

## MEMORANDUM OF MEETING

**FROM:** Tiffany Robinson, The RBA Group

**DATE:** August 17, 2010

**PROJECT:** Local Technical Assistance – City of Hoboken, Bicycle and Pedestrian Plan  
RBA Project # J4000.24

**SUBJECT:** Public Visioning Workshop, August 3, 2010

**ATTENDEES:** Project Team (NJDOT, City of Hoboken, The RBA Group)  
Steering Committee (Hoboken Sweet Streets, NJ Transit, Hudson County Division of Planning)  
Members of the Public (approximately 35)

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A City of Hoboken Bicycle and Pedestrian Plan Public Visioning Workshop was held on Tuesday, August 3, 2010 from 4:30PM to 7:30PM, at the Multi-Use Center at 124 Grand Street. The Public Visioning Workshop was conducted in order to inform the general public about the Plan and elicit their input for the development of the plan.

### Meeting Objectives:

- *Introduce the Public to NJDOT's Local Technical Assistance (LTA) Program.*
- *Describe the Hoboken Bicycle & Pedestrian Plan, and background information.*
- *Engage in a dialogue with attendees to craft a future vision of bicycling and walking in Hoboken.*

## MEETING SUMMARY

### I. Project Overview and Introductions

Khalid Shaikh, NJDOT Project Manager, welcomed the participants and provided an overview of the project and workshop. As a means of introduction, each person identified him/herself. Tiffany Robinson of The RBA Group provided participants with a quick overview of the purpose of the meeting, the scope of work, what the final product would be and what they could expect during the Visioning Workshop.

### II. Presentation – What is the Vision for Hoboken?

#### Setting the Context

To get workshop participants primed for creating a vision for bicycling and walking within the City, Ms. Robinson led a slide show presentation with the types of facilities, terminology, and approaches typically used in bicycle and pedestrian planning. She explained that the intent of the Plan is not to get rid of cars completely but to promote a change in behavior and provide

options for people to think before habitually using their cars. She explained that in order to create massive change you have to attack the issue on several fronts and comprehensiveness is the key to a successful plan. The 5 E's approach (engineering, education, enforcement, encouragement, evaluation) used by the Safe Routes to School Program has been very successful and is being used in the development of this Plan.

Ms. Robinson went over the types of roadway users and destinations. She also presented a general overview of the benefits, including economic and health, of walking and bicycling.

### **Existing Conditions**

Mike Dannemiller, The RBA Group, continued the presentation by giving an overview of existing conditions. He noted that there are some great existing pedestrian and bicycle facilities in Hoboken and provided examples of gateways, streetscapes, links, destinations, bicycle parking, textured crosswalks, shared lane markings and bike lanes. He also pointed out some challenges such as driving culture, yield compliance, double parking, maintenance and gaps in the Hudson River Waterfront Walkway. Mr. Dannemiller then discussed potential opportunities for improvement. They include, but are not limited to, completing connections; applying pavement treatments and painted intersections; reversing front-in angled parking to back-in angled parking; and better utilizing plazas and roadways.

### **Solutions to Consider**

Ms. Robinson concluded the presentation by identifying state-of-the-practice solutions to be considered, primarily focusing on two of the 5 E's - engineering and education. These visual aids were used to initiate the group discussion about preferences and priorities for bicyclist and pedestrian needs within Hoboken.

### **Engineering Solutions**

The presentation was divided into on road and off road facilities and amenities. The on road facilities included wayfinding signs, types of bike facilities, textured/colored crosswalks, bicycle boulevards, bike boxes, and signals, including the "Barnes Dance" or pedestrian scramble. Off road facilities discussed included cycle tracks, paths like the Hudson River Waterfront Walkway and sidewalks. Some of the amenities talked about included bicycle parking, bicycle sharing, bike stations, kiosks, transit access and bus shelters, and pedestrian plazas.

### **Education**

Ms. Robinson highlighted two educational programs - Bicycle Ambassadors and the Street Smarts Traffic Safety Campaign. Bicycle Ambassadors work throughout the city to handout out informational brochures and fliers and give talks. The Street Smarts Traffic Safety Campaign, developed by the City of San Jose, rebrands materials for communities upon request. They will provide any public agency with access to an extensive library of professionally-designed and market-tested STREET SMARTS materials, rebranded with your community's name, at cost.

## **III. Group Visioning and Prioritization Exercises**

### **Clarifying the Vision - Vision Statement Exercises**

Attendees were asked what types of changes they would like to see in Hoboken to better accommodate bicycling and walking. Below are the responses.

## 1. What types of changes would you like to see in Hoboken to better accommodate bicycling?

### Responses

- Prescribed routes for bikes
- Designated bikeways/trails
  - Streets that prohibit bikes
- Bicycle Boulevards/Bike lanes on streets without stop signs
- Completed waterfront trail
- Bike facilities on every road
- Education for bicyclists
- More signs and maps - wayfinding
- More enforcement/education to drivers that park in bike lanes
- More enforcement ordinances
  - For example, riding on sidewalks/riding backwards
- Regulate how utilities fill-in (fix) road after work/repairs
- More visibility at corners
- Enforce bicycling rules to businesses, i.e., pizza delivery
- Public Service Announcements played at movies/PATH
- Fix Sinatra Drive
- Bike Station/Bike police
- Safer for children to bike to school
- Need more north-south bicycle routes
  - Perhaps a couplet between Washington and Grand
- A more complete route network to gather cyclists to specific routes/draw cyclists away from unsafe routes
- Bike lanes as traffic calming
- Zero tolerance for cars parked in bike lanes
- Remove rumble strips

## 2. What types of changes would you like to see in Hoboken to better accommodate walking?

### Responses

- More pedestrian signal heads
- Change the signal timing at intersections of Washington and numbered streets
  - Lights are very long and turning conflicts with pedestrians
- Signage/Wayfinding - Designate parts of the city as destination points
- Painted intersections
- Enforce NJ's Stop for Pedestrians law
- Barnes Dance/painted intersections at PATH station
- Places to sit - add benches to city buildings/businesses
- Jaywalking enforcement
- Slower traffic/bump-outs
- Traffic calming near parks and schools
  - Indications that you are in a school zone
- Establishment of SRTS Programs/Walking School Buses
- Pedestrian-only streets
  - Especially cobblestone street near train
  - Courtyards in NW corner
- More art
- Implementation of an education campaign like Street Smarts
- Green Streets with planters/gardens at intersections
- More attention at hot spots

- People need to report
- Sinatra Drive friendly to pedestrians
- Lights long enough for everyone to cross
- Pedestrian pushbuttons that change the signal quickly
- City adopts use of permeable pavers/sidewalk material
- More communication with neighboring towns, Hudson County, NJ Transit

## Mapping Exercise

Participants split into four groups. Each group was given a map of Hoboken and colored markers to identify the following:

1. Destinations and Community Assets (Places or things that are good) - Green
2. Barriers, Places or Streets in need of improvement (Things that are bad and/or hinder the walking or bicycling experience) - Red
3. Priorities for improvements - Blue

The groups' findings are listed below.

### **Group 1**

#### Barriers, Places or Streets in need of improvement

- Confusing light cycle at Hudson Street and 11<sup>th</sup> Street (five roads converge)
- Sinkhole
- No greenway (HRWW) north of the skate park
- Double parking at Brant School
- Potholes on Madison near 9<sup>th</sup> Street
- Speeding on Newark Avenue between Park and Garden Streets
- Jackson Street is a mess

#### Priorities for Improvement

- Connect to the greenway (HRWW) in Weehawken

### **Group 2**

#### Destinations and Community Assets

- Historic and arts locations
- Parks
- Potential to create public space under the 14<sup>th</sup> Street Viaduct when it is redone

#### Barriers, Places or Streets in need of improvement

- Traffic/double parking at 3<sup>rd</sup> and Garden caused by Rue School
- Speeding on Monroe Street

#### Priorities for Improvement

- Better signals on Washington Street
- Old ferry docks as a location for a bike station
- Designate historic and arts locations

### **Group 3**

#### Priorities for Improvement

- Roundabout at Marin Blvd. and Observer Highway where they connect to Jersey City
- Bike lane on Observer Highway
- Greenway connection to Weehawken

## Group 4

### Barriers, Places or Streets in need of improvement

- 14<sup>th</sup> and Willow Ave is dangerous

### Priorities for Improvement

- Run Paterson Plank straight to Jersey Avenue
- Add bicycle lanes to bridges that connect Hoboken to neighboring towns especially Weehawken
- Viaduct
- Sinatra Drive
- An east-west corridor for bicyclists
- Install bump-outs at four-way stops

## IV. Next Steps

### Draft Bike/Pedestrian Plan

The Project Team will complete its system analysis and begin to formulate recommendations for improvements for walking and bicycling in Hoboken. Together with the Steering Committee, the Project Team will develop a Draft Bicycle/Pedestrian Plan for the City.

### Public Information Center

The Project Team will conduct a Public Information Center for the City's elected officials and general public. Participants will be invited to this "open house" where they can share their input and comments on the findings and recommendations. Public feedback solicited from the open house will help shape the draft plan for NJDOT and the steering committee to review. Once they have completed their review, a final plan will be available on the project webpage ([www.hobokennj.org/bikepedplan](http://www.hobokennj.org/bikepedplan)) for download.

### ***Prepared By:***

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The RBA Group

***Enclosure:*** Sign In Sheet

*These notes are the author's recollections of the meeting and represent a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.*