Skyway Park development intends to include a park, pedestrian bridge, pollinator garden, and a waterfront walkway. Park trails will facilitate connection across this area (B11701, L5).



Skyway Park (cont.): Development of Skyway Park will create publicly accessible open space along with the Greenway. Pictured is the future site of the Park (B11707, L3).

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SECTION 10

North Jersey City

HRP Hudson Property (former PSE&G Hudson Generation Station Coal Power Plant site) - Former Norfolk Southern Rail

UPDATES

- New Jersey Sports and Exposition Authority (NJSEA) 2020 Van Keuren Redevelopment Plan includes the HRP Hudson properties (the site of the former PSE&G Hudson Generating Station) and requires a publicly accessible walkway around the inland outskirts of the site.
- The HRP Hudson Property is undergoing redevelopment with four new warehouses.
- This region will act as the eastern terminus for New Jersey's State Greenway.

SHORT TERM OPPORTUNITIES

- Opportunity for connection between Duffield Avenue/Van Keuren Avenue and the path along the former PSE&G property.

LONG TERM OPPORTUNITIES

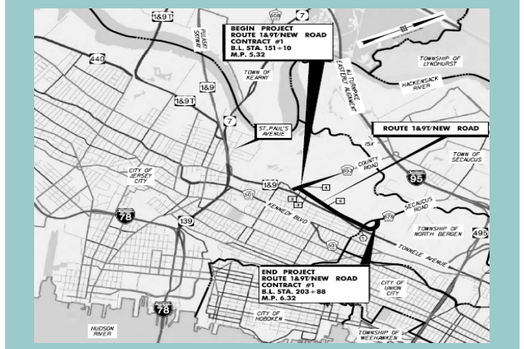
- Coordination with developers and property owners in this this portion of the Greenway alignment is necessary for inclusion and routing of a public access walkway.

CHALLENGES

- Legacy infrastructure on former PSE&G property along shoreline requires deviation of Greenway from waterfront.
- Coordination with redeveloper for construction of safe access points and intersection crossings.
- Truck 1&9 Extension ("New Road") may be a potential challenge to the Greenway alignment.



A view of the open shoreline from the former PSE&G site (B7402.01 L1).



New Road (Route 1&9T Extension) from St. Pauls Avenue to Secaucas Road will end at the Greenway. Proximity of new traffic patterns may impact Greenway development.[8]



Block 7402 L19 under Rail Line Bridge.

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SECTION 11

South Secaucus

HRP Hudson Property - New Jersey Turnpike Bridge (Lewandowski Hackensack River Bridge) - Laurel Hill Park

UPDATES

- A component of The Gateway Program includes a Portal North Bridge to replace the over a century old Portal Bridge.
- The State Greenway project will create 9-miles of regional pedestrian and bicycle connections through 'rails-to-trails' conversion.



The Gateway Program includes construction of a Portal North Bridge and at least 4 major infrastructure projects in its first phase. Learn more at www.gatewayprogram.org.[10]

SHORT TERM OPPORTUNITIES

- Keep right-of-way clear of overgrown vegetation to maintain accessibility.
- Coordinate with Amtrak and NJ Turnpike for an access agreement for Portal Bridge and the Turnpike Bridge.



The State Greenway and the Hackensack River Greenway may share the right-of-way along the former rail line in this section (B4, L1).

LONG TERM OPPORTUNITIES

- Coordinate with Amtrak, NJ Transit, and other entities to ensure right-of-way access as part of the ongoing developments in this region. Incorporation of the Greenway into these projects is essential for pedestrian safety and accessibility.
- Reuse of former rail line through conversion into the State Greenway poses an opportunity for the Hackensack River Greenway to connect and share right-of-way in this section.



More information about the State Greenway can be found at dep.nj.gov/greenway.[9]

CHALLENGES

- Former landfills adjacent to Greenway require significant remediation.



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SECTION 12

South Secaucus

NJ Turnpike (Lewandowski Hackensack River Bridge) - Laurel Hill Park - 'Xchange at Secaucus Junction'

UPDATES

- The County improved Laurel Hill Park with construction of a living shoreline and a kayak launch with funding from a 2023 Green Acres grant.
- Bike and pedestrian lane on Castle Road is in design phase, with funds available for construction.

SHORT TERM OPPORTUNITIES

- Coordinate with property owner to repair walkway behind 'Xchange at Secaucus Junction.'

LONG TERM OPPORTUNITIES

- A pedestrian bridge over Hackensack River would be necessary to connect to the State Greenway.
- Connect the Greenway to High Tech High School so students and staff may commute safely away from traffic.

CHALLENGES

- County Road Extension has heavy truck traffic, and poses a challenge for safe Greenway development.



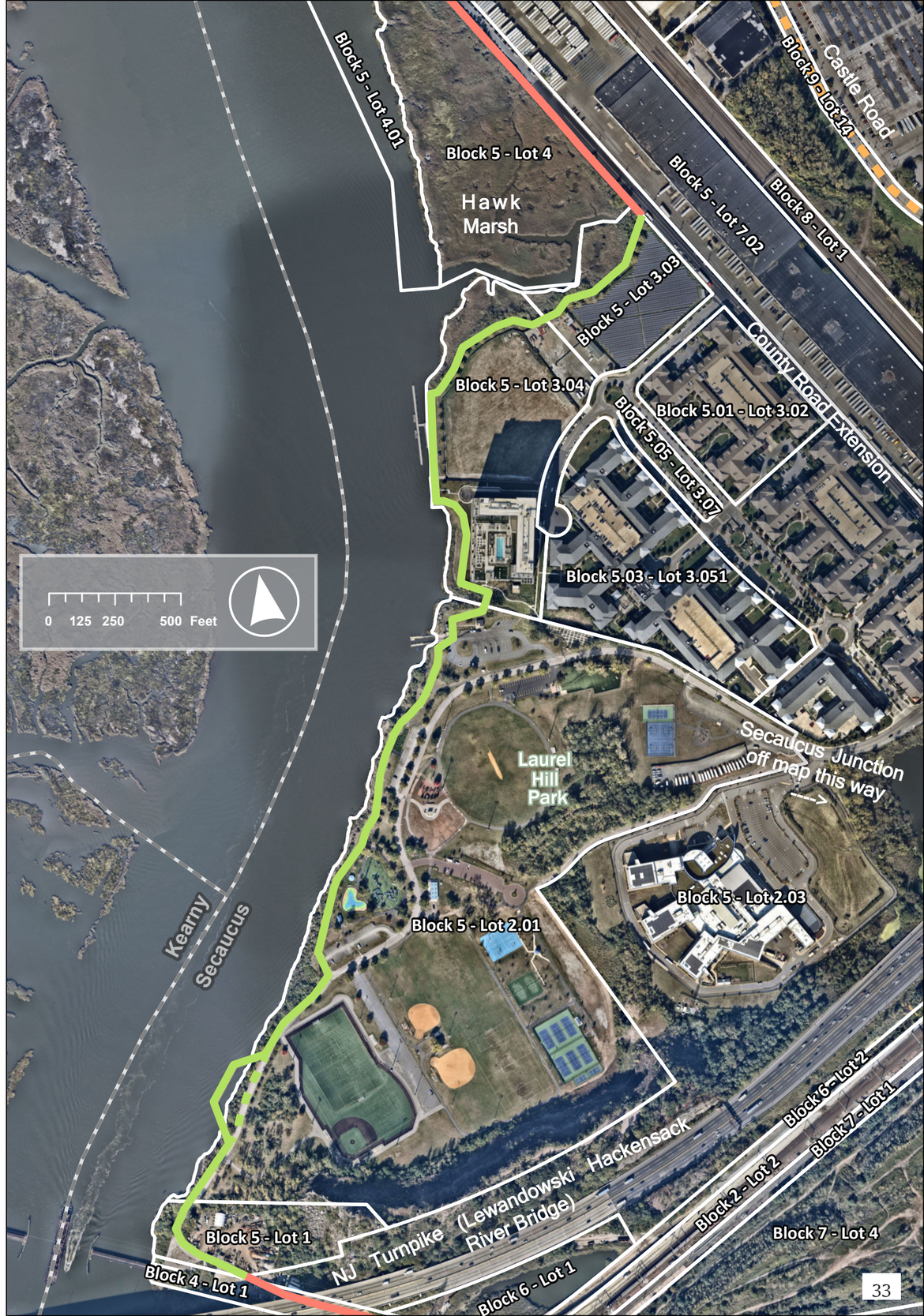
Greenway alongside the RVR apartment complex include amenities such as lighting and a boat dock (B5, L3.04).



Boat dock enhances Greenway users ability to enjoy the water (B5, L2.01).



Wooden walkway over the water at Laurel Hill Park provides recreational fishing opportunities (B5, L2.01). For information about safe consumption practices, check on dep.nj.gov/dsr/fish-advisories-studies.



SECTION 13

Central Secaucus

County Road Extension - Harmon Cove - Anderson Creek Marsh - Harmon Cove Towers

UPDATES

- Meadowlands District Transportation Plan 2045 (MDTP2045) encouraged development of bike lanes on Seaview Drive and Meadowlands Parkway.
- Town plans to build a walking bridge above the creek and alongside Meadowlands Parkway near the Secaucus Animal Shelter (B18, L3).
- NJ Transit is improving Seaview Drive with new signals and repaving.

SHORT TERM OPPORTUNITIES

- Reconstruction of Meadowlands Parkway bridge over rail line, Secaucus Road, and Hackensack River inlet by Hudson County is a chance to collaborate with County for pedestrian and bicycle components (B20, L2).
- Plans to improve the Meadowlands Parkway Bridge my offer a chance to extend Greenway along Meadowlands Parkway to south of Harmon Cove pending collaboration with Secaucus and Hudson County (B20, L2).

LONG TERM OPPORTUNITIES

- The development of bicycle lanes on Seaview Drive may be a potential point of connection to public transit.
- Potential for the builiding of elevated walkways through wetlands along river, which is already noted in the Recreation and Open Space Inventory (ROSI) by the New Jersey Department of Environmental Protection (NJDEP) for conservation purposes (B18, L2).

CHALLENGES

- High costs associated with a long, elevated walkway or pedestrian bridge.
- Marsh is bisected by major rail line, which could pose security concerns and additional construction costs.



The view from behind Harmon Cove Towers (B18, L 5.031).



The Meadowlands Parkway Bridge in its current form is unsafe for pedestrians and cyclists as there is no shoulder or walkway on the Bridge--future work should remedy this (B18, L5.031).



County Road Extension dead-ends about halfway through B5 L7.01, creating a distinct difference in the feasibility of Greenway construction.



SECTION 14

Central Secaucus

Harmon Cove - Harmon Plaza Road - Meadowlands Parkway South

UPDATES

- NJ Transit is implementing the *Secaucus Meadowland Transitway* between Secaucus Junction and the Meadowlands Sports complex in anticipation of the FIFA 2026 World Cup. The transitway will only be operational during major Met Life Stadium events.

SHORT TERM OPPORTUNITIES

- Collaborate with Hudson Regional Hospital to complete leg of Greenway on the southern and northern portions of their property (B21, L6).

LONG TERM OPPORTUNITIES

- Developers of the former Empire Meadowlands Hotel (once known as the Crowne Plaza Meadowlands Hotel) should include the Greenway in their redevelopment plans (B21, L2.05).

CHALLENGES

- Ongoing concerns about whether Harmon Cove will grant public access to the property as well as limited, or in some cases, no space to construct Greenway on land.



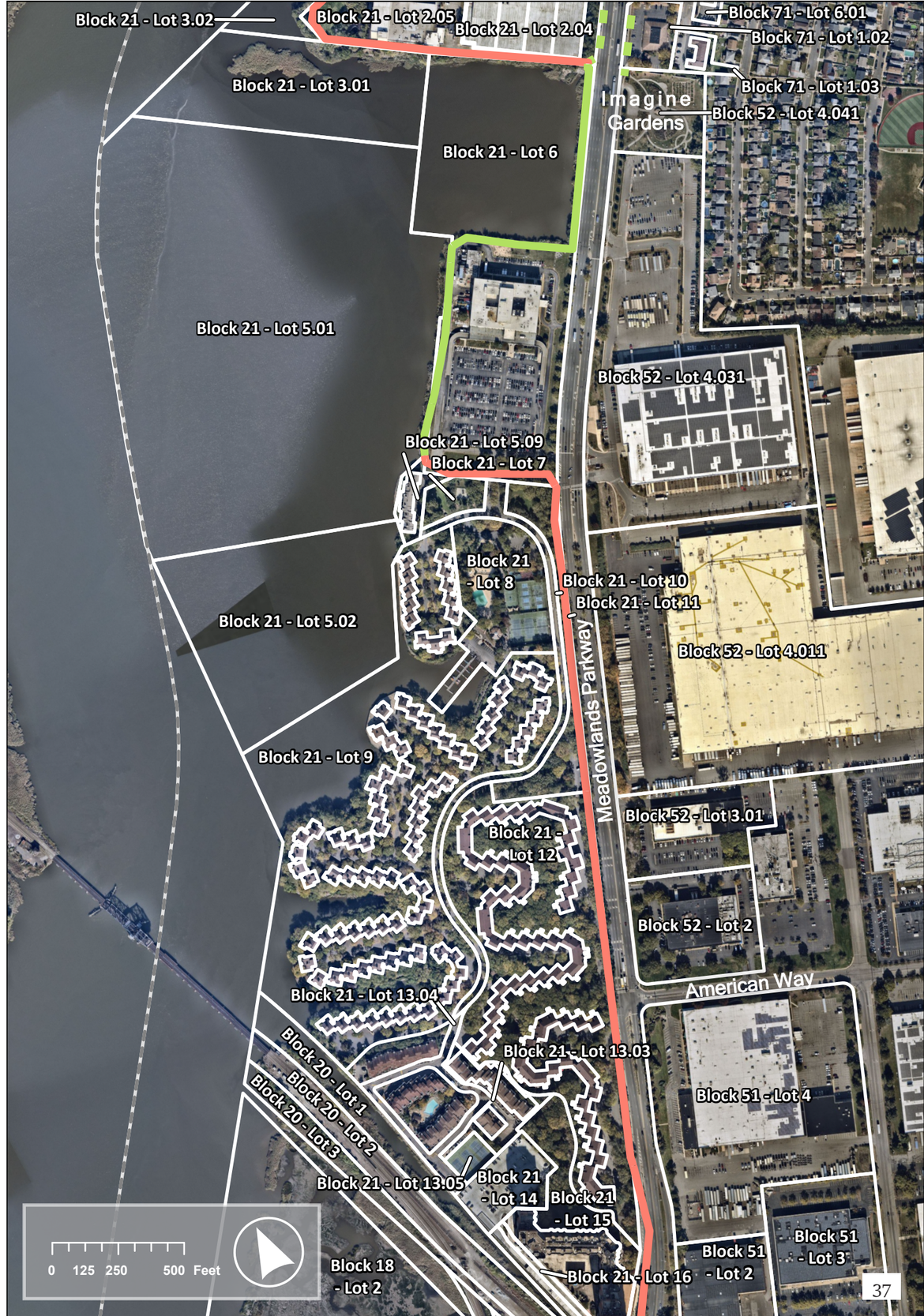
Suggested Greenway alignment is within the boundaries of B21, L2.05 (location of former hotel), which spans section 14 and 15.



An example of a bus rapid transit (BRT) system in Brazil has dedicated lanes for their buses.[11] NJ Transit's Secaucus Meadowland Transitway system will run through this region along Seaview Drive and Meadowlands Parkway during major Stadium events.[12]



Imagine Gardens features community planting plots and beautiful scenery for Secaucus community members (B52, L4.041).



SECTION 15

North Secaucus

Snipes Park - Meadowlands Parkway North - Trolley Park

UPDATES

- Newly constructed walkway at the residential development (The Waverton) (B191, L15.04) on Paterson Plank Road next to Trolley Park introduced a new segment to the Greenway.

SHORT TERM OPPORTUNITIES

- Investigate potential extension of the Meadowlands Parkway bike lane up north towards existing Greenway.
- Addition of signs directing the public to the parking lot just before Riverside Court may increase Greenway use.
- Work with NJDOT for Greenway continutation on land underneath the State Route 3 Bridge (B115, L1).

LONG TERM OPPORTUNITIES

- Elevated boardwalk through wetlands could connect Snipes Park to private property and beyond.
- Riparian easement spanning B100, lots 1, 2, and 2.01 includes the potential for riverfront Greenway development.
- NJSEA's MDTP2045 envisions potential pedestrian bridge locations, including a Hackensack River crossing from Paterson Plank Road to the borough of Carlstadt.

CHALLENGES

- Potential access issues and/or security concerns with Greenway construction under the Route 3 East and West Bridges.
- Private properties along waterfront may pose challenge to Greenway alignment.
- Potential replacement of Route 3 bridges may necessitate realignment of Greenway.



The Waverton and associated greenway, with benches, lighting, and views for users to enjoy (B193, L1).



View under the Route 3 West Bridge (B159, L4).



Snipes Park connects the Secaucus community to local greenery.

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Active Project

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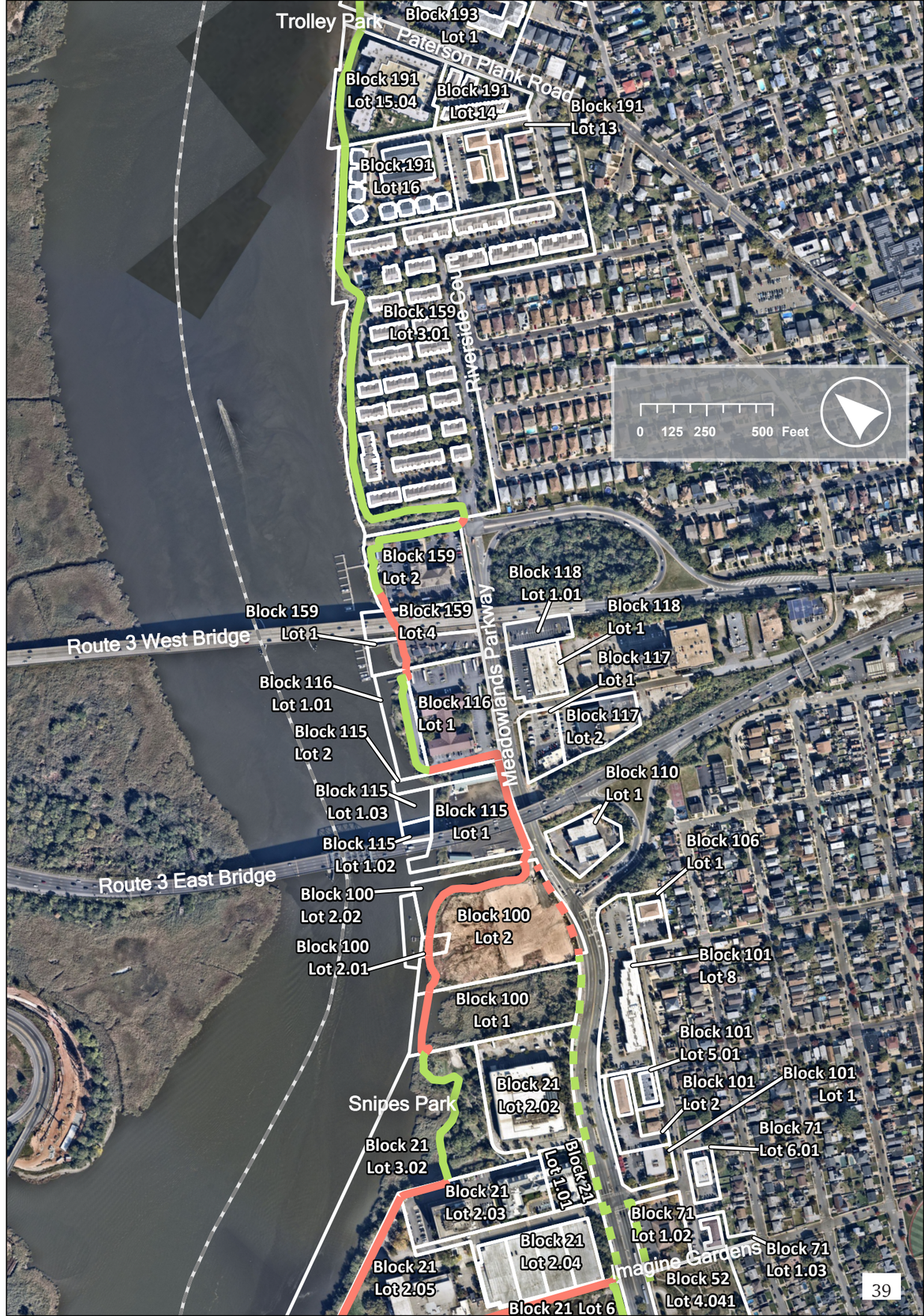


SECTION 16

North Secaucus

Oak Lane Park - Farm Road Park - Acorn Park - Secaucus High School - Mill Creek West

UPDATES

- Acorn Park / Farm Road Park opened in summer of 2023 with support from the Hudson County Open Space Trust Fund and expanded the walkway south.



While there is not yet a Greenway path through Oak Lane Park, it offers open grassy fields, covered benches, and pavilions with a view of the water (B194, L18.01).

SHORT TERM OPPORTUNITIES

- Due to this area being largely complete, short term focus should be on maintenance.
- City owned property at Oak Lane Park should include built out Greenway.



Path through Acorn Park (B203, L42).

LONG TERM OPPORTUNITIES

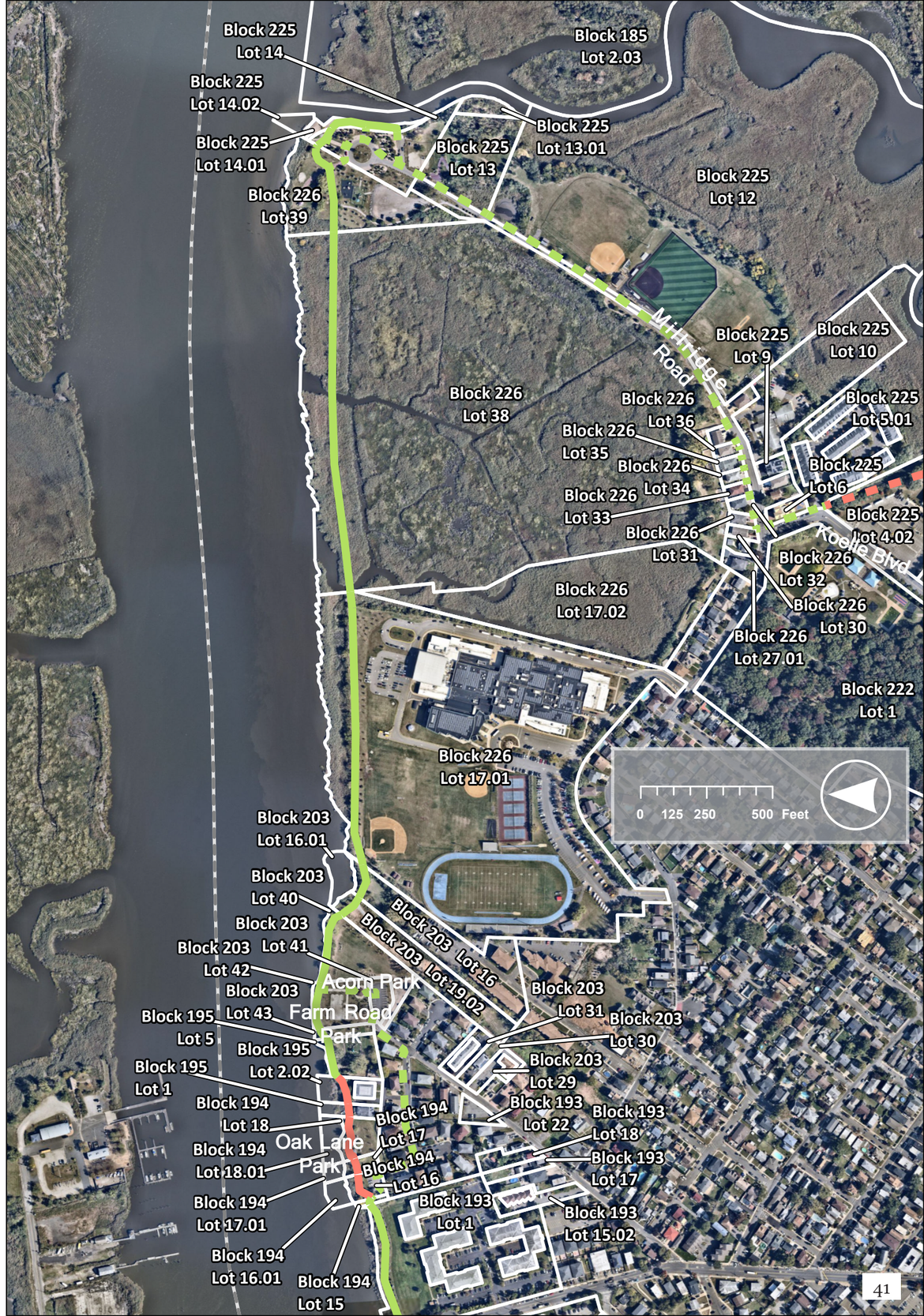
- Potential for an on-road trail spur through residential neighborhoods to connect Mill Creek Point Park and Mill Creek Marsh at B 225, lots 6, 9, and 10 along Millridge Road/ Koelle Boulevard (not to replace Greenway).
- MDTP2045 proposes implementation of an accessway along Meadowlands Parkway, Millridge Road, Koelle Boulevard, and Radio Avenue.
- Opportunity for funding through Safe Routes to School program.



Acorn Park Ribbon Cutting ceremony in June 2023 (B, L).[13]

CHALLENGES

- Creation of route to connect with next section will require significant effort and resources.
- Flooding from storm events and long-term sea-level rise threatens location and condition of Greenway and surrounding facilities and residences.
- Private properties around Oak Lane Park may be a challenge for Greenway alignment in incomplete section running parallel to Acorn Road.



SECTION 17

North Secaucus

Tonnelle Ave Station - Mill Creek Marsh

UPDATES

- A public access path and bird watching station overlooking the Cromakill Creek is part of the proposed development of a 775,000-square-foot warehouse building by Meadowlands Logistics Center, LLC at B227, L9.

SHORT TERM OPPORTUNITIES

- Given the shared right-of-way on local roads in this section, pulling from Hudson County's Vision Zero Action Plan and Safe System Approach for prioritizing the reduction of injuries and fatalities would serve development in this region.
- Extend the walkway at Millridge Road to continue along Koelle Boulevard and maintain open access to Mill Creek Point Park via the shopping center on Park Plaza Drive to ensure connectivity throughout this section.

LONG TERM OPPORTUNITIES

- Consider a pedestrian bridge connecting Koelle Boulevard (via Huber St) to the trail at Mill Creek Point Park.
- Pursue identifying, acquiring, and developing a trail connecting Mill Creek Point Park and Mill Creek Marsh as an alternative to Millridge Rd/Koelle Blvd (B225, L3.01, 4.02, and 5.01).
- Explore feasibility of a boardwalk from Tonnelle Ave Light Rail Station to Park Place Drive per the MDTP2045 recommendation #788.

CHALLENGES

- Determining right of way may prove challenging.
- Respecting concerns of residents along Huber Street and Koelle Boulevard may impact alignment.
- Potential dead end to the Greenway at the locked gate near the shopping center on Park Plaza Drive.



Helpful signage found along the Mill Creek Marsh Trail (B185, L2.03).



The vision for the spur crossing B227, L9 is to connect Greenway users to local transit options, as shown in the figure above from the Governing Stakeholders Group Meeting #3 for the MDTP2045.[14]



Path at Mill Creek Marsh (B185, L2.03).

Complete

Active Project

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PROJECTS WITH SHARED OBJECTIVES

KEY -- These symbols represent objectives of the Greenway:



The following projects, documents, and organizations encompass similar objectives to the Hackensack River Greenway, including environmental restoration, pedestrian safety and accessibility, public education, and community connectivity. These endeavors represent just some of the regional opportunities for collaboration, communication, and information-sharing to jointly protect the Hackensack River and the communities that call its shores home.

Clean Hudson Initiative

The Clean Hudson Initiative is an environmental justice program conducted through the collaborative efforts of a non-profit, a higher education institution, and local government agencies. This multifaceted endeavor incorporates education, community clean ups, and workforce development trainings that promote collaboration and lead to measurable environmental and public health impacts.

- The partners of the Clean Hudson Initiative are the Hudson County Division of Planning, the Hudson County Improvement Authority, Hudson County Community College, and the Hackensack Riverkeeper, who each contribute their own unique skills, resources, and connections towards the Initiative's shared projects and goals.
- The Project was initially funded by the EPA's Environmental Justice Government-to-Government (EJG2G) program, which provided funding at the state, local, territorial, and tribal level to support government activities for communities that are disproportionately burdened by environmental harms.
- Learn more at: https://www.hcnj.us/cleanhudson/

Hudson County Open Space, Recreation, and Historic Preservation Trust Fund

The Trust Fund was established by the Board of County Commissioners in 2003 to acquire and develop land for conservation, open space purposes, recreation facility enhancements, and historic preservation.

- The Hudson County Open Space Trust Fund Advisory Board reviews, prioritizes, and recommends projects for funding. Funds are enabled by a municipal tax levy from the NJ Open Space Act (NJSA 40:12).
- The Open Space Trust Fund had its 20-year anniversary in May, 2025, with a total of $112,203,252 spent to create over 20 parks, improve or establish 42 recreation facilities, develope or rehabilitate over 50 playgrounds, and more throughout 12 County municipalities.
- Learn more at: https://www.hcnj.us/planning/hcosrhp-trust-fund/

Jersey City Greenway Connectivity Plan

Jersey City is endeavoring to create more connections between the greenways within the City and all the neighborhood bike lanes, sidewalks, and parks. Ultimately, the goal is a network of safe pedestrian passageways that are accessible to all.

- The Connectivity Plan makes use of the 'Let's Ride JC Bicycle Master Plan' (2019), which promoted policy, programmatic, and infrastructure-based recommendations for increasing the number of trips made throughout Jersey City via bicycle by 400% by 2026.
- The Plan details 31 shortlisted connections and 16 high priority connections based on the Greenway Connection Scoring Tool, which factors network building, safety, equity, land ownership, accessibility, environmental factors, and space constraints to determine a score value.
- Learn more at: https://jersey-city-greenway-connectivity-plan-jerseycity.hub.arcgis.com

Lower Hackensack River Superfund Site

The Environmental Protection Agency (EPA) added the Lower Hackensack River to the Superfund National Priorities list in September of 2022. This designation will enable the use of federal tools and resources to return the waterway to a less-contaminated state.

- The Hackensack River has been a site of multiple historical major pollution sites and industry for over 200 years, resulting in water and sediment that contains hazardous substances such as arsenic, chromium, lead, mercury, polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), and more.[15]
- The Superfund designation encompasses the Hackensack between river miles 2 and 5.5, meaning 18.75 river miles from south of the Oradell Dam to near Newark Bay, which will now have prioritization in EPA remediation.
- Learn more at: https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0201845

Meadowlands District Transportation Plan 2045

The Meadowlands District Transportation Plan 2045 (MDTP2045) by the New Jersey Sports and Exposition Authority (NJSEA) was adopted in 2007 and subsequently updated in 2015. Its main purpose is to identify transportation needs, recommend specific improvements, provide connectivity and accessibility suggestions, and estimate the associated costs.

- The MDTP 2045 provides ample suggestions for bike and pedestrian lanes, improving connectivity all across the District.
- The Plan also emphasizes sustainability and positive environmental stewardship as a criterium for project candidates, such as the reduction of greenhouse gas emissions, improving drainage, and mitigating flooding.
- Learn more at: https://njmc.s3.us-east-2.amazonaws.com/pdfs/transportation/MDTP2045.pdf

The City of Bayonne Municipal Public Access Plan

The 2018 proposed access plan outlines the vision for public access to tidal waters and shorelines within Bayonne. The Plan was developed in accordance the NJDEP in order to ensure compliance with the Public Trust Doctrine.

- Several waterfront walkways are featured in the Bayonne MPAP, including but not limited to locations such as 16th Street Park, Mayor Dennis P. Collins Park (aka Collins Park), and Richard A. Rutkowski Park.
- Bayonne's plan also highlights opportunities to enjoy views across the Kill Van Kull, a tidal strait between Staten Island, New York, and Bayonne.
- Learn more at: https://www.nj.gov/dep/cmp/access/docs/draftmpaps/bayonne.pdf

The Town of Secaucus 2015 Municipal Public Access Plan

The municipal public access plan (MPAP) lays out Secaucus's vision for providing access to tidal waters and shorelines to the public, and was developed collaboratively with the New Jersey Department of Environmental Protection (NJDEP) guidelines.

- The Secaucus MPAP outlines opportunities for waterfront recreation, such as through the introduction of boat launches at Snipes Park and Mill Creek Point Park.
- The plan also highlights particularly notable public access locations, such as Trolley Park, which may act as a great spot for Greenway users to pause, enjoy the views, and utilize the Park's amenities.
- Learn more at: https://dep.nj.gov/wp-content/uploads/publicaccess/docs/draftmpaps/secaucus-town.pdf

Vision Zero

Hudson County completed a Vision Zero Action Plan aimed at eliminating all deaths and serious injuries on its roadways while ensuring safe, comfortable transportation options for all members of the community.

- Vision Zero utilizes the Safe System Approach, which prioritizes the reduction of fatalities and life-altering injuries to zero by acknowledging that when mistakes happen while traveling, they should not result in death or serious injury.
- The Plan endeavors to have zero deaths or serious injuries by 2034 and outlines the timeline and steps necessary to reach this goal through 20 strategies and over 90 specific actions.
- Learn more at: https://www.hcnj.us/visionzero

West Hudson Connectivity Study

The Hudson County Division of Planning completed a study in June 2025 on transportation throughout the West Hudson region, comprising the Borough of East Newark, Town of Harrison, and the Town of Kearny, in order to better understand how to meet the current and future needs for residents and workers.

- Funded by the North Jersey Transportation Planning Authority, this study sought to develop a shared vision for transportation in West Hudson, and includes recommendations to improve traffic/operations, safety, transit, active transportation, sustainability and resiliency, and enhancements to the public realm.
- The goals of the study include connecting communities, increasing safety, expanding transit options, addressing flooding concerns, and increasing accessibility.
- Learn more at: https://www.hcnj.us/westhudson-circulation-study/

OTHER REGIONAL TRAILS

Bergen Arches/Erie Cut - This abandoned mile-long railroad trench in the heart of Jersey City, while being reclaimed by nature, is also being advocated for as a new trail by such organizations as the Bergen Arches Preservation Coalition.[16]



6th Street Embankment visualization.[24]

East-Coast Greenway - From Maine to Florida, this 3000-mile walking and biking route connects 15 states and seeks to transform the 450 communities it passes through by connecting them to active, sustainable transportation options and recreation opportunities.[17]

Harsimus Branch Embankment (aka 6th Street Embankment) - The remnants of the historic Pennyslvania Railroad Harismus branch and the rail structures form this Embankment as nature reclaimed the former railroad masonry. The structures and inaccessibility from surface streets have created approximately a mile of meadows and forest that is now envisioned as an ecological escape and a connecting point for multiple Greenways.[18]

Hudson River Waterfront Walkway - This Walkway adds up to over 40 miles and includes beautiful views of the Statue of Liberty, New York City, and Ellis Island. In 2014, the Walkway opened the 1.5 acre Waterfront Park on River Road, and now connects multiple parks along the 18.4 miles as the crow flies.[19]

Morris Canal Greeenway - The Morris Canal Greenway is set to be a 111-mile continuous trail through northern New Jersey, extending from the Delware River to the Hudson River. As of 2018, there are 16000 acres of parks and open space, 17 train stations, 25 light rail stations, and 185 schools within a half-mile of the Morris Canal Greenway.[20]

Passaic River Greenway - The Hudson County Planning Board adopted the Passaic River Greenway Plan in April, 2023 and provides guidelines for connecting the various portions of the Passaic River Greenway along the Passaic River.[21]

The State Greenway - The project is led by the New Jersey Department of Environmental Protection, with groundbreaking for the Newark portion expected in 2025. Ultimately the State Greenway will be a 9-mile former rail line converted into trails and outdoor recreation opportunities. Several names have been used to refer to the State Greenway over time, including the Essex-Hudson Greenway, Garden State Greenway, and simply The Greenway.[22]

9/11 Memorial Trail - The Trail route is comprised of two routes crossing New Jersey: one runs east-west and another runs soutwest-northeast. Both routes pass by multiple 9/11 memorials and stop at Liberty State Park.[23]

RECOMMENDATIONS

SIGNAGE



Sites have already been identified for signage and the design is complete (*see: image to the right*). Groundbreaking for sign installation occured in the summer of 2025. Some parameters surrounding signage include the recommendation that signs be located where most effective in terms of decision points and informational needs. They should also be located with consideration of prominence and readability. Whenever possible, it is also suggested that educational signage be incorporated throughout the Greenway.

STUDENT SAFETY

Given its proximity to several large, regional schools, the Greenway could seek funding and incorporation of Integrating Safe Routes to School (SRTS) program[25] strategies, such as protected walkways, traffic calming measures, and safe crossings. Similarly, following the American Association of State Highway and Transportation Official's Highway Safety Manual (Second Edition) suggestions for clear signage, lower speed limits near school routes, and enhanced visibility should be prioritized for pedestrian safety, especially for students. These measures will ensure the Greenway provides safe, accessible pathways for students while promoting sustainable, active transportation for all.

SUSTAINABLE DESIGN

Developments along the waterfront should take advantage of the Waterfront Edge Design Guidelines (WEDG) as a means for improving the environmental standing and resiliency of their projects. WEDG provides criterium to help developers and site owners create resilient, sustainable, and accessible waterfront designs, which directly aligns with the goals of the Hackensack River Greenway and the broader Public Trust Doctrine from NJDEP. Incorporating resiliency, sustainability, and accessibility into coastal developments will ensure that Hudson County communities can enjoy the coast even in the face of rising sea levels and unprecedented stormwater events.

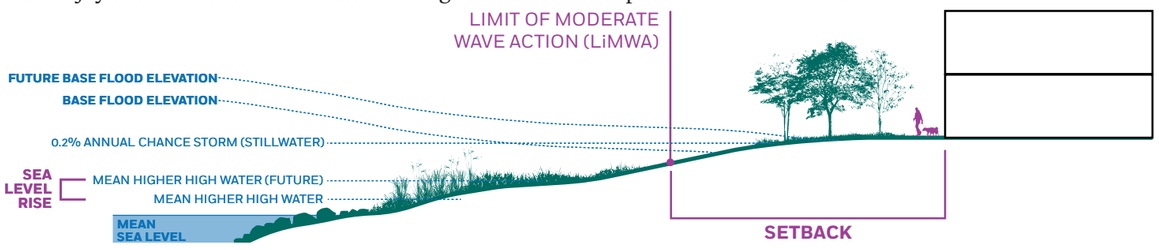

Figure from WEDG demonstrating one means of preparing for flooding, known as a setback.[26]

CLEAN WATER

New Jersey waterways face pollution from historical contaminants, littering, and combined sewer overflows (CSOs). While Superfund cleanups address past pollution, CSOs still pose risks by discharging pollutants into recreational waters during heavy rain. The NJDEP regulates CSOs through permits and Long-Term Control Plans to reduce their impact. Community initiatives, like the Clean Hudson Initiative, promote education and local efforts to improve water quality. These combined strategies help protect biodiversity and public health for future generations.

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THE HUDSON COUNTY DIVISION OF

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