

HOBOKEN SWEET STREETS

In Conjunction With

CITY OF HOBOKEN, NEW JERSEY

Presents To

**NEW JERSEY DEPARTMENT OF
TRANSPORTATION**

**Bicycle & Pedestrian Office
Sheree J. Davis, Section Chief**

An Application for Enrollment in New Jersey's

**LOCAL BICYCLE/PEDESTRIAN
PLANNING ASSISTANCE PROGRAM**

**LOCAL BICYCLE/PEDESTRIAN PLANNING ASSISTANCE PROGRAM APPLICATION
HOBOKEN, NEW JERSEY**

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SECTION 1: INTRODUCTION

On behalf of the citizens of the City of Hoboken, it is my pleasure to submit to you our request for consideration of selection as a participant in the Local Bicycle/Pedestrian Planning and Traffic Calming program. Included herein are the necessary materials as requested. We are hoping to prepare a comprehensive bicycle and pedestrian plan to provide the city direction in facilitating the overwhelming number of residents who choose to travel often on a daily basis without sitting in a car. Hoboken is teeming with pedestrians and bicyclists who deserve safe and secure streets. We have volunteers and working groups already developing bike lanes and routes. With your help, we hope to put this all together into a plan that can be implemented responsibly and responsively.

SECTION 2: THUMBNAIL

The large number of pedestrians and automobiles in Hoboken often mix at peak periods and “hot spot” locations. A significant latent demand for bicycling exists in the city, yet is prevented by a perception of safety, bolstered by recent crashes. New residents may be less interested in driving, more interested in taking to the streets on foot or by bike, but they are deterred by a perceived hostility towards these activities. Nonetheless, interest in walkability and bicycling is so great, the city has already hosted several community workshops with dozens of residents attending to discuss how to implement bike lanes, improve pedestrian safety, and generally make Hoboken more accessible at the human scale.

While all our efforts are of good-intention, we recognize the need to assemble a comprehensive strategy that integrates walking and bicycling with the city's future transportation goals. The City of Hoboken seeks professional assistance and guidance to work alongside the energetic residents who have already shown a remarkable commitment to implementing the beginnings of a walk/bike strategy for the city's betterment. With such guidance, we hope to develop a comprehensive pedestrian and bicycle plan that outlines strategies for dealing with the most pressing pedestrian safety issues, improves convenience and comfort for walkers of all ages, provides guidelines for improving less-pedestrian-friendly areas of the city, defines ideal bike routes, specifies appropriate bike lane design, identifies optimal placement of facilities such as racks and shelters, and integrates the various parts of the city together by a network of sidewalks and bike lanes accessible to people of all ages and abilities.

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SECTION 3: DESCRIPTION OF MUNICIPAL PARTICIPATION

As has been the case in the past, several officials from the city are actively interested in participating with the development of a comprehensive pedestrian and bicycle plan. This participation would include the hosting of various public participation meetings, the coordination of various volunteers for sub-tasks, as well as the provision of available municipal materials, facilities, and services, when possible. In addition to these “in kind” services, the city is also actively seeking ways to identify funding sources to implement the strategies and solutions defined in the comprehensive plan, but would like the consultant's assistance in broadening these efforts.

SECTION 4: RESOLUTION OF SUPPORT

September 16, 2009 the Hoboken City Council unanimously passed a Resolution of Support as a commitment to developing a comprehensive plan and making a good faith effort to implement the recommendations of the plan. The Parking and Transportation Committee of the Hoboken City Council has issued a letter in support of the study (see attached letter).

CONTACT PERSONS WITH THE CITY:

Dawn Zimmer, Acting Mayor

Dave Mello, Councilman and Chair of City Council Parking and Transportation Committee

Ian Sacs, P.E., Provisional Director of the Hoboken Parking Utility (NOTE: Mr. Sacs will be the day-to-day contact for the City of Hoboken., 94 Washington Street, Hoboken, New Jersey 07030. Cell: (201) 726-2626. Email: i.sacs@hobokennj.org)

As discussed above, several groups exist in Hoboken that are eager and interested in assisting with the development of a comprehensive plan. Specifically, Hoboken Sweet Streets, Bike Hoboken, and the Hoboken Quality of Life Coalition are local groups eager to spearhead the interaction with the consultant in coordination with relevant members of the city administration and council.

LOCAL CITIZEN CONTACT PERSON:

James D. Vance, Member, Hoboken Sweet Streets, 107 Monroe Street, Apt. 2, Hoboken, New Jersey 07030. Phone: 443-994-0145. Email: jamesvance@mindspring.com

Hudson TMA has indicated enthusiasm to support our effort (see attached endorsement letter).

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SECTION 5: PROPOSED TOPICS FOR PREPARATIONS OF SCOPE OF SERVICES

The following list of specific topics constitutes the concerns and preliminary solutions that interest the city. While this list spans the areas desired to be addressed in the study, it does not necessarily require that these areas be addressed in this order or organizational structure. Rather, the city is looking for the consultant to recommend a clear, logical strategy to comprehensively address the following areas in the most effective and useful way possible.

- ★ Review of existing traffic, parking, and special users (i.e. deliveries, taxis, employees) regulations and enforcement strategies in comparison to those in other progressive communities focused on pedestrian and bicycle safety and traffic calming. The review should include (but not be limited to) the following specific concerns:
 - Speeding
 - Speed limits
 - Running stop signs and red lights (specific locations to be included available)
 - Double parking
 - Double parking in bike lanes
 - “Intimidating” pedestrians in crosswalk
 - Idling of engines (for both unnecessary emissions and noise)
 - Pick up/discharging passengers in “unsafe” locations
 - Parking too close to crosswalks (line of sight)
 - Use of official parking permits
 - Construction damages to sidewalks/prolonged “openings” of high volume pedestrian routes

- ★ Collection, organization (in database), review, analysis, and recommendations based on pedestrian/vehicle collisions to prioritize safety implementation measures. This effort should involve existing police records, as well as working with the Police Department in modernizing and implementing a more comprehensive and useful method of tracking pedestrian/vehicle collisions. The objective is to provide the city with a clear and data-backed method of spending limited funds on pedestrian safety measures.

- ★ Recommendations for the expansion of the current pedestrian crosswalk safety project (installing plastic orange bollards) to include permanent installations (such as curb extensions, chicanes, rain gardens, and raised crossings) and possible sources of funding for these improvements. The goal of this effort is to minimize pedestrian exposure to moving vehicles and physically prevent parking at street corners (as opposed to spotty enforcement). This effort should also include assistance in

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developing a monitoring and testing program for existing traffic calming and pedestrian sight line devices. The ability to measure the success of current devices will enable us to quantify future impact of new devices that are proposed.

- ★ Volumes counts, best routes identification, and origin/destination survey of pedestrians and bicyclists during various peak periods to provide better understanding and guidance on the future implementation of pedestrian and bicycle infrastructure.
- ★ Recommendations for the expansion of the current bike lanes program to provide “best practices” solutions and improve safety concerns. “Phase 2” corridors should be identified, particularly in areas where bicycle access is in highest demand. Innovative solutions, such as bike lanes separated by parking lanes, should be evaluated in a pros/cons format based on issues such as safety, placement conditions, and traffic impacts so that the city has an opportunity to make an informed decision on the direction of future bike facilities. Critical bike rack installation locations should also be identified.
- ★ Corridor-specific traffic calming recommendations for the following critical roadways:
 - Observer Highway
 - Mountain Road
 - Paterson Plank Road
 - Washington Street
 - Hudson Place (at Hoboken Terminal)
 - Frank Sinatra Drive
 - 14th Street (including viaduct)
 - Willow Avenue (including bridge to Weehawken)
 - Park Avenue (including bridge to Weehawken)
- ★ A preliminary evaluation of alternative parking permit pricing schemes that may encourage more efficient use of on-street and off-street parking. This effort should include data collection for utilization, occupancy, demand, as well as random intercept surveys to identify parking policy re-prioritization.
- ★ Preliminary cost estimate and identification of potential funding sources to upgrade traffic signals along Washington Street to include pedestrian crossing faces. This effort should provide a clear set of steps the city can follow to realize this critical improvement.

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- ★ Recommendations for a world-class bicycle facility (i.e. McDonald's Cycle Center, Millennium Park, Chicago) at the Hoboken Terminal as a regional draw for bicyclists. This effort should include preliminary discussions with NJTransit to identify space availability, and potential opportunities for sharing of resources.

- ★ Recommendations for materials and methods to create effective pedestrian and bicycle marketing campaigns using various media options (fliers, posters, local television, newspapers, scheduled city materials, transit systems, and schools) to include (but not be limited to) the following purposes:
 - Bike/walk to school
 - Benefits of biking/walking over driving/parking
 - Improve awareness by drivers (particularly taxis and busses) of pedestrians and bicyclists, some specific concerns to be addressed in these campaigns include:
 - Speeding and its effect on pedestrian fatalities
 - Tailgating bicyclist on narrow east-west streets, blowing the horn yelling get out of the way or get on the sidewalk
 - Cutting off bicyclists and pedestrians
 - Running stop signs and stoplights
 - Accelerating when approaching a signalized intersections to try to beat the light, and
 - Paying no heed to pedestrians in crosswalks creating an air of intimidation.

- ★ Recommendations for a clear and effective bicycle safety training campaign, including potential funding or partnership sources to allow the city to encourage, via interactive workshops/seminars, appropriate practices and equipment. This effort should include the materials and processes to effectively implement such a program, rather than simply a general description of what such a program should consist of. Also, the campaign should specifically target the regularly observed lack of pedestrian and bicycle "etiquette" including the following "worst practices":
 - Riding against traffic even on clearly marked bicycle lanes;
 - Going too fast on sidewalks in commercial districts, weaving in and out and failing to warn pedestrians when passing;
 - Riding fast on residential sidewalks creating the possibility of a crash when someone steps onto the sidewalk from a stoop, building or gate;
 - Running stoplights; and stop signs;
 - Not yielding to pedestrians in cross walks;
 - Failing to remain as far to the right as practicable on streets without bike lanes;

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- Passing on either the left or right at intersections setting up the potential of being run over by a turning motorist;
 - Riding at night without lights and reflective clothing;
 - Talking on a cell phone or texting while riding or walking;
 - Stepping out into crosswalks without any consideration to driver stopping distances
 - Allowing children to ride without helmets, and
 - Riding on handlebars.
- ★ A comprehensive evaluation of current sidewalk and street conditions, identification and prioritization of needed improvements, and specific advice and sources of potential funding to make these improvements. This effort should include (but not be limited to) ADA needs as well as the following specific concerns:
- Street openings for installation or repair of water or sewer lines re-filled improperly causing them to quickly subside;
 - Manhole covers are installed upside-down creating hazards to bicyclists;
 - Effectiveness of rumble strips ;
 - Trees on some of the narrow sidewalks have grown to the point that wheel chairs, walkers and electric mobility devices are barred from passing, and
 - At construction sites, sidewalks are often torn up and left in that condition for months making it difficult for pedestrians to pass and impossible for those using wheel chairs; walkers and electric mobility devices.
- ★ Specific provision of materials and guidance in improving or rewriting the city's zoning and planning codes to provide a comprehensive pedestrian and bicycle theme in all future developments. This effort should include Hoboken-specific code modifications that allow the city to ensure future development embraces the pedestrian and bicycle culture befitting of our city. Also, this effort should include specific recommendations on current items and practices that should be amended in the future to avoid results that discourage or work against the pedestrian/bicycle friendly philosophy.
- ★ Although it is mentioned in various sections above, there is a clear need to have the consultant provide very specific guidance on where to seek future grants and funds for the physical design and implementation of any and all recommendations provided. In other words, being instructed on where and how to apply for the funds to implement the recommendations is more critical to the city than merely having them as reports on a shelf.

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- ★ Case studies and precedents are important components of this project since they allow materials to make the case to city council and the administration. This is also the model the current administration uses and therefore is an important model to emulate. We are seeking sufficient case studies to support recommendations and demonstrate that said recommendations have been successfully implemented in other locations.



COUNCIL OF THE CITY OF HOBOKEN

CITY HALL

HOBOKEN, NEW JERSEY 07030-4585

DAVID J. MELLO
Councilman-At-Large

Phone: (917) 699 - 1312
DMello@HobokenNJ.org

Sheree Davis, State Coordinator
Office of Bicycle and Pedestrian Programs
New Jersey Department of Transportation
P.O. Box 600
1035 Parkway Avenue
Trenton, New Jersey 08625-0600

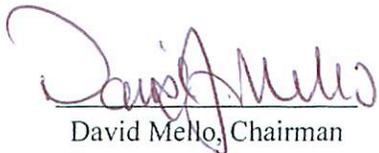
Dear Ms. Davis,

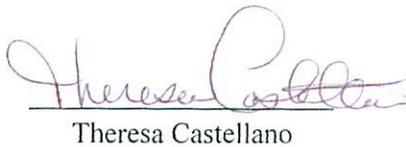
On behalf of the citizens of Hoboken, we, the members of the Parking and Transportation Committee of Hoboken's City Council, are writing to express strong interest in the DOT's Local Bicycle and Pedestrian Planning Assistance Program. There are few communities better positioned to benefit from – and to showcase – the substantial quality of life improvements that will evolve from a considered, comprehensive bicycle and pedestrian planning process. Our City is compact, densely populated, and eminently walkable. As a regional transportation center, residents and visitors enjoy a rich constellation of public transit options. These features, coupled with the vibrancy of Washington Street, the flavors of our restaurants, and the beauty of our neighborhoods and waterfront make Hoboken a destination city, remarkably well suited to walking and biking.

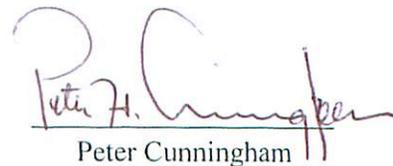
We recognize the central role community involvement will play in the success of a comprehensive bicycling and pedestrian plan. There are several established community groups, Hoboken Sweet Streets, and Bike Hoboken among them, committed to helping the municipality engage residents in the planning process. In recognition of the burgeoning interest in bicycling and other car alternatives, several well attended community workshops have already been held, resulting in the striping of several new bike lanes. Through our participation in the DOT's Local Bicycle and Pedestrian Planning Assistance Program, the City looks forward to building on the momentum of these community efforts by engaging transportation professionals, developing a comprehensive plan to inform future bicycle and pedestrian infrastructure improvements, and working to implement the resulting blueprint.

As a further indication of our community's commitment to participation in the DOT's Local Bicycle and Pedestrian Planning Assistance Program, we have directed our corporation counsel to draft a Resolution of Support, which we expect to introduce to a full City Council vote during the month of September.

Thank you for your consideration.


David Mello, Chairman


Theresa Castellano


Peter Cunningham



Hudson Transportation Management Association
574 Summit Avenue, 5th Floor Jersey City, NJ 07306
Phone (201) 792 2825 Fax (201) 795 0240
Website www.hudsontma.org

September 4, 2009

Sheree Davis, State Coordinator
Office of Bicycle and Pedestrian Programs
New Jersey Department of Transportation
P.O. Box 600
1035 Parkway Avenue
Trenton, New Jersey 08625-0600

Dear Ms. Davis,

On August 24, 2009 I received information from James Vance of Hoboken regarding the municipality's desire to receive bike/ped planning assistance. Please accept the Hudson TMA's support for their application. Hoboken is uniquely worthy for consideration as it has expended considerable effort to promote bicycling. It is also the best example of a municipality which can succeed in having a significant percentage of its population take advantage of bicycling as an alternate means of transportation. There are many factors which favor Hoboken:

- a population of 40,000 within a mile square whose median age is 30
- access to most of its residents' needs are within several blocks of most homes
- newly installed dedicated bike lanes and bike racks
- commuter trains, buses and light rail easily accessed within the city limits
- a lack of available car parking
- support from its municipal government for additional bike efforts
- support from local "grass root" organizations
- support from TMA

The County of Hudson offers its support and also offers to be involved via the Hudson TMA by participating on a TAC for a bike/ped study effort.

Each year, the TMA promotes its' bike/ped programs through participation in Hoboken's community events. The Hudson TMA also sponsors the public "Savvy Cyclist" classes at Steven's Institute.

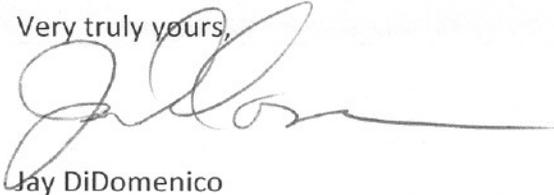
The County of Hudson has recently undertaken many projects to support bicycling and walking. They are:

- Hudson River Walkway connecting Hoboken to Weehawken
- Castle Point Walkway connecting Sinatra Park to Steven's Institute

- Hoboken River Walkway connecting Hoboken Terminal to Newport
- Newport Walkway connecting Guttenberg
- Liberty National Walkway connecting Chapel Avenue to Liberty State Park.
- Bayonne Waterfront Walkway
- Richard Rutkowski Park Walkway Bayonne
- Fraternity Meadows connecting Laurel Hill park with New County Rd, Secaucus
- North Bergen Watermark WCI

Please consider Hoboken's application to be worthy of funding as the municipality cannot resolve particular issues, perform analysis, and access the type of recommendations needed to expand its bike lanes and promote additional bicycle use without NJ DOT assistance.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jay DiDomenico", with a long horizontal flourish extending to the right.

Jay DiDomenico
Director
Hudson TMA

John Castellano

Introduced by: T. Castellano

David Miles

Seconded by:

CITY OF HOBOKEN
RESOLUTION NO. : _____

RESOLUTION ESTABLISHING A COMPREHENSIVE BICYCLING AND
PEDESTRIAN PLAN

WHEREAS, the Hoboken City Council is committed to insure Public Safety which encompasses many aspects of city life; and,

WHEREAS, the Council recognizes Hoboken is compact, densely populated and eminently walkable. As a regional transportation center, residents and visitors enjoy a rich constellation of Public Transit options. These features, coupled with the vibrancy of Washington Street, the flavors of our restaurants, and the beauty of our neighborhoods and waterfront, make Hoboken a destination City remarkably well suited to walking and biking; and,

WHEREAS, the Council also recognizes the importance of a combined effort between the Council and several established community groups, such as, Quality of Life Coalition and its Committee, Hoboken Sweet Streets and Bike Hoboken, among them; and

WHEREAS, the Council supports the efforts of these community groups with reference to the application submitted to the New Jersey Department of Transportation's Local Bicycle and Pedestrian Planning Assistance Program, the Council and the various community groups advocating in unison will insure the success of a comprehensive Bicycling and Pedestrian Plan.

NOW THEREFORE, BE IT RESOLVED, that the Council of the City of Hoboken, does hereby authorize the submission of the application by the Quality of Life Coalition and its Committee, Hoboken Sweet Streets and Bike Hoboken to the New Jersey Department of Transportation's Local Bicycle and Pedestrian Planning Assistance Program as set forth above.

Meeting Date: September 16, 2009

Approved:

Judith L. Tripodi

Judith L. Tripodi
Fiscal Control Officer

Approved as to Form:

Joseph A. Pojanowski, III

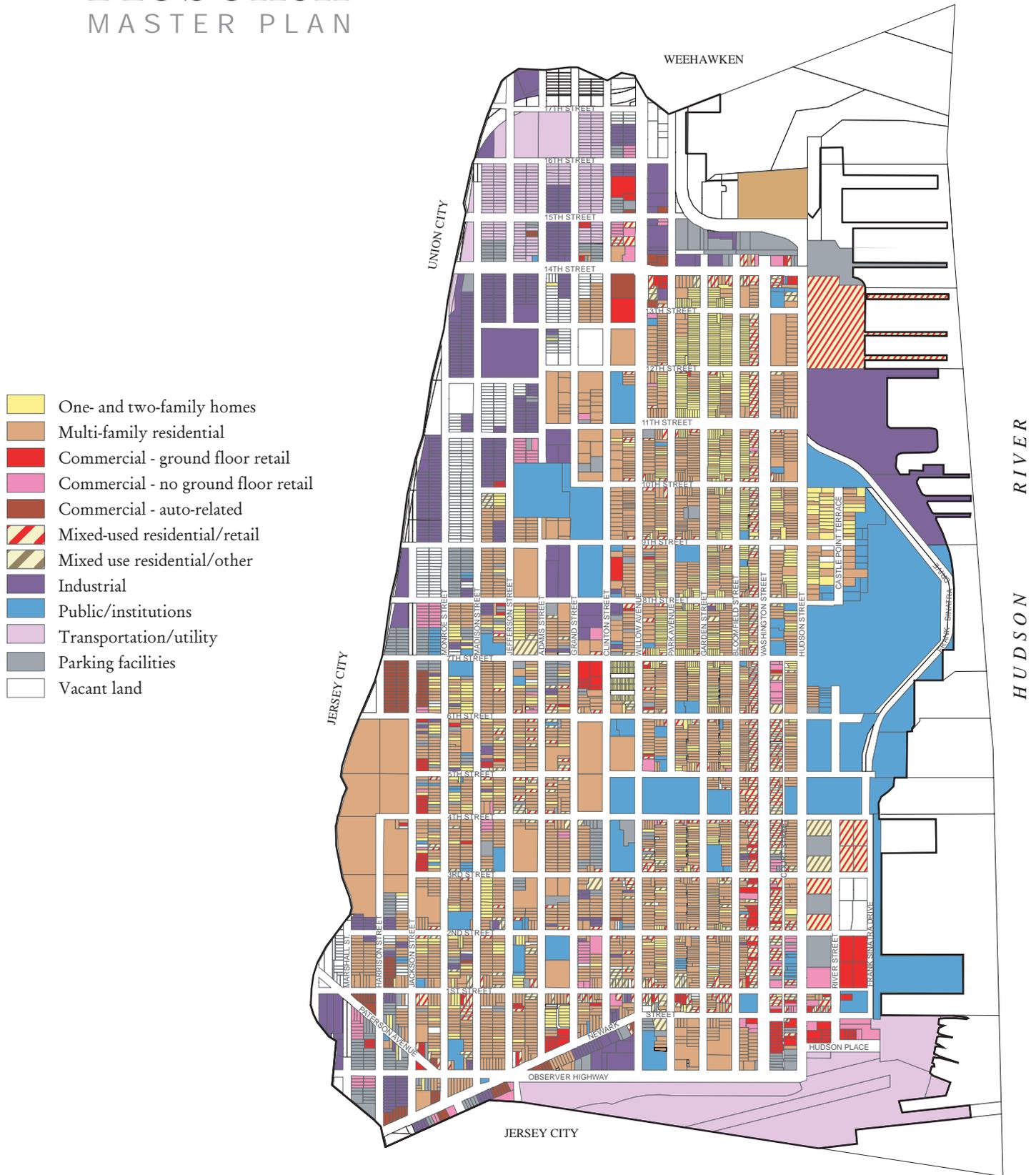
Joseph A. Pojanowski, III
Assistant Corporation Counsel

A TRUE COPY OF A RESOLUTION ADOPTED BY
THE COUNCIL OF THE CITY OF HO
AT A MEETING HELD ON:

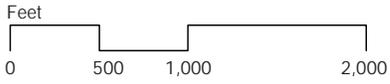
SEP 16 2009

James J. Sarina

CITY CLERK



Map 17: Existing Land Uses



Map prepared by Phillips Preiss Shapiro Associates, Inc.
March 2004 - Data as of April 2003
Base map source: Wilbur Smith Associates