

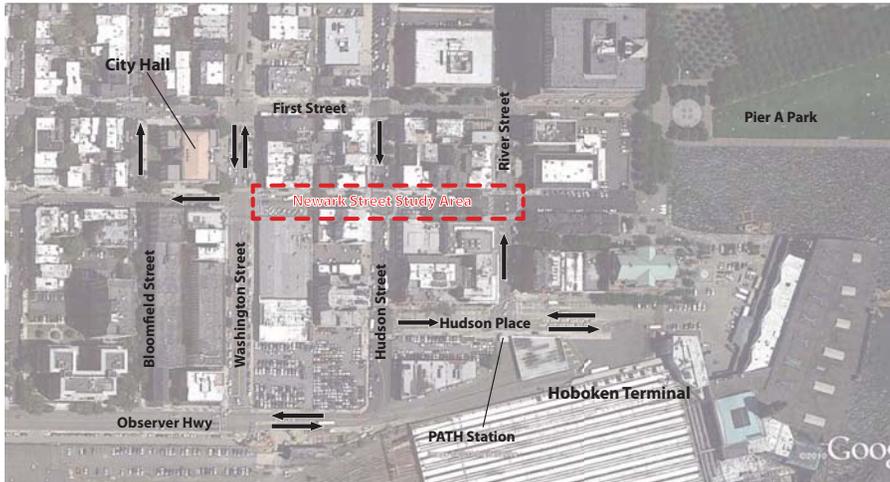
Newark Street

The City of Hoboken has \$240,000 in federal funding, thanks to Senator Robert Menendez, to make safety and streetscape improvements on Newark Street between Washington Street and River Street.

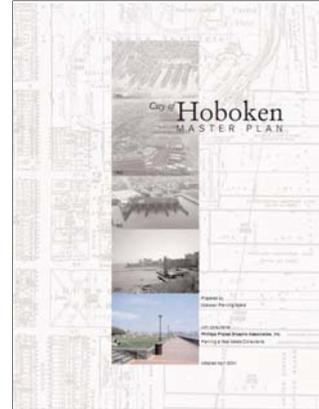
The City developed a design for this segment of Newark Street based upon community feedback received at previous meetings in the summer of 2010 and 2011 while incorporating the goals and recommendations outlined in Hoboken's Master Plan, Complete Streets Policy, and Bicycle & Pedestrian Master Plan.

This project will improve intersections, create open space/green space, resurface part of Newark Street, make pedestrian crossings safer, and widen sidewalks along one of the busiest street segments in Hoboken.

Project Area Context



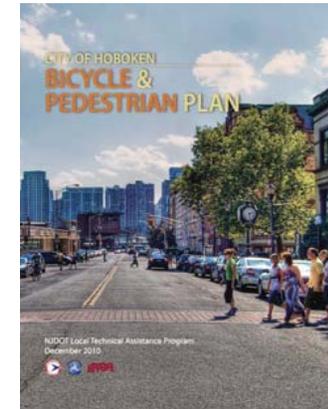
Hoboken Master Plan



Recommendations

- Enhance walkability throughout the city
- Protect pedestrians in the crosswalk
- Employ traffic calming
- Maximize park and recreation opportunities for residents

Bicycle & Pedestrian Master Plan



Recommendations

- Analyze potential to remove on-street parking and replace with bicycle/pedestrian facilities and other amenities
- Investigate the feasibility of creating temporary "parklets" in public areas and identify potential locations for implementation
- Improve safety and visibility at Newark Street/River Street and Newark Street/Hudson Street intersections

Complete Streets Policy



Recommendations

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...

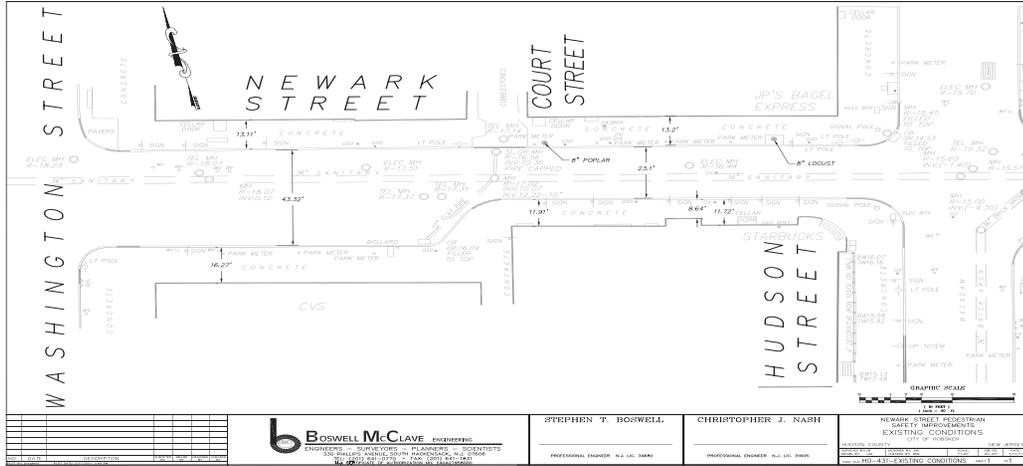
Community Feedback (Summer 2010 & 2011)



Newark Street Pedestrian Safety Improvements

Background

Existing Conditions



Illegal parking interferes with visibility and turning



Pedestrians exposed to vehicular traffic



Narrow sidewalks



Signs used to block illegal parking



Limited open space/green space



Local businesses need appropriate loading zones



Sidewalks have fallen into disrepair

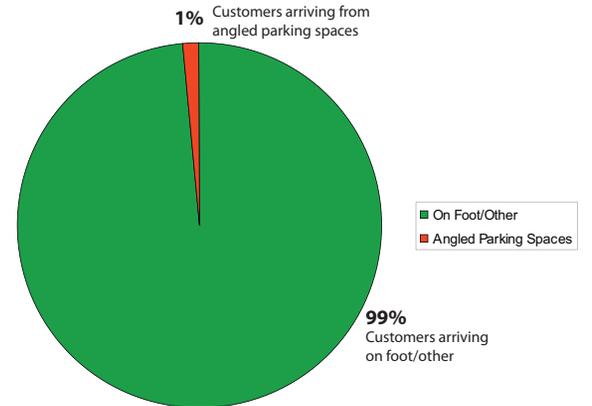


Sidewalk shift interferes with pedestrian flow



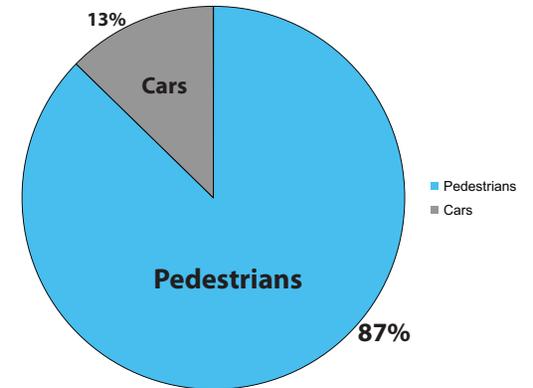
Opportunity to improve rainwater infiltration

How do customers arrive at Newark Street businesses?



*Based on a total of 235 customers counted at south side of Newark Street on March 17, 2011 between 12:00pm and 1:00pm. During this time, only four vehicles entered or exited angled parking spaces on Newark Street.

Composition of Newark Street Traffic (Peak Period)



*Based on a total of 3,300 pedestrians and 480 cars counted on Newark Street between Hudson St. and Washington St. during PM peak period 5:30-6:30 PM.



Pocket Plazas

Pocket Plazas are small open spaces/green spaces that creatively reuse existing street space as vibrant, social public spaces. Hoboken is an ideal city for pocket plazas, because it has high population and building densities but a low per capita amount of open space. New York City, which in some locations has a similar context to Hoboken, has created several very popular pocket plazas (aka pedestrian plazas) in the last few years, notably Gansevoort Plaza in the Meatpacking District, Willoughby Avenue in Downtown Brooklyn, and Pearl Street Plaza in DUMBO, Brooklyn.



Pearl Street Plaza DUMBO, Brooklyn



Willoughby Pedestrian Plaza Downtown Brooklyn



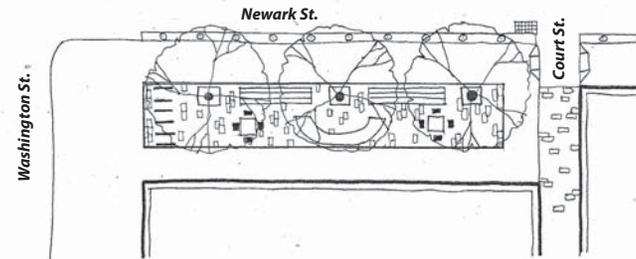
Broadway Pedestrian Plaza Manhattan



Gansevoort Plaza Meatpacking District, Manhattan

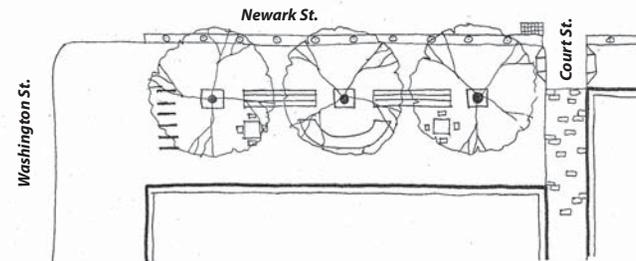
The Newark Street Pocket Plaza will:

- Create new open space/green space
- Create a direct sidewalk connection between Court St. and Washington St.
- Add new street trees
- Provide new seating
- Provide additional bicycle racks
- Maintain access to existing adjacent commercial uses



Plaza Alternative #1: Historic Belgian Block

- Reuses historic Belgian Block
- Delineates Plaza Boundary more than concrete

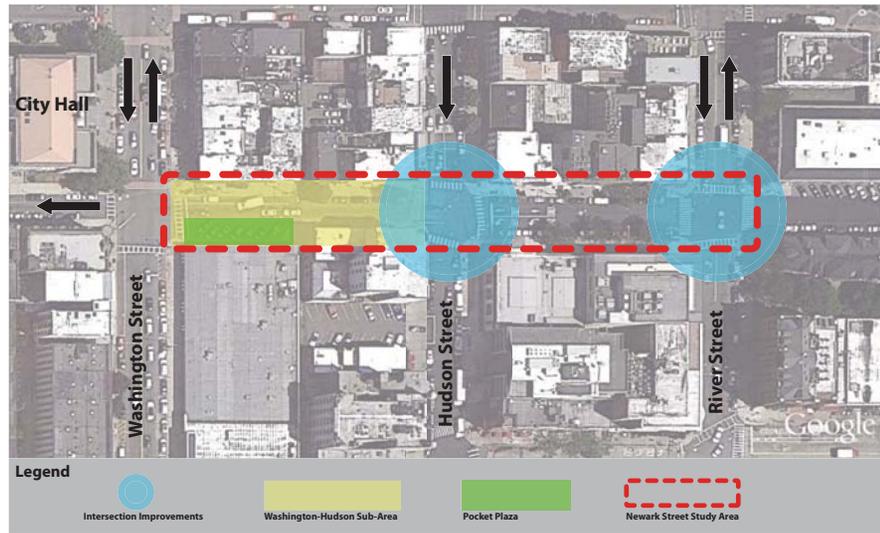


Plaza Alternative #2: Concrete Plaza

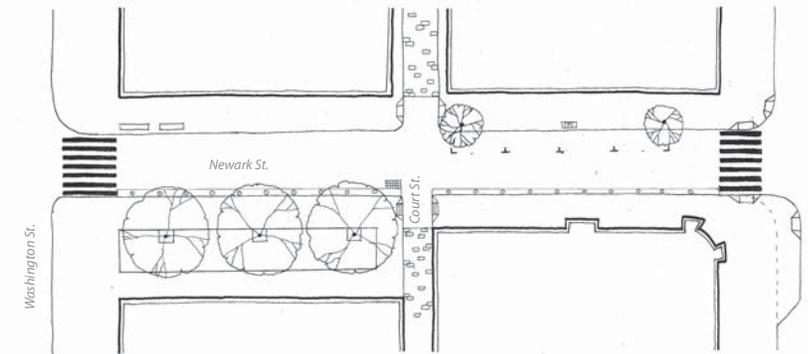
- Potentially least expensive option
- Low maintenance
- Accessible



Newark Street Project Area

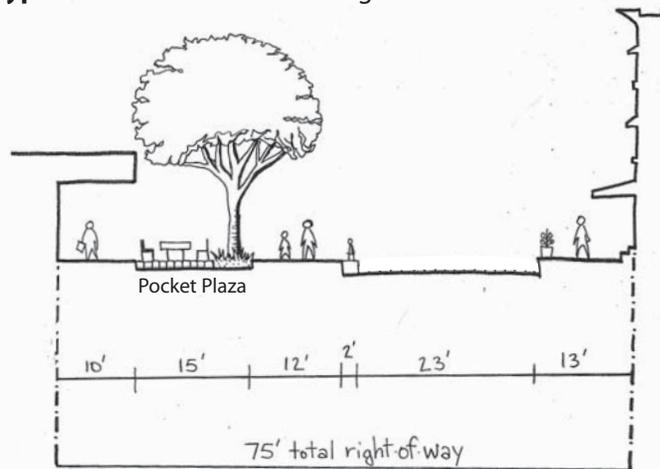


Sub- Area: Washington St. to Hudson St.

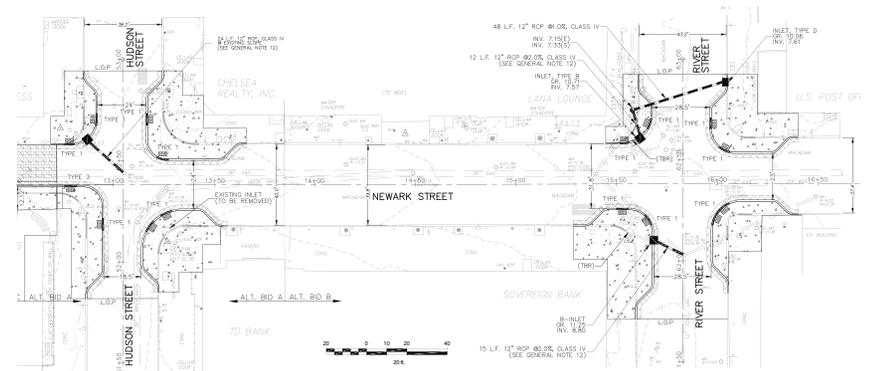


- Expand sidewalk on south side
- Install protective bollards on south side separating vehicles from pedestrians
- Create a "Pocket Plaza": a new public space with seating and landscaping
- Maintain all existing parking and loading zones on north side of street
- Improve accessibility of pedestrian crossings across Court Street

Typical Street Section: Washington St. to Court St.



Intersection Improvements: Hudson St. & River St.



- Add curb extensions to reduce pedestrian crossing times and improve visibility
- All pedestrian phase at Hudson Street to better balance pedestrian crossings with vehicular traffic
- Reconstruct select catch basins

