

Hoboken Complete Streets Example

Overview

Complete Streets Program The City of Hoboken passed its Complete Streets Resolution on November 15, 2010. Since then (and prior to then), the City has aggressively implemented Complete Streets projects and programs, including:

Roadway Reconfigurations The City of Hoboken has been reconfiguring several of its most important roadways into Complete Streets. We used federal funding to transform Hudson Place (which has some of the highest daily pedestrian volumes in NJ) into a more Complete Street by doubling the width of its sidewalks, adding curb extensions, in-street bicycle parking, and reducing travel lane widths to slow speeding. We are now using federal funding to put Observer Highway, a four-lane arterial on the southern end of the city notorious for speeding, on a road diet that includes a new sidewalk and a cycle track. On Newark Street (another street with very high pedestrian volumes), the City has a plan to widen sidewalks, add curb extensions, bicycle parking, and even a small pedestrian plaza. Bicycles We have added over 30 new bike racks, increasing its bike parking supply by almost 40%. The City has also added bike lanes and “sharrows” on seven streets, and just passed an ordinance that will designate bike lanes on nearly 80% of Hoboken’s streets. Transit Hoboken is famous for having world-class transit; however, most of this transit is designed to take people to and from Hoboken, not within Hoboken. The Hop system was created to provide transit accessibility within Hoboken, including 3 routes that serve 99% of Hoboken residents within a 3 minute walk. Traffic Calming/Safety Between 2009 and 2010, pedestrian-motor vehicle collisions dropped by 30% and bicycle-motor vehicle collisions were reduced by a whopping 63%. This can be partially attributed to our aggressive efforts to improve safety at intersections and lane striping to narrow streets and reduce speeding.

Complete Streets Narrative Description Template

- 1. Describe the way the policy has been (or will be) further institutionalized within the municipality (e.g., incorporated into the Master Plan, bidding procedures, existing and future development ordinances).**

The City of Hoboken is using several strategies to institutionalize its Complete Streets Policy. For example, in June 2010 the City passed a resolution in support of its Bicycle and Pedestrian Master Plan, which has recommendations strongly linked to Complete Streets. Additionally, the Department of Transportation and Parking has integrated bike lane striping into future resurfacing projects through the language of its Complete Streets Resolution.

The City of Hoboken has been reconfiguring several of its most important roadways into Complete Streets. We used federal funding to transform Hudson Place (which has some of the highest daily pedestrian volumes in NJ) into a more Complete Street by doubling the width of its sidewalks, adding curb extensions, in-street bicycle parking, and reducing travel lane widths to slow speeding. We are now using federal funding to put Observer Highway, a four-lane arterial on the southern end of the city notorious for speeding, on a road diet that includes a new sidewalk and a cycle track. On Newark Street (another street with very high pedestrian volumes), the City has a plan to widen sidewalks, add curb extensions, bicycle parking, and even a small pedestrian plaza.

2. Describe the methods that have been or will be used to train municipal officials, including planners, engineers, planning and zoning board members, on the new procedures to help institutionalize the policy throughout municipal agencies and departments.

Training is an important component of the City's Complete Streets Policy. Two of the City's Principal Planners that oversee the implementation of the City's Complete Streets Policy have been attending Complete Streets discussion forums, and will likely be attending professional planning conferences that include training for Complete Streets implementation.

3. Give an overview of the data that will be collected to track how well the streets, sidewalks and trails are serving all travelers. Refer to the Measuring Progress section for examples.

The City of Hoboken is collecting a variety of data to ensure that its streets are serving all travelers. The Department of Transportation and Parking is currently conducting an intersection survey that rates the condition and/or presence of elements such as pedestrian ramps, crosswalks, daylighting poles, curb condition, and more. Additionally, as a part of the City's "Twenty is Plenty" program, DTAP recently started collecting vehicle speed data on several Hoboken streets in order to study the possibility of lowering the citywide speed limit from 25mph to 20mph. DTAP is also studying the effectiveness of its traffic calming measures, including:

- Bike lanes effect on speeding (have average vehicle speeds been reduced since bike lanes have been painted on-street?);
- Stop for Pedestrians in crosswalk signage (to see if these signs have improved vehicle stopping compliance when pedestrians are crossing at crosswalks);
- Daylighting (to determine if the City's daylighting program has reduced collisions at intersections).

Additional studies will be conducted as well.

Introduced by: *David M. Mello*
Seconded by: *Pete H. Ringler*

**CITY OF HOBOKEN
RESOLUTION NO. : _____**

CITY OF HOBOKEN

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; and,

WHEREAS, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and,

WHEREAS, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on 3 December, 2009; and,

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association, Hudson County Division of Planning, and many other transportation, planning, and public health officials; and,

WHEREAS, Complete Streets policies support the goals of the City of Hoboken Master Plan; and,

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and,

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life.

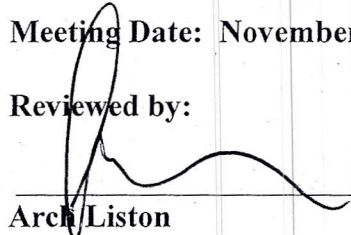
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Hoboken that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Hoboken shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists,

public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained for same prior to bidding of the project.
- d. Significant adverse environmental impacts outweigh the positive effects of the infrastructure

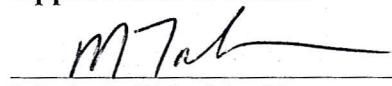
Meeting Date: November 15, 2010

Reviewed by:



Arch Liston
Business Administrator

Approved as to Form:



Mark A. Tabakin, Esq.
Corporation Counsel