



VISION

ZERO

THE ROAD TO ZERO: HOBOKEN'S JOURNEY TO ZERO TRAFFIC DEATHS

2023 Safe Streets Summit

FEB. 2, 2023



This is Hoboken...

- **Population: 60,000+**
- **“6th Borough” of NYC**
- **Nearly 50% of population is 18–34 years old**
- **~60% of workers commute by public transportation**
- **Birthplace of Frank Sinatra**
- **Birthplace of baseball**



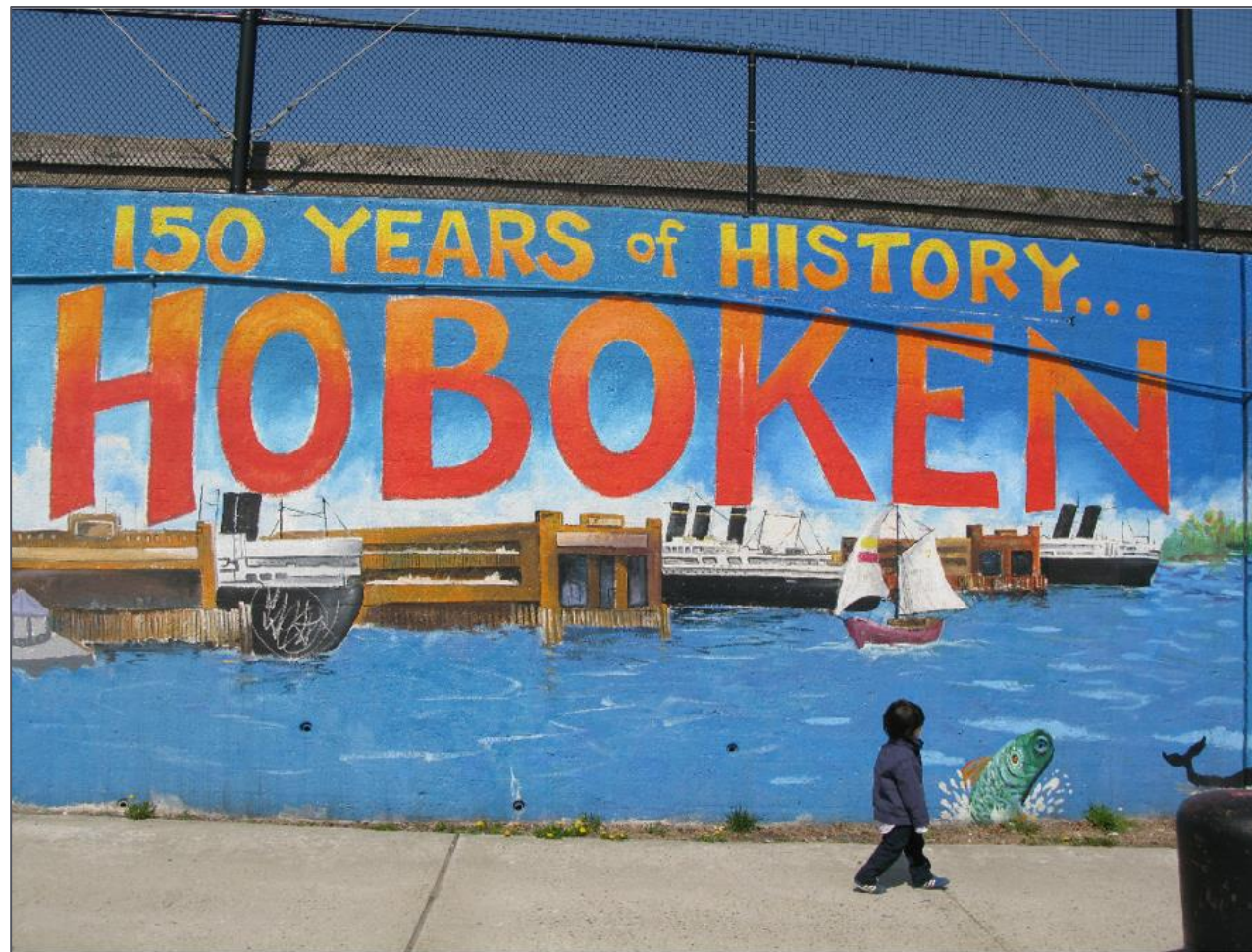


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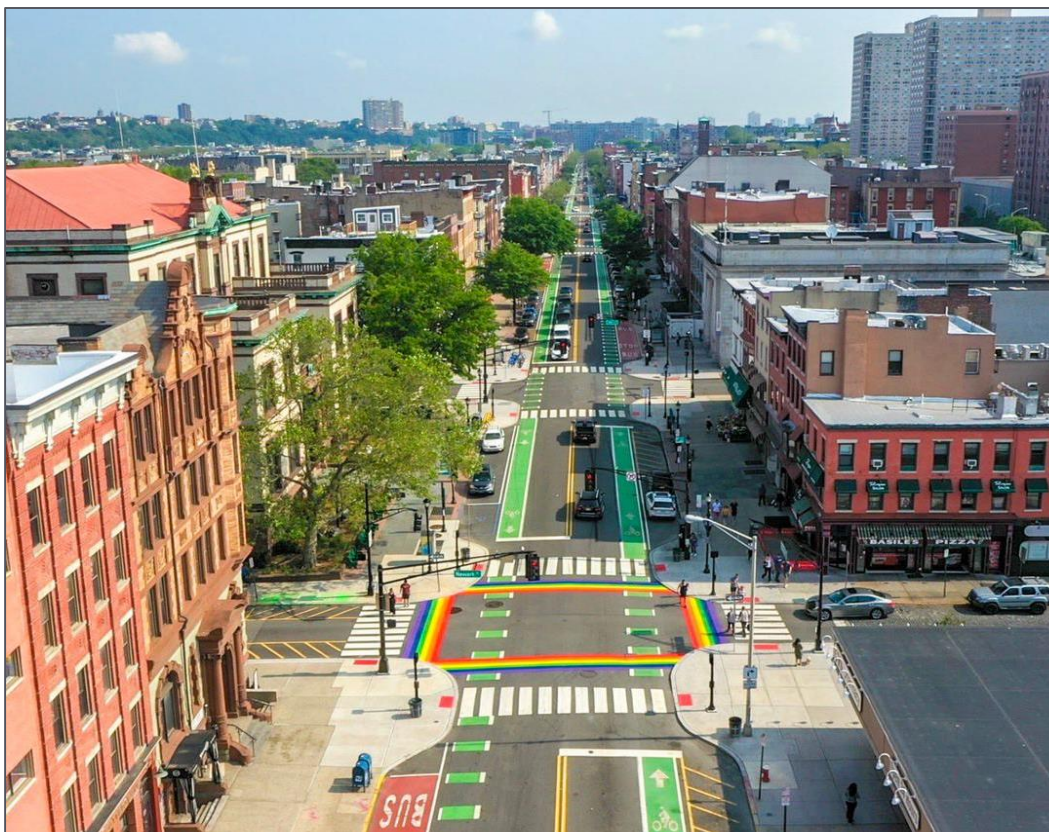


A 13-Year Journey

How it started



How it's going





How did we get here?



Political Leadership

- Hoboken has benefitted from political leadership that prioritizes safe streets
 - Dawn Zimmer (2009–2017)
 - Ravi Bhalla (2018 – present)





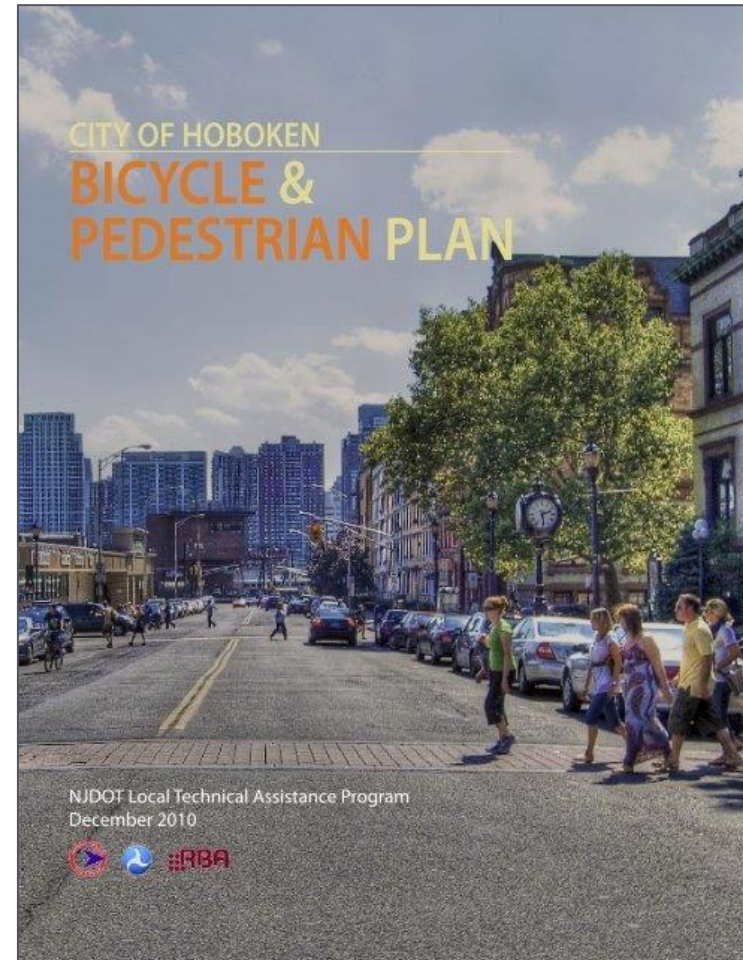
Community Support





Bicycle and Pedestrian Master Plan

- Completed in 2010
- Helped formalize plan for safe streets improvements with goals, strategies, and action items
- Provided foundation for future complete streets and vision zero programs





Pilot Projects

- Helped kickstart the implementation of the Bicycle and Pedestrian Master Plan
- Reassuring approach to community members unfamiliar with certain types of projects
- Disarming to opponents
- Provides cover to elected officials





Pilot Projects





Pilot Projects





Pilot Projects



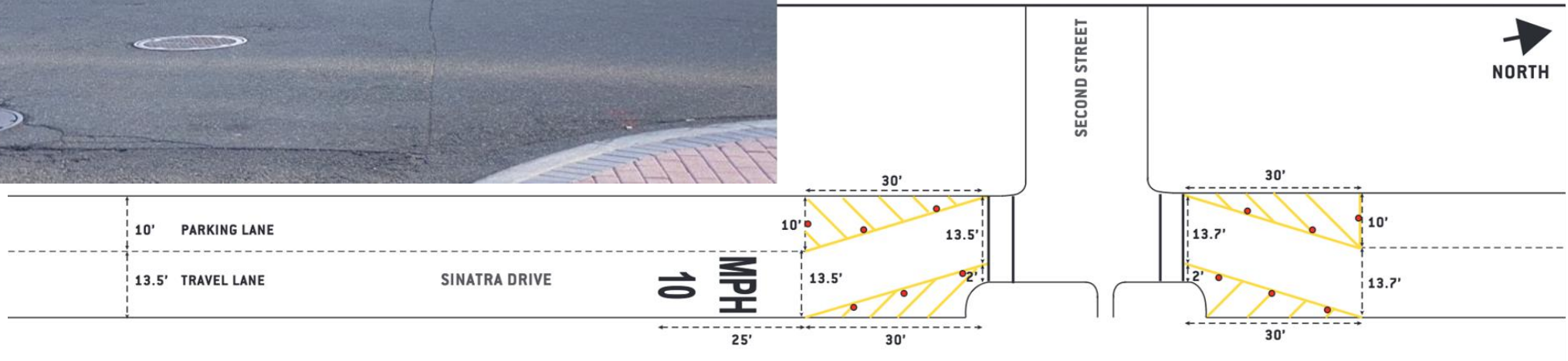


Pilot Projects





Pilot Projects





Complete Streets Program

- Adopted in 2010, went into effect in 2011
- Converted Roadway Preservation Program into Complete Streets Program
- Institutionalized the implementation of safety improvements
- Provides built-in opportunity to make safety improvements to every street in the city over a period of a couple decades

Introduced by: David M. Meyer
Seconded by: Paul H. Livingston

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:

- Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- 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.
- 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.
- 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



Complete Streets Program



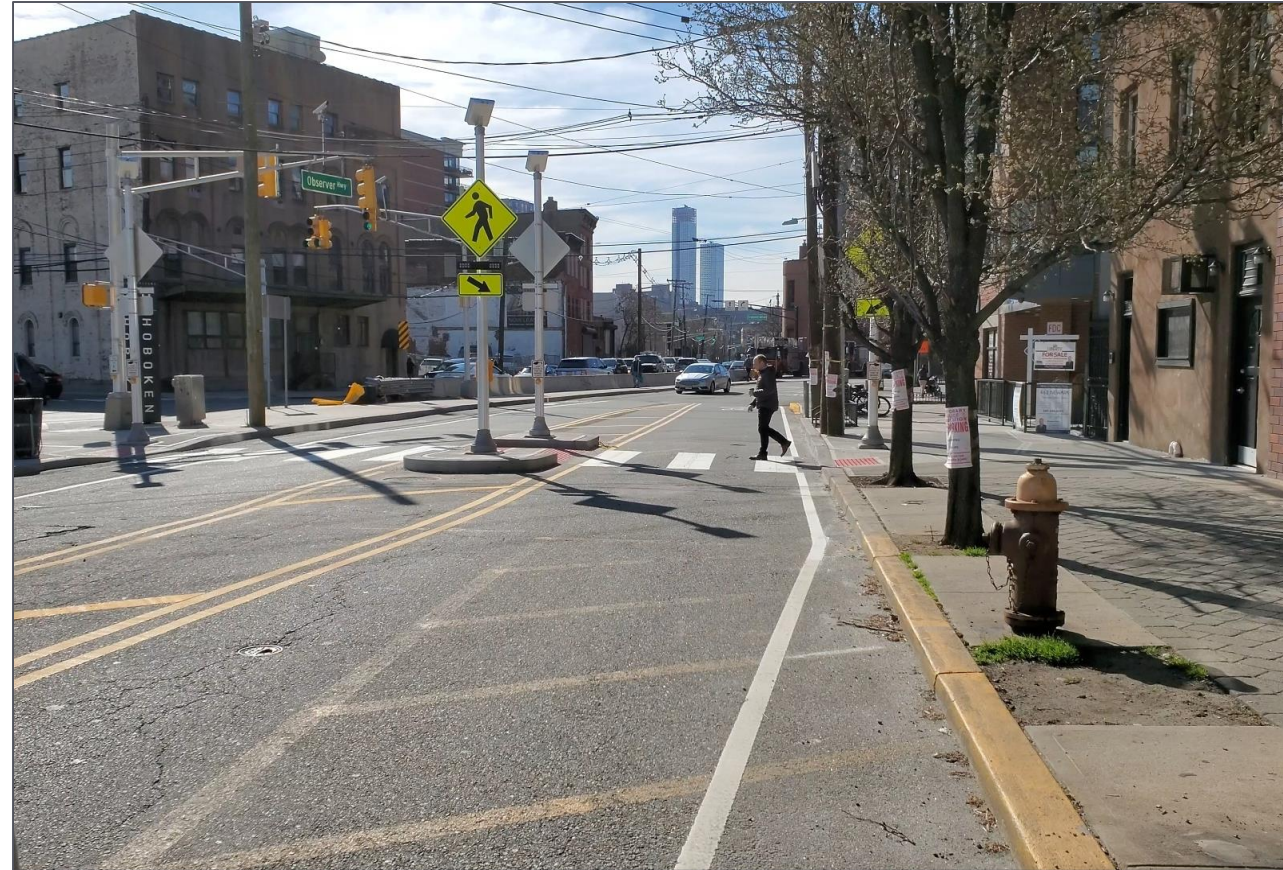
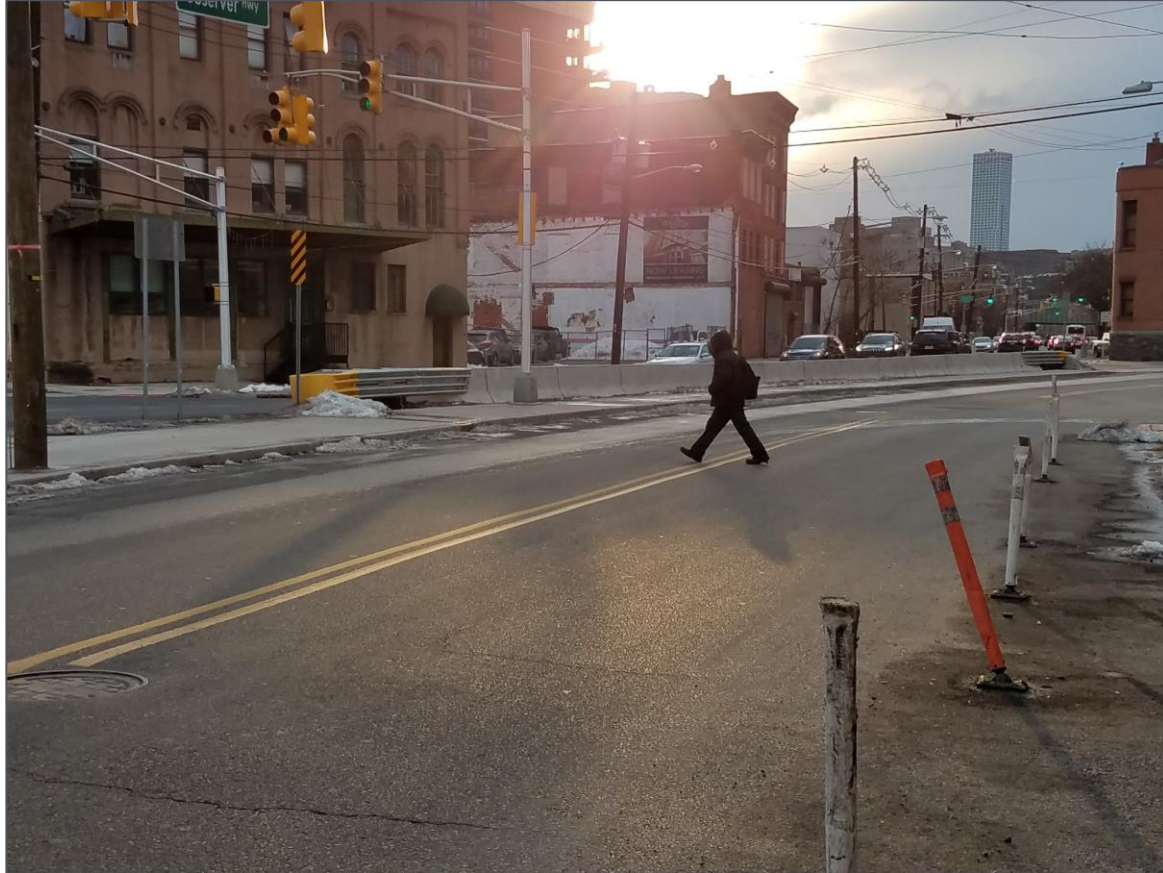


Complete Streets Program





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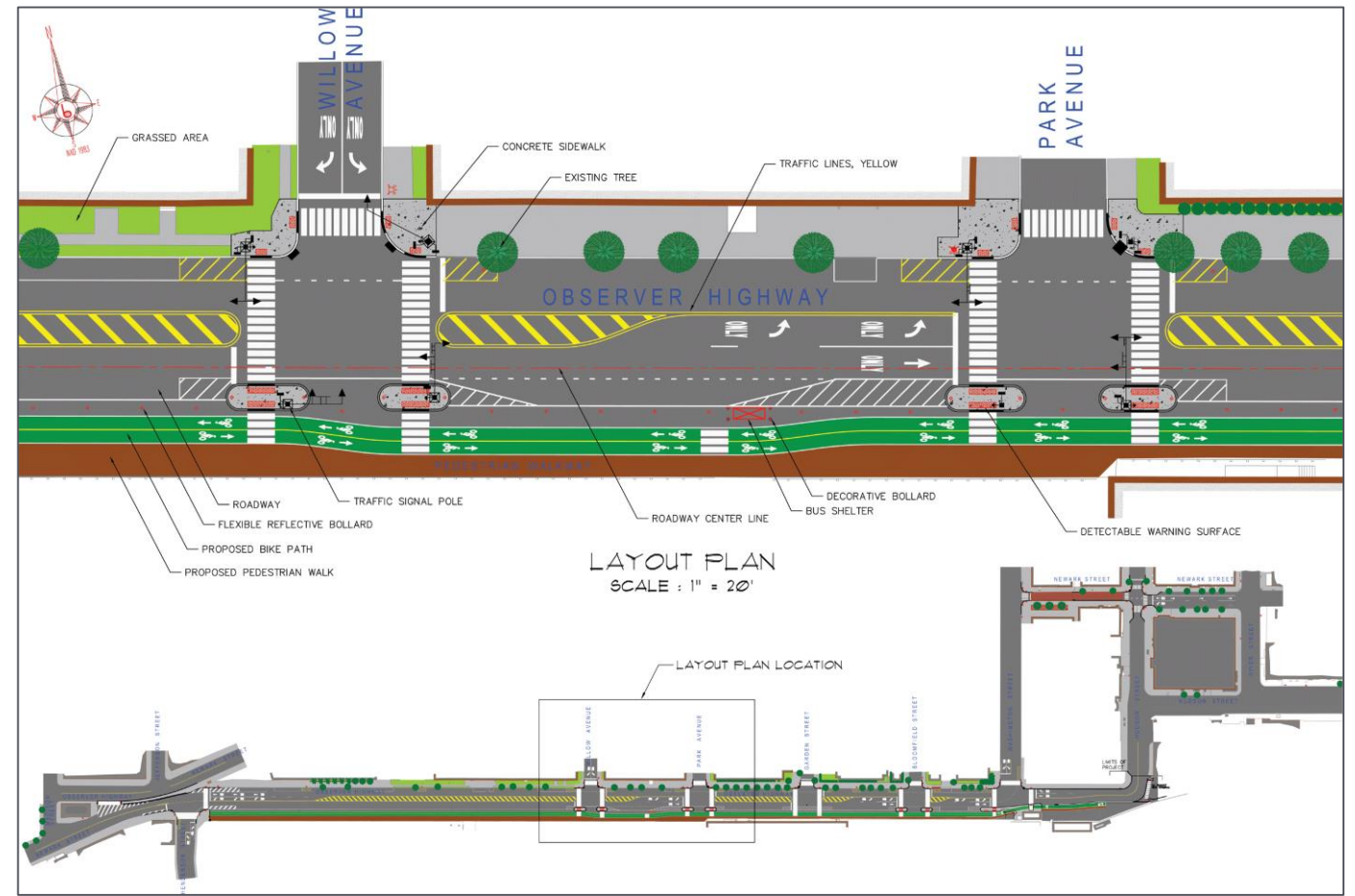




Investment in Priority Streets

Observer Highway (2015)

- Functions as gateway collector road in southern Hoboken
- First road diet of its kind in NJ
- Converted four lane undivided highway + service road into three lanes w/protected bike lane, new pedestrian walkway, pedestrian islands, new traffic signals





Investment in Priority Streets





Investment in Priority Streets





Investment in Priority Streets

Washington Street (2017–2019)

- Functions as Main Street and primary center of retail activity in Hoboken
- 16 new traffic signals + ped countdown timers (LPIs for all approaches)
- Curb extensions + rain gardens
- Green bike lanes
- Enhanced bus stops
- New watermains + microgrid





Investment in Priority Streets





Investment in Priority Streets





Investment in Priority Streets





Investment in Priority Streets





Investment in Priority Streets





Investment in Priority Streets





Investment in Priority Streets





Vision Zero Program

- Launched by Executive Order in 2019
- **Goal:** Eliminate traffic injuries and deaths by 2030
- “Safe Systems Approach”
- Task Force
- Program website (vzhoboken.com)
- Action Plan

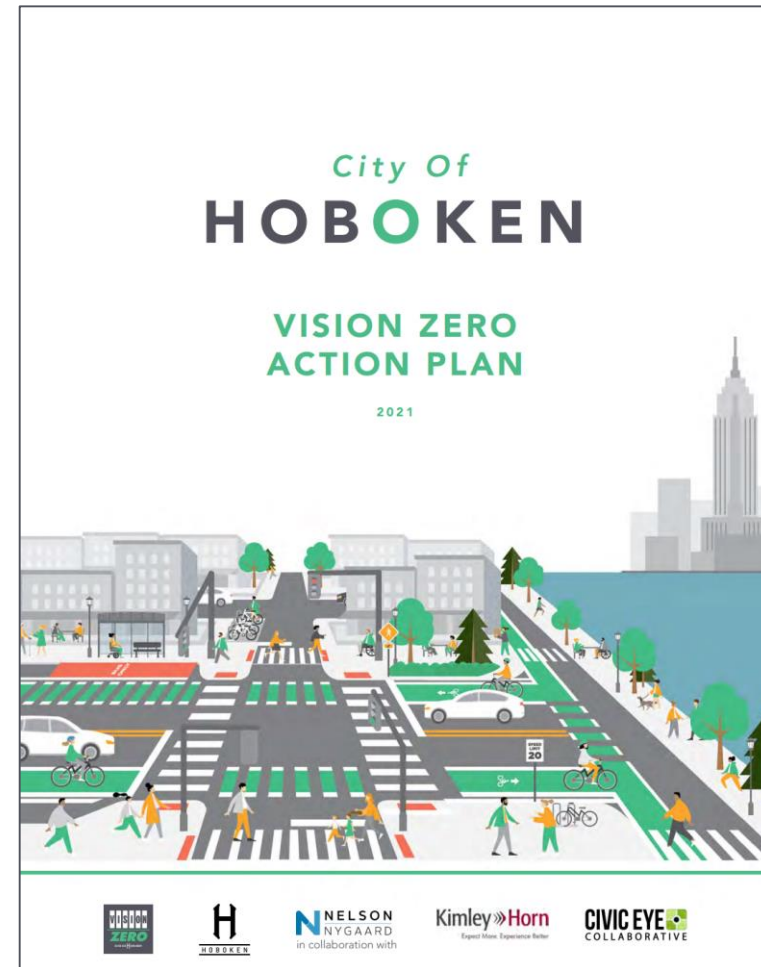




Vision Zero Program

Vision Zero Action Plan

- Public outreach process
- Crash Analysis
- 110+ Action Items
- “Living document” that will be updated every 2-to-3 years





Vision Zero Program

Citywide 20 MPH Speed Limit

- Priority action item in VZ Action Plan
- 20 MPH speed limit went into effect earlier this month
- Significant reduction in chance of severe injury or death if a crash happens at 20 MPH
- Avg. stopping distance = 85' at 25 MPH compared to 63' at 20 MPH



25%

chance of pedestrian fatality or severe injury



50%

chance of pedestrian fatality or severe injury



...13 Years of Progress

- 150+ curb extensions (concrete, landscaped, or rain gardens)
- 80+ painted curb extensions
- 14 miles of bicycle lanes (40% of street miles)
- 14 pedestrian crossing islands
- 10 raised crosswalks + raised intersections
- 20 MPH citywide speed limit
- 0 traffic deaths over 6+ years

GETTING AROUND | JUNE 17, 2022

Hoboken Hasn't Had a Traffic Death in Four Years. What's It Doing Right?

By Christopher Robbins





VISION

ZERO

Thank you!

RYAN SHARP, P.P., AICP

DIRECTOR OF TRANSPORTATION AND PARKING

CITY OF HOBOKEN

RSHARP@HOBOKENNJ.GOV