

CITY OF

HOBOKEN

Bicycle & Pedestrian Plan



Public Visioning Workshop - August 3rd, 2010





Welcome
OVERVIEW





- Intent is not to get rid of cars completely
- Promote a change in behavior and provide options for people to think INTELLIGENTLY not HABITUALLY before using their cars





Visioning Process

Asking:

- **WHERE ARE WE NOW?** *Self-assessment*
- **WHERE ARE WE GOING?** *What's on tap*
- **WHERE DO WE WANT TO BE? – VISION**
- **HOW DO WE GET THERE?** – *The Plan*



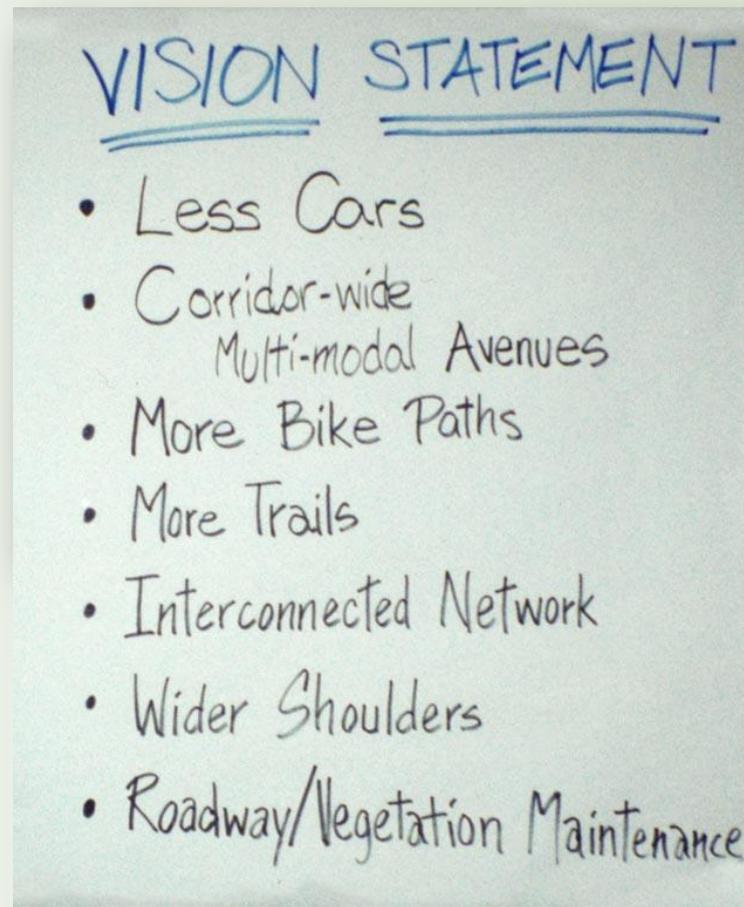


- **COMPREHENSIVE Plan**
- **The 5 Es**
 - Engineering
 - Education
 - Enforcement
 - Encouragement
 - Evaluation





- **Data Collection & Needs Assessment**
- **Establish a Vision**
- **Development of Recommendations**
- **Public Information Center**
- **Final Plan**





Setting the Context

ROADWAY USERS AND DESTINATIONS

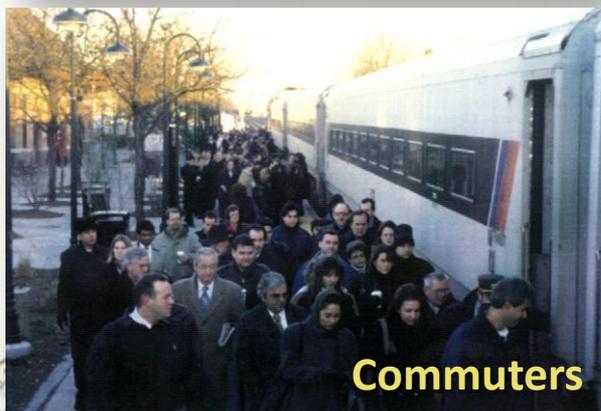
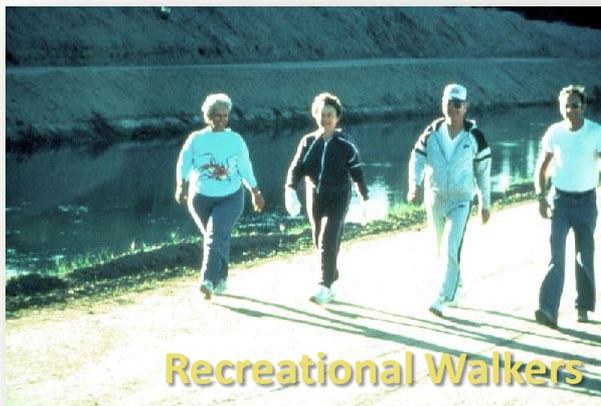


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Pedestrian Roadway User Types





Bicycle Roadway User Types



- Most proficient & experienced
- Prefers direct access to destinations with minimal detour or delay
- Comfortable riding with traffic provided sufficient operating space is available



- Less confident adult riders
- Prefer roads with low vehicle speeds & volumes
- Comfortable riding on neighborhood streets, shared use paths, on-road facilities or wide shoulders



- Require access to major destinations (schools, parks, etc.)





Destinations



Off Road Trails



Schools



Public Transit



Parks



Govt. Finances = Savings



- Trails = \$1 million/per mile
- Bike lanes = \$5,000/per mile
- \$100 parks 2 bikes vs. \$40,000 for 1 car in a garage
80,000:1
- 20 bike cops = 1 police cruiser

- Stats provided by League of American Bicyclists





Equity = Freedom



- **38% of housed population in Hoboken has no vehicle**
- **Bicycling and walking serves all ages and incomes**
- **Increases accessibility of transit**

- *American Community Survey, 2006-2008*





Congestion Relief = Freedom



- 40% of trips are 2 miles or less; nearly 90% are made by car
- 28% of trips are one mile or less; 67% made by car
- 20% of trips in a.m. rush are school based

- League of American Bicyclists



Quality of Life = Economic Development



- Home buyers search on quality of life index
- Businesses want QOL for employees
- Bicycling and walking are indicator species

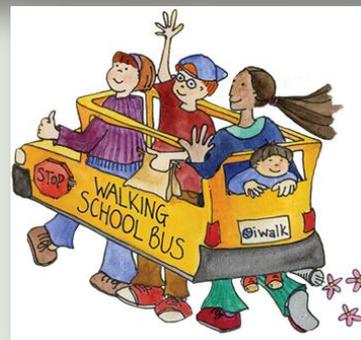




Change the way things are done...



Waitrose using bicycles & carts for greener deliveries





What We Know

EXISTING CONDITIONS



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- **Great Existing Facilities**
- **Challenges**
- **Opportunities**





Great Existing Facilities

Gateways





Gateways





Gateways





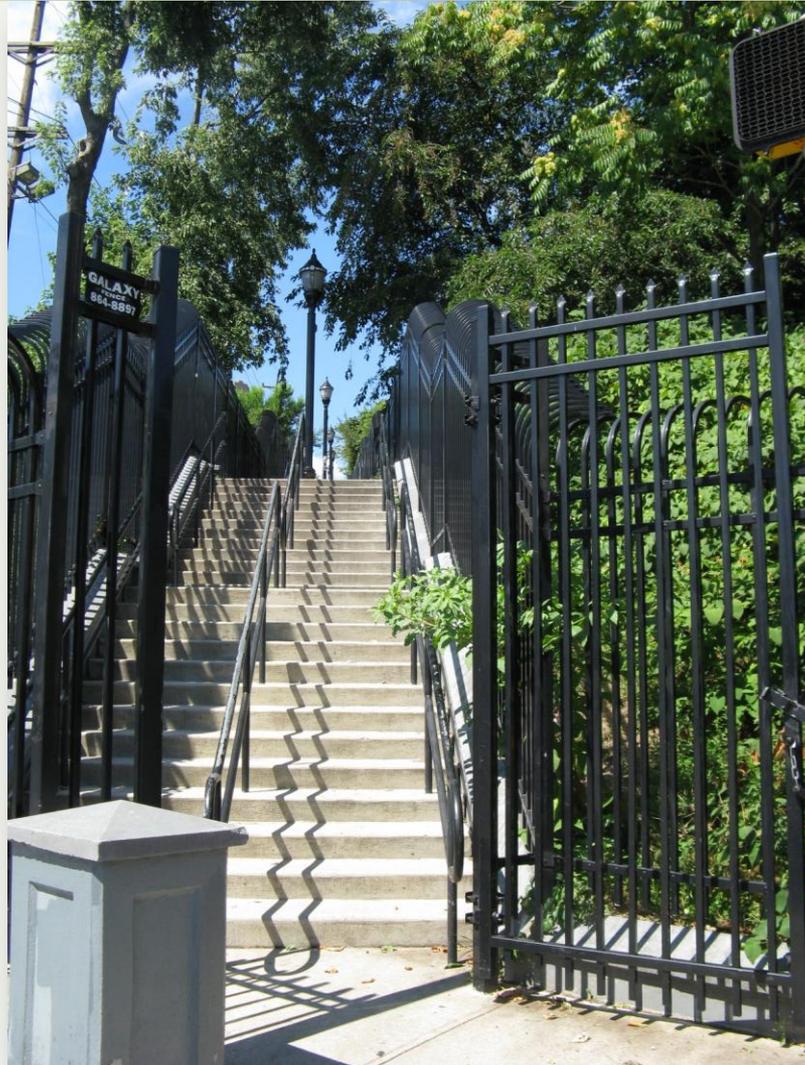
Gateways



Links



Links



Links

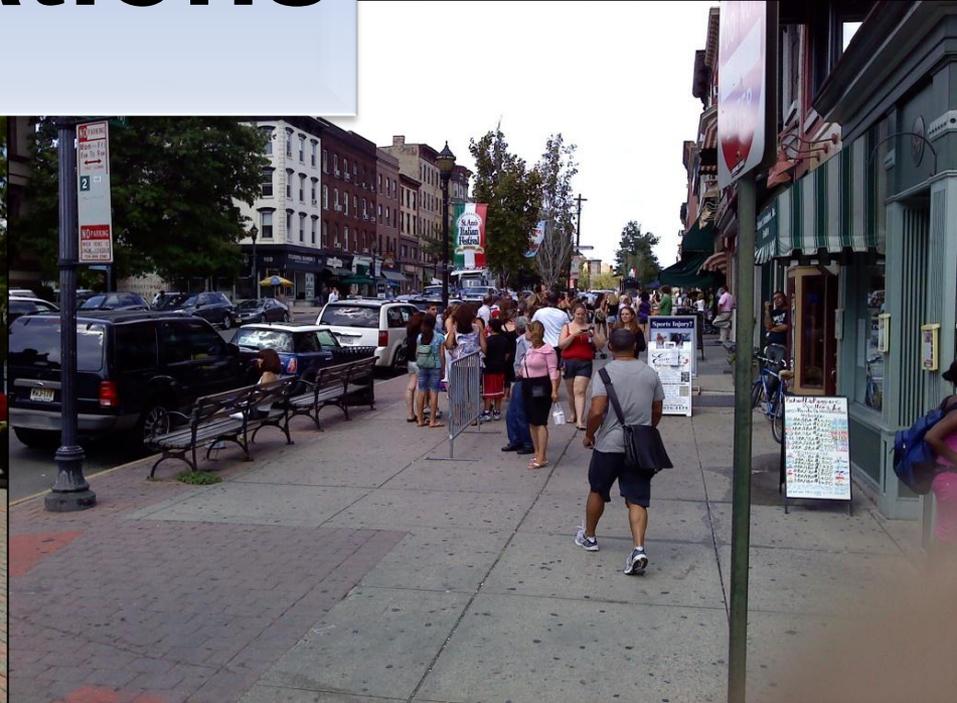


Streetscape





Destinations





Bike Parking





Crosswalks

Shared Lane Markings



Bike Lanes





Hudson River Waterfront Walkway





Challenges

IN BEER & SODA OUTLET
KEGS TO GO *Coors LIGHT* **DRIVE IN**

HOBOKEN
BEER & SODA OUTLET
DRIVE IN



Driving Culture

Yield compliance



Yield compliance



Busy Roads



**Free your Mind
Take Transit!**

climate change...
traffic jams... foreign oil...
gas prices... noise...
air pollution...

DRIVEN BY NEW JERSEY TRANSIT CORPORATION
OPERATED BY NJ TRANSIT BUS OPERATIONS, INC.
US DOT - 6742633
NJ MVC 55357

126

5394

Double Parking





Angled Parking



Herding Cats



Maintenance

STOP

15th ST
DUMAS ST
ONE WAY

The POGGI PRESS PRINT



Gaps in HRWW





Opportunities

Complete Connections



WAITING ROOM

WARRINGTON
PLAZA

Pavement Treatments



**Welcome to
the Plaza!**



Welcome To
**WARRINGTON
PLAZA**

NTRANSIT
The Way To Go.

- Please Be Considerate
 - Park Closed From 11pm - 6am
 - No Alcoholic Beverages
 - No Defacing of Property
 - No Littering
 - Dogs Must Be On Leash
 - Cleanup After Dog Waste
- Regulated By City Ordinances
Violators Subject To Fines and Imprisonment

No Parking
Loading
And
Unloading
Only
30 Minute
Maximum
N.J.T.P.D.

UNAUTHORIZED
VEHICLES
WILL BE
TOWED AWAY
AT OWNER'S
EXPENSE

Public Access to Plaza???



PARKING FOR
AUTHORIZED
VEHICLES
- ONLY -

Welcome To
WARRINGTON
PLAZA
MTRANSIT
The Way to Go

- Please Be Considerate
 - Park Closed From 11pm - 6am
 - No Alcoholic Beverages
 - No Detaching of Property
 - No Littering
 - Dogs Must Be On Leash
 - Cleanup After Dog Waste
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Violators Subject To Fines and Imprisonment

No Parking
Loading
And
Unloading
Only
30 Minute
Maximum
N.J.T.P.D.

INFO
HOBOKEN

Reverse Angle Parking (quick safe exit!)



Family Orientation



Family Orientation



Family Orientation



**Worn Trails ~
Demand for
more walkways**



Worn Trails ~ Demand for more walkways



Shared Roadways



FREE
WEDNESDAY
MAY 10 TO
MAY 11
11:00 AM
TO
10:00 PM
HR
PARKING
10:00 AM
TO
10:00 PM
ST. LOUIS
MUSEUM OF
ART
AND
LABOR
1000
N. 3RD ST.
ST. LOUIS, MO
63102

Under Utilized Roadways



Painted Intersection





What YOU Want

VISION FOR HOBOKEN



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Quick

[Home](#) [About](#) [Briefing Room](#) [Services](#)

[Home](#) / [Livability](#) /

DOT Livability

[HOME](#)

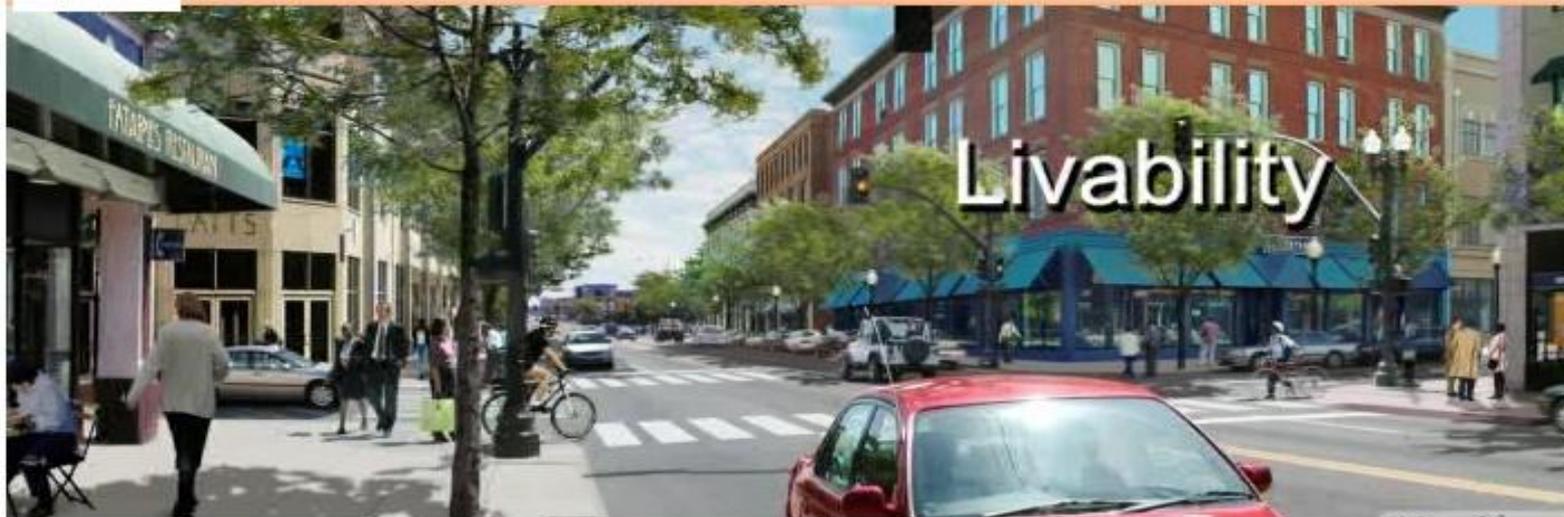
[LIVABILITY 101](#)

[GRANTS & PROGRAMS](#)

[WHAT CAN I DO?](#)

[CASE STUDIES](#)

[FAQS](#)



“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park – all without having to get in your car” - Ray LaHood





Facilities to Consider

ENGINEERING SOLUTIONS



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On Road

Signage

- Wayfinding
- Bike Routes
- Regulatory

Bike Lanes

- Physically Separated

Crosswalks

- High Visibility
- Textured/Colored

Signals

Bicycle Boulevards





Wayfinding





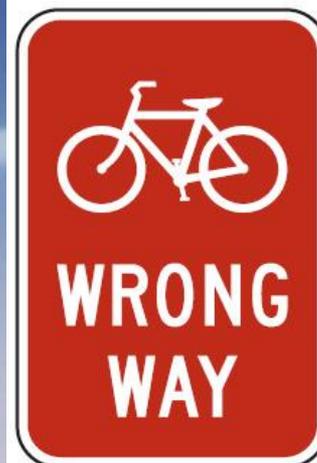
Bike Routes



(Photo: Salim Virji via Flickr)



D1-1b (R)



R5-1b



R9-3cP



Regulatory



Michael Cynecki





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Signals

Bicycle Boulevards





Bike Lanes



Before



After





Physically Separated Bike Lanes



Diagram: Streetfilms





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Signals

Bicycle Boulevards



High Visibility Crosswalks



The driver's perception of a crosswalk can be enhanced, leading to better anticipation of pedestrians



Textured/Colored Crosswalks



- **Aesthetic treatments, not safety improvements**





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Signals

Bicycle Boulevards





Signals





Signals – “Barnes Dance” / Pedestrian Scramble





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Signals

Bicycle Boulevards

Bike Boxes





Bicycle Boulevards



Photo: Streetsblog.org



Photo: Streetsblog.org





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Signals

Bicycle Boulevards

Bike Boxes





Bicycle Boxes



Off Road

Cycle Track

Paths

- HRWW

Sidewalks





Cycle Track



Off Road

Cycle Track

Paths

- HRWW

Sidewalks



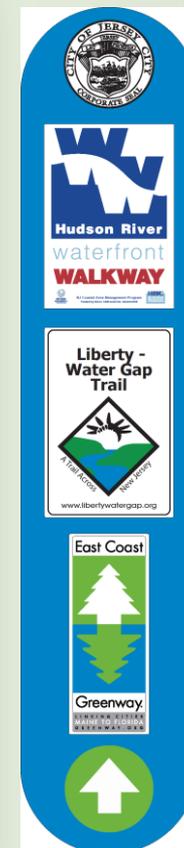


Paths





Hudson River Waterfront Walkway



Off Road

Cycle Track

Paths

- HRWW

Sidewalks





Sidewalks



Bike Racks/ Parking

Bicycle Sharing

Bike Station

Kiosks

Transit Access

Pedestrian Plazas





Bicycle Racks

Yes



Provides two-point support and fits a variety of bicycle shapes.

No



Only provides one point of support or only accommodates certain bicycle shapes.





Bicycle Parking

2 car parking spaces



Minimum parking for 16 bicycles



or





Bike Racks/ Parking

Bicycle Sharing

Bike Station

Kiosks

Transit Access

Pedestrian Plazas





Two Ways To Use The System

1 Subscribe Online (Membership).

Once you receive your membership card, you can release a bike directly from any dock.



2 Insert Credit Card and Purchase a Temporary Pass at the B-station Kiosk



Four Simple Steps to Check Out A Bike:



Drop off bikes at any B-station or at select Bike and Roll locations. See map on back of brochure.

Bicycle



How it Works

Chicago B-cycle is designed to make all your short trips fun and healthy. Simply check out a B-cycle when you need one, and return it to any open station when you arrive at your destination. Quick, easy, affordable, and kind to the environment.

Two Ways To Use The System

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Four Simple Steps to Check Out A Bike:



Drop off bikes at any B-station or at select Bike and Roll locations. See map on back of brochure.

SAFETY FIRST. Please bring your helmet or pick one up at any Bike and Roll location or local bike shop.

- ALWAYS WEAR A HELMET
- REST WHEN TIRED
- OBEDIENT TRAFFIC LAWS
- WATCH FOR CAR DOORS
- NO RIDING ON SIDEWALKS
- USE HAND SIGNALS
- RISE WITH TRAFFIC
- RISE SLOWLY FILE



Bike Share Rates

Temporary Pass

You can purchase a Temporary Pass at any B-station with a credit card and pay as you go. \$10 for the first hour, \$5 for every additional half hour. The Temporary Pass begins at time of checkout and expires once the bike is returned to any station. Max charge per day is \$40.

Temp Pass (5am-10pm)	
Hours	Total Cost
1	\$10.00
1.5	\$15.00
2	\$20.00
2.5	\$25.00
3	\$30.00
3.5	\$35.00
4+ (all day until 10pm)	\$40.00

Memberships (to become a member, visit chicagoobicycle.com)

Chicago B-cycle Membership Pricing		
Subscriptions	Adult	Student/Senior
30 Days	\$35	\$25
60 Days	\$45	\$35
90 Days	\$55	\$45

Additional Fees	
1st hour	Included
Additional 30 minutes	\$2.50
Max per day	\$40.00

The first hour of every ride is included with your membership!



Customer Service: 773-672-2000 • bicycle.com
info@chicagoobicycle.com
 Riders must be 16 years or older
 Hours of Operation: 5:00am-10:00pm
 Want to Sponsor a Station? 773-672-2000 • chicagoobicycle.com



Bike Racks/ Parking

Bicycle Sharing

Bike Station

Kiosks

Transit Access

Pedestrian Plazas



Bike Station



Photo: volcrano/Flickr

Membership Costs:

Annual
Administrative Fee
\$20



Annual Service Plan (\$96)
or
Monthly Service Plan (\$12)
or
Daily Service Plan (\$1)
Available in increments of 10

Valid for 365 Days

Bikestation Services and Amenities:



24-HOUR BICYCLE PARKING

Use your membership card to access bicycle lockers 24/7



AIR

Free Air available on-site.



CHANGING ROOM / DAY USE LOCKERS

Changing room and a limited number of lockers are available to members free of charge. Sign-up with Bike and Roll staff to reserve a locker on a weekly basis.



PARTS & ACCESSORIES

Basic gear and accessories available for purchase.



BICYCLE SERVICE

Provided by Bike and Roll Washington DC.



INFORMATION

Maps and safety related information.





Bike Racks/ Parking

Bicycle Sharing

Bike Station

Kiosks

Transit Access

Pedestrian Plazas





Kiosks

This...



This!



or





Bike Racks/ Parking

Bicycle Sharing

Bike Station

Kiosks

Transit Access

Pedestrian Plazas





Transit Access





Bike Racks/ Parking

Bicycle Sharing

Bike Station

Kiosks

Transit Access

Pedestrian Plazas





Pedestrian Plazas





Strategies to Consider

EDUCATION SOLUTIONS



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Education



Don't Ride Against Traffic!

Why you should never ride toward oncoming traffic

- Motorists don't expect to see traffic coming at them in their lane—especially on one-way streets.
- Motorists leaving parking spots or turning right onto the street won't see you, because they're looking the other way.
- People who run out into the street from between parked cars don't expect bike riders to be going the wrong way, so they won't look in your direction—and they'll step in front of you.
- Think you're safer because you can see cars before they hit you? Wrong. When you ride with traffic, motorists have more time to see you—so they will avoid you. Against traffic, motorists have far less time to react. And they'll hit you head-on—the worst kind of collision.
- Not riding with traffic is illegal.

It's dangerous—and illegal.

This Is NOT a Parking Spot

Bike Lanes Are for Bikes





Education

THIS IS A WARNING

YOU HAVE JUST FAILED TO STOP FOR A RED LIGHT IN A MAJOR

The DOOR Prize!

Injures hundreds of Toronto cyclists every year.

Congratulations!

1st prize

You've just injured a cyclist by opening your door into traffic.

2nd prize

A \$110 fine and 2 demerit points.
A call from your insurance broker.

The law is on pedestrian side at signalized intersections. \$54.00 fine for (C.39:4-32 and 33)

This initiative is provided as an educational/public awareness about pedestrian safety to reduce injuries and deaths.

SAFE PASSAGE

moving toward zero fatalities

WWW.NJSAFEROADS.COM

NOT HERE

HERE

At 20 mph you will stop in front of the first child.

At 25 mph you not only stop in front of the first two children, you have increased their risk of a major injury* to 60%

It doesn't matter how fast you are. The faster you go, the longer it takes to stop.

Driving 5 miles per hour may not seem like a big deal, but someone steps out in front of your car...

Killing or injuring someone now that's a crime.

Show your respect. Drive the safe way.

*A major injury is an injury that results in hospitalization and unconsciousness.



WALK YOUR BIKE ON THE SIDEWALK

SFTC Article 5, Sec. 86



64 feet to stop

86 feet to stop

112 feet to stop

138 feet to stop

170 feet to stop

Traveling at 20 mph

Traveling at 30 mph

Traveling at 35 mph

Traveling at 40 mph

...under the age of 16 must wear a helmet. Bicycles with a horn/bell and proper lighting (white light in front and a red light in back) are required during nighttime hours. Bicycles are considered vehicles and the same rules that apply to all other motorists on the road.

WWW.NJSAFEROADS.COM

CITY OF

HOBOKEN

Bicycle & Pedestrian Plan



SPANDEX ISN'T ARMOR. EXERCISE CAUTION.

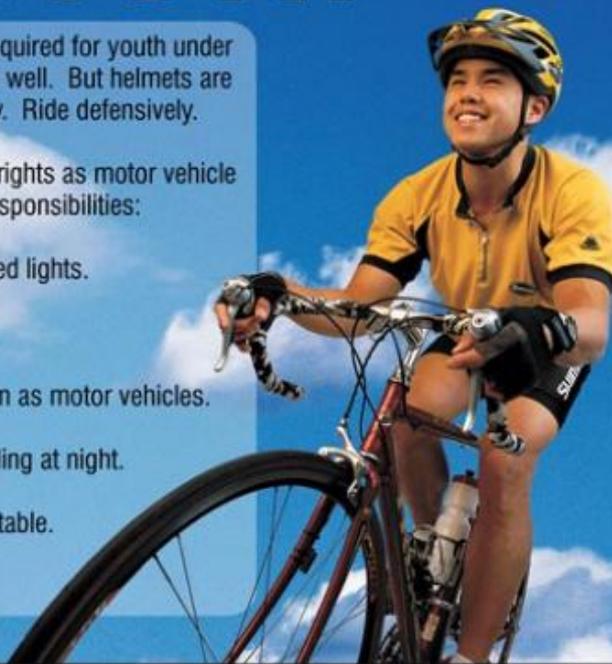
Wearing a bike helmet is not only required for youth under 18, it is recommended for adults as well. But helmets are not enough to prevent serious injury. Ride defensively.

California bicyclists have the same rights as motor vehicle drivers. They also have the same responsibilities:

- You must stop at stop signs and red lights.
- You must signal before turning.
- You must ride in the same direction as motor vehicles.
- You must use a headlight when riding at night.

Most of all, be visible and be predictable.

It's the Street Smart thing to do.



Ch
Always



AREA

Smart.

life
g halt.

and and Virginia



Public Street



www.cityofdavis.org/StreetSmarts





Now What?

NEXT STEPS



Public Visioning Workshop



- Vision Statement and Goals
- Development of Recommendations
- Public Information Center
- Final Plan





**For updates and information on the
Hoboken Bicycle and Pedestrian
Plan, visit the project webpage:**

www.hobokennj.org/bikepedplan

