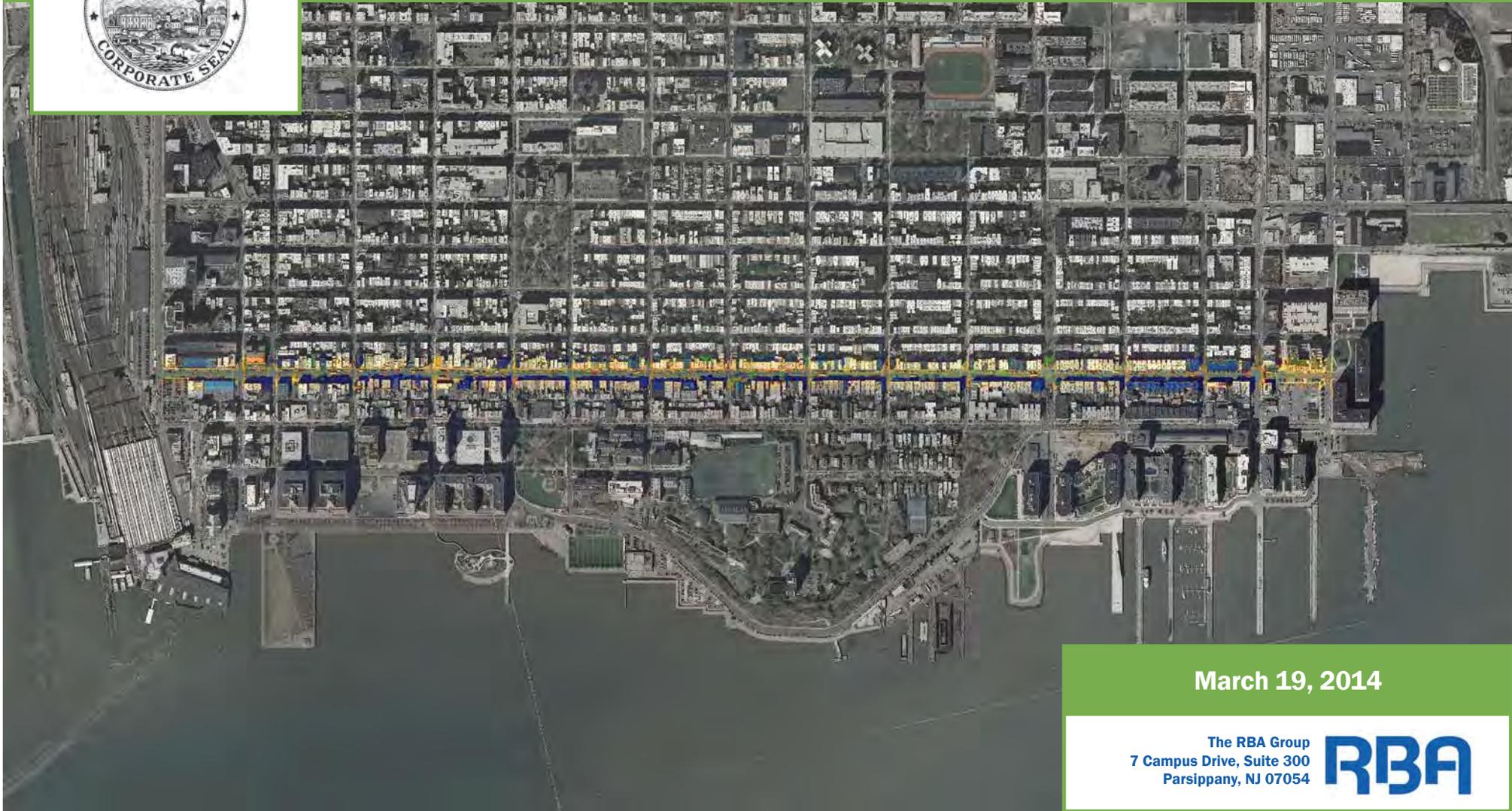


City of Hoboken



# COMPLETE STREETS REDESIGN OF WASHINGTON STREET EXISTING CONDITIONS REPORT



March 19, 2014

The RBA Group  
7 Campus Drive, Suite 300  
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## ACKNOWLEDGMENTS

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The Honorable Mayor Dawn Zimmer

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Public Participants at Community Workshop #1, December 16, 2013

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# CHAPTER 1: OVERVIEW

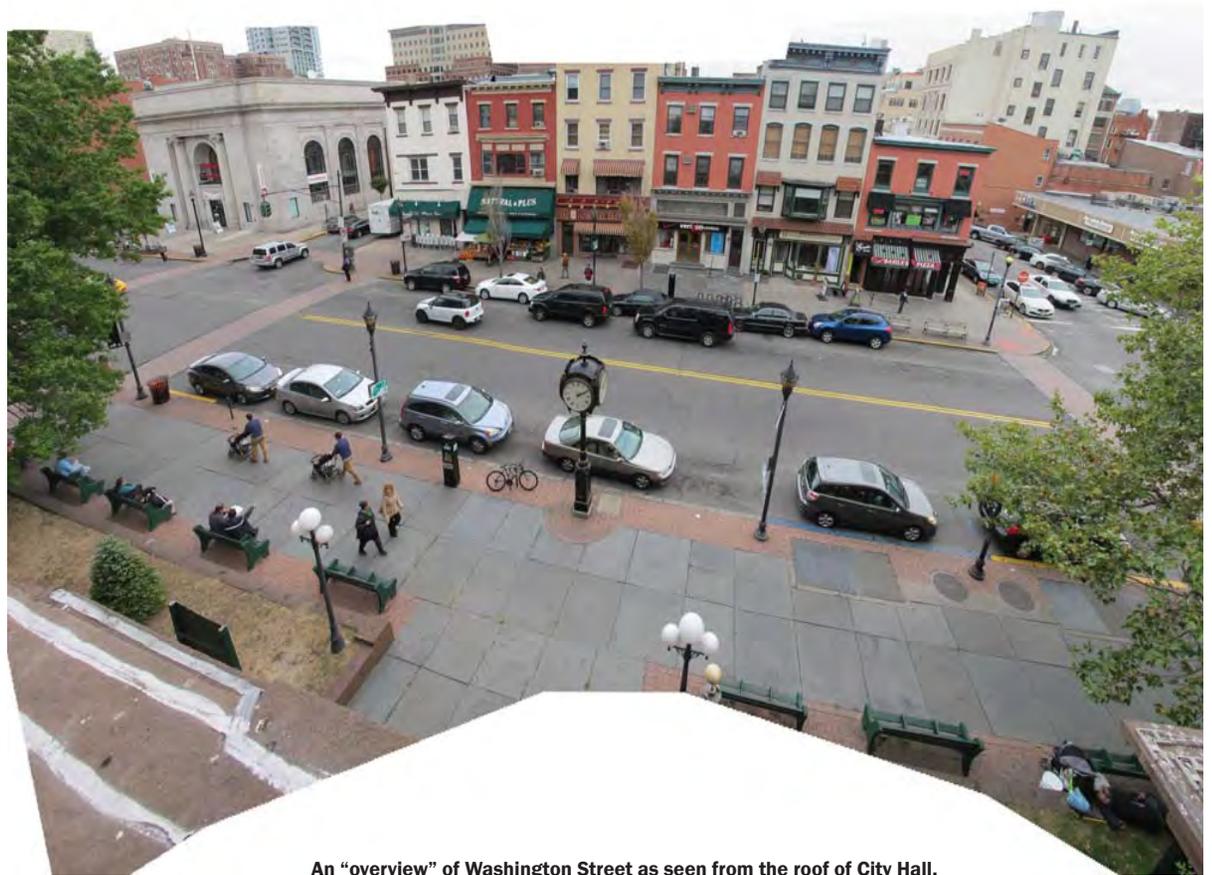
## INTRODUCTION

Hoboken has initiated the “Washington Street Complete Streets Redesign” to address safety and better accommodate increasing multi-modal activity. This project advances the objectives of Hoboken’s “Complete Streets” policy and Bicycle and Pedestrian Plan, addressing and balancing the needs of motorists, transit users, bicyclists, and pedestrians. An important outcome of this process is to bring Washington Street into compliance with state and national standards for roadway and multi-modal facilities design and traffic controls, as well as the Americans with Disabilities Act (ADA) Guidelines for Public Rights of Way.

Washington Street serves as a traditional “Main Street” and is the center of much of the vibrant activity and commercial success of the area. This report considers elements that contribute to creating a space conducive to all of the activities that draw people to Washington Street – going to work, shopping, visiting restaurants, attending social gatherings and community events, or even just taking in the sights and sounds of a vibrant place on foot. The elements that deliver a positive experience include the visual characteristics creating a unique place or “room” along with amenities such as seating and bicycle racks that support the activities of residents and visitors.

The redesign will consider opportunities to apply “Green Streets” strategies to better address ecological values and contribute to the City’s green infrastructure objectives. Lighting, street furniture, and other amenities will be part of the redesign concepts. “Smart Street” strategies that apply innovative technological processes and solutions will also be considered during the design process.

Washington Street is historic and the infrastructure was has undergone changes and retrofits over the years. A review of the existing conditions, operating characteristics, and travel dynamics for motor vehicles, bicyclists, and pedestrians will guide conceptual development to achieve feasible redesign concepts that advance the City’s policy and planning objectives.



An “overview” of Washington Street as seen from the roof of City Hall.

## REPORT AND PROJECT OVERVIEW

This report summarizes findings from the review of reports and documents, data collection and analysis, in-field site assessment, and discussions with municipal officials, staff, stakeholders, and the public. It describes the existing physical conditions, operating characteristics and travel dynamics for motor vehicles, bicyclists and pedestrians, and identifies the opportunities and constraints that will serve as the foundation for the development of design concepts.

**Chapter 1, “Overview”** introduces the study area and its character and context, including an overview of zoning as well as state and federal historic designations. The project process is described, along with findings from public and stakeholder outreach. The chapter concludes with highlights from the report that will guide the development of concepts.

**Chapter 2, “Streetscape,”** evaluates conditions associated with creating a visually interesting and appealing place and elements that compose the streetscape, e.g., benches, message boards, street trees, and utility enclosures.

**Chapter 3, “Street Parking and Loading,”** and **Chapter 4, “Transportation,”** evaluate the data associated with transportation functions along Washington Street, e.g. motorized, pedestrian, and bicycle circulation, to determine how effectively the current design balances the needs of the different types of users and uses. These include drivers of motorized vehicles – cars, delivery vehicles, commercial trucks, and buses and those on foot or bicycles.

**Chapter 5, “Infrastructure and Environmental Considerations,”** identifies existing infrastructure that will need to be addressed as part of the design process, and includes a preliminary environmental screening of the area.

Background documentation related to the investigation is included in the appendices. The project phases that follow will build on and supplement this analysis of existing conditions. These reports and plans are:

**Urban Design Typology Plan** – focuses on the visual appearance and design character of the array of street furnishings and street surfaces, a useful reference for selecting furnishings and setting policy standards for public realm improvements. The plan will include an inventory of streetscape elements and show an array of images that illustrate design alternatives, along with comparative examples from the great streets of other cities.

**Wayfinding Message Book** – detailing locations and descriptions of existing and proposed wayfinding elements and representative examples that are developed from an inventory and map of existing wayfinding elements, analysis of circulation patterns, and discussion and input from city staff.

**Traffic Count Results and Analysis** – from traffic counts conducted at multiple locations during peak hours, and which included vehicles, bicycles, and pedestrians. The counts, crash data and other information referenced in this report will guide concept development.

**Parking Analysis Summary** – to estimate parking demand based on an inventory of the existing parking supply and usage, and on observation of parking and loading during a typical weekday and Saturday.

**Design Concepts and Alternatives Analysis** – development of three design concepts presented on base maps prepared from a photographic aerial fly-over of the Washington Street corridor conducted early in the project (December 2013). The concepts will integrate findings from the Existing Conditions Report, inventories and analysis.

**Final Concept/ Implementation and Phasing Plan** - further development of the preferred concept selected by the City based on a thorough vetting of the alternatives. An estimate of probable cost for the preferred alternative will be included, along with an Implementation and Phasing Plan.



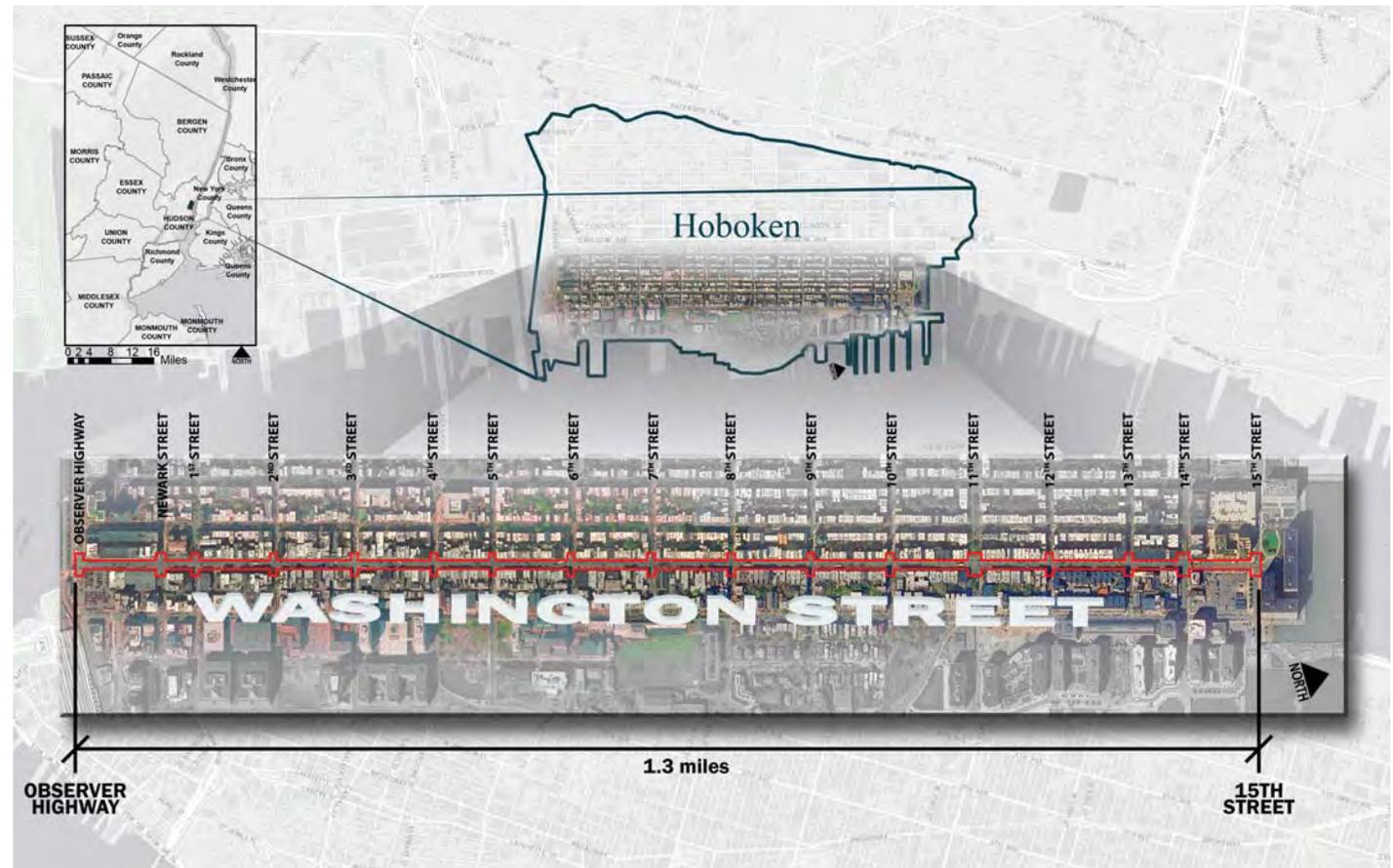
## STUDY AREA

The study area, shown in Figure 1.1, is 1.3 miles long and 100 feet wide. The 1.3-mile length encompasses 17 blocks along Washington Street, starting from the south at the intersection of Observer Highway (County Route 681) and ending to the north at the intersection of 15th Street. The 100-foot width generally encompasses the space between opposing east and west building faces, including the roadway, curb line, amenity strip, and sidewalk. At intersections, the study area extends 50 feet outward from Washington Street along the width of each cross street.

This project addresses Washington Street's public right-of-way and does not include buildings. The cross section of the public right-of-way extends from the building front on one side of the street to the building front on the opposite side.

The cross section from building front to road centerline varies somewhat throughout the length of Washington Street. Although the overall width is generally the same along the length of the corridor, the space typically allocated for roadway, parking, amenities, sidewalk passage, and business or residential frontage differs, as shown in the cross sections of Figure 1.2. In general, the typical cross section of the more commercial southern segment has more space allocated for pedestrian and vehicle movement; the more residential northern segment makes use of angled parking, which requires a greater parking width. Sidewalk widths vary as well. Sidewalks in the southern segment are typically 25 feet, while sidewalks in the northern segment are narrower, typically 18 feet.

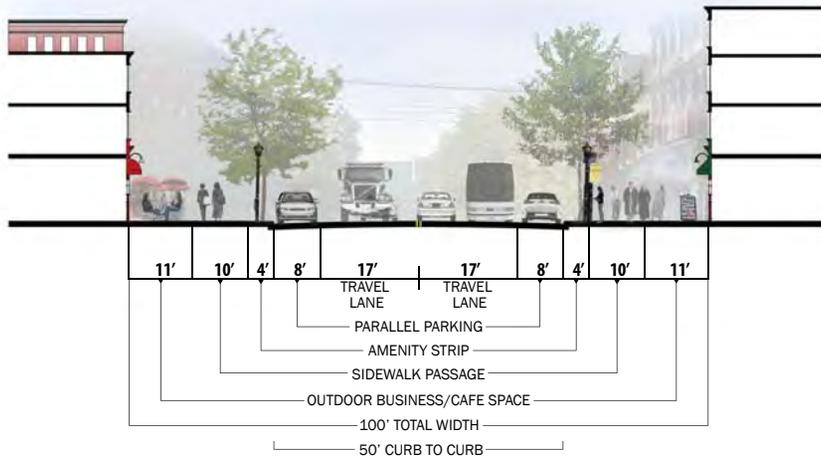
Figure 1.1. Study Area Map



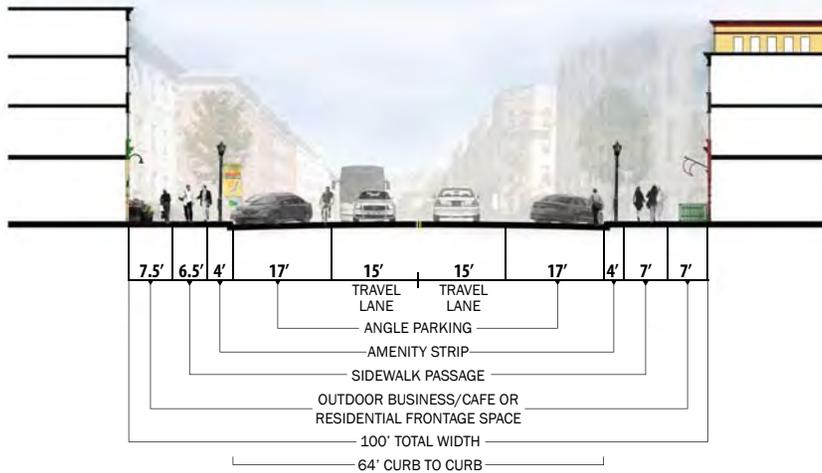
Map by RBA. Base: 2013 Esri, DeLorme, NAVTEQ Light Gray Canvas Base. Data: NJ Municipal Boundaries; NJ County Boundaries; NY County Boundaries; 2007 NJGIN Aerial Imagery.

**Figure 1.2. Washington Street Typical Cross Sections**

**Segment 1: Washington Street from Newark Street to 8th Street (Typical)**



**Segment 2: Washington Street from 8th Street to 15th Street (Typical)**



**CONTEXT AND REGULATORY FRAMEWORK**

Washington Street functions as an important destination for visitors and locals with its retail shops, office space, bars and restaurants. It channels users to and from nearby destinations including Hoboken’s waterfront, which provides an esplanade for pedestrians and bicyclists as part of the Hudson River Waterfront Walkway (HRWW), Pier A, and Pier C Park. Improving accommodation and access for pedestrians and bicyclists on Washington Street will help to complete an important and heavily used network of pedestrian and bicycle-friendly facilities.

As shown in Figure 1.3, the character of Washington Street varies, with 8th Street marking an approximate transition. Businesses occupy the ground level of buildings in the southern segment (Segment 1: Commercial Mixed Use); residential buildings predominate in the northern segment (Segment 2: Residential Mixed Use). Newark Street to Eighth Street has a more commercial character; 8th Street to 15th has a more residential character and includes Hoboken’s older housing stock comprised of two or three story brownstones.



Figure 1.3. Character of Washington Street

## SEGMENT 1



## COMMERCIAL MIXED USE



## SEGMENT 2



## RESIDENTIAL MIXED USE



← Transition at 8th Street

### Zoning and Election Wards

Washington Street is fronted by three different zoning districts: the Central Business District (CBD), Residential District (R-1), Industrial District (I-1), as shown in Figure 1.5. The CBD is zoned “to encourage the location of regional and citywide services and commercial activities” (Hoboken Municipal Code §196-19) and generally allows for commercial, retail, office, instructional and residential uses. The R-1 district is zoned “to conserve the architecture, scale and grain of residential blocks and street patterns” (§196-14) and to reinforce a residential character by allowing residential buildings and retail businesses and services. The I-1 district is zoned to “establish standards for urban industrial activity” and “to acknowledge the City’s traditional locational advantages for materials handling and fabrication” (§196-17) by allowing industrial uses, office buildings, research laboratories, warehouses, and utilities.

The zoning code recognizes subdistricts within the three zoning districts cited above and includes regulations specific to these subdistricts to maintain historic architectural, acknowledge existing accepted land uses, or encourage future development. The general purpose and regulations associated with each zoning district and subdistrict are presented in Figure 1.4.

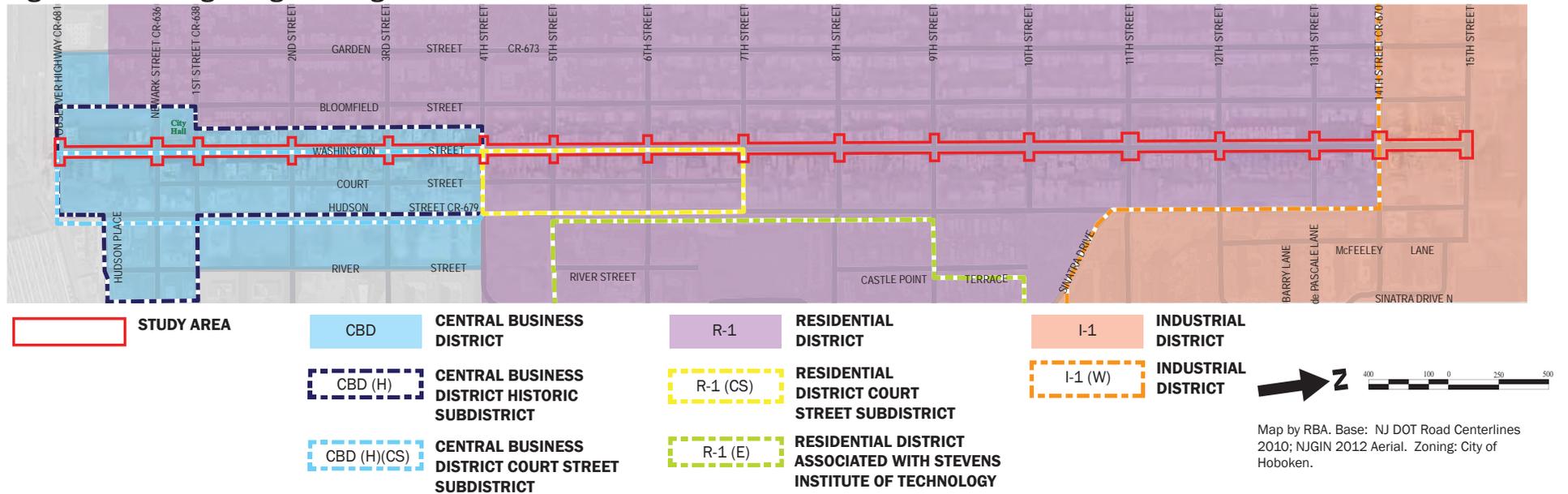
As illustrated in Figure 1.6, Washington Street’s interests are served by multiple members of the City Council as its boundaries touch four of the City’s six election wards and districts.

**Figure 1.4. Zoning Purpose and Regulations**

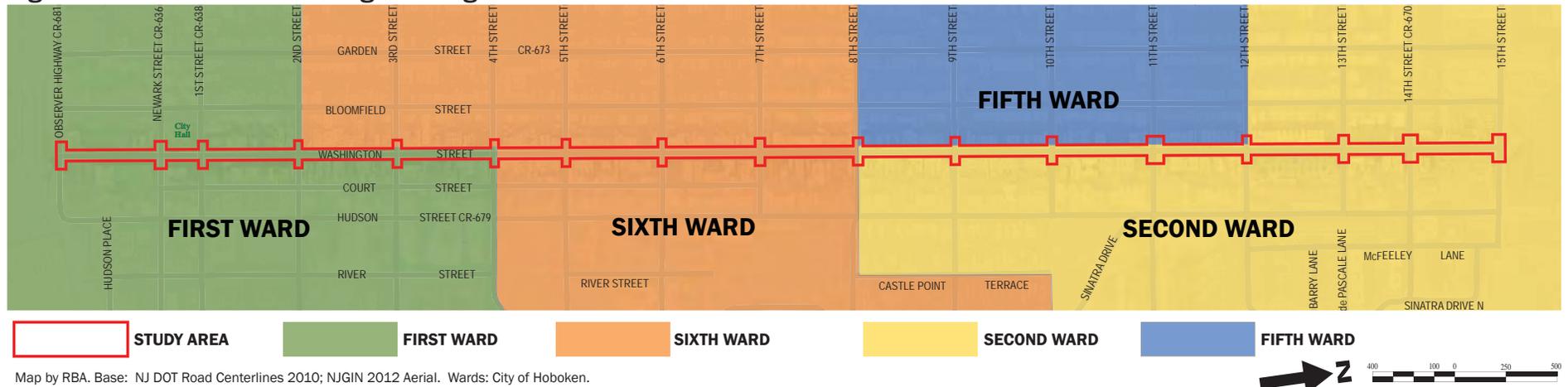
ZONE	SUB-DISTRICT	PURPOSE	PRINCIPAL USES	BUILDING HEIGHT MAXIMUM	MUNICIPAL CODE REFERENCE
CBD		encourage the location of regional and citywide services and commercial activities; facilitate development appropriate to proximity of City’s transportation terminal	commercial, industrial, residential, retail, office, restaurant/bar, hotel	16 stories or 160 feet	§196-19
	CBD (H)	preserve the best elements of traditional architectural character within CBD		prevailing, <5 stories	
	CBD (H) (CS)	preserve the architecture and scale of buildings fronting Court Street			
R-1		reinforce residential character by conserving architecture, scale, and grain	residential buildings, retail businesses and services	3 stories or no more than 40 feet above base flood elevation	§196-14
	R-1 (CS)	reinforce residential character by conserving architecture, scale, and grain specific to Court Street area			
	R-1 (E)	acknowledge needs of educational facilities associated with Stevens Institute of Technology	buildings for institutions of higher learning including classroom, office, laboratory, chapel, campus store, dormitory, and residential	4 stories or 40 feet if within 200 feet of residential district; 10 stories or 100 feet otherwise	
I-1		establish standards for urban industrial activity; acknowledge traditional locational advantages for materials handling and fabrication	manufacturing, processing, fabricating, office, laboratory, warehouse, utility	4 stories but not more than 80 feet	§196-17
	I-1 (W)	recognize alternative uses for waterfront land including residential and retail development	I-1 principal uses plus planned unit development	vary based on building usage from 30-85 feet	



**Figure 1.5. Zoning Along Washington Street**



**Figure 1.6. Election Wards Along Washington Street**





A postcard view from 1913 shows a view to the north along Washington Street from City Hall.



A postcard view from 1912 shows a view to the north along Washington Street from 5th Street.

### Historic Designations

Washington Street's historic character has been the mainstay for the distinctive aesthetic along the street. Authentically preserved buildings stand out among their newer contemporary counterparts while Victorian-style lampposts and street signs have been installed to encapsulate a nostalgic atmosphere. Because of the significance of Washington Street's historic resources, representatives of the Historic Preservation Commission and Planning Board were interviewed as part of the stakeholder outreach. A summary of the stakeholder interview is included in the appendices.

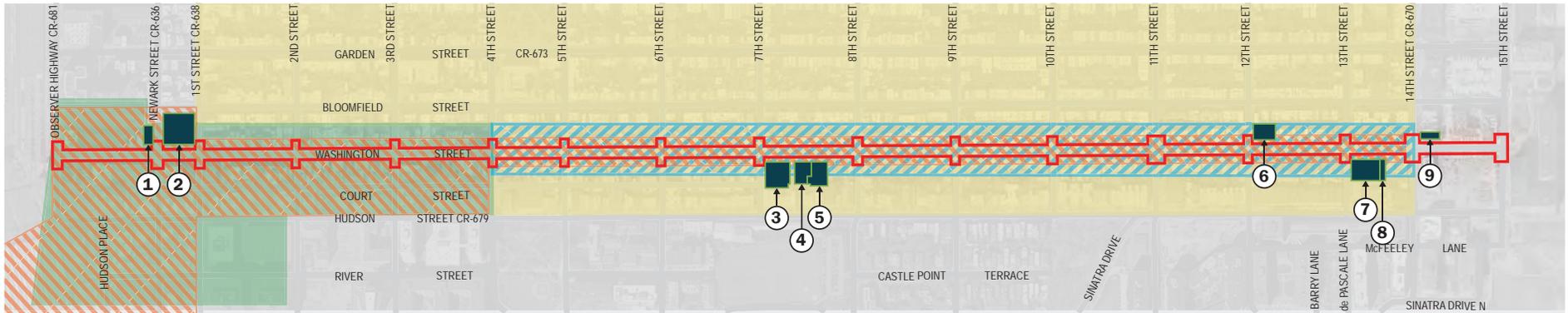
Washington Street's significant historic architectural resources are formally recognized within the City of Hoboken Historic Preservation Ordinance (Chapter 42 of the Municipal Code) and the City of Hoboken Master Plan, and through formal designations made at both the State and Federal levels. Should state or federal money be used for implementation of the redesign that impacts state or federally historic resources, approval of the New Jersey's Historic Preservation Office (SHPO) will be required.

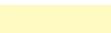
Washington Street is included within the bounds of four historic districts, listed below and mapped in Figure 1.7:

- Southern Hoboken Historic District (Washington Street from Observer Highway to 4th Street) – State Historic Preservation Officer Opinion of Eligibility 1-3-1980; National Park Service Determination of Eligibility 4-25-1980; Local Certified District 12-29-1981; State Historic Preservation Officer Opinion of Eligibility 2-28-1991; Hoboken Master Plan 2004
- Central Hoboken Historic District (Washington Street from 4th Street to 14th Street) – State Historic Preservation Officer Opinion of Eligibility 2-28-1991; Hoboken Master Plan 2004
- Southern Hoboken Historic District Extension (Washington Street from 4th Street to 14th Street) – State Historic Preservation Officer Opinion of Eligibility 4-26-1999; Hoboken Master Plan 2004
- Central Business & Washington Street Historic District (Washington Street from Observer Highway to 14th Street) – Hoboken Historic Preservation Ordinance

There are also nine individual historic architectural resources that have been formally recognized (listed in Figure 1.7) and, additionally, the vast majority of the buildings along Washington Street are contributing resources to the historic districts within which they are sited.

**Figure 1.7. Historic Districts and Sites Along Washington Street**



-  Study Area
-  Southern Hoboken Historic District
-  Central Hoboken Historic District
-  Southern Hoboken Historic District Extension
-  Central Business and Washington Street Historic District

- ① 84 Washington St.  
Hoboken Bank for Savings  
(Hoboken Master Plan 2004)
- ② 86-98 Washington Street  
Hoboken City Hall  
(New Jersey Register of Historic Places 8-13-1975; National Register of Historic Places 1-1-1976; Hoboken Historic Preservation Ordinance; Hoboken Master Plan 2004)
- ③ 707 Washington St.  
All Saints Episcopal Parish  
(Hoboken Historic Preservation Ordinance)
- ④ 713 Washington Street  
Hoboken Charter School  
(Hoboken Historic Preservation Ordinance)
- ⑤ 721 Washington Street  
Mount Olive Baptist Church  
(Hoboken Historic Preservation Ordinance)
- ⑥ 1200-1206 Washington Street  
(New Jersey Register of Historic Places 12-3-1986; National Register of Historic Places 3-9-1987; State Historic Preservation Officer Opinion of Eligibility 6-24-1987; Hoboken Historic Preservation Ordinance; Hoboken Master Plan 2004)
- ⑦ 1301 Washington Street  
Hoboken-North Hudson YMCA  
(State Historic Preservation Officer Opinion of Eligibility 4-20-2007)
- ⑧ 1313 Washington Street  
Engine Co. #2 Firehouse  
(New Jersey Register of Historic Places 2-9-1984 (Thematic Nomination of Hoboken Firehouses); National Register of Historic Places 3-30-1984; Hoboken Historic Preservation Ordinance; Hoboken Master Plan 2004)
- ⑨ 1400 Washington Street  
Hoboken Trust Company / Hudson Reporter  
(Hoboken Master Plan 1994)



Map by RBA. Base: NJ DOT Road Centerlines 2010; NJGIN 2012 Aerial. Districts: City of Hoboken Master Plan 2004; City of Hoboken Municipal Code, Chapter 36 § 42-114.1, accessed through ecode360.com 03/18/2014. Sites: Data compiled by RBA December 2013.

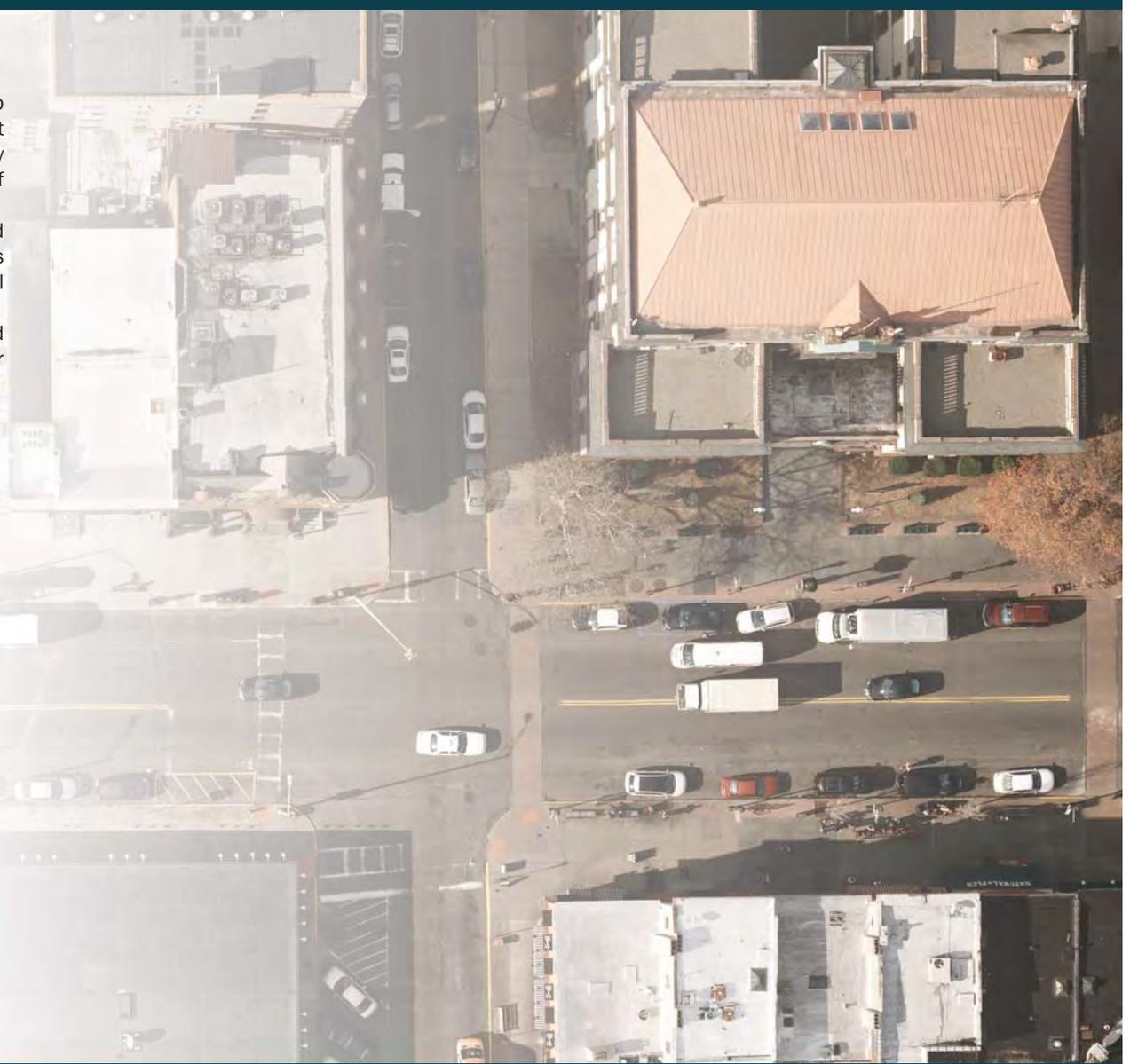
## PLANNING PROCESS

As part of the planning process, available reports and map data related to current, past and future planning and development activities that might have a direct or indirect impact on the study area were analyzed, including those shown in Figure 1.8. A list of reference materials and data can be found in the appendices.

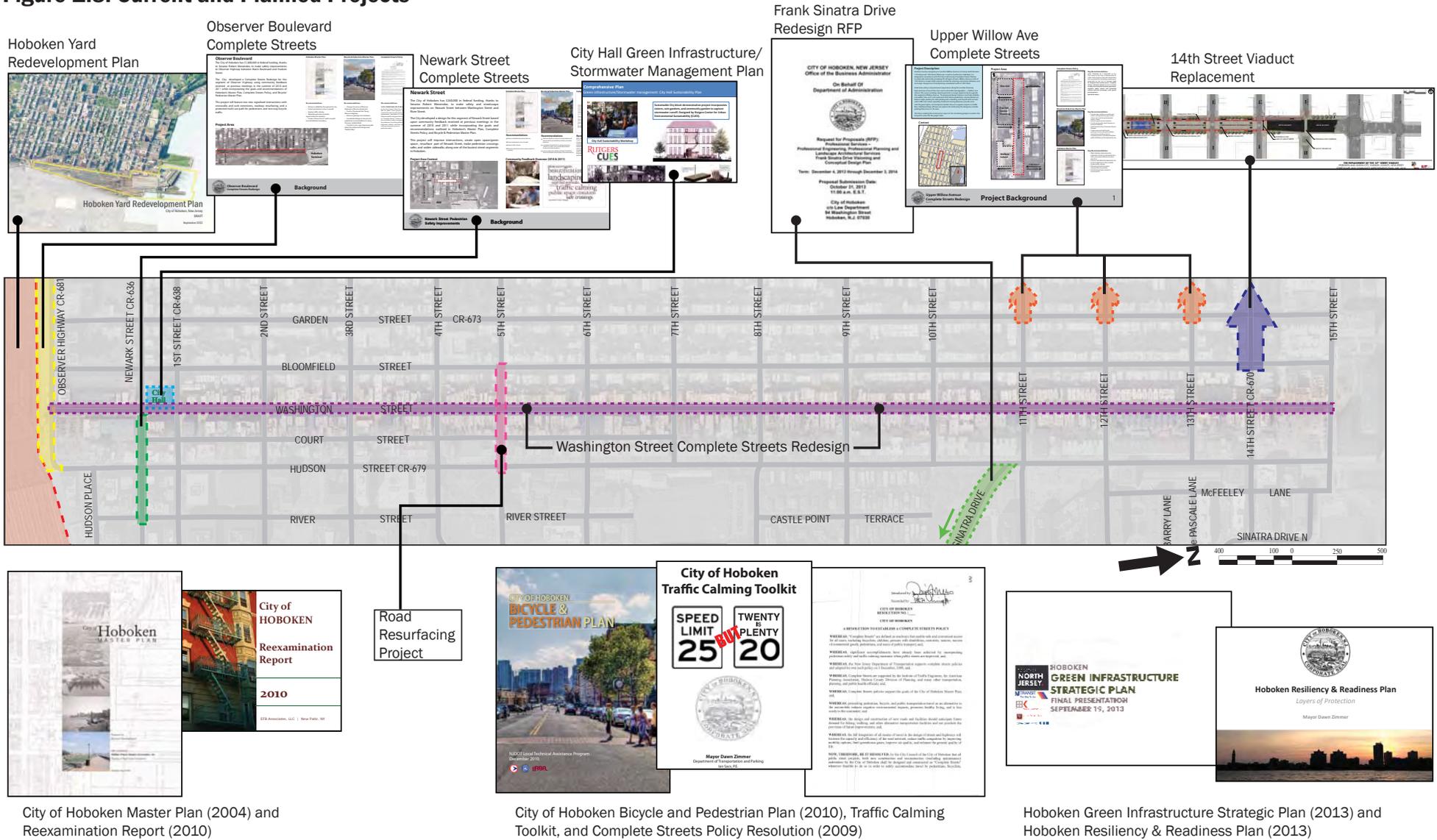
This information, coupled with the input of the City and community, was reviewed to identify the project's design objectives that will be used in the development of a multi-modal Conceptual Design Plan.

The results of field surveys and photo documentation provided insights in the determination of existing conditions. An aerial fly-over was also conducted.

- **Field Survey and Analysis:** Beginning in October 2013, RBA deployed experts from various disciplines, including Planning, Landscape Architecture, Traffic and Civil Engineering, Architecture, Urban Design, and Bicycle/Pedestrian Planning in field assessments and data collection along the Washington Street corridor.
- **Field Photography:** Through field visits conducted between July 2013 and January 2014, RBA compiled a bank of over 4,500 high resolution digital photos of the conditions along Washington Street. These photos have served as a visual reference and data source to both inform and share insights gleaned through field analysis. This bank of photos will be made available to the City of Hoboken in DVD format.
- **Aerial Photography:** RBA conducted a high-resolution photographic aerial fly-over of the Washington Street corridor in December 2013. From this process, 23 aerial photographs were collected, each covering 1,377,500 square feet (1450 x 950) of Washington Street and surrounding blocks. The photographs have been georeferenced and projected in both NAD 1983 State Plane New Jersey and NAD 1983 Universal Transverse Mercator Zone 18N formats. The photographs have been used as a visual reference, data source, and base image for conceptual design development and will be made available to the City of Hoboken in DVD format.



**Figure 1.8. Current and Planned Projects**



City of Hoboken Master Plan (2004) and Reexamination Report (2010)

City of Hoboken Bicycle and Pedestrian Plan (2010), Traffic Calming Toolkit, and Complete Streets Policy Resolution (2009)

Hoboken Green Infrastructure Strategic Plan (2013) and Hoboken Resiliency & Readiness Plan (2013)

## STAKEHOLDER AND PUBLIC OUTREACH

Outreach activities were conducted to gain insight into existing conditions and issues, as well as the vision and priorities of both stakeholders and the general public. A web page was developed to post project information, activities, and work products and an on-line survey conducted. In depth interviews were held with stakeholders, municipal staff and community leaders.

A community workshop provided opportunities for the public input on a vision for the future of Washington Street, visual preferences, and perspectives on current issues through small group discussion, interactive mapping, questionnaires, comments boards and a video interview station. An aerial “Existing Conditions Map” was prepared as a composite of findings and exhibited at the workshop and is included in the appendices.

A record of stakeholder interviews and findings; the survey instrument and results; and the community workshop agenda, summary, questionnaire and comments are included in the appendices.

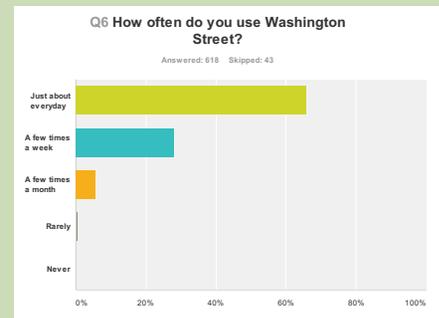
### Stakeholder Interviews

As part of the planning process, the consultant team conducted interviews with key stakeholders as identified by the City in the following areas of expertise (see appendices for summaries).

- Businesses/Property Owners
- Seniors/Disabled/ADA
- Families/Schools
- Historic
- Bicycling
- Quality of Life
- Sustainability
- Art/Cultural
- Lighting
- Planning Board
- NJ TRANSIT
- Environmental Services
- Transportation and Parking
- Public Safety
- Zoning



A project website developed by the City keeps the community informed.



An on-line survey collects input from community members.



Community members discuss the future of Washington Street at Community Workshop #1 in December 2013.

### Project Website

A project web page was developed and posted on the Hoboken website to serve as a repository of information for the community. The web page provides an overview of the project, workshop documents, photos and a sign-up for project updates. [www.hobokennj.org/washingtonstreet](http://www.hobokennj.org/washingtonstreet)

### On-line Community Survey

An on-line community survey was developed and posted to the project website to gauge how often people use Washington Street, what they use it for, when they use it, what sections they most frequent and what particular characteristics they prioritize. There were 661 respondents to the 17 question survey which also gauged more qualitative responses on what characteristics respondents liked about Washington Street, what they disliked, their favorite places and activities, their redesign ideas and suggestions for improving multi-modal transportation (see appendices for survey results).

### Community Workshop

A community workshop was held on December 16, 2013, to allow members of the public to learn about the project and participate in interactive visioning to help craft the design options for the street (see appendices for workshop materials and results).



## ■ SUMMARY OF FINDINGS

Figure 1.9 (on page 22) synthesizes findings from public and stakeholder outreach and a review of adopted policies within Hoboken plans and official documents. These findings serve as the basis for alternative concept development.

Below are the highlights of this phase of the project, which are derived from the existing conditions investigation and outreach. The list is not exhaustive, but emphasizes major goals, existing conditions, issues and opportunities. Implementation of improvements within these categories will contribute to the achievement of a collective vision for Washington Street as a vibrant public space that supports the business community and is a destination for Hoboken's residents and visitors.

### Green Streets and Green Infrastructure

Washington Street can benefit from green streets and infrastructure strategies that address stormwater management while providing opportunities for "green space" such as pocket parks and rain gardens. Landscape elements also contribute to an improved pedestrian environment.

The need for improved stormwater management is an issue along Washington Street and contributes to flooding in adjacent neighborhoods. Anticipating future flood events, Hoboken has been proactive in exploring City-wide strategies for flood control and the incorporation of green infrastructure. The "Hoboken Green Infrastructure Strategic Plan" that is scheduled for publication in spring 2014 will be included in a "Strategic Recovery Planning Report" currently under development. As much as possible, this project will consider a range of possibilities to support these priorities.

Improving the selection of and conditions for healthy trees is part of the "Green Streets" equation. Currently, trees are sparse and in poor condition, lack tree guards, and have inadequate tree pits. Design concepts will be developed to support recently established guidelines by the Shade Tree Commission.



Inadequate tree pits contribute to lack of stormwater management treatments.

### Pedestrian Safety, Infrastructure and Circulation

Strategies to address pedestrian facilities must be incorporated into design concepts as they are critical to pedestrian safety and impede access to businesses and other public destinations.

Sidewalks, curbs and crosswalks are part of the pedestrian infrastructure and their condition directly affects pedestrian safety and accessibility. Sidewalks currently vary in width, materials and condition. The clear zone for pedestrians is sometimes constrained by sidewalk cafés, business signs, and other physical impediments. Sidewalk cross-slopes and the lack of curb ramps impede circulation especially for the mobility impaired. High visibility crosswalks are lacking and in general, current conditions are not in compliance with current Americans with Disabilities Act (ADA) standards.

Pedestrian circulation along Washington Street is also affected by issues such as parking (and double parking) that blocks pedestrian sight lines, long street crossings and the lack of pedestrian refuges and pedestrian countdown signals.



The pedestrian experience as it relates to mobility and safety is a vital aspect of Washington Street.

### **Bicycle Accommodation**

Complete Streets are designed to accommodate bicyclists as much as possible. People who choose to travel by bicycle require safe access to Washington Street businesses, restaurants and other public destinations.

There are currently no dedicated bicycle facilities on Washington Street other than intermittent bicycle parking. Stakeholder and community input suggest that “dooring” is a frequent occurrence and many bicyclists ride on sidewalks, increasing the potential for pedestrian/bicycle crashes. There is a lack of signing and pavement markings to give direction to bicyclists and raise driver awareness of the presence (and rights) of bicyclists.

Hoboken’s Bicycle and Pedestrian Plan recommends bike lanes on Washington Street, and the redesign will explore strategies to implement dedicated bicycle facilities.

### **Parking and Loading**

Strategies that support appropriate parking and loading must balance the needs of businesses with pedestrian safety.

Illegal parking and loading are common on Washington Street and are safety issues that affect motorists, bicyclists and pedestrians. Bicyclists are forced into travel lanes because of double parking; pedestrian sight lines are blocked when parked vehicles are too close to intersections.

On-street parking costs are low in relationship to nearby lots and garages. With high demand, this can act as an incentive to illegal and double parking; based on input from community outreach and stakeholder interviews, lack of enforcement exacerbates the situation. Recognizing the need for improved parking and loading management on a City-wide basis, Hoboken has initiated a Parking Master Plan that will complement the redesign of Washington Street.

### **Traffic Signals**

Upgrading traffic signals and timing will be important to improve traffic safety and reduce vehicular, pedestrian, and bicyclist conflicts.

Currently, traffic signals are undersized and off center, reducing their visibility. Pedestrian heads are missing and pedestrians cannot see signal heads when crossing. Bringing signalization up to current MUTCD standards will not only improve safety for all modes, it will also improve circulation.



The lack of a designated bicycle facility can force many cyclists to ride on the sidewalk, which can cause conflict with pedestrians.



Illegal commercial loading and unloading in intersection clear zones creates safety issues for all users of the roadway.



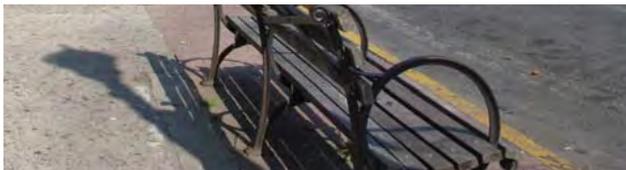
Many of the traffic signals along Washington Street do not meet current standards for visibility.



### Furnishings and Fixtures

Uniform and compatible styles and convenient placement of street furnishings contribute to aesthetic quality and pedestrian comfort, convenience and safety.

The current furnishings and fixtures have deteriorated since their installation in the 1990s and are in need of refurbishing or replacement. Special attention will be given to ensure that the types, materials and finishes of street furniture and amenities are appropriate for Hoboken's marine environment. The likelihood of future flooding events will continue to affect street furnishings and will be considered as concept alternatives are developed.



The street furnishings along Washington Street lack visual aesthetic coherence.

### Lighting

Lighting must be effective for motorists, pedestrians and bicyclists, especially at intersections where the potential for vehicle/pedestrian conflicts are highest.

The condition, uniformity, and effectiveness of current lighting fixtures are problematic, confirmed by both field investigation and stakeholder outreach. Street lighting height, direction, quality and intensity is inadequate for pedestrians, especially at intersections. Street lighting also does not adequately light the street, making it difficult for vehicles to see pedestrians crossing.



Nighttime visibility is poor. Photo courtesy of Hank Forrest, January 17, 2013.

### Utilities and Subsurface Infrastructure Considerations

Combined water and sewer systems release sewage into waterways when stormwater and flooding events overwhelm system capacity. The existing combined sewer system is one of the principal problems of the utility infrastructure within Hoboken and the study area.

There may also be limiting subsurface conditions such as shallow bedrock and less than desirable infiltration rates. Utilities are almost entirely underground. Residual infrastructure components from the past, such as cobbles and trolley rails, may also be present. There is evidence of abandoned underground coal vaults close to the surface under sidewalks.

These conditions can impact the implementation of design elements; excavation below pavement may be required prior to construction.



Conditions beneath the surface of Washington Street can impact construction and maintenance.

**Figure 1.9. Summary of Findings**

***What we learned from the Public, Stakeholders, and a review of Adopted Policies within Hoboken***



# CHAPTER 2: STREETSCAPE

## INTRODUCTION

The redesign of Washington Street provides an opportunity to discuss a comprehensive approach to elements that occupy the public way. This section offers a general description of the Washington Street streetscape today and a discussion of:

- Furnishings
- Sidewalk Pavement and Materials
- Lighting
- Wayfinding and Signage
- Image and Regulation

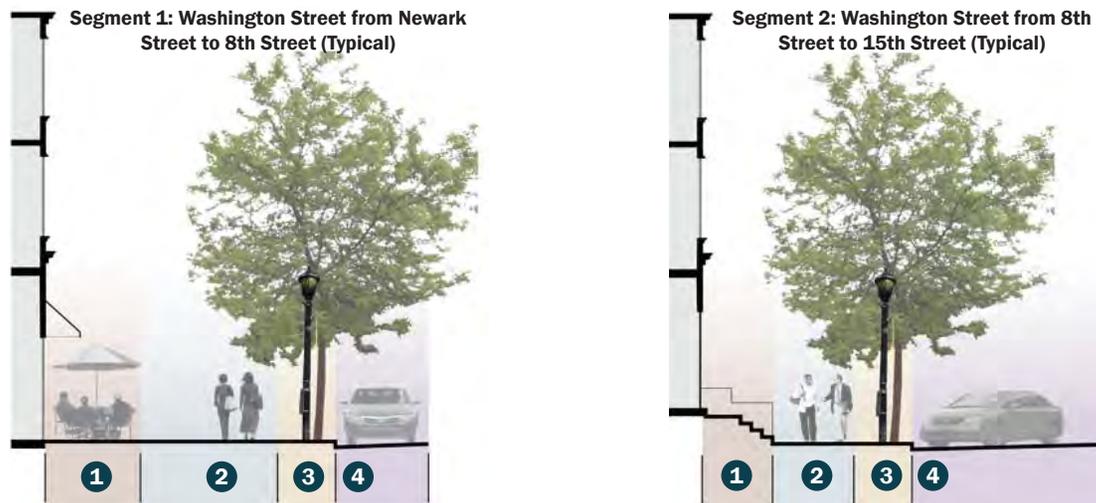
An important consideration for Hoboken residents and business operators is the *image* of the streetscape. Following this report, an “Urban Design Typology Plan” will be developed that focuses on the visual appearance and design character of the array of street furnishings and street surfaces, a useful reference for selecting furnishings and setting policy standards for public realm improvements. The “Urban Design Typology Plan” will include an inventory of streetscape elements and show an array of images that illustrate design alternatives, along with comparative examples from the great streets of other cities.

## Streetscape Cross Section

Streetscape generally refers to the sidewalk corridor. The term “sidewalk corridor” extends from building frontage to the edge of roadway and is divided into four zones described below and illustrated in Figure 2.1:

- 1 **Frontage Zone** - the portion of the sidewalk located between the Pedestrian Zone and the building face, which may allow for outdoor seating, retail signage and merchandise display. (Also termed the Storefront Zone).
- 2 **Pedestrian Zone** - the portion of the sidewalk that is maintained free of any obstructions to allow for the passage of pedestrians. (Also termed the Walking Zone).
- 3 **Amenity Zone** - the portion of the sidewalk located between the curb line and the Pedestrian Zone. This zone serves as a buffer for pedestrians from the adjacent roadway and is the appropriate location for street furniture, street trees, art and landscaping and utilities, and sign posts.
- 4 **Curb Line Zone** - the portion of the sidewalk located between the travelway and the Amenity Zone.

Figure 2.1. Streetscape Cross Sections



## STREETScape: FURNISHINGS

The current site furnishings along Washington Street were installed in the 1990s in two phases. These elements are worn and many are in need of repair and/or replacement. Included in this group of furnishings are:

- The 14' high Signature Series decorative light fixture with banner arm (by Hadco),
- 1939 World's Fair style bench (by Kenneth Lynch & Sons) and
- Steel trash receptacles (available from many manufacturers)
- Bus shelters



Light fixture, bench, trash receptacle and bus stop typical of Washington Street.

## Image and Design Aesthetic

In addition to performance and cost, future street furnishings must be evaluated for the aesthetic image they produce. For many residents, the current aesthetic image of street furnishings is associated with the City and the historic character of the street. However, historic review agencies often discourage the selection of historic-appearing but not authentic site furnishings (such as the existing light fixtures) within historic districts. This was a point of discussion during a stakeholder interview with a member of the Historic Preservation Commission.

## Image and Design Aesthetic Issues

- *Compatibility and consistency of street furniture design contributes to the overall character of Washington Street. The design of some street furniture such as bicycle racks is inconsistent.*
- *Improper placement of street furniture can create obstacles for pedestrians by reducing the appropriate width of the pedestrian clear zone based on the pedestrian volume. This issue was raised during stakeholder interviews. The following elements were observed encroaching on the pedestrian zone during site visits:*
  - *Bus stop shelters*
  - *Bicycle racks*
  - *Sidewalk merchandising signs*
  - *Sandwich boards*
  - *Community bulletin boards*
  - *Café seating*
- *Benches face the street rather than the buildings and businesses, which discourages use by diminishing their usefulness to pedestrians.*

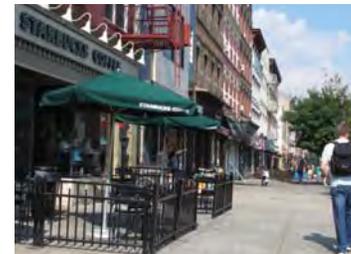


### Outdoor Cafés

An issue raised during stakeholder interviews was that outdoor cafés reduce the sidewalk width and create obstacles for pedestrians. Businesses are permitted to use the sidewalks for signs and outdoor cafes. Outdoor cafés are to be removed from the sidewalk when businesses are not open. Business owners often have no storage space to comply.

Currently, outdoor cafes are permitted to use 10' when the sidewalks are at least 20' wide, or up to 8' or half of the sidewalk, whichever is greater. Permitting should take into consideration the volume of pedestrian use and strict enforcement is needed.

There are canvas enclosures/ foyers at the entrances to some businesses, although these are not permitted. It was pointed out during stakeholder interviews that guidelines for erecting enclosures/foyers at doorways are under consideration by the Historic Preservation Commission and Zoning Board.



Sidewalk merchandising is a vital aspect of Washington Street with a direct connection to the aesthetic of the street.

## STREETScape: SIDEWALK PAVEMENT AND MATERIALS

The condition of the existing concrete sidewalks varies from good to poor. There is particular evidence of cracking and spalling south of 7th Street where the sidewalks are older. Pavement materials along the corridor suffer from many years of traffic and exposure to the elements. The sidewalks are a patchwork of paving patterns, colors and textures due in part to the fact that individual business owners are responsible for a portion of the sidewalk in front of their business (design, installation, and maintenance). This practice does not support a unified and consistent look for the material and finish of the sidewalk. Between the concrete sidewalk and the curb is continuous 4' wide amenity zone with concrete pavers. These pavers are generally in good, physical condition but look worn. The pedestrian crosswalks utilize a similar paver as the amenity zone and are also worn with some in need of repair.

### Sidewalks

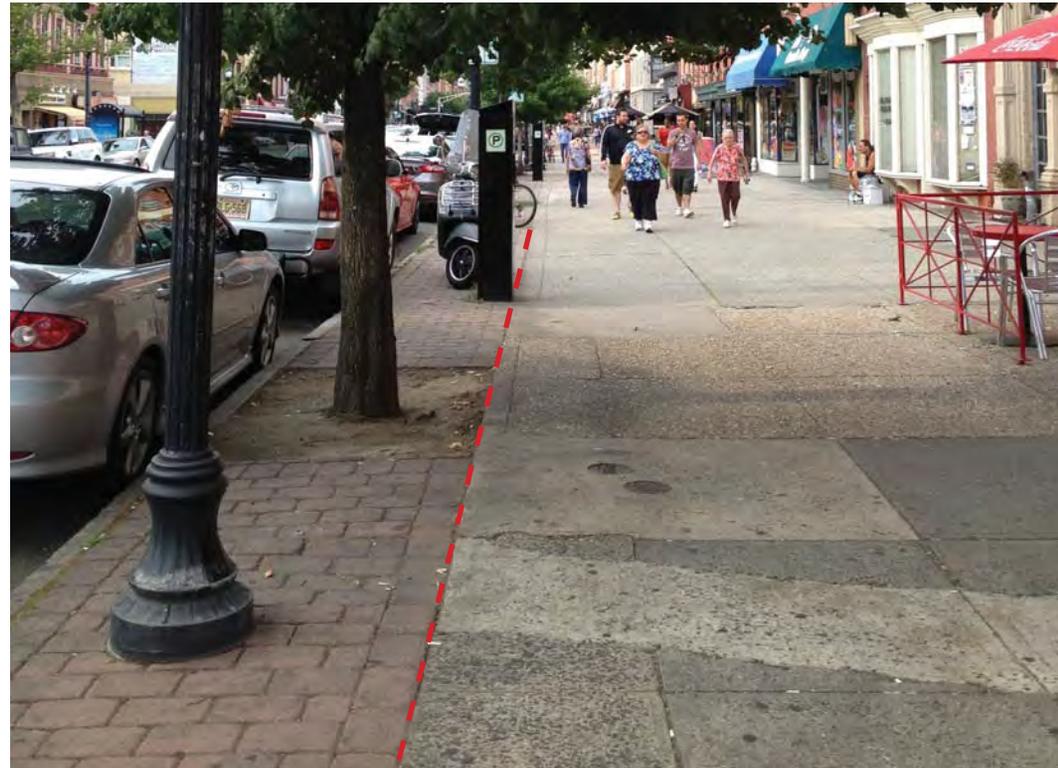
Washington Street sidewalks can be generally classified as follows:

#### Width:

- ±21' wide (in Segment 1, south of 8th Street)
- ±14' wide (in Segment 2, north of 8th Street)

#### Material:

- 4" thick concrete
- 8" thick concrete (when installed over old coal supply vaults)



Amenity zone concrete pavers.

Patchwork of concrete sidewalk surfacing.

### Amenity Zone Pavers

On both sides along the entire length of Washington Street is a 4' wide amenity zone with concrete pavers adjacent to the curb. The width of the amenity zone expands further into the sidewalk in advance of all cross streets to denote the impending street crossings. These pavers are worn and installed over a concrete base offering no infiltration of rain water.

- Width: 4'
- Material: 6"x9"x2-3/8" concrete pavers

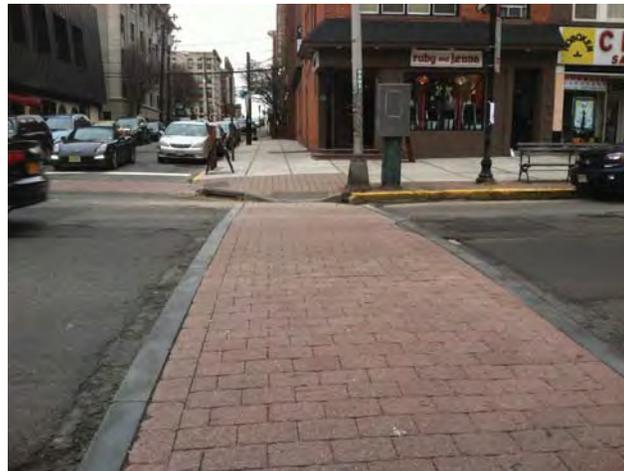
The amenity zone pavers are installed over 4" concrete base. Where the amenity zone is installed over an old coal supply vault, the concrete base is reinforced with #4 rebar 16" o.c. each way.

### Pedestrian Crosswalks

Pedestrian crosswalks are constructed using the same style of concrete paver found in the amenity zone, albeit a heavier duty version. These pavers are worn and some are in need of repair due to years of vehicular traffic.

- Width: 8'
- Material: 6"x 9"x 3-1/8"
- Edging: 6"x18" granite curb

The crosswalk pavers are installed over a 6" thick concrete base. The granite curb is set in a concrete base.



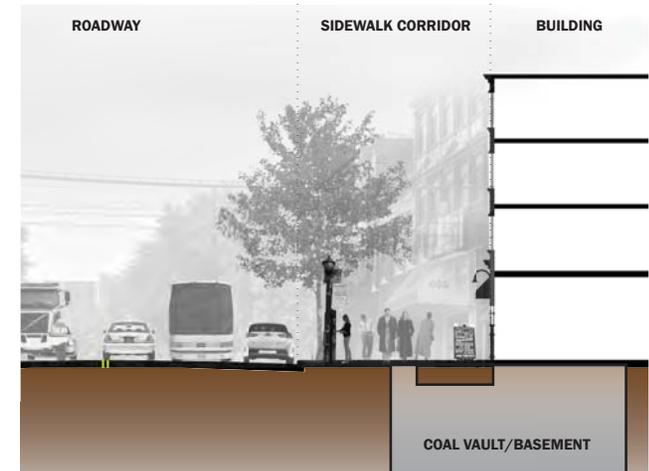
Pedestrian crosswalk with concrete paver surface and granite curb edging.

### Coal Supply Vaults

Unique to the standard sidewalk construction are areas where there are 19th century coal storage vaults under the sidewalk, which extend from adjacent building basements. The network of coal storage vaults may be encountered when excavating behind the curb for tree pits and sidewalk improvements in these areas.

The streetscape design plans of Marchetto Caulfield Associates that were developed for Phase II of the 1990s improvements identify several vaults located between 8th Street and 14th Street. The plans specified additional concrete thickness and reinforcement to be installed above these areas as mentioned earlier in this section.

The City also provided a copy of a vault location study performed in August, 1996. This study identified the location of 40 vaults between 87 - 425 Washington Street. The study also notes that it was unable to gain access to 39 basements within the area of the study.



Possible configuration of coal supply vault beneath Washington Street.

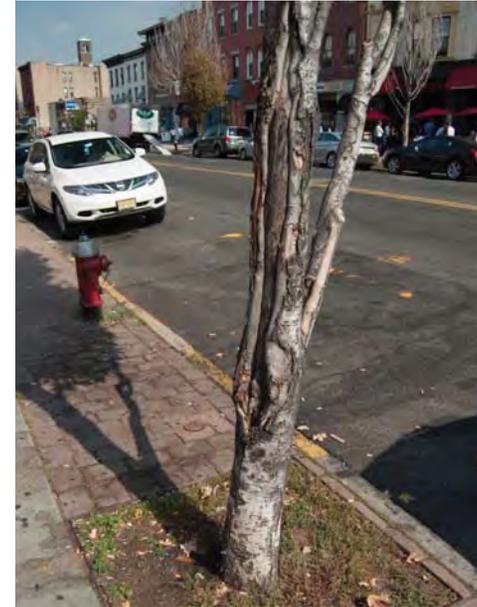
## STREETScape: TREES AND PLANTINGS

Figure 2.2 displays an inventory of trees identified along Washington Street by the Hoboken Shade Tree Commission (HSTC). Along the 1.3-mile corridor, 22 tree species have been identified from 9 different taxonomical families. A mix of maple and oak varieties dominate Segment 1 of Washington Street, the commercial area south of 8th Street. North of 8th Street, the tree population is dominated by the similar looking American Sycamore and London Plane Tree. Within this general framework, a wide variety of species are mixed in and appear sporadically along the corridor. While this diversity of tree selection can be praised for its general resistance to catastrophic failure by pest or disease, the visual character produced by this arrangement tends to be incoherent.

The HSTC has renewed efforts for tree replacement and has developed design standards for planting, including metal tree guards for protection of the planted area. The guidelines specify Littleleaf Linden trees (3-3.5" caliper) along the street to unify the appearance and are guiding ongoing installations between 1st and 3rd Streets. Future tree replacement efforts may also take into consideration current best practice for urban streets that discourages a monoculture approach for street tree selection. In combination with this effort, informational signs are being installed to discourage the storage of trash in tree pits and asking pet owners to keep animals away from trees and plantings.

### Trees and Plantings Issues

- Many trees are dying and some tree pits are missing trees. As a consequence, the remaining street trees provide little presence.
- Most tree pits are too small and are unprotected by tree guards; as a result they are subject to compaction by pedestrian traffic and damage from bicycle chains and trash bins.
- Tree pits are close to the curb and tree guard fencing may interfere with pedestrians exiting parked vehicles.
- Aside from the trees located between 1st and 2nd Streets many trees are sporadic and scrawny.
- Trees between 9th and 10th Street are leaning out over the street and should be replaced.



A healthy tree with a large, protected tree pit can enhance the look and feel of the sidewalk. In contrast, an unhealthy, damaged tree can distract from the streetscape environment.

**Figure 2.2. Street Tree Identification Along Washington Street**



**STUDY AREA**

Number listed after common name denotes quantity identified along Washington Street

**ACERACEAE**

- **RED MAPLE, 20**  
Acer rubrum
- **'GOLDSPIRE' MAPLE, 12**  
Acer saccharum 'Goldspire'
- **CRIMSON KING MAPLE, 8**  
Acer platanoides 'Crimson King'
- **NORWAY MAPLE, 6**  
Acer platanoides
- **SILVER MAPLE, 1**  
Acer saccharinum

**FABACEAE**

- **THORNLESS HONEY LOCUST, 4**  
Gleditsia triacanthos var. inermis
- **AMERICAN YELLOWWOOD, 2**  
Cladrastis kentuckea

**FAGACEAE**

- **WILLOW OAK, 3**  
Quercus phellos
- **PIN OAK, 10**  
Quercus palustris
- **SAWTOOTH OAK, 1**  
Quercus acutissima

**GINKGOACEAE**

- **MAIDENHAIR TREE, 3**  
Ginkgo biloba

**PLATANACEAE**

- **AMERICAN SYCAMORE, 8**  
Platanus occidentalis
- **LONDON PLANE TREE, 36**  
Platanus x acerifolia

**ROSACEAE**

- **ORNAMENTAL PEAR, 20**  
Pyrus calleryana
- **JAPANESE FLOWERING CHERRY, 3**  
Prunus spp.

**SAPINDACEAE**

- **GOLDENRAIN TREE, 18**  
Koelreuteria paniculata
- **CHINESE FLAME TREE, 4**  
Koelreuteria bipinnata

**TILIACEAE**

- **LITTLE-LEAF LINDEN, 8**  
Tilia cordata
- **SILVER LINDEN, 1**  
Tilia tomentosa
- **'GREENSPIRE' LINDEN, 14**  
Tilia cordata 'Greenspire'

**ULMACEAE**

- **AMERICAN ELM, 6**  
Ulmus americana
- **CHINESE ELM, 2**  
Ulmus parvifolia

Map by RBA. Base: NJ DOT Road Centerlines 2010; NJGIN 2012 Aerial Imagery. Tree Identification: Hoboken Shade Tree Commission, 03-22-2013.



## STREETScape: LIGHTING

Lighting plays a very important part of a successful streetscape environment. It should first and foremost provide a level of safety and comfort for both vehicular and pedestrian traffic. Secondly, it helps establish a visual aesthetic for the corridor in both its architecture and lighting technology it utilizes.

One of the improvements from the previous streetscape project was the replacement of the existing highway “cobra head” lights along Washington Street with pedestrian scale streetlights.

The current fixtures are 14’ tall, decorative fixtures and contain metal halide bulbs. Metal halide lighting technology provides good color rendering and a ‘white’ color light in appearance vs. the ‘orange’ colored light provided by that of high pressure sodium technology which was the other option at the time these fixtures were installed.

Hoboken street light fixtures are typically installed and maintained by Public Service Electric & Gas (PSE&G). The local supplier for the Washington Street light fixture says it is possible to retrofit this fixture with LED technology. A discussion between Hoboken and PSE&G should take place to weigh the benefits/cost for upgrading the existing metal halide fixtures to LED.

### Lighting Issues

- Many of the existing post top lighting units are old and discolored.
- The existing 14’ fixtures produce a heavy glare creating problems for vehicular drivers and pedestrians alike.
- Lighting is not adequate at street intersections, which compromises pedestrian safety and also makes it difficult for pedestrians to be seen by drivers.
- The existing light fixtures are not cut-off fixtures and therefore are not dark-sky compliant.
- Light fixtures between Observer Highway and Newark Street are cobra head style lights and are not consistent with the remainder of the street.



A typical post top lighting unit.



A typical post top cobra head lighting unit.

## WAYFINDING AND SIGNAGE

The word “wayfinding” is used to describe signs designed to orient visitors along preferred routes, desired destinations and area landmarks. A comprehensive approach to wayfinding within a district, city or region will usually consist of a “family” of graphically similar elements that inform the travel of a driver, pedestrian or cyclist through a system of trailblazes, directional signs, and destination markers, along the way.

As noted in Chapter 1, “Introduction,” a *Wayfinding Message Book* will be developed with locations and descriptions of existing and proposed wayfinding elements. It will present representative examples that are developed from an inventory and map of existing wayfinding elements, analysis of circulation patterns, and discussion and input from City staff.

Today visitors and Hobokenites (leaving and approaching the Terminal on foot) are welcomed by an informative, articulate array of trailblazes, directional signs, and destination markers. For the rest of the City (i.e., motorists), including Washington Street, wayfinding signs are rare.

The \$300 million Hoboken Terminal renovation included enhanced wayfinding and identity signage. Beyond the Terminal, one finds directional signs that are part of the Hudson River Waterfront Walkway “to Weehawken...to Jersey City”.

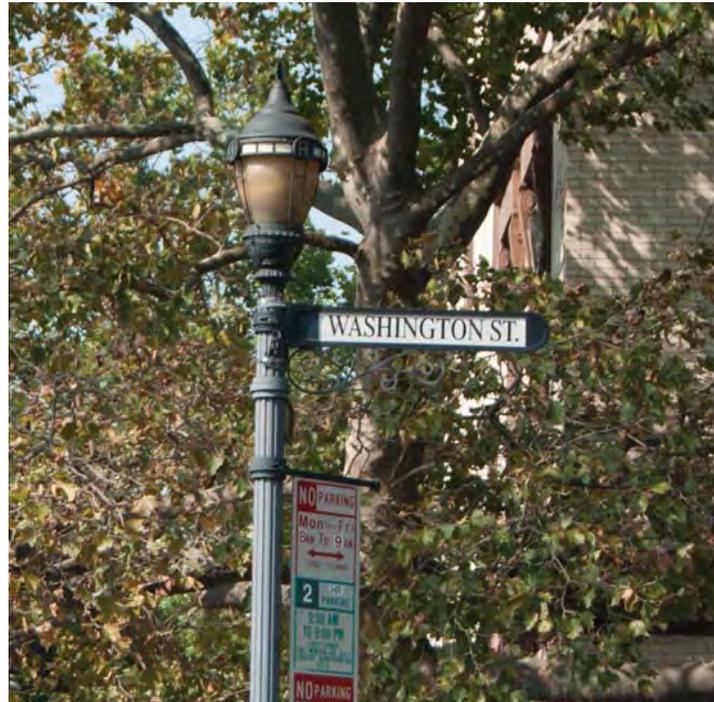
Along the Hudson River Waterfront Walkway, there are signs displaying the “H” icon and others that show a stylized graphic of the Terminal Tower and provide directional information and destination marking. On Observer Highway there are a number of trailblazer route markers as well as singular directional signs for Stevens Institute, PATH, the NJ Turnpike, and Municipal Parking.

Along Washington Street there are directional logo signs to NJ TRANSIT train boarding locations, the 14th Street Ferry, parking and municipal offices such as the police and library.

Generally though, pedestrians and drivers rely on street name blades at intersections for navigation. Since Hoboken is laid out in a simple grid of regular blocks, a visitor needs little familiarity to move through the city with confidence.

### Wayfinding Issues

- *Motorists may benefit from improved and more frequent signing to destinations.*
- *Parking regulations and locations are conspicuously and frequently signed. Even so, Hobokenites reported during public outreach activities that the instructions are difficult to understand.*



A typical post-mounted street name blade for navigation along Washington Street.

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## CHAPTER 3: STREET PARKING AND LOADING

### █ PARKING

As a walkable city with bicycling and transit options, Hoboken is an exemplary community for promoting non-motorized travel. Despite the multi-modal alternatives, a large subset of residents and visitors still choose to own and drive a car within Hoboken. According to the City's website, there are fewer than 9,000 on-street parking spaces in Hoboken and over 12,000 resident parking permits issued annually.

Parking issues were frequently raised during interviews and throughout outreach activities. Contributing factors are expressed in the City's recent RFP for a "Citywide Parking Master Plan" and include "unbalanced, non-market based pricing, aging and inadequate public off-street facilities, limited curbside parking capacity, underutilized private garages, ambiguous curbside loading regulations, and outdated zoning requirements."

Due to the commercial nature of Washington Street, convenient parking is of considerable importance to the local economy. The current parking configuration and management leads to constrained access to businesses and creates a situation in which vehicles circulate to find parking, which adds to traffic congestion and detracts from the quality of life for residents.

Figure 3.1. Examples of On-Street Parking Along Washington Street



Green or white signs differentiate between Resident Permit Parking Only Zones and Permit Parking Only Zones, which allow a four-hour parking grace period for visitors.



North of 8th Street, Washington Street features front-in angle Permit Parking Only



This patron is purchasing short-term parking time through a pay station.



Pay stations control the parking time that can be purchased along Washington Street south of 8th Street.

### On-Street Parking

There are three kinds of on-street parking areas on Washington Street and the immediately adjoining cross streets, with examples illustrated in Figure 3.1. These include Resident Only Permit Parking (green signs), Permit Parking Only (white signs) with a 4-hour parking grace period for visitors, and short-term metered parking via pay stations. Figure 3.2 summarizes on-street parking along Washington Street. Figure 3.3 provides a map of on-street parking facilities along Washington Street, and includes other assets that consume space along the curb edge, such as the location of parking spaces designated as ADA accessible and the placement of bus stops, loading zones, fire hydrant clear zones, and driveway access clear zones.

Segment 1, the commercial mixed use section of Washington Street from Observer Highway to 8th Street has approximately 245 parallel on-street parking spaces. These are metered from 9 a.m.-9 p.m., Monday-Saturday, at the rate of \$0.25/15 minutes, with a 2-hour maximum. Field observations indicate that these spaces are at least 90% occupied all day, and often close to 100% occupied. Observed parking turnover is 6-9 times per day (based on meter transactions). Revenue is approximately \$2,250 per day, or nearly \$700,000 per year.

The residential mixed use section of Washington Street (8th Street to 14th Street) has approximately 275 angled on-street unmetered parking spaces with Permit Parking Only, allowing visitor parking in periods of 4 hours or less. Observations indicate that these spaces are nearly 100% full throughout the day, with parking over 100% full in the evening, due to habitual parking in non-parking spaces.

Washington Street from 14th Street to 15th Street has approximately 35 angled on-street metered parking spaces. These are metered from 9 a.m.-9 p.m., Monday-Saturday, at the rate of \$0.25/15 minutes, with a 2-hour maximum. Observations indicate that these spaces are only 50% utilized before noon, approximately 80% utilized through the day, and over 100% utilized in the evening. (Utilization appears to be based on availability of free parking south of 14th Street). Observed parking turnover is 5-7 times per day (based on meter transactions). Revenue is approximately \$300 per day, or nearly \$100,000 per year.

**Figure 3.2. Summary of On-Street Parking Along Washington Street**

Block	Type	# of Spaces	Metered?	Hours	Rate	Time Limit
Observer Hwy -> Newark St	parallel	25	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
Newark St -> 1st St	parallel	10	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
1st St -> 2nd St	parallel	28	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
2nd St -> 3rd St	parallel	36	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
3rd St -> 4th St	parallel	29	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
4th St -> 5th St	parallel	23	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
5th St -> 6th St	parallel	32	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
6th St -> 7th St	parallel	31	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
7th St -> 8th St	parallel	30	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours
8th St -> 9th St	angled	60	no	n/a	n/a	4 hours*
9th St -> 10th St	angled	46	no	n/a	n/a	4 hours*
10th St -> 11th St	angled	58	no	n/a	n/a	4 hours*
11th St -> 12th St	angled	38	no	n/a	n/a	4 hours*
12th St -> 13th St	angled	57	no	n/a	n/a	4 hours*
13th St -> 14th St	angled	18	no	n/a	n/a	4 hours*
14th St -> 15th St	angled	36	yes	9 am - 9 pm, Mon-Sat	\$0.25/15 min	2 hours

\* or residential permit



### Double Parking

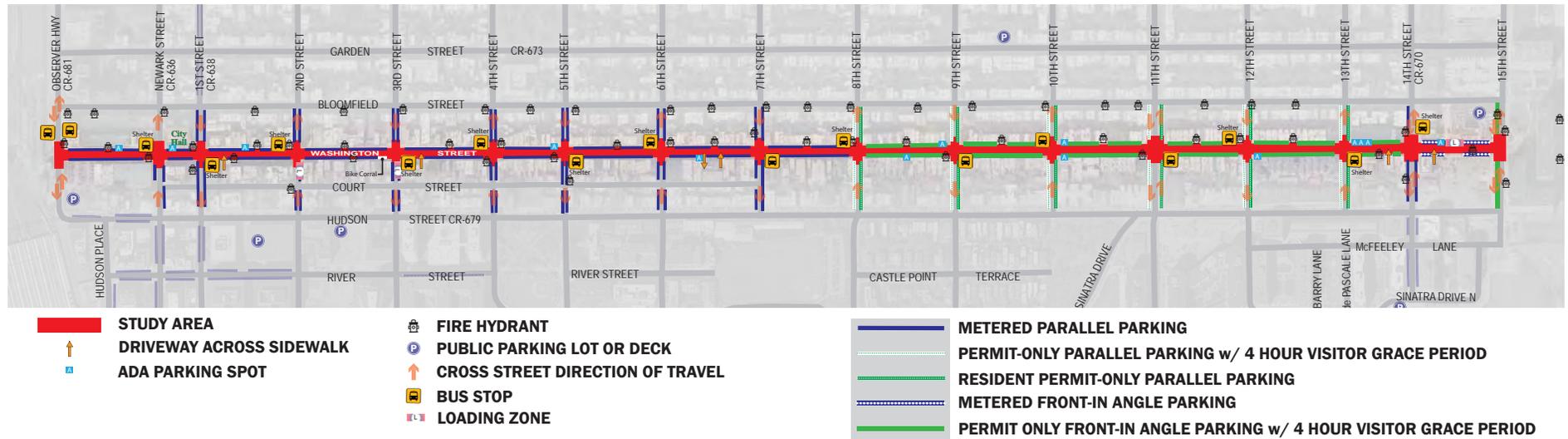
As identified during field observation and stakeholder input, double (and triple) parking along Washington Street is a contentious issue. To avoid continuously circle the block looking for an open space, motorists often double park. Double parking impacts safety for pedestrians and bicyclists. For pedestrians, cars block visibility of oncoming cars. Bicyclists are forced to weave into travel lanes.

Based on field observations, double parking of passenger cars and goods movement vehicles occurs at all times of day throughout Washington Street, with the amount peaking in the middle of the weekday. At these times, 25-30 vehicles in total may be double parked on Washington Street, with approximately 25% of these being delivery vehicles (i.e. loading). The block from 6th Street to 7th Street was observed to have the highest amount of double parking, with an average of 3.3 vehicles double parked during observations throughout a weekday.

### Double Parking Issues

- On Sundays, parishioners of the two churches along Washington Street - All Saints Episcopal Church (707 Washington Street) and Mount Olive Baptist Church (721 Washington Street) - often double park along the street.
- On school days, parents picking up their children at nearby schools and daycare centers often double park their cars while they drop off or pick up their children. Throughout the day, delivery drivers double park and sleep in their car in order to gain easy access when they need to go out on a call.
- Stakeholder input from Community Workshop #1 was that most of the double parking was noted to be along "Restaurant Row" between 6th and 7th Streets). The block from 10th Street to 11th Street was observed to have the second highest amount of double parking, with an average of 2.7 vehicles double parked during observations throughout a weekday. These two blocks accounted for 30% of all double parking observed on Washington Street.

Figure 3.3. Map of On-Street Parking Along Washington Street



Map by RBA. Base: NJ DOT Road Centerlines 2010; NJGIN 2012 Aerial Imagery. Parking: Metered Parking Enforcement by City of Hoboken; Front-in Angle by RBA.



### Off-Street Parking (both public and private)

The City provides a number of off-street parking options for residents, visitors, and commuters. Figure 3.3 includes public parking facilities in the vicinity of Washington Street and Figure 3.4 identifies all the municipal parking garages in Hoboken. Additional (public and private) parking can be found at privately owned parking facilities along or near Washington Street.

**Figure 3.4. Summary of Municipal Parking Garages in Hoboken**

GARAGE	ADDRESS	CAPACITY	MONTHLY	TRANSIENT
"B"	28 2nd St.	829 space	Available	Available
"D"	215 Hudson St.	488 space	Available	Available
"G"	315 Hudson St.	488 space	Available	n/a
Midtown	371 4th St.	730 space	Available	Available
Garden Street	916 Garden St.	300 space	Available	n/a



Signage for a private parking facility located at Washington Street and Observer Highway.

### Off-Street Parking Issues

- While garages are relatively close (no more than a 3-block walk west or 6-block walk east), insufficient wayfinding signs do not make them easy to find. They also do not provide direct access to Washington Street. Instead of using the parking garages, many choose to park directly on Washington Street.
- When a parking space is secured, it is seen as a prized commodity. Many seize the opportunity to stay in their space by continuously feeding the meter. To combat the issue of low parking space turnover due to parking spaces being occupied by business employers, the City offers price incentives for business owners and employees to park in the nearby garages. Specifically, employees can park for \$5.00 for 12 hours in municipal garages.

### Off-Street Parking Opportunities

- There is an opportunity to introduce different (usually higher) parking fees for Washington Street in order to improve parking availability on-street and create vacancies. The times that meters are in effect can be extended for Washington Street as well, based on observations. This could reduce the incidences of double parking by creating vacancies in on-street parking spaces.
- Lengthening maximum parking duration on Washington Street to 4 hours may increase revenue, as it appears that the revenue per space is less than one would expect given the occupancy of the spaces (most likely due to vehicles staying past their designated times).
- Parking meters should be considered for Washington Street from 8th Street to 14th Street, in order to increase availability on Washington Street, and thereby reduce double parking frequencies.



## LOADING

Along Washington Street, loading zones are not provided south of 14th Street (see Figure 3.3 for loading zone locations). Two loading zones are designated on cross streets adjacent to Washington Street, located on 2nd Street and 3rd Street, respectively (see Figure 3.5 for details on their usage). Between 14th Street and 15th Street, there is one on-street loading zone marked, approximately mid-block on the south side.

Field observation revealed that loading activity is highly improvisational and occurs primarily during the day (i.e. 9:30 a.m. – 4:00 p.m.) with mornings being the busiest times. At approximately 11 a.m., 17 deliveries were observed to be taking place in various areas on Washington Street, with up to four on any given block. The busiest block for deliveries was observed to be Washington Street between 1st Street and 2nd Street, followed by Washington Street between 10th Street and 11th Street. These two blocks accounted for nearly 30% of all deliveries observed on Washington Street. A total of five blocks had 3-4 simultaneous deliveries during observations (1st-2nd, 3rd-4th, 7th-8th, 9th-10th, and 10th-11th). Otherwise, no block had more than 2 simultaneous deliveries during observations.

Outside of routine deliveries, Temporary No Parking Signs (TNP) can be obtained from the Hoboken Parking Utility office for commercial vehicles involved in moving, construction activity, special events, or large deliveries. Residents or businesses can purchase these signs on-line or in person to reserve a specific on-street space in 4, 8, 12, and 24-hour increments.



An instance of double parked unloading on Washington Street

Figure 3.5. Summary of Loading Zones

Street	Ordinance [Date]	Time	Side of Street	Location	Time Limit
Second Street	R-377 [4/7/1999]	8:00 a.m. to 7:00 p.m. Monday through Saturday	North	Beginning at a point 35 feet east of the easterly curbline of Washington Street and extending 91 feet easterly therefrom	20 Minutes
Third Street	R-377 [4/7/2000]	8:00 a.m. to 7:00 p.m. Monday through Saturday	North	Beginning at a point 35 feet east of the easterly curbline of Washington Street and extending 91 feet easterly therefrom	20 Minutes

Source: City of Hoboken Ordinances; Part II: General Legislation; Chapter 190, Vehicles and Traffic; Article V, Loading Zones; § 190-11 Loading zones designated. Accessed through ecode360.com, 3/4/2014.

### Loading Issues

- Feedback obtained from stakeholders suggests that most delivery drivers do not use the designated zones and park/unload directly on Washington Street. These delivery vehicles often use bus lanes, causing buses to stop in the lane of traffic.
- Delivery vehicles often use the parking-prohibited clear zones at intersections for staging and unloading, which hinders visibility at intersections both for pedestrians and turning vehicles.

### Loading Opportunity

- Given the large number of retail establishments along Washington Street and its designation as a Central Business District, accommodations for loading/unloading by commercial vehicles should be considered along Washington Street. Locations for commercial vehicles to temporarily load and unload should be designated in the parking lane along each block of Washington Street. By having a designated space within a block or two, the illegal truck parking can be the exception, not the rule, and can be enforced as part of the day-to-day dynamic. Special pricing could be considered in these loading zones to counter-balance the loss of potential parking meter revenue that might occur by creating these spaces.

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# CHAPTER 4: TRANSPORTATION

Complete Streets are designed to address access and provide for the needs of all users – pedestrians, motorists, bicyclists, and transit users – as much as possible, taking into consideration demand and land use. This requires balancing the needs of all users to optimize their ability to safely use the public right-of-way. The rate of speed and the behavior of vehicle traffic should be managed to properly address safety without significantly reducing accessibility or capacity. Guiding design principles are to preserve a street’s charm and to place pedestrian safety in the highest regard.

As a major north-south thoroughfare, Washington Street provides valuable access to the central business district, adjacent neighborhoods and major regional destinations such as the Hoboken Terminal. This chapter describes traffic volumes, crash history, and signalization along Washington Street. Also addressed are the existing conditions and issues pertaining to the accommodation of pedestrians, bicyclists, and transit users.

## TRAFFIC SAFETY, OPERATIONS, AND CIRCULATION

### Traffic Volume/Operations

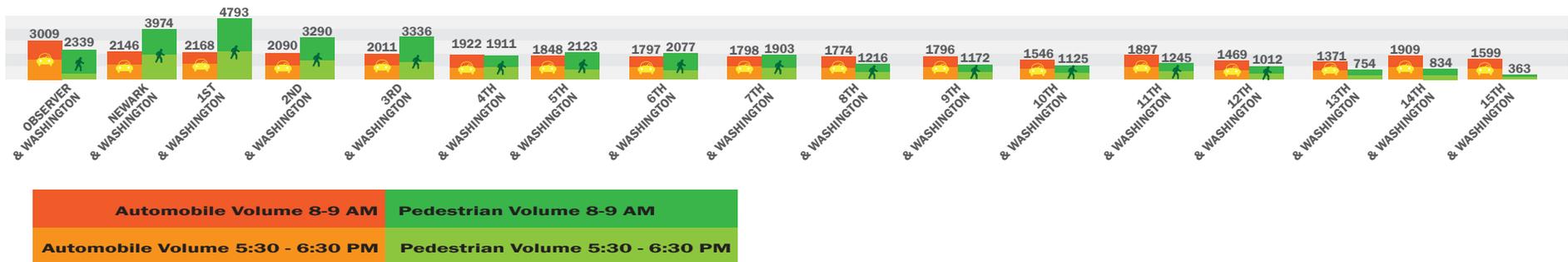
Video technology was deployed at all signalized intersections on Washington Street to measure traffic volumes. These video traffic counters were set up between 7 a.m. and 7 p.m. on Tuesday, October 15, 2013 to understand traffic volumes on a typical weekday. Pedestrian and vehicular travel data are compared for the peak hours at each intersection in Figure 4.1.

Overall, the collected data show that roughly 10,000 vehicles make a trip on Washington Street on a typical weekday, at a rate of 450-900 vehicles per hour, about equal per direction. Traffic volumes, it was found, do not increase substantially during peak periods typically associated with the morning and evening commute, versus the rest of the day. Of the vehicles accessing Washington Street, 4-5% are trucks (of which most are single unit box trucks) and 4-5% are buses.

Based on a review of the turning movements at each intersection, most of the motor vehicle traffic along Washington Street is local, not cut-through or continuous along the entire roadway. Through an evaluation of the Level of Service (LOS) provided at each intersection, it was found that most intersections along Washington Street operate with an acceptable-to-good flow of vehicular traffic, expressed as LOS “C” or better on a scale of “A” to “F”, with “A” being the best and “F” being the worst. Meanwhile, intersections between Washington Street and Newark Street, 1st Street, 2nd Street, and 3rd Street, respectively, are each operating at LOS “D” or better. Finally, the intersection between Washington Street and Observer Highway is operating at LOS “E” or “F” for eastbound left turns and LOS “E” for the southbound approach from Washington Street.

In terms of overall delay at peak hours (the time that vehicles are stopped for signals or congestion), it was found that the morning peak (8-9 a.m.) produced 73.6 vehicle-hours of delay, while the evening peak (5:30-6:30 p.m.) produced 57.1 vehicle-hours of delay.

**Figure 4.1 Washington Street Traffic Volume by Intersection at Peak Hours**



Data: Intersection volumes by RBA, observed between 7 a.m. and 7 p.m. on Tuesday, October 15, 2013.

### Crash Safety Analysis

As a baseline for crash safety analysis, crash data were obtained from Plan4Safety, the online crash analysis tool created for NJDOT, for all crashes occurring on Washington Street between the period of 2010 through 2012. This was supplemented by pedestrian crash data obtained from the Hoboken Police Department. These data, representing crash occurrence by intersection, are mapped in Figure 4.2.

Using quantitative safety analysis techniques derived from the American Association of State Highway and Transportation Officials (AASHTO) *Highway Safety Manual* (2010), it is possible to compare collected crash data for the Washington Street corridor with predicted crash occurrences based quantitative models for similar roadways. In this manner, actual crash occurrence is compared to an expected benchmark, which can quickly call attention to safety deficiencies.

Figure 4.3 compares the actual number of crashes recorded on Washington Street by type to the expected number of occurrences based on the *Highway Safety Manual*. From Observer Highway to 8th Street, the recorded occurrences of 220 motor vehicle crashes, 17 vehicle-pedestrian crashes, and 5 bicycle-pedestrian crashes are double to triple what would be expected for this area. From 8th Street to 15th Street, the 77 motor vehicle crashes, 7 vehicle-pedestrian crashes, and 3 bicycle-pedestrian crashes are closer to what would be expected, though there clearly remains room for improvement.

It was found that nearly half of crashes in Segment 1 of Washington Street, from Observer Highway to 8th Street, are related to parked vehicles or backing vehicles, and another 20% are sideswipe crashes (which may be related to on street parking and/or double parking). Consequently, the practice

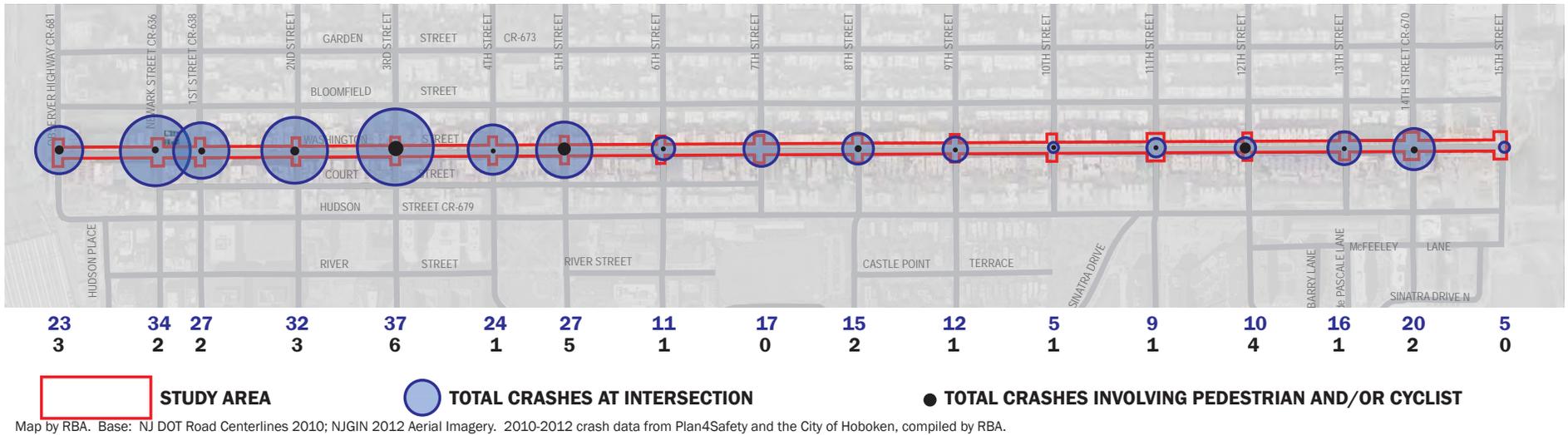
of double parking/loading on Washington Street, which is a frequent and habitual characteristic of the corridor, may be a substantial contributing factor to the high crash rate.

At intersections, two-thirds of vehicle-pedestrian crashes happened in darkness (meaning that lighting could be a contributing factor); half of vehicle-pedestrian crashes involved vehicles turning right or left. Meanwhile, half of vehicle-bicycle crashes involved vehicles turning right or left and 25% involved double parked vehicles. Notably, at the intersection of Washington Street and Observer Highway, the 23 motor vehicle crashes and 3 vehicle-pedestrian crashes are double the typical crash rate for expected roadways.

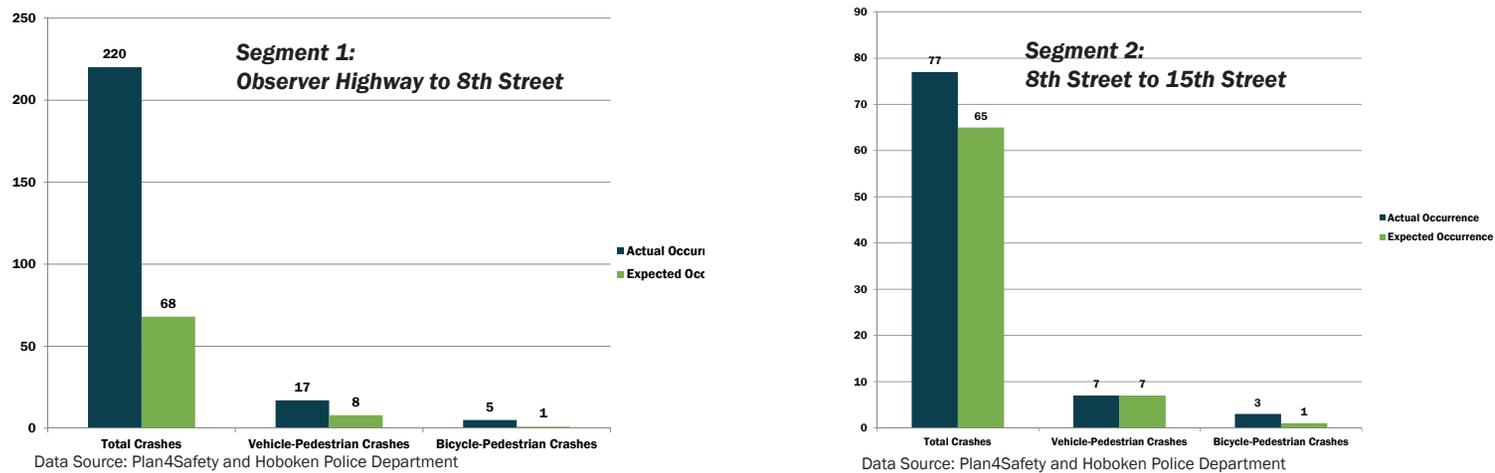


Still image photos captured from of the video footage recorded for traffic analysis along Washington Street.

**Figure 4.2. Washington Street Crash Occurrences by Intersection, 2010 - 2012**



**Figure 4.3. Comparison of Recorded Crash Occurrence to Expected Crash Occurrence Along Washington Street**



### Traffic Signals

Washington Street has 17 closely spaced intersections of which 16 are signalized and one, 15th Street, is an all-way stop. Two of the traffic signals, Observer Highway and 14th Street, respectively, are County owned. (It should be noted that Hudson County shall be replacing signals at the intersection of Washington Street and Observer Highway in the near future). All remaining 14 signals are maintained by the City of Hoboken, including 1st Street and Newark Street, which are County roadways.

All non-county signals have only one under-sized traffic signal head suspended over the roadway, no pedestrian heads, and long (120 second) fixed time cycles, with 78 seconds allocated to the Washington Street right-of-way. This design has not been permitted since 1948 when at least two signal heads per approach have been required. Until recently, some signals had electro-mechanical controllers that did not provide the flexibility to modify traffic signal timings easily. Since then, all signals have been replaced with more modern controllers.

Traffic signals should be updated or replaced to meet *Manual on Uniform Traffic Control Devices* (MUTCD) standards. Figure 4.4 shows a street view of the current configuration and level of visibility of traffic signals on Washington Street in comparison to a rendering of the visual presence of currently accepted traffic control devices.

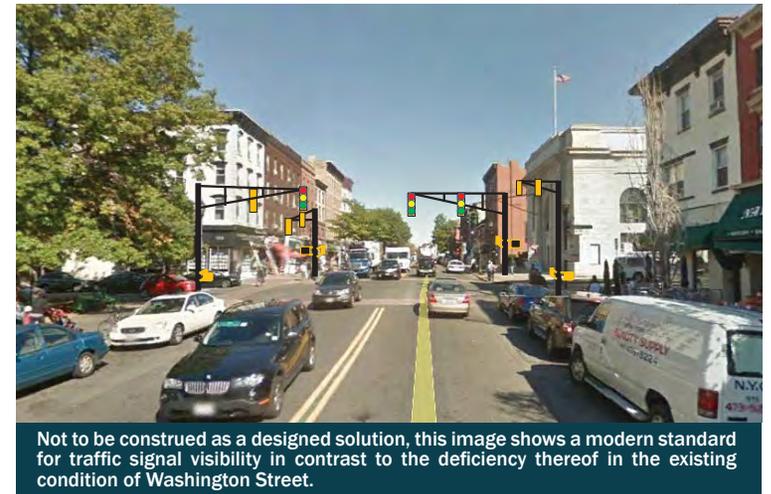
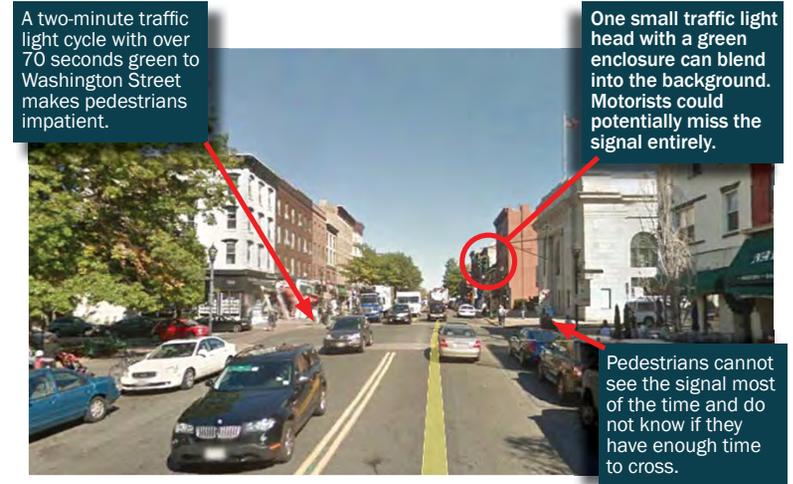
### Traffic Signal Issues

- *Despite the long crossing distances, the intersections have no pedestrian signal heads and they cannot see the signal heads when crossing.*
- *Stakeholders noted that off-center traffic lights were difficult for motorists to see especially at night when the street lights are on as they are nearly the same height.*
- *Motorists often notice and respond to the second traffic light (at 1st Street) and inadvertently miss the first light (at Newark Street) when turning from Observer Highway to Washington Street. This is due to the fact that these intersections are less than 200 feet apart, and the placement of the signal heads are not ideal for both directions of traffic.*

### Traffic Signal Opportunities

- *Angled parking requirements could be revised to require back-in angle parking. This should reduce the number of vehicle crashes occurring due to backing vehicles.*
- *Based on traffic volumes and traffic operations, removal of traffic signals (with stop signs on cross streets) could be considered in later design stages at these five cross streets: 5th Street, 8th Street, 10th Street, 12th Street, and 13th Street. It is noted that pedestrians could divert for one block for the most part in order to continue crossing at a traffic signal if desired.*
- *It appears that through traffic signal timing changes, vehicle delay can be reduced from the existing condition.*

**Figure 4.4. Comparison of Recorded Crash Occurrence to Expected Crash Occurrence Along Washington Street**



## PEDESTRIAN SAFETY AND CIRCULATION

People on foot are more vulnerable than those in cars. People enter businesses from sidewalks, not from parking spaces (car or bike), therefore all trips to businesses and offices are, at some point, pedestrian trips. All trip-chaining requires walking along, to, or across Washington Street. A primary goal of the Washington Street redesign effort is to address pedestrian infrastructure and operational deficiencies to improve access and safety. Washington Street needs to improve accommodations for all pedestrians, including the mobility impaired. Compliance with the Americans with Disabilities Act (ADA) standards should be a priority.

### Volumes and Crashes

Pedestrians are more numerous along portions of Washington Street than motor vehicles. Traffic counts taken as part of data collection indicate that Washington and Newark Streets had 10,000 cars and 18,000 pedestrians entering the intersection. Washington and Newark Streets and Washington and 1st Streets are comparable to Water Street and Whitehall Street (i.e., near subway and Staten Island Ferry) in New York City in terms of pedestrians and vehicles per hour.

Notably:

- There are more people on foot than in cars approaching each of the intersections between Newark Street and 7th Street during the morning and evening peak hours.
- There were 500-1500 pedestrians per hour south of 8th Street and 300-500 pedestrians per hour north of 8th Street.
- There were up to 1,300 pedestrians crossing Washington Street in peak hours at the south end; hundreds of pedestrians per hour cross every intersecting street.
- As noted in the previous section, most vehicle/pedestrian crashes occur in the southern end of the corridor; 3rd St and Newark Street have the most crashes; 4th and 5th are also well above average.

### Pedestrian Safety and Circulation Issues

- *At most intersections, pedestrians cannot see oncoming traffic from the curb; the view is blocked by illegally parked cars. Pedestrians often step into the roadway to view oncoming traffic.*
- *Adding pedestrian signal heads with countdown timers can improve coordination between pedestrian and vehicular traffic movements and contribute to a safer walking environment.*
- *Although there is an ordinance that allows cyclists to use the sidewalk, they often travel above the mandatory speed – which is at the walking speed – and increase the risk of bicycle/ pedestrian crashes. This issue was raised frequently during stakeholder and public outreach activities.*

### Pedestrian Safety and Circulation Opportunities

- *Pedestrian crossing distances are either 50' (south of 8th Street) or 64' (north of 8th Street). At a walking speed of 3.5 feet/second, curb extensions could cut crossing times by one-third to one-half.*
- *At Lot 212, Blocks 2-3 (Parking Lot next to Walgreens) and at Block 214, Lots 3-4 (Capital One Bank parking lot) - Potential may exist to redesign the lot and parking areas so that, at a minimum, vehicles are not required to cross the sidewalk. It may be a place where the City can consider a small downtown park, working incrementally toward its Open Space Goals.*
- *Public event space could be provided or expanded. By minimizing travel lane width or eliminating some parking, expanded pedestrian area for gathering and special events could be provided. Pavers in the form of a labyrinth for venues with frequent long entry lines, like the Cake Boss, could be considered.*

### ADA Compliance

- The network of pedestrian street crossings, curb ramps, and sidewalk passages are not consistently in compliance with current ADA standards.
- Curb ramps are typically present, one in each crossing direction (two per corner). However, curb ramps should be reviewed for general condition and slope. Slope requirements may necessitate additional re-grading in combination with ramp upgrades.
- ADA visual contrasting color and tactile warning (truncated domes) are typically not provided. There are some exceptions that include brick pavers in a contrasting color with integrated truncated domes.
- Continuous pedestrian access routes between the parking spaces and the sidewalk network are not always provided or compliant with current ADA guidelines. Sidewalk passage should be reviewed for general condition, cross slope, and impediment by features/fixtures.
- Curb extensions with rain gardens could be constructed on alternating corners at the approach side to intersections. This would preserve the bus stops located along the departure side of intersections out of the traffic stream, and still shorten pedestrian crossing distances.



Brick curb ramp with detectable warning pavers.

## ■ BICYCLE CIRCULATION AND FACILITIES

Washington Street is one of the most challenging streets in Hoboken for bicyclists to navigate. It currently has no existing, designated bicycle facilities, though approximately 100 bicycles per day have been observed using it. Improving conditions for bicycling throughout Hoboken is intended to both increase the number of users and to gain wider acceptance of bicycling as a viable transportation option.

Bicycling can be an asset to businesses. Per initial field observations and public input, bicyclists are typically traveling to and from Washington Street for short, local trips to access businesses, parks, and the train station. A recent study indicates that shoppers in New York City's East Village arriving by bike spent \$16,485, while those traveling by car spent \$2,145. Along 9th Avenue protected bike lanes, sales went up 49% from 2006 to 2009, the average in Manhattan was only up 3%.

Although there are currently no dedicated facilities along Washington Street, Hoboken's Bicycle and Pedestrian Plan recommends striping bicycle lanes on Washington Street. Hoboken has recently striped many of the streets that are recommended in the plan and intends to continue implementing striping with street resurfacing.

There are facilities on some of the cross streets that lead to Washington as shown in Figure 4.5. Shared lane markings are striped along cross streets at 2nd, 3rd, 8th, 12th, and 13th Streets. Meanwhile, striped bike lanes along the centerline median along 11th Street.

Bicycle parking along Washington Street is sporadic and primarily concentrated in the Central Business District between Newark Street and 8th Street.

## Bike Share Program

During the summer of 2013, the City launched a 6-month bike share pilot program which ran from June 1 – November 15, 2013. This program was open to residents and non-residents, and featured 25 bicycles used among 172 active members. The system had 7 hubs, 2 of which centered on Washington Street at 3rd Street and 14th Street.

In the User Survey included as part of the pilot Bike Share Program report, 44% of those surveyed used these bikes to replace walking trips. The City will launch a city-wide program in 2014. The success of this and other initiatives indicates a high latent demand for bicycling facilities.

### Bicycle Circulation and Facilities Opportunities

- Adding bicycle corrals at centralized and high demand locations can help to address the need for long-term bicycle parking.
- Locating bicycle racks at targeted locations on each block would provide convenient short-term bicycle parking for quick access to businesses.



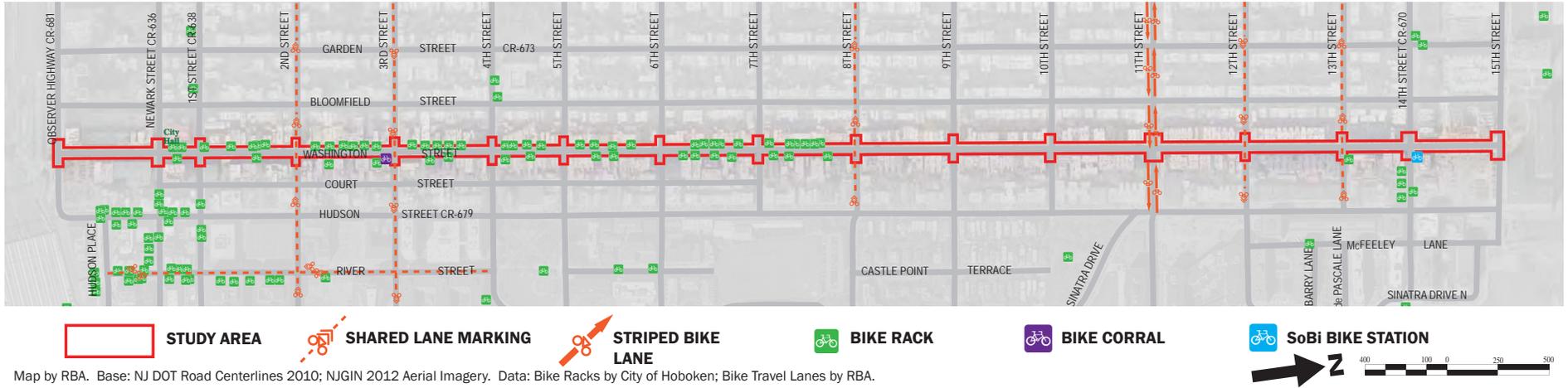
A bikeshare bicycle docked at Washington and 14th Street.

### Bicycle Circulation and Facilities Issues

- The issue was frequently raised in stakeholder and public outreach activities that bicyclists and drivers are not familiar with bicycling laws and wrong-way riding is common.
- As noted in the Pedestrian Safety and Circulation section above, bicyclists exceed walking speeds when riding on sidewalks. This increases the risk of bicycle/ pedestrian conflicts.
- Distracted motorists and pedestrians who are “plugged in” pose a danger to bicyclists using the roadway.
- During stakeholder interviews, it was noted that dooring is a common safety problem.
- Potholes and cracks in the pavement pose significant hazards for bicyclists. A higher standard in street maintenance is required to improve conditions for riders.
- Double parking along Washington Street forces bicyclists to weave into travel lanes where drivers are not anticipating them. Enforcement of traffic laws for motorists and cyclists will be critical to the success of any initiative.
- Angled parking north of 8th Street creates a hazard for bicyclists. Drivers cannot see or anticipate bicyclists.
- The limited bicycle inventory compels bicyclists to lock their bicycles to any fixed object including trees and light posts, both of which can be damaged. Stakeholders noted that bicyclists, especially restaurant workers, often park their bikes at inappropriate places, including private property.



**Figure 4.5. Bicycle Facilities and Amenities along Washington Street**



## TRANSIT CIRCULATION

Hoboken has the highest percentages of transit ridership of any city in the country, with an estimated 56% of its population commuting by public transportation.

As shown in Figure 4.6, bus transit service is provided along Washington Street by NJ TRANSIT via three routes: 22, 126, and 89. These routes serve local destinations within Hudson County and regional destinations such as the Port Authority Bus Terminal.

A community shuttle bus service called “The Hop” operates within two blocks of almost every resident and is mapped in Figure 4.7. This local shuttle bus service currently operates Monday through Friday approximately every 30 minutes via four lines: Senior Line, Red Line, Blue Line and Green Line. There are no formal stops as the buses stop at any intersection along the route when flagged. Within the study area, the only HOP route that travels along Washington Street is the Senior Line while all others cross and stop on the far side of Washington.

### Bus Stops

Bus stops are located intermittently on the departure side of intersections. The current configuration of curb-side bus stop space is seen as overly large, yet inefficient for bus passenger pick-up and drop-off. According to stakeholder input, these buses (especially the 126 to/from Port Authority) queue up during peak periods. In addition, many commercial delivery vehicles illegally use the bus stops for loading and unloading which causes the bus to load from the travel lane.

The design of the bus stops along Washington Street varies. Of the 14 bus stops along Washington Street, only three do not have a bus shelter. The City has a revenue-producing contract for advertisements and maintenance of the bus stop shelters.

### Transit Circulation Issues

- It was noted during interviews and public outreach activities that bus stop shelters obstruct pedestrian travel.
- The size of bus loading areas is inadequate.

### Opportunity

- Bus shelters should be equipped with lighting combined with smart technology such as digital displays with the time of the next bus.



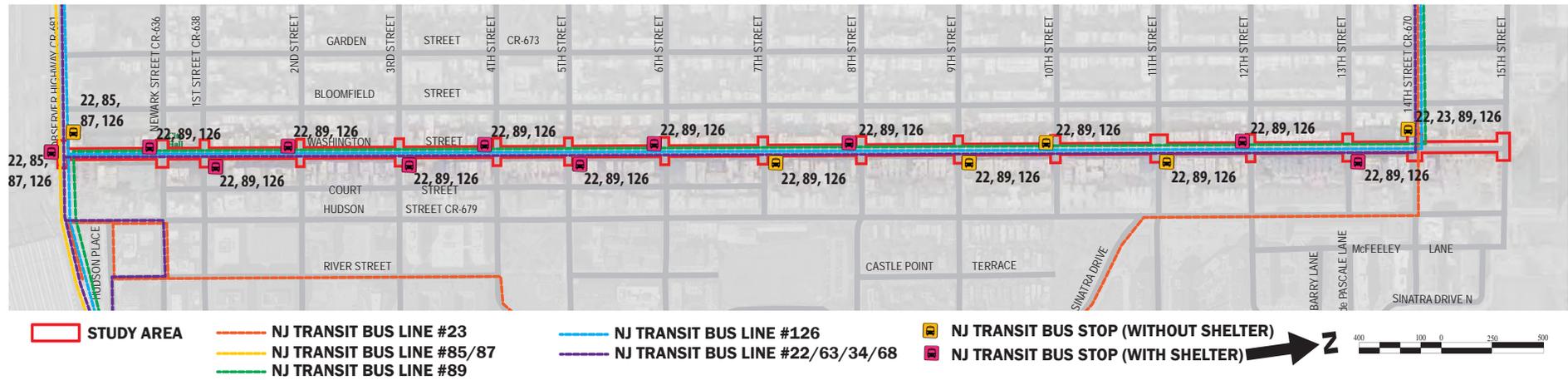
The NJ TRANSIT # 89 pulls in to load and unload passengers at Washington and 8th Street.



A bus patron boards the NJ TRANSIT #126 at the Washington and 11th Street bus stop.



**Figure 4.6. NJ TRANSIT Service along Washington Street**



**Figure 4.7. HOP Service in the Vicinity of Washington Street**



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## CHAPTER 5: INFRASTRUCTURE AND ENVIRONMENTAL CONSIDERATIONS

The Complete Streets Redesign of Washington Street should consider existing conditions below grade including the presence of earlier pavements materials and/or cobbles, utilities, geotechnical conditions, and environmental factors. These elements are important to understand as part of the design development and evaluation processes as they have bearing on both the approach and costs associated with construction.

### ■ UTILITIES AND SUBSURFACE INFORMATION

Washington Street benefits aesthetically by the fact that there are no aerial utility lines or poles. This helps to reduce the visual clutter along the street; however, it also means that these utilities are located underground. Any redesign ideas will have to accommodate the following existing underground utilities:

- combined sanitary/storm sewer
- water
- gas
- telecommunication lines
- electrical conduit

RBA has obtained mapping of the existing water mains (United Water), combined sewer system (North Hudson Sewerage Authority), underground communication conduits (Verizon) and existing gas (PSE&G) lines along Washington Street. Input from PSE&G regarding the existing electric service infrastructure along the street is still pending. This infrastructure will likely be encountered with the installation of any improvements below the existing pavement box (+/- 12" depth). Test pits should be performed along the project area in advance of final engineering to determine exact locations of these utilities as required.



Subsurface utilities are commonly field marked on the pavement surface of Washington Street.

### Combined Sanitary/Storm Sewer

Hoboken has a combined sewer system designed to manage both stormwater and sanitary flow. Along Washington Street, stormwater runoff is collected via curb inlets and combined with sanitary flow collected from area businesses and residences entering into the combined sewer system beneath the roadway. Data provided by the North Hudson Sewerage Authority has been interpreted to populate the tables in Figure 5.1 as well as mapped in Figure 5.2 to create a general inventory of combined sewer system components associated with Washington Street. (The tables and map represent a generalized interpretation of existing sanitary sewer map/data provided by North Hudson Sewerage Authority at the time of this report. Source data should be consulted for further detail and nuance regarding the existing information).

Analysis of the combined sewer system components associated with Washington Street reveals the sanitary/storm sewer pipe as divided into two main segments, each flowing in a different direction, as shown in Figure 5.3. Sanitary/stormwater collection north of 7th Street flows north where it leaves Washington Street via either 11th or 14th Street. Sanitary/stormwater collection south of 7th Street flows south to Newark Street where it turns east along Newark. There is a small collection area between 7th and 8th Street that flows west along 7th Street to Bloomfield Street. There is no sanitary/stormwater sewer along Washington Street between Newark and Observer Highway. No information on the condition of these pipes was provided for this report.

**Figure 5.1. Inventory of Combined Sewer System Pipe Along Washington Street Study Area**

#### Sanitary/stormwater sewer along Washington Street

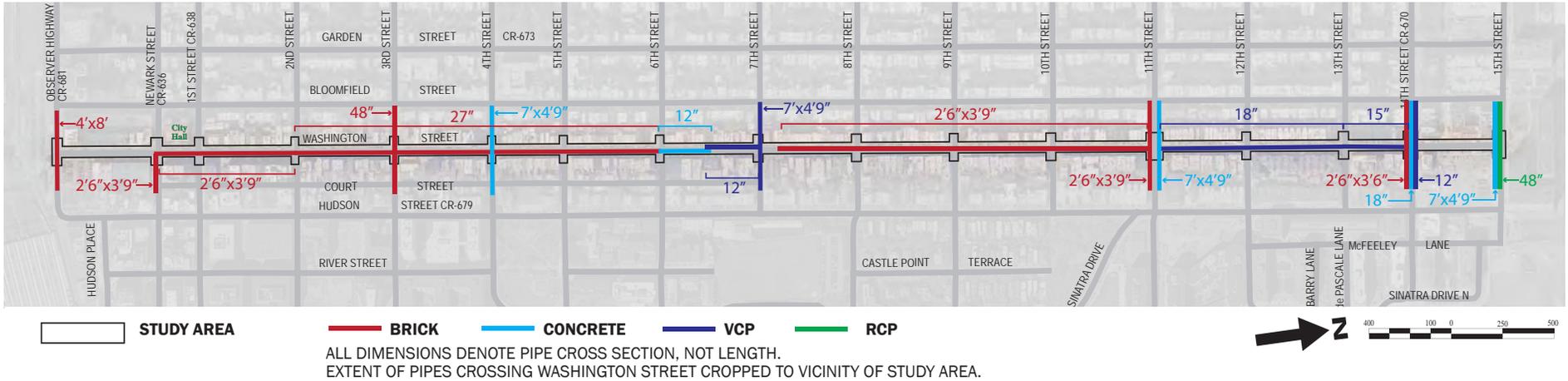
Location	Material	Size
Observer Hwy. - Newark St.	<i>(no sewer indicated)</i>	
Newark St. - 2nd St.	Brick	2'6"x3'9"
2nd St. - 6th St.	Brick	27"
6th St. - ±650 Washington St.	Concrete	12"
±650 Washington St. - 7th St.	VCP	12"
±7th St. - 11th St.	Brick	2'6"x3'9"
11th St. - 13th St.	VCP	18"
13th St. - 14th St.	VCP	15"
14th St. - 15th St.	<i>(no sewer indicated)</i>	

#### Sanitary/stormwater sewer across Washington Street

Location	Material	Size
Observer Hwy.	Brick	4'x8'
3rd Street	Brick	48"
4th Street	Concrete	7'x4'9"
7th Street	VCP	7'x4'9"
11th Street	Concrete	7'x4'9"
14th Street	Brick, Conc., VCP	2'6"x3'6", 18", 12"
15th Street	Concrete, RCP	7'x4'9", 48"

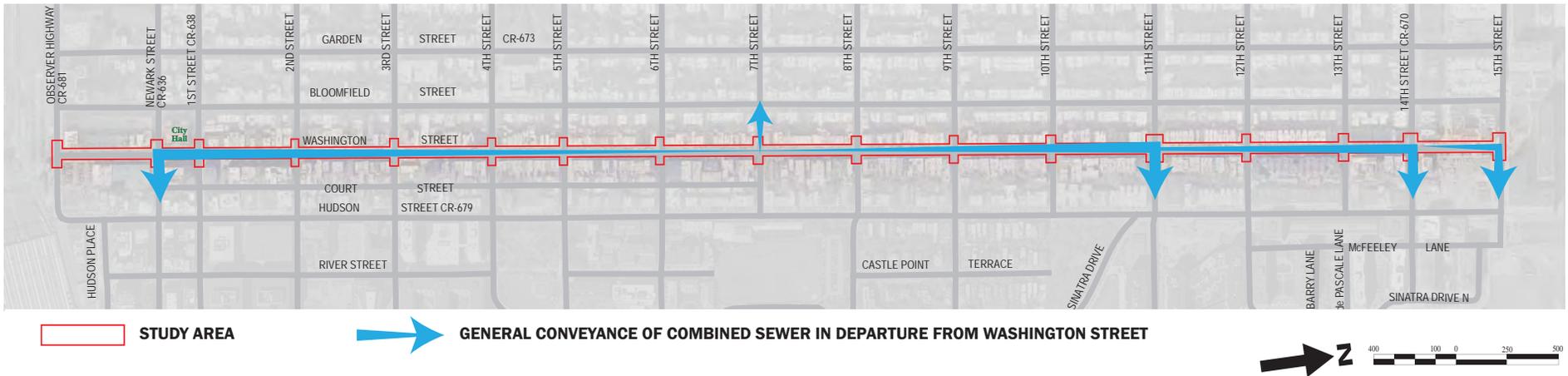


**Figure 5.2. Map of Combined Sewer System Pipe Along Washington Street Study Area**



Map by RBA. Base: Planimetric features derived from rectified aerial photography flown 06/28/1995. Data: City of Hoboken Sewer Atlas, Boswell Engineering, north Hudson Sewerage Authority, CH2MHILL. 1995.

**Figure 5.3. Conveyance Analysis of Combined Sewer Pipe Along Washington Street**



### Flooding and Stormwater Management

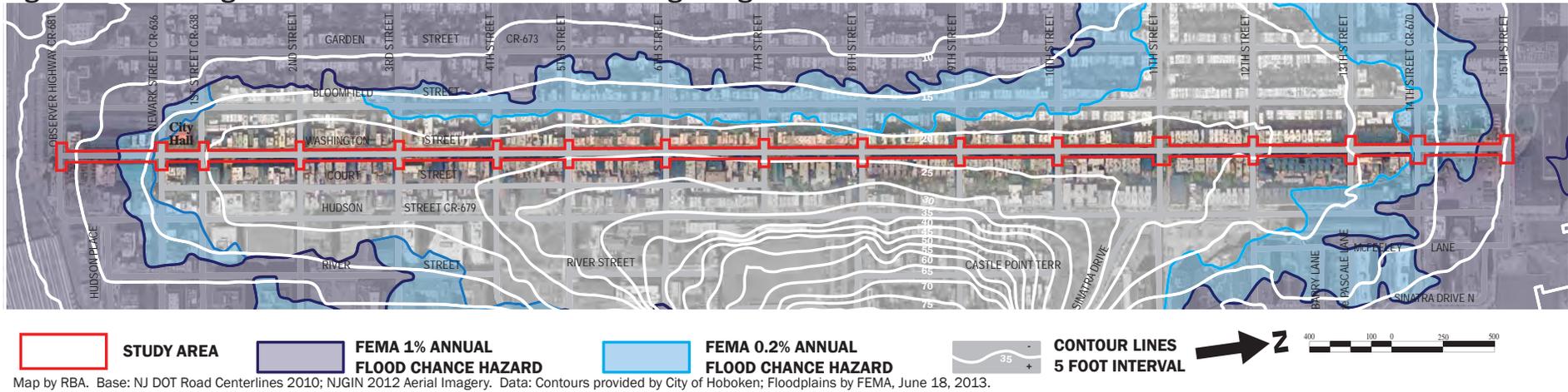
Ponding on pavement surfaces was observed on several corners along Washington Street, indicating the need for improved stormwater management. Washington Street is at a higher elevation and less vulnerable to flooding as shown in Figure 5.4. As a consequence, runoff that enters the sewer system from the Washington Street corridor during storm events can contribute to flooding in other portions of the City.

Furthermore, during storm events, the combined flow of the combined sewer system often overburdens the capabilities of the City's treatment plants and is therefore dumped directly into the Hudson River without treatment. As such, any measures that can reduce the amount of stormwater (e.g. green infrastructure) along Washington Street should strongly be considered with the redesign of the street.



Typical stormwater inlets on Washington Street.

Figure 5.4. Washington Street Contours and FEMA Flooding Designations



## Water

United Water provides water service for Hoboken and maintains two existing water mains that run parallel to each other along Washington Street. For the purposes of this report, water service infrastructure data was City of Hoboken and is inventoried for Washington Street in Figure 5.5 and mapped in Figure 5.6. Service laterals to adjacent businesses and residences are fed off of both mains, however the exact locations and sizes for the lateral lines were not provided. The material and condition for these water lines is also not known. The following locations and sizes are interpreted from the mapping provided:

### Figure 5.5. Inventory of Combined Sewer System Pipe Along Washington Street Study Area

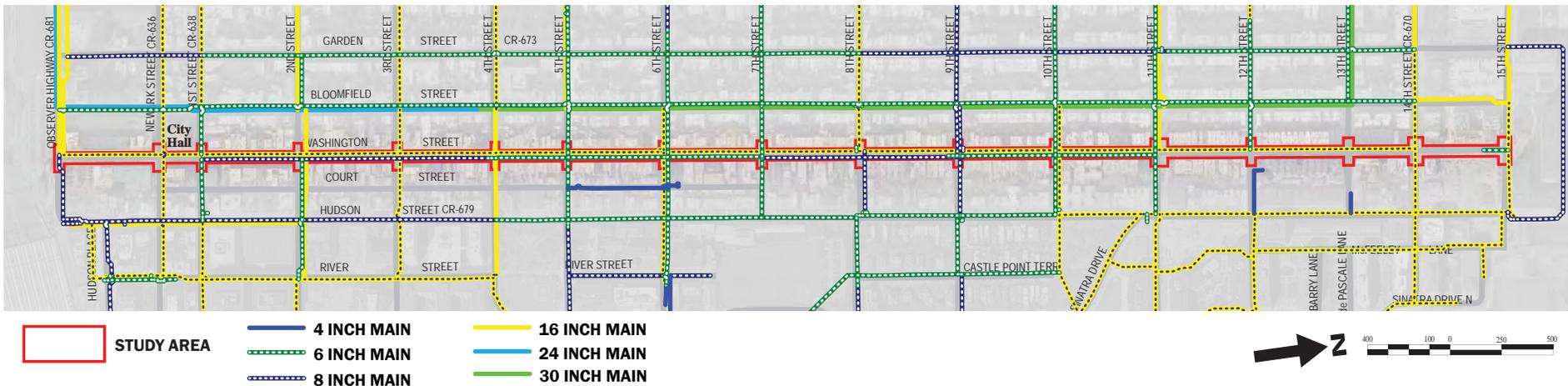
#### Water main along the west side of Washington Street

Location	Size
Observer Hwy. - 14th St.	12"
±1475 Washington St. - 15th St.	6"

#### Water main along the east side of Washington Street

Location	Size
Observer Hwy. - 1st St. (no water main indicated)	
1st St. - 4th St.	8"
4th St. - 7th St.	6"
7th St. - 9th St.	8"
9th St. - 11th St.	6"
11th St. - 15th St. (no water main indicated)	

### Figure 5.6. Washington Street Water Mains



Map by RBA. Base: NJ DOT Road Centerlines 2010; NJGIN 2012 Aerial Imagery. Data: Water Mains by United Water, provided by City of Hoboken.

## **PSE&G**

Existing gas line information has been received from PSE&G along Washington Street (see PSE&G mapping provided herein). Electric line information had not been provided at the time of this report. The electric information will be incorporated when it is received and issued as supplementary information. Overhead utility lines cross Washington at 2nd, 5th, 6th, 8th, 11th, 13th, & 15th Streets.

## **Gas**

As shown in Figure 5.7, existing gas line mapping identifies two existing mains running parallel along the street with intersecting lines at each cross street. Although the exact distance varies, the existing gas main on the west side of the street is generally identified between 6" and 2' from the face of curb according to PSE&G records. On the east side of the street, the gas line is generally shown between 6' - 8' from the face of curb although. The bulk of these lines are cast iron and PSE&G noted that if work is done to the street, they would like to be notified in advance in order to replace the existing cast iron mains with PVC pipe. They estimate this work would take approximately 120-180 days. The existing mains vary in size throughout the corridor ranging in size from 2" to 12". Where indicated, cover over the pipe is typically indicated as 3'. The existing gas line mapping provided by PSE&G consists of a series of hand drawn, as-built sketches at various locations throughout the corridor (see RBA gas lines map). For simplicity purposes, we created a map which reflects the general location and sizes of this infrastructure however; the detailed drawings should be referred to for exact information.

## **Electric**

(Pending existing mapping from PSE&G)

## **Verizon**

Existing underground conduit locations have been identified by Verizon and provided to RBA. Verizon has identified an underground duct bank consisting of six conduits that run directly along the west curb line between Observer Highway and 15th Street. As this line crosses north of 8th street, it is shown to remain in its alignment ( $\pm 8'$  from the face of curb) as it continues to north to 15th Street. This line is interconnected by a series of manholes located at every intersection within the corridor. All crossing streets identify underground conduit requiring additional coordination for any proposed work at the intersections. Of particular note is the intersection with 14th Street which identifies multiple duct banks along 14th Street and multiple duct banks along Washington Street between 14th and 15th Street. Verizon indicates the quantity of conduits within their duct banks although no information about their depth was provided.

## **Geology**

A review of available geology mapping was performed to determine the existence of any subsurface constraints. RBA reviewed the soil and subsurface information available from multiple sources including the USDA Natural Resources Conservation Service and the New Jersey Geoweb Geology section available on-line through the New Jersey Department of Environmental Protection. The NJ Geoweb Geology section provided the most detail and identified two underlying conditions. In the areas between 3rd street and 8th street, geology data suggests that the bedrock is 'as much as 100' deep, but generally less than 40' deep. For the remaining areas, it states that the bedrock is 'as much as 150' deep. RBA also obtained existing soil boring logs from a geotech consultant performed in 1980 at the south end of Washington Street for NJ TRANSIT which identifies bedrock at a depth of 60'. Exactly how shallow though has yet to be determined and although further detail may come to light during discussion with the City, a conservative approach should be taken when designing underground facilities.

A potentially shallow bedrock depth may reduce the effectiveness of green stormwater infrastructure improvements which rely solely on infiltration. Geotechnical testing should be performed to verify constraints in areas under consideration for green infrastructure.



**Figure 5.7. Washington Street Gas Service Lines**



- |  |                   |  |                      |  |                     |  |                   |  |                 |  |                     |
|--|-------------------|--|----------------------|--|---------------------|--|-------------------|--|-----------------|--|---------------------|
|  | <b>STUDY AREA</b> |  | <b>12" CAST IRON</b> |  | <b>6" CAST IRON</b> |  | <b>6" PLASTIC</b> |  | <b>8" STEEL</b> |  | <b>1.5" SERVICE</b> |
|  |                   |  | <b>10" CAST IRON</b> |  | <b>4" CAST IRON</b> |  | <b>4" PLASTIC</b> |  | <b>6" STEEL</b> |  | <b>UNKNOWN</b>      |
|  |                   |  | <b>8" CAST IRON</b>  |  | <b>3" CAST IRON</b> |  | <b>2" PLASTIC</b> |  | <b>4" STEEL</b> |  |                     |

ALL DIMENSIONS DENOTE PIPE CROSS SECTION, NOT LENGTH.  
 EXTENT OF PIPES CROSSING WASHINGTON STREET CROPPED TO VICINITY OF STUDY AREA.

Map by RBA. Base: NJ DOT Road Centerlines 2010; NJGIN 2012 Aerial Imagery. Data: Gas Lines provided by PSE&G.



## ROADWAY PAVEMENT

As shown in Figure 5.8, the 2011-2012 assessment of the Washington Street roadway surface undertaken by the City Engineer graded the street in 'poor to very poor' condition between 5th Street and 12th Street with the remainder graded in 'fair' condition.

Based upon the Washington Street Phase 2 Improvement Plans prepared by Marchetto Caulfield Associates, last revised 2/7/02, the asphalt surface consists of a 2" surface course over a 4" asphalt binder course over 6" compacted stone base. It is understood through discussion with the City that cobblestone may exist beneath the roadway pavement and may be encountered during excavation as part of any extensive reconstruction. As part of this project, the project team will be taking two pavement corings along Washington Street at locations to be determined with the City in order to

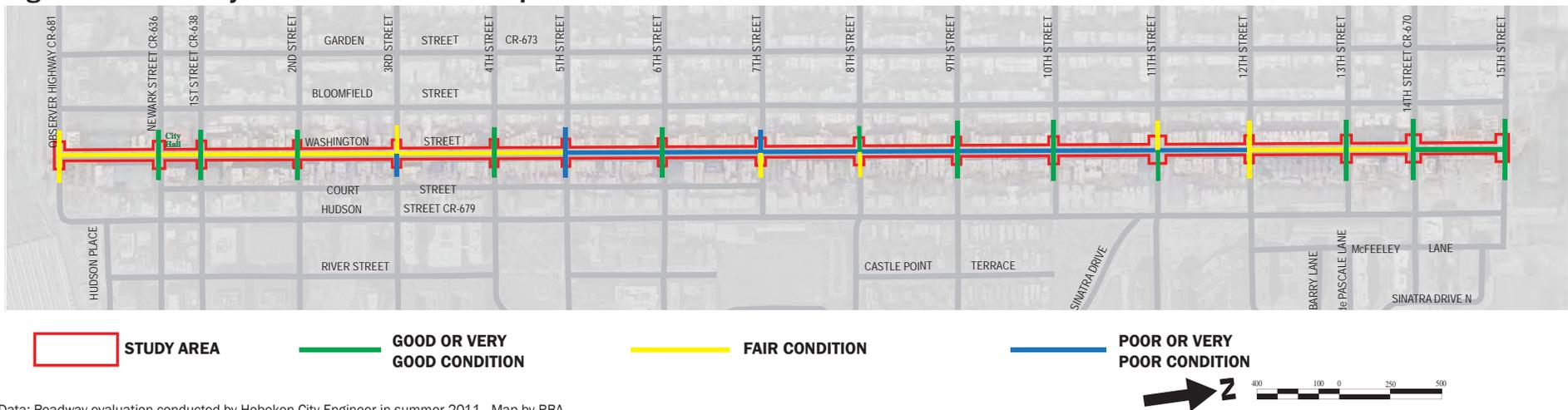
determine the existence and depth of cobbles, as well as other base material which may be present beneath the street.

Other redesign factors which may impact repaving include possible re-alignment of curbing and accent pavements designed for pedestrian crosswalks, green infrastructure, and other design improvements.



Asphalt roadway surface at Washington and Newark Street bears the marks of many repair over time.

Figure 5.8. Roadway Surface Assessment Map



Data: Roadway evaluation conducted by Hoboken City Engineer in summer 2011. Map by RBA.



## PRELIMINARY ENVIRONMENTAL SCREENING

A preliminary environmental screening investigation, utilizing NJDEP GIS-based mapping, was performed in February, 2014. The limits of the project are Washington Street, Hoboken, NJ from Observer Highway to 15th Street. A GIS search was conducted to identify wetlands, threatened and endangered species, known contaminated sites, groundwater contamination areas (CKE and CEA), chromate sites, underground storage facilities and community facilities within the project limits.

It should be noted that the preliminary screening conducted for this project would need to be supplemented by additional detail if necessary to support a National Environmental Policy Act compliance document (i.e., CED, EA or EIS) or any environmental permits, but is of sufficient detail to determine if there are any major environmental issues that would preclude proposed conceptual design alternatives from moving forward.

The Environmental Screening will serve to augment other, current initiatives by the City, and pending studies, including the Resiliency & Readiness Plan and Green Infrastructure Strategic Plan.

The results of the screening are as follows:

### Wetlands/Waters

There are no wetlands or waters, with the exception of the Hudson River itself, listed within the project limits. There is an upper wetland boundary/limit located to the north, east and south of the site but not within the site itself.

### Threatened and Endangered Species

State endangered and federally listed endangered species exist outside the limits of the project and are located northeast of the site. No species are listed within the project limits. There are four (4) species identified within Species-Based Patch database – Piedmont Plains. Three (3) have a Species Rank of 2 – Special Concern, one (1) has a Species Rank 5. The Rank 2 designation is assigned to species-specific habitat patches containing one or more occurrences of species considered to be of special concern. The species identified as Rank 2 – Special Concern are as follows: Egretta caerulea, Little Blue Heron; Plegadis falcinellus, Glossy Ibis; and Egretta thula, Snowy Egret. Rank 5 is assigned to species-specific habitat patches containing one or more occurrences of wildlife federally listed as endangered and threatened. There is one (1) species that is identified as Species Rank 5 – Federally Listed; Acipenser brevirostrum, Shortnose Sturgeon.

### Hazardous Materials

#### Known Contaminated Sites

The Known Contaminated Sites are sites and properties within the state where contamination of soil or ground water has been identified or where there has been, or there is suspected to have been a discharge of contamination. There are multiple locations within Hoboken, NJ which are listed as Known Contaminated Site. There are four (4) Known Contaminated Sites which are listed within the project limits. Traveling north to south active Known Contaminated Sites include the following:

- Washington Blvd & 2nd St.
- 425 Washington Blvd
- 537 Washington St.
- 713 Washington St.

### Currently Known Extent and Classification Exception Areas

Currently Known Extent (CKE) areas are geographically defined areas within which the local groundwater resources are known to be compromised because the water quality exceeds drinking water and ground water quality standards for specific contaminants. Unless precautionary measures are taken to protect potable users, well installation should be avoided.

Groundwater Contamination Areas (CEA) identifies those Known Contaminated Sites or sites on the Site Remediation Program Comprehensive Site List where groundwater contamination has been identified and where appropriate, the NJDEP has established a Classification Exemption Area (CEA) which are institutional controls in geographically defined areas within which the New Jersey Ground Water Quality Standards (NJGWQS) for specific contaminants have been exceeded. When a CEA is designated, the constituent standards and designated aquifer uses are suspended for the term of the CEA. There are no Groundwater Contamination Areas (CKE's and CEA's) within the project limits. However, there are several located in a northwest, southeast and southwest direction of the site.

### Chromate

There are no chromate sites mapped within the project limits.

### UST Facilities

The Underground Storage Tank Facilities whose status is identified as "Terminated" and are located as follows:

- 70 Washington Street
- 94 Washington Street
- 101 105 Washington Street
- 221 Washington Street
- 410 Washington Street
- 713 Washington Street
- 1015 Washington Street; and
- 1313 Washington Street

**Cultural Resources**

Washington Street, Hoboken, NJ is included in the New Jersey or National Registers of Historic Places. Washington Street has been determined Eligible for inclusion through federal or state processes as administered by the New Jersey Historic Preservation Office. (See Chapter 1, "Overview," for information regarding the details of the cultural resource investigation. Stakeholder interviews with representatives from the Hoboken Historic Preservation Commission and Planning Board were also conducted and are provided in the appendices).

**Coastal Zone**

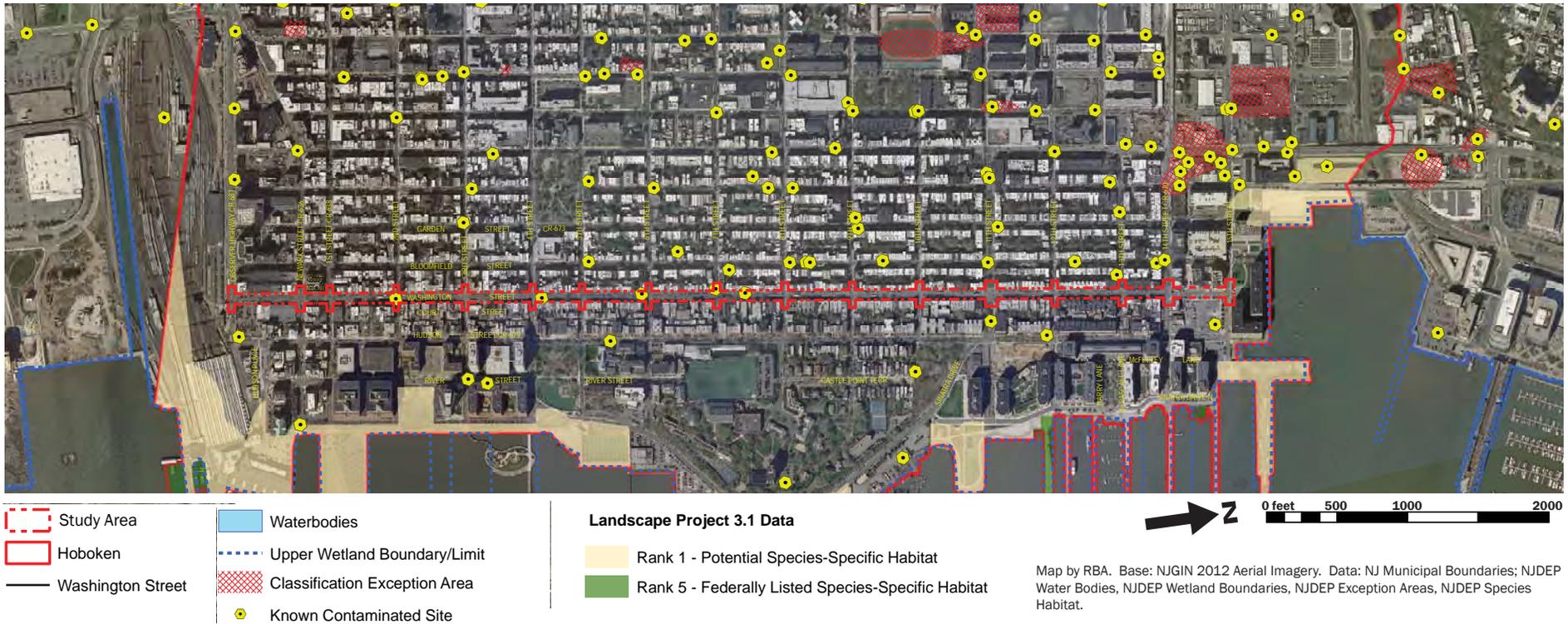
New Jersey's coastal zone encompasses tidal and non-tidal waters. The northern portion of the coastal zone includes the Hudson River from the interstate border with New York.

**Community Facilities**

The Project Site has three Child Care Centers and one School. Their names and locations are as follows:

- Child Care Centers
  - Hoboken Childrens Academy II (proposed), 1131 Washington Street
  - Kidz City, 834 Washington Street
  - A Whole New World Academy, Inc., 721 Washington Street
- School
  - All Saints Episcopal Day School, 707 Washington Street

**Figure 5.9. Washington Street Environmental Constraints Map**



Map by RBA. Base: NJGIN 2012 Aerial Imagery. Data: NJ Municipal Boundaries; NJDEP Water Bodies, NJDEP Wetland Boundaries, NJDEP Exception Areas, NJDEP Species Habitat.

**Green Acres and Potential Section 4(f) Properties**

There are no County or State owned open space properties located in the project site. However, directly opposite of the eastern terminus of Washington Street is a privately-owned and developed site with a filed public easement so that the space may be used by the public. This cove park is identified on the City of Hoboken Reexamination Report of 2010, page 57, prepared by EFB Associates, LLC, New Paltz, NY.

Hoboken has twelve (12) Recreation and Open Space Inventory (ROSI) listed parks and recreation areas of which seven (7) are near the project site:

1. Elysian Park (Hudson Street, 10th-11th Street;
2. Stevens Park (Hudson Square), 4th-5th Streets between Hudson Street and Sinatra Drive;
3. Sinatra Park, Sinatra Drive, 4th-6th Street;
4. Pier A, Hudson River at 1st-2nd and Sinatra;
5. Pier C, Hudson River at 4th Street & Sinatra Drive;
6. Church Square park, 4th-5th Streets between Garden Street and Willow Avenue; and
7. Legion Park, 1221 Willow Avenue, near 13th Street.

These properties are anticipated to all be Green Acres encumbered by virtue of their ROSI listing.

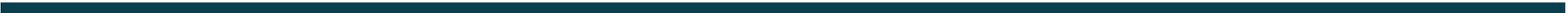
**Socioeconomic Characteristics and Environmental Justice**

Based upon 2010 U.S. Census Bureau income and other demographic data (shown in Figure 5.x), the average median income for households in the Project limits is \$100,330, which is above the poverty income limit. The population make-up for the project area is 87% white, 3% Black or African American, 0% American Indian and Alaska Native, 7% Asian, 0% Native Hawaiian and Other Pacific Islander, 1% Some Other Race, 0% Two races including some other race, and 3% Two races excluding some other race, and three or more races. Overall median income for households within the project limits is \$100,330. This overall figure includes a median income of \$66,246 for White, \$83,183 for Black or African American, \$79,353 for Asian and \$19,041 for Some Other Race.

Based on the Census data, there appear to be no substantial minority or low-income populations within the project limits. Based on this factor, it is not anticipated that there will be any Environmental Justice issues associated with the proposed project.

**Figure 5.10. U.S. Census Bureau 2010 Income and Demographic Data**

Washington Street, Hoboken	Census Tract 187.02 Hudson County, NJ		Census Tract 193, Hudson County, NJ		Census Tract 194, Hudson County, NJ	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
<b>Income</b>						
Total Households	2,124	+/-120	1,600	+/-90	1,377	+/-119
Median household income (dollars)	102,969	+/-17,064	98,438	+/-22,671	99,583	+/-8,175
Per capita income in the past 12 months (in 2012 inflation-adjusted dollars)						
White alone	74,604	+/-16,791	61,076	+/-10,645	63,057	+/-8,957
Black or African American alone	152,010	+/-73,360	63,169	+/-61,239	34,370	+/-28,807
Asian alone	72,831	+/-41,650	78,192	+/-25,512	87,035	+/-24,559
Some Other Race alone	37,868	+/-47,226	8,502	+/-878	10,752	+/-21,857
<b>Race</b>						
Total	4,396	+/-338	2,817	+/-285	2,674	+/-300
White alone	3,828	+/-335	2,362	+/-341	2,352	+/-293
Black or African American alone	168	+/-112	45	+/-43	47	+/-39
American Indian and Alaska Native alone	0	+/-12	0	+/-12	7	+/-7
Asian alone	263	+/-168	248	+/-161	176	+/-104
Native Hawaiian and Other Pacific Islander	0	+/-12	0	+/-12	0	+/-12
Some Other Race alone	62	+/-74	52	+/-92	25	+/-30
Two or more races	75	+/-72	110	+/-91	67	+/-52
Two races including Some other race	0	+/-12	0	+/-12	0	+/-12
Two races excluding Some other race, and three or more races	75	+/-12	110	+/-91	67	+/-57



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## **APPENDICES**

**A: MEETINGS AND INTERVIEW SUMMARIES, PAGE 62**

**B: SURVEY RESULTS, PAGE 86**

**C: BACKGROUND DOCUMENT LIST, PAGE 96**

**D: DATA LIST, PAGE 97**



**Appendix A**

**Meetings and Interview Summaries**





**Summary of Stakeholder Interviews**

As a part of the data collection phase of the *Washington Street Complete Streets Redesign* planning process, confidential interviews were conducted with key community stakeholders.

The purpose of the interviews was to understand stakeholders’ perspectives and gather their input regarding Washington Street in order to form a sound decision-making and advisory structure for drafting concept design alternatives. In addition to gathering information from key stakeholders, the interviews were intended to introduce and/or update them about the *Washington Street Complete Streets Redesign* project.

These stakeholders were identified by the city based on their area of interest/expertise and ability to provide valuable insight on issues related to the project area. These interviewees represent a range of expertise and areas of interest including: businesses, seniors/disabled/ADA issues, families/schools, historic, bicycling, quality of life, sustainability, arts/cultural, lighting, and planning board.

In addition, key staff members within the city’s various departments were interviewed to get their insight on municipal priorities and concerns for implementing complete street design solutions along Washington Street. Key staff included Directors of Environmental Services, Public Safety, Transportation and Parking, and the Zoning Officer.

**Interview Format**

Interviews were conducted as both in-person and phone interviews and were casual and conversational in format. Questions ranged from stakeholders’ experience using Washington Street and their perspective on the current street design to their thoughts on policies and procedures that would need to be changed to support any potential design concept.

**Interview Summaries**

The following interview summaries encompass the results of stakeholder interviews conducted either in-person or by phone from January through mid-February 2014. These summaries are a collection of the comments made by interviewees, and are organized according to following areas of expertise/organization:

- |                        |                                |
|------------------------|--------------------------------|
| 1. Business Community  | 9. Lighting                    |
| 2. Senior/Disabled/ADA | 10. Planning Board             |
| 3. Families/Schools    | 11. NJ TRANSIT                 |
| 4. Historic            | 12. Environmental Services     |
| 5. Bicycling           | 13. Transportation and Parking |
| 6. Quality of Life     | 14. Public Safety              |
| 7. Sustainability      | 15. Zoning                     |
| 8. Art/Cultural        |                                |

All points made and issues identified in these summaries are those conveyed by the interviewees. To obtain useful information, interviewees were assured that responses would not be attributed to specific individuals.



**Stakeholder Interviews**

- Vivian Baker, NJ TRANSIT
- Thomas Chartier, City of Hoboken Green Team
- Matt Condon, City of Hoboken, Shade Tree Commission
- Greg Dell’Aquila, President, Hoboken Chamber of Commerce
- Geri Fallo, City of Hoboken, Division of Cultural Affairs
- Eugene Flinn, Amanda’s Restaurant, Elysian Cafe, Schnackenberg’s
- Hank Forrest, Resident
- Nick Gisonde, Resident
- Helen Hirsch, Resident
- Ann Holtzman, City of Hoboken, Zoning Officer
- Gary Holtzman, City of Hoboken Planning Board
- Helen Manogue, Hoboken Quality of Life Commission
- John Morgan, City of Hoboken, Director of Transportation & Parking
- Robert Pegg, NJ TRANSIT
- Leo Pellegrini, City of Hoboken, Director of Environmental Services
- Linda Procasino, Resident
- Paul Somerville, Hoboken Historic Preservation Commission
- Jon Tooke, City of Hoboken, Director of Public Safety
- Lori Turoff, Bike Hoboken
- Jim Vance, Bike Hoboken
- Francois Vielot, Hoboken Family Alliance
- Brian Wagner, Bike Hoboken
- Tara Whelan, Hoboken Hospitality Committee



# Interview – Business Community

## Issues and Opportunities

### Parking

- Parking is an issue/challenge daily for the customers but parking for the employees is part of the problem. The city offers incentives with parking for employees but it's not working
- Parking should be made cost **prohibitive** for the employees to use the meters; incentive to parking in the garage.
- Eliminate parking on Washington and create satellite parking. Have restaurants validate parking and at the end the City would send businesses bill for parking customers. Satellite parking would need a transportation network to support.
- Once changes to parking are made need to disseminate information to business owners and to the customers – need to educate.
  - Need signage of where garages are, how parking works
  - In general to make Washington more inviting and friendly; directories
  - Similar to other municipalities with a vibrant main street.
- Utilize more parking on the street
  - 8<sup>th</sup> – 14<sup>th</sup> – angle-in parking (this is where they have restaurants) – should install metered parking all the way up to capture income for those hours.
- Streetscape – maintaining tree pits and having trees that are alive. If you invest \$ in tree programs, there should be a long-term plan to promote it; make it an attraction – flowering.

### Signage

- Parking signage is not clear. There are more ways to get parking. Angle-in parking. Meters all the way up. On the east side of the street are residents – with meters you could have greater income and higher turnover.
- Need management/requirements for sidewalk sign.

### Streetscape and Street Furniture

- First and Washington Street:
  - Crosswalk terribly slippery, uneven (brick)
  - Need crosswalks that aren't slippery and won't come up
  - Need recycling bins along Washington Street
- Add color to street; right now it all looks the same

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- Add digital display signs at the bus stops
  - Rotate displays with Chamber of Commerce owners
- Sponsorships on benches

### Lighting

- The type of bulb – shines into second story windows. Not illuminate the streets or the roadway. Asked PSEG to put a shield on the streetlights. Shown right into the restaurant windows.

### Loading

- Eliminate all the parking on Washington St. that way you'd be able to make deliveries. Would take a high degree of engagement with businesses.
- Do census to ask businesses when they do their biggest deliveries
- Priority in parking if you do it in an off-time (7 AM – 11 AM)
- Charge for deliveries. Permit for \$20/month – park in this spot

### Circulation

- Need tight transportation up and down Washington Street without exacerbating fee parking problem
- Use buses up and down (free shuttle)
  - 1910 – trolley system horse-drawn

### Maintenance and Operations

- Need management of sidewalk and maintenance of sidewalks for:
  - Liability and aesthetics
  - Brick pavers vs. concrete
  - Bids usually have their own streets cleaners
- Need a BID – Chamber is working on that through a paid staff person; has to be a collective, practical effort.
- Need a level of **management** for what type of retail shops coming into Washington Street. Goes back to the Bid and Zoning.
- Hoboken is family-friendly but strollers can't come in to restaurants – where do you put them on Washington?
- Chamber of Commerce – Semi-annual reminder of guidelines (very much needed)
  - Have ordinance with lights above the stores; it does give a certain feel to the street.
  - Don't want to be micro-managed but need consistency.
  - To get people to use the crosswalks and obey the lights.
  - Dual identity of being in the car and being a pedestrian.

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- Detectable warning tiles need to be maintained better –perhaps use brick pavers.
- Holiday Season – need more to be done
  - Lights – add electrical outlets.
  - Have a dozen plastic snowflakes; other municipalities have a winter-wonderland.
- Light pole banners:
  - Need program to manage consistency and integrity
  - Business owners want to sponsor but its not clear how to do it
  - Want the community to know things are happening; its not stagnant

### General Comments

- People don't mind walking, i.e., festivals
- No wires and sense of openness
- Too many empty stores – sporadic; last 5 years
- Kind of boring
  - Need small locally owned boutique
- Bar scene put it on map but bars are not properly promoted

### TOP PRIORITIES

- Aesthetics
- Maintaining integrity
- Not taking up sidewalk space with huge planters
- Taking parking spaces would hurt the town
- Get on the news and promote the town that the town is open for business

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50 Harrison Street  
Penthouse 450  
Hoboken, NJ 07030

Ph: (201) 222-1100  
[www.hobokenchamber.com](http://www.hobokenchamber.com)

February 13, 2014

Tiffany Robinson  
7 Campus Drive, Suite 300  
Parsippany, NJ 07054

Dear Ms. Robinson,

In response to your request for input from the Hoboken Chamber of Commerce on the proposed Washington Street Redesign project in Hoboken, NJ, please review the following suggestions from the business community:

- Provide designated areas to accommodate street musicians and performers;
- Plant trees that flower and bloom simultaneous to create an attraction that will draw tourists to Hoboken's businesses, restaurants and shops;
- Replace concrete with decorative pavers to achieve consistency and a high-end look;
- Provide decorative cross walks;
- Bury any remaining overhead electrical wires and utilities underground;
- Install pedestrian "walk" signals with countdown timer to increase pedestrian safety;
- Install smart sensors to control traffic lights;
- Provide decorative railings around every existing and future tree pit;
- Increase the amount of decorative landscaping, both hardscape, and vegetation. The vegetation should remain less than 2' in height to maintain visibility of storefronts;
- Install rain gardens and/or bicycle racks within 25' of cross walks to prevent illegal parking which reduces sight lines;
- Install fast charging, electric vehicle charging stations adjacent to existing and future "muni-meter" parking stations. The EV charging stations should provide a revenue source to the City of Hoboken and improve Hoboken's image as a progressive city;
- Replace asphalt with pervious material to alleviate stormwater runoff;
- Allow temporary double parking; authorize the parking authority to stop ticketing customers who double park for less than 10 minutes.

Thank you again for the opportunity; we look forward to working with you on this project.

Sincerely,

Thomas Chartier, PE, LEED AP  
On behalf of the Hoboken Chamber of Commerce Board of Directors

Page 1 of 1

## Interview –Seniors/Disabled/ADA

### Issues

#### Non-conformance/Accessibility

- Only one side of Washington Street (south/westbound side) is conducive to manual wheelchair. Many avoid using the north/eastbound side because it tends to be steeper, and the sidewalk width is more narrow with frequent obstructions.
- Difficult spots to maneuver a wheelchair due to masonry work in need of repair:
  - 1<sup>st</sup> Street - 1<sup>st</sup> curb on the westside
  - 2<sup>nd</sup> Street – 2 corners on the westside
  - 3<sup>rd</sup> Street – steep embankment
- Curb cuts are aesthetically pleasing but not functional.
- Not every restaurant is ADA accessible. For example, restaurant on 3<sup>rd</sup> Street where you can sit outside to eat but once you go inside there are stairs leading to the seating area.
- Sidewalk cafés are allowed to project to a maximum of 10' from the building frontage. This rule is not enforced which limits sidewalk space. Many of the cafes hang flower pots which encroach into the 10' space. Strollers and pets tied to the rail also get into this 10' space.
- Many professional and retail stores are not ADA-accessible
- Since the traffic lights are not oriented to be visible to the pedestrian, those that are visually and physically challenged have to gauge vehicular movement to cross Washington Street.

#### Maintenance and Operations

- Trees need to be pruned so that they are not impeding the pedestrian walkway
- Need to maintain the corners
- The blacktop by Johnny Rockets (Washington St. and 2<sup>nd</sup> Street) needs repair
- The brick curb strips along the sidewalk are often used to tie up bikes which become an intrusion on the pedestrian passageway.
- Tables, potted plants and sidewalk signs produce sidewalk clutter

### Opportunities

- Metal grates surrounding tree pits could have a common theme that represents Hoboken's historical character i.e. the tower clock, trains and standard finish and color palette i.e. rust or teal
- River Street is a good example of curbs being reconstructed to be level with the roadway. This should be duplicated on Washington Street.
- There should be an ordinance that requires new and retrofit business projects to be ADA-compliant for wheelchair access. A good example of this is the bank on Newark Street across from the Starbucks.

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- Washington Street should be designed like the town centers in Virginia –the aesthetic old but functionally new. The sidewalks use brick, cobblestone or cement and crosswalks use cobblestone. There are also no curbs – everything is level.
- Ask the Historical Preservation Committee to modify the rules and regulations to change the accessibility rules for shops and offices asking them to provide a 3' ramp.
- Chamber of Commerce should regulate the aesthetic used for sidewalk sales
- Bike racks should be oriented differently so as not intrude into the pedestrian passageway.
- Traffic lights should be changed to be visible and available to people who are blind and physically handicapped i.e. audible pedestrian signals.
- Use crossing guards to issue summons for sidewalk obstructions.
- Install a median refuge island for pedestrians

### General Comments

- Cobblestone gives the street personality. If it is laid to the street level there are no issues.
- In Hoboken, about 5-6 people who use wheelchairs – most use powerchairs
- Historical Preservation Committee should revise its procedures to publicize its meetings, publicize each meeting agenda, invite public comment on pending issues, and publicize any conclusions.

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## Interview – Families/Schools

### Issues

- There are several schools and day cares along Washington Street. The confluence of these schools causes congestion during school arrival and dismissal on both the sidewalk and in the street. These school communities and their families have a collective experience of Washington Street not being walk-bike-, or scooter-friendly for their families due to its lack of pedestrian signals and missing curb cuts.
- Biggest issue is being able to cross the street. There are no signals to indicate when it's ok to cross the street. This is an issue for school-aged children who are being denied an education on street crossing skills. Without these signals, they are too young or unexperienced to make proper judgments on when to cross the street
- Use of strollers – traffic lights are difficult to cross because the curb cuts at the corners are not level or have lifted which often causes the stroller to jerk forward. This is also an issue for parents walking their children with scooters
- Starting at 6<sup>th</sup> street, walking on the sidewalk gets tighter – especially when school lets out
- Benches are too close to the street. This can be nerve-wracking for parents sittign with their children
- Need to get bikes off the sidewalk
- Washington Street feels like a thoroughfare that is primarily for cars.
- Outdoor parking area at Washington Street and Observer is confusing. Need parking lots that are either closer (the ones uptown are too far away) or more obvious.

### Opportunities

- Placement of benches at bus stops should be consistent along Washington Street.
- Need to provide a separation for bicyclists to get them off the sidewalk.
- Incorporating more greenery, would give it more of a neighborhood feel. When the street is shut down for festivals, this is when it feels most like a neighborhood. Find a way to replicate this feeling (similar to Montclair) in the design.
- Most of the retail services along Washington Street are in the middle of the corridor. Parking should be located here not at each end. If the opportunity to create parking directly on Washington does not exist, then signage should be used to direct people to the existing parking lots.

### General Comments

- Width of the sidewalk is good (mainly on the west side of the street).
- Benches are good – especially outside of bus stops.
- Washington Street is a destination. It needs to be safe enough to bike with your family. Right now it's just too chaotic to even consider biking.

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- Tree maintenance could be an issue if more trees are added along Washington Street. The introduction of new trees should preclude dog poop.

### Top Priorities:

- Traffic light signals
- Ability to safely bike/scooter along Washington Street
- More space for cafes
- Parking

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# Interview – Historic

## Issues and Opportunities

### Sidewalks

- Sidewalk obstruction enforcement is an issue. The retailers play a negative role in the visual noise of the street by being allowed to have sandwich boards
- There needs to be a cohesive plan for paving materials along Washington Street.
  - Worst example is at 6<sup>th</sup> and Washington Street; poorly paved Portland cement

### Outdoor Cafes

- “cafes have got to behave”

### Streetscape

- Washington Street is a “meeting and gathering place.” Shopping along Washington Street is like a social excursion and should have a grand sense of arrival.

### Street Furniture and Amenities

- Need a cohesion of street furniture and tree wells
- The idea of “preservation” and its aesthetics seems to be misguided. Fake wrought iron doesn’t equal preservation. For Hoboken, the current style is wrong and the finishes are wrong – all this salt air doesn’t work for the finishes.
- Bus shelters are not aesthetically pleasing and lack lighting. Shelters should be redesigned with a better hood, sleeker, more modern, advertising on one side, street signing on the other side, combined with technology

### Signs and Billboards

- Need wayfinding signage to parking lots

### Code

- The municipal/zoning code is horribly antiquated and plays a part in the type of businesses popping up along Washington Street. Zoning retail storefronts no longer than 1000 sq ft; prevented big box; fewer chain stores because they don’t have small enough inventory to fit into this footprint

### Historic Versus Contemporary Styles

- Sidewalk improvements often pay no attention to the original materials. If you want to preserve the look, Belgian Block is an “eyewitness to history.” Better than cobblestone because rainwater can percolate through it.

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## Business Types and Trends

- Washington Street similar to a hotel lobby and the side streets are where people to disperse to obtain their ancillary services. Washington Street has added support services such as nail salons, cleaners but other services are starting to erode i.e. the butcher, the hardware store, the green grocer. Need services along Washington that are relevant to the lives of people.
- Some of these building owners may have inherited the property and have no conscious for the health of the community; for instance, for someone with a 2yr lease or more, may conduct build out at tenant’s expense, improve storefront, then they don’t make it and they default on their lease.

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## Interview - Bicycling

### Issues

#### Pedestrian conflicts:

- There is heavy pedestrian traffic and confusion or lack of compliance with street crossings.
- The extent of midblock pedestrian crossing presents unanticipated obstacles.
- Distracted walking endangers bicyclists.
- Sidewalk riding is common.

#### Vehicular Conflicts

- Distracted driving endangers bicyclists.
- Drivers are not familiar with the bicycling laws and facilities, e.g. sharrows, and are unable to anticipate bicyclist movement.
- Bicyclists are not familiar with bicycling laws and wrong-way riding is common.

#### Parking, Deliveries, and Bus Stops

- Dooring is a major problem.
- Double parking along the length of Washington Street forces bicyclists to weave into the travel lane where drivers do not expect them. Double parking has become the norm and there is a general lack of enforcement.
- Delivery vehicles double park, park in no-parking areas and block site lines.
- Bicyclists, especially restaurant workers, park their bikes at inappropriate places, including private property.

#### Maintenance and Operations

- Potholes and cracks pose a hazard and improvements in street maintenance are required to maintain the streets at a higher standard for riders.
- Trash pickup typically results in garbage and trash receptacles scattered on sidewalks and in the street creating obstacles.
- Snowplows and maintenance vehicles should follow traffic laws, e.g. stopping at red lights and stop signs so their movement can be anticipated by bicyclists.

### Opportunities

- Would like to have a bike lane with a protected barrier but still scared that pedestrians will not play nicely

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- Getting off sidewalk – one solution would be to put a bike lane on Hudson Street so that cyclists can use that as an alternative. Hudson Street is a County road and it was supposed to have a bike lane but they didn't want to do it because of the change in width.
- They have been attempting to adopt a bicycle delivery model similar to NYC; need the Chamber of Commerce to get behind it
- Need bike racks to accommodate strollers
- Public bike corral – could be on side street or directly on Washington. Would like to see bike corrals at every other block, alternating with bus stops, along Washington Street. Particularly at
  - 12<sup>th</sup> and Washington
  - In front of Schnackenberg's (1110 Washington Street, between 11<sup>th</sup> and 12<sup>th</sup>)
  - Elysian Café (1001 Washington Street, at the corner of 10<sup>th</sup>)
- Improvements to bicycle circulation should take into account the adjacent and intersecting streets (Bloomfield, Hudson).
- Streetscape design and bicycle facilities should communicate appropriate behaviors and legal rights to all roadway users.

### General Comments

- Washington Street is one of the most challenging streets in Hoboken for bicyclists to navigate.
- Bicyclists are typically traveling to and along Washington Street for short trips to access businesses.

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## Interview – Quality of Life

### Issues and Concerns

- Pedestrian crossings would be the biggest issue to tackle
- Bump outs [curb extensions] at 12<sup>th</sup> and Park are a bit “confusing”
  - There are parking signs on top of each other
  - With the new striping and bump out – drivers are unsure where to stop or wait; should it be before the crosswalk (where they can’t see opposing traffic) or closer to the curb
  - Would be hesitant to introduce this type of treatment onto Washington Street
- Back-out angle parking is an issue. The Coalition tried to get funds to reverse the design but the funds were dependent on parallel parking.
- Double parking is an issue
- Late night bar patrons are an issue
- Management of maintenance is an issue
- Storeowners get upset about panhandling because they feel it deters their customers
- Trees are necessary, especially those areas of town that have been neglected (beyond 8<sup>th</sup>)
- Sidewalks are difficult for mummies to get by – especially with outdoor cafes and sandwich boards which pose as a hazard
- Hardware store on Washington Street always has merchandise on the sidewalk in front of their store
- The outdoor cafes are great but they need to be managed better, especially when trees are present
- Lighting needs to be addressed, especially along Washington Street
- Priority should be getting Washington Street repaved
  - Potholes are getting worse; drivers are so busy paying attention to the road and avoiding potholes that they’re not paying attention to anything else on the street
- Need to slow down traffic

### Opportunities

- Churches on (and off) Washington Street, especially Our Lady of Grace, should be interviewed because they have specific impressions about traffic and parking and how it affects their congregation
- Any design concept should include saving the “look” of the building – especially past 7<sup>th</sup> Street
- Having existing diagonal parking has helped to lessen the double parking
- Need to prohibit double parking – offer residents free parking or discounted parking in the parking deck/garages
- Need better information for where parking exists, perhaps even valet parking along Washington
- There’s always a sense of activity along Washington Street

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- Use Court Street as a relief valve for Washington Street; should be able to divert activity here; the people who live along Court Street hate it when people use the street, especially drive it (due to the noise from the cobblestone)

### General Comments

- Understands the importance of having new ratables, but need to strike a balance with new development.
- The Coalition was considering a series of workshops asking the public for solutions to solving the parking problem; however, this may be redundant with the Mayor’s Parking Master Plan.
  - Little Man Parking #2 12<sup>th</sup> Street has an idea for a parking plan
  - Joe Mindiak has a detailed plan for parking
- Interviewee has been a resident of Hoboken since 1961. Although the street has gotten busier even back then it was still difficult for pedestrians to cross the street
- Many of the homeless people that loiter around Hoboken are from Jersey City; they hangout in Hoboken because Jersey City is stricter about loitering

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## Interview – Sustainability

### Issues

#### Maintenance and Operations

- Maintenance is an issue during expansion, especially when considering bumpouts and rain gardens
  - Would require the city formulating a real parks department
  - Currently, this falls under Environmental Services but they really only do maintenance/sanitation
- Parks are not well maintained
- The sidewalk along Washington Street needs to be repaved
- Not pleased with Big Belly solar compactors but happy that the City put in recycling bins
- The city should avoid anything mechanical since the commitment for maintenance isn't there

#### Implementation

- There are limitations to where you can locate trees and rain gardens
- There are defunct, empty and deteriorating coal vaults close to the surface under the sidewalk and streets that compromise sidewalk support. Some are exposed in the basement of 100 block, Imposto's Pizza – 1<sup>st</sup> and Washington, and were discovered when installing a rain garden; these vaults are prevalent up and down the street

### Opportunities

- This project is an opportunity to make Washington Street a destination that attracts visitors and a demonstration of the use of innovative state of the art green technology that is visible to all. Washington Street should highlight Hoboken as a progressive city. This is good for the environment and for business.
- Washington Street is a high point in Hoboken and how stormwater is managed impacts flooding in the lower surrounding area. Green infrastructure strategies can be used to mitigate flooding problems while providing some street level greening and improvements to the Washington Street's walkability.
- Should consider using pervious pavement if/when repaving Washington Street
- There should be rain gardens on Washington Street to at least collect roadway runoff, especially at crosswalks and bumpouts
- The goal should be "if you can't stop it contain it"
- Make the public ROW as uniform as possible
- Pushing for electric cars and charging stations that could be a revenue source; would locate them next to the munimeters
- Use new technology to direct cars to parking and reduce traffic congestion

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- Improve the environment for pedestrians; install kiosks for wayfinding and smart sensors to reduce pedestrian and vehicular conflicts
- Decorative pavers at the crosswalk – can be pervious; avoid concrete and recommend high quality pavers that are attractive and last
- The Chamber of Commerce is pushing to have a consistent tree planted along Washington Street for flowering at the same time
  - The purpose would be to attract people at a particular time of the year i.e. how people visit DC for the Cherry Blossoms
- Install a sound system and infrastructure to support community events
- Improve wayfinding to connect Hoboken's visitor attractions

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## Interview –Artists/Cultural

### Issues and Opportunities

- Art needs a space on Washington Street
- Hob'art offered to run an art project that covered electrical boxes, trashbins...working with high school group.
- Partnered with Toll Brothers to create an art installation. They were required/or they offered to provide % for art.
- Would like to have more pop-up art exhibits in (empty) shopfront
- Artists could work with the city to design benches
- Lights, light fixtures
- Smarter, better designed kiosk
- Could use projection mapping during events.
- Would like to see mosaics in crosswalks – similar to an intersection repair program. [Note: This was a recommendation in the city's Bicycle and Pedestrian Plan].
- Need more parking and bike racks

### General Comments

- **Places liked:** Montclair – the street that is a plaza w/seats, plants and restaurants. It is really plaza-like. They tried to do something like that in East Orange – it never really worked.
- Interesting to see how the HBLR stations integrate art.

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## Interview – Lighting

### Issues and Opportunities

Cobra-head poles/fixtures were installed along Washington prior to current decorative light poles being installed in 1990's. Those were taken down and replaced by new lights. Interviewees believe the footings for the cobra-head poles/fixtures were also removed.

The lower height, decorative light poles installed in the 1990's were in part a result of adjacent residents complaining of light spillover into their buildings. The lower height required more fixtures to compensate for the shorter height and was not as effective at lighting the street. These lights create only glare to drivers and no light for sidewalks "the worst of both worlds" and must be replaced. Examples of preferred light fixtures were provided that would provide MUCH better optics as well as diagrammatic images showing recommendations for height and spacing.

Both interviewees talked about unsafe conditions and light pollution that could be remedied by the new lighting. Right now the lighting is foggy. There are good examples around town of where lighting works such as:

- The shopping center near 14<sup>th</sup> Street. The parking lot there has a style that works.
- Jackson Street

A lighting ordinance/design document would be ideal to regulate the type of lighting and placement. An on-street mockup would be good to test one block. It was also noted that Hoboken may have purchased the lights along Washington Street (Typically, PSE&G owns the lights and maintains them).

A handout was provided with background information on Washington street lighting improvements, possible solutions and International Dark-Sky Association recommendations on blue-rich LED lighting.

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## HOBOKEN WASHINGTON STREET LIGHTING

By Hank Forrest  
17 January 2013

### BACKGROUND:

Washington Street Improvements project in 1990's involved the removal of cobra-head fixtures (on 25 foot poles) and replaced with decorative fixtures on 14 foot poles.

### ISSUES:

- Decorative fixtures are too glary and pole heights too short, resulting in dangerously low visibility to both drivers and pedestrians,
- Intersections are under lighted, do not meet IESNA guidelines.

### PROPOSED SOLUTIONS:

1. Add second lighting system consisting of full cutoff fixtures on tall poles (2 per corner, 2-3 mid block depending on block length),
2. Reduce wattage of decorative fixtures to 70 watt,
3. Replace current fixture design (lamp behind refractor) with low brightness type (lamp in upper housing) installed at Gorman shopping center (14<sup>th</sup> St + Adams/Jefferson),
4. Lower decorative pole heights to 10 foot
5. Change pedestrian lamp source to 3000K color
6. Do a one block test on Washington Street.

### TECHNICAL BACKGROUND:

1. Washington Street was formerly lighted similar to First, Fourteenth, Hudson Streets with dedicated 25 foot high HPS cobra-head fixtures.
2. These fixtures were replaced on Washington Street by decorative metal halide post tops fixtures made by Hadco (Littlestown PA) with 14 foot high poles, 175 watt 4000K metal halide lamps.
3. The original lighting criteria were intended to produce the same amount of light in the center of the street as was achieved with the former cobra-head system. This increased the lamp wattage to the point of creating an overly bright condition.
4. Metal halide was chosen for its superior color rendering characteristics and therefore intended to enhance the pedestrian experience.
5. Typical fixture spacing is approximately 75 ft. on center
6. Fixtures have exposed lamps within a prismatic refractor which creates high glare for vehicles, pedestrians and neighboring buildings
7. Streets and intersections were lighted to the same amount (approximately 1-2 footcandles average) versus IESNA guidelines which recommends 1 footcandle for streets and 2 footcandles for intersections. (NOTE: Light levels are probably lower now than at time of writing due to poor maintenance).

Hoboken Lighting Issues

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23 November 2009

## Interview – Planning Board

### Issues and Opportunities

#### Sidewalks

- The sidewalks are composed of different materials and there is a need for using cohesive materials. The streets were once paved with Belgium blocks and there are trolley tracks under the pavement. Now, the streets are smooth and the sidewalks are rough. Consider use of the original materials.
- Standards are needed for the use of sidewalk materials, scoring, mix, and colors, and to maintain them properly.

#### Outdoor Cafes

- There has been growing pressure by cafés to expand their business operations on to the public sidewalks. Their perspective is often to assume that they have the right to treat the sidewalk as their private space to do as they see fit, although businesses that meet the conditions laid out in an ordinance are given permission to use the public space only within the defined limits.
- Encroachments are common, e.g. they erect permanent iron railings although they are by ordinance required to remove everything off the sidewalk when not in use. (The businesses often do not have the storage space to store the furnishings.) When confronted by the zoning officer, their response is often, "it's always been this way" and that their exclusive use of the sidewalks represents a pre-existing non-conforming uses.

#### Street Trees and Tree Wells

- There is a need for consistent design of the tree wells. Currently there is a tendency for people, including restaurant staff, to dump materials into the tree wells whether for positive reasons or just to eliminate waste. There is currently no strategy for communicating the need to preserve the trees by not dropping waste into the tree wells.
- Street trees seem randomly located and inconsistent in placement and variety. The species should be selected for flowering and not be messy. The street tree commission has a portfolio of desirable trees. Zoning mandates a sign-off on shade trees.

#### Street Furniture And Amenities

- Newspaper racks should be included in the redesign and monetized like in NYC. The current design and placement of newspaper racks are inconsistent. Some of the current problems are the result of the lack of enforcement.
- Street elements should be coordinated. There should be a collection of cohesive and compatible standards.

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- Hoboken is a “marine” environment that is hard on finishes. This should be considered in the selection of materials. Central Park uses concrete with a plank as seating. It does not suggest a time period and endures the elements well.

#### Signs and Billboards

- There is too much visual noise caused by signs and billboards. The commercial billboards are not well-maintained.

#### Lighting

- Street lights provide glare but poor lighting; pedestrians are hard to see and look like silhouettes. New lighting should not blast the street with light, but focus on intersections. Start with a pilot program to see what works well. NYC has a pilot program testing LED lighting and this should be considered in Hoboken.
- There have been huge cost increases in the cost of the current style of lighting.
- The aesthetics of lighting is very important. The gas lights that were used before electric lights were not decorative, and cobra head lighting was accepted in the 1950s. A contemporary style of lighting fixtures should be considered.
- The lighting changes North of 7<sup>th</sup> Street in the residential area. Residents do not want lighting on the 2<sup>nd</sup> floor. Some of the lights have consequently been turned off.

#### Technological Approaches/Community Notification

- Embrace technology - the streetscape design should incorporate opportunities for community notification in emergency events, a need evidenced in the wake of hurricane Sandy. Poles could be wired for Wi-Fi and bus stops could become recharging stations.
- Community notification boards are overflowing with flyers; old materials are not removed and they are an eyesore. There are also informal community postings on bus stops. The streetscape redesign effort could be an opportunity to address this.

#### Historic Versus Contemporary Styles

- It is important to preserve truly historic buildings and to avoid designing newer buildings as an attempt to convey a historic look. The authentic preserved historic buildings stand out among newer well-designed contemporary buildings. For example, attempts to install a “Victorian” look (facades, lighting) along Washington Street should be avoided. The pseudo-historic style of the street lighting is inappropriate; the Victorian style lighting was never used here. This is the same type of lighting that is prevalent in suburban environments to achieve a nostalgic look, an aesthetic often embraced by the public.
- As an example, the review board denied the contemporary building design to replace a building on the corner of 3<sup>rd</sup> and Washington that had burned to the ground. The board subsequently approved a building design with a Victorian look, although the historic preservation commission favored the original design and testified against the inauthentic historic façade.
- Hoboken is a young, vibrant, and contemporary town. The redesign should reflect that.

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#### Cell Towers

- Standards should be improved for establishing the use, location, and installation of cell towers, and the city should benefit financially. The current ordinance has not been effective enough in minimizing the visual incongruity with buildings.

#### Underground Infrastructure

- Under the sidewalks and street at a shallow depth are vacancies from coal vaults - structures that had formerly been used as coal storage/ delivery conduits. As their condition deteriorates, there is the potential for collapse under the weight. This fact is not generally known and has implications for the installation of streetscape design elements and any structural weight on sidewalks. There may be potential for reuse of the coal vaults for utilities.
- Underneath the streets are old infrastructure elements, including trolley tracks; they are decaying and contributing to potholes. There might be a way to restore some of these elements, for example, Belgium blocks and trolley tracks.

#### Business Types and Trends

- The character of Washington Street is trending towards becoming a place that caters to wealthy visitors and increasingly offers support services for the clientele of more exclusive hotels and residences. Washington Street has a growing number of small high-end stores, which are replacing local businesses that offer goods and services to meet the needs of the surrounding residential neighborhoods and serve people of all economic backgrounds.

#### Parking and Loading

- There are five curb cuts on Washington Street, and more parking could be made available if they were eliminated. There is currently an application for under review for a loading zone in the building on the corner of Washington and 15<sup>th</sup> Street.
- “We don’t have a parking problem, we have a free parking problem.” Parking on the street should cost more, especially in relationship to the garages and lots that are nearby; this would encourage people to use the off-street parking. Consider changing the price for street parking by time and congestion level; street width could be taken into consideration in setting parking rates as well. Angled parking takes up less space. Make the conversion comprehensive.
- Garages are designed like car prisons and put parking on ground level where retail belongs. In addition, people feel unsafe.
- Technological strategies may be used to inform people where there is parking available.
- Double parking is a habit that needs to be broken. Enforcement is critical.
- Car sharing has been extremely successful in Hoboken; there are waiting lists to participate.
- Zoning should discourage the use of cars. Putting in parking invites car use.

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## Interview –NJ TRANSIT (NJT)

### Issues

- During the early morning/evening hours, cars are constantly stopping in the lane and double parking which hinders bus travel
- Issues with cars cutting across lanes to access angled parking
- Washington Street needs new signal timing. Right now, the signal timing is an obstacle to efficient bus travel. NJT runs buses every two minutes but due to traffic congestion the buses end up on top of each other. When the buses get backed up, people complain to the city about NJ TRANSIT's inefficiencies but it's really an issue of signal timing. Frequent services leave you with buses on top of each other and then gaps in other – it's not their fault it's the signals
- Has 37 buses used in the corridor and has no more equipment to throw at the line. Would love to get more service on the street but can't do it while stuck in traffic
- When the city decided to put curb extensions at N/B Clinton and S/B Willow – the buses had a hard time with the turn ; 12<sup>th</sup> and Clinton installed bollards at the N/E corner
- The city needs to better enforce parking in bus stops but understands this is an issue due to the lack of parking
- When people see buses that say "Not In Service" or "No Passengers" along Washington Street they get frustrated and it becomes a customer service nightmare.
- When people see buses along Hudson or Sinatra where there are no stops, they complain.
- Bus stops/bus shelters – NJT on public streets has no authority to create or maintain bus stops. They can make requests for a bus stop.
- Washington Street needs a brand identity for its bus shelters
- They have heard complaints about the length of the bus stop but they need 110' to stop at curb. Understands that the city is reluctant to give up this space because it is equivalent to 7-8 parking meters.
- Depending on storefront, you may have a great deal of opposition when requesting bus stops due to the elimination of parking
- NJT will provide and install standard bus shelters at reasonable boarding locations at no cost but the municipality has to maintain it. The issue is that sidewalks don't have enough depth to establish bus shelter and serve the ADA requirements.
- North of 8<sup>th</sup>, if the bus is coming in each direction traffic will come to a complete stop
- If a bike lane is installed and it is not separated the service will go away. Don't want the buses and bicyclists to be in conflict with each other; it's a liability issue
- 126 bus into PANYNJ can't carry bikes – due to restriction
- Doesn't like the idea of realtime bus info digitally displayed at the shelter because they've had issues previously with wiring into a municipality's electric grid; they also foresee it as a vandalism/maintenance issue unless there is NJT police presence e.g. Hoboken Terminal. This

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would be a major capital and staff time investment. Customers should be using My Bus Now to find out realtime bus info.

### Opportunities

- For any design of bus stops, NJT has to be able to have 6-7' to deploy wheelchair lift
- Need wholesale agreement for signal timing
- Need a new signal system timed to move traffic
- Washington Street is an artery but there needs to be a capillary to alleviate bus traffic on Washington Street
- Need a lessening of the (unspoken) restriction to use Sinatra Drive and Hudson Street to dead-head the buses not in service and headed to Port Authority or to get to Hoboken Terminal.
- Pulling over for a bus pullout wouldn't impact traffic operations
- At one point they were looking to thin out the number of bus stops. This would've sped up the bus by 2-3 minutes
- Added transponders at 14 signals along Bloomfield Avenue in Newark. These were Essex County signals but had to get the city's permission as well. It was a low-cost solution that could be utilized here.

### General Comments

- They've made minute scheduling tweaks for those complaining of full busses by starting trips at 9<sup>th</sup> Street.
- 126 is the largest route in this service area
- Runs several hundred trips – 239 inbound; 200 outbound from city b/w Port Authority
- 14,000 people a day (based on a 13 month median)
- In 6 months, they will have stop by stop info from the "Clever Device" module. Clever Device is the manufacturer that NJ TRANSIT uses for their real-time bus arrival information. The system uses gps to gauge where the bus is along the route and a customer can capture that information through the My Bus Now program. Right now there are issues with capturing signals at Port Authority due to the thickness of the building's structure. They are working on utilizing wireless systems
- Density of customers uptick in riders north of 9<sup>th</sup> Street; up to 1600 after Sandy
- Keep transit in the forefront, not as an afterthought
- For the Hoboken Yard project, NJT insisted that the bike lane be moved to the northbound side of Observer Highway
- Newark is a good example of bus shelters. They use AR James.

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# Interview – Environmental Services

## Issues

- Current trash bins are overrun with household bulk waste
- The street needs to be milled and repaved. There are an excess number of potholes
- Current bulletin boards are nice to have but get quite messy
- Benches are not uniform but they should be
- Curb cuts are

## Opportunities

- The design of the Big Belly eliminates the ability to dispose of bulky items. More of these will be placed along Washington Street
- PSEG owns the street lights
- Need to have more street lights and they should all be changed to LED
- Digital message/bulletin boards would bring more uniformity to the street. These could be equally divided along Washington Street such as:
  - in front of City Hall
  - at 7<sup>th</sup>
  - at 14<sup>th</sup>
- Put signage on the street light vs on the sidewalk
- The street needs more beautification – especially at the crosswalk, more planters, and a place to dump cigarettes
- Would like to see a uniformity throughout Washington Street of benches, trees, shelters, etc
- Holiday lighting of trees is a very good idea
- Feels Environmental Services will be able to maintain any additional infrastructure incorporated as part of the final design concept.
- The corners (curb cuts) take a beating. Any final design concept should include the most durable material possible

## General Comments

- They received grant money from the Clean Communities program to purchase “Big Belly” solar trash compactors and are in the process of using these to replace their current trash bins. The trash receptacle sends an automated message to the cell phone of the sanitation workers to let them know when it’s full. This has created more efficient trash pickup.
- Would like to see the sidewalk width stay the same
- Currently working to change the orientation of the benches so that people are facing the sidewalk instead of the street
- They’ve changed the scope of how trees are planted by using larger tree pits. Currently have these at 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Streets and soon to be at 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> Streets.

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- Sanitation inspectors give tickets; tickets give info
- Streets trees are worked through the Shade Tree Commission
- Not aware of any cobbles, utilities or coal pits/vaults

## Top Priorities

- Repaving Washington Street
- Repairing potholes

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# Interview – Transportation and Parking

## Issues and Opportunities

### Parking

1. On street parking rates have been flat and are under rated. We should consider creating retail/commercial zones and loading zones that may have higher rates.
2. The \$15 residential permit is expected to be recommended to be increased
3. Washington street currently bring in a revenue of ~\$800,000/year from meters.
4. \$2.5M/year is collected city wide.
5. The size of on street spaces is variable. Undesignated spaces allow more cars to squeeze into a block than if the spaces were striped out at 20 foot long.
6. The bike corral was installed in a no-parking zone, so it did not impact any legal parking. More bike corrals would be attractive, if they are financially sponsored by local businesses.
7. The Muni-Meters have yielded a 40% increase in parking revenue. Electronic ‘chalking’ is not currently used, but this may change soon.
8. General observations show that on street parking spaces are more available south of 5<sup>th</sup> Street after 5:00pm
9. There should be a clear chart or table of parking inventory by block. This should include the number of legal spaces and the occupancy.
10. Parking meters are currently solar powered.
11. Reverse angled parking “WOULD BE GREAT” according to Susan.
12. The City is amenable to adding parking meters between 8<sup>th</sup> Street and 14<sup>th</sup> Street.
13. There is a 4 hour limit at the meters between 14<sup>th</sup> Street and 15<sup>th</sup> Street.

### Concepts – Street width issues

14. There are cellars and basements that extend beyond the building footprints, under the sidewalk area. This could be a deterrent to any major roadway widening concepts.
15. Medians are “not within the character” for concepts, according to Susan.

### Traffic Signals

16. All of the traffic signals are electronic, so potential changes can be tested.

### Emergency Routes

17. There are emergency routes along 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 9<sup>th</sup>, 13<sup>th</sup>, Washington Street and Willow Avenue.

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18. Washington is used as a parade route

### Transit

19. Transit patronage along Washington street doubled after SuperStorm Sandy, and has been maintained ever since.
20. The mayor had a “What if” concept of running a trolley up and down the center of Washington Street.

### Lighting

21. Replace lamps with LED’s
22. Add higher level lighting in conjunction with traffic signal upgrades – on the same poles.
23. Existing pedestrian scale lamps do not have ‘house side shields’ so there is excessive stray light that shines on residential property

### TOP PRIORITIES

- A. Preserve existing parking metered spaces
- B. Preserve sidewalk space and width
- C. Loading zones – during business hours, then parking at night

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## Interview – Public Safety

### Issues and Opportunities

#### Parking Enforcement

1. Parking has been a hot topic in Hoboken for more than 30 years.
2. Washington Street is the main north-south route for both transit and private motor vehicles.
3. Loading and delivery operations frequently double park along Washington Street.
4. Bottlenecks along Washington Street tend to “jam up” the traffic along side streets
5. He wants to preserve curbside parking.

#### Narrowing Concepts & Curb Extensions

6. Jon has seen narrowing concepts work in similar contexts.
7. Preserving the width gives flexibility when there are double parked vehicles

#### Crossings

8. The existing crosswalks are not very visible. He would like them to be more visible.
9. The crosswalk should be as short as possible, and include a large enough radius to accommodate fire trucks.

#### Lighting

10. Washington is currently very dark. He wants to see significant improvement to lighting levels.
11. Two thirds of pedestrian crashes occurred at night.
12. Recommends more lighting on the sidewalk via ‘acorn style’ fixtures and overhead ‘cobra style’ fixtures at crosswalks.

#### Bus Stops

13. Enforcement is very labor intensive. Deterring parking in bus stops has been a challenge.

#### Police Enforcement

14. Police typically file many reports for parking related crashes, even when they occur at low speed.
15. Removing striped and numbered parking space delineators at 20 foot spacing can often get more cars to fit on a block.

#### TOP PRIORITIES

- A. Call our crosswalks with high visibility striping
- B. Traffic signal visibility enhancements
- C. Lighting at crosswalks and along sidewalks

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## Interview – Zoning

### Issues

#### Priorities

- Priorities for regulatory change are:
  - Sidewalks and paving
  - Sign ordinances
  - Sidewalk café ordinances, which could have more detail and specific guidelines

#### Municipal Staffing

- There is only one zoning staff with some administrative support. Last year there were 680 plan reviews along with day to day enforcement issues.
- The city is considering establishing a floodplain management position.

#### Historic District Design Standards

- Design standards are not part of the zoning code, and design standards in place for the Washington Street historic district address size, not materials. The historic preservation board is not planning to develop design guidelines and generally consider that contemporary designs for new buildings should be prohibited.
  - The historic preservation commission and the zoning board differ in opinion regarding the appropriate application of design styles. This was a source of debate recently when the zoning board reviewed the architectural design for a new building on the site of a building that had burned.
  - The zoning board was in favor of a design that has a historic “look,” regardless of its relevance to Hoboken’s architectural history; this is in response to public preferences that have been expressed.
  - The historic preservation commission was in favor of a contemporary style, as the “fake” historic look dilutes the value and recognition of authentic historic buildings.
- The design objective is to integrate the contemporary and historic elements, such as street lighting, so that they are complementary.

#### Central Business District Overlay

- Revisions to the zoning code for the central business district overlay (from 4<sup>th</sup> Street south) are currently in process.

#### Sidewalk Signs/ Outdoor Cafes

- Current ordinances allow businesses to use the sidewalks for signs and for outdoor cafes. They do not always follow ordinance specifications, and permitting should take into consideration the volume of pedestrian use.
- Currently, outdoor cafes are permitted to use 10’ when the sidewalks are at least 20’ wide, or up to 8’ or ½ of the sidewalk, whichever is greater.
- Outdoor café regulations are very specific and were passed last year.

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- Outdoor cafés are to remove the café from the sidewalk when they are not open, although business owners often have no storage space to comply.
- Guidelines for erecting enclosures/foyers at doorways are under consideration by the historic preservation commission and zoning, as businesses want canvas enclosures and some are erecting them anyway even though they are currently not permitted.
- Signage at the outdoor cafes is currently not covered in regulations, which allows signs to contribute to visual clutter and in some cases, interfere with pedestrian traffic.

### Sidewalks

- Sidewalks under environmental services, not zoning. The city has discussed moving the responsibilities.
- There should be grading standards for sidewalks as they are inconsistent in width and slope, which results in signs and outdoor cafés that business owners attempt to overcome, for example, through the use of platforms.
- Sidewalks should be replaced, although there are issues related to the historic district designation.
- Sidewalks are not ADA compliant; this affects baby strollers as well as the mobility impaired.

### Traffic

- Drivers often notice and respond to the second traffic light (at 2<sup>nd</sup> Street) and inadvertently miss the first light (at Newark Street) when turning from Observer Highway to Washington Street where there is heavy pedestrian traffic.
- Off-center traffic lights are a problem.

### Parking/ Loading Zones/ Buses

- Loading zones are mostly on side streets and drivers generally don't park in these zones. However, delivery vehicles often use bus lanes, causing busses to stop in the lane of traffic.
- Busses also tend to "bunch up" although this can probably not be avoided.
- There is not a lot of parking on the blocks at night.
- Tractor trailer trucks typically deliver between 7:30 and 8:00.

### Maintenance and Operations

- The city collects trash, although some people pay for their own removal services.
- All garbage is in bags, and windstorms at night sometimes blow the garbage around the street.
- It is unrealistic to expect businesses to cart their garbage anywhere further away.
- There are art festivals twice a year and maintenance during festivals is very good.
- Tree maintenance – watering – is needed.

### Stormwater Management/ Flooding

- Flooding is a problem and stormwater retention is needed; permeable paving materials should be considered.

### Opportunities

- Washington Street should have an outstanding retail environment and with municipal ordinances to support this objective. Although there are currently ordinances in force that do

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support design objectives and the management of public and private space, some deserve reexamination to more effectively address current needs and ongoing issues. In some cases, ordinance updates have been recently updated or are in the process of review.

- Enforcement is also critical to maintain the intended standards. Without strict enforcement of the in-force regulations, the result can be a more discordant environment with visual clutter and obstacles that interfere with the circulation of pedestrians, bicyclists, and drivers on sidewalks and streets.

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## Washington Street Complete Streets Redesign Stakeholder Interviews

FRIDAY, JANUARY 17<sup>TH</sup>, 2014  
City Hall, Planning Board Conference Room,  
94 Washington Street

### Interview Topics/Questions

To the extent that these suggestions are appropriate to your group, please be prepared to offer documentation or to discuss the following:

#### Current Experience and Perspectives

1. How would you describe the experience of driving/ walking/ biking/ using transit?
2. How well does the current street design serve your interests?
  - o What's working well? (Where?)
  - o What's not working well? (Where?)

#### Priorities

3. If you could change Washington Street, what changes would you make and why? (Where?)
  - o What are your top three priorities or issues should be addressed?

#### Streetscape & Amenities

4. How would you describe the "look & feel" or character of Washington Street that you'd like to see? Should it ideally be uniform?
5. What amenities (benches, planters, art, etc.) should be added or replaced?

#### Management Maintenance, Policies & Practices

6. What concerns do you have about future management or maintenance?
7. What policies and practices should change?

#### Relevant Projects, Plans, Activities, Events

8. What other projects or plans/ activities or events should we know about that might affect the redesign effort? (positive or negative)
9. Do you have a favorite street in the world? What is it about this street that makes it thrive? Could we incorporate aspects of that street here?

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## Washington Street Complete Streets Redesign Community Workshop #1 – December 16, 2013

### Workshop Summary

The first community workshop for the Washington Streets Complete Streets Redesign project was held on December 16<sup>th</sup>, 2013 at Hoboken's Multi-Service Center. The primary purpose of this workshop was to engage in a visioning dialogue through mapping, visual preferences and a written "wish list" reflecting inspirations for a future Washington Street.

The first half of the workshop consisted of an overview of the project and project team (The RBA Group). A PowerPoint show was used to facilitate a discussion about visioning preferences and priorities for Washington Street. The presentation focused on streetscape/urban design along Washington Street (street as "The Room") and transportation along Washington Street (street as "The System"). **(See pdf of the PowerPoint for details).**

The second half of the workshop consisted of working groups to identify and discuss Community Assets and areas in need of improvement along or near Washington Street. **(See attached pdf of Mapping Instructions).** Here are the facilitator notes from each group:

#### *Washington Street – The System*

- People (drivers) – Not yielding to pedestrians
- Pedestrian entitlement/crossing/ignoring vehicles
- Parents (baby strollers) dodging cars to cross street
- Parking concerns (add/take away)
- Deteriorated curb/brick at 3<sup>rd</sup> Street; ~1 ½ -3" lip at the curb
- Double parking (restaurant delivery people)
- Schedule reliability is poor – HOP
- Historically there was a trolley along Washington Street; should add back trolley/light rail (just dedicated for Washington Street) to cut out NJT buses
- Dislike illuminated gateway parking information signs
- Bike share program is a plus – will expand
- Not enough on-street bike corrals
- Bike corral at 3<sup>rd</sup> is a plus – freed up ~9 parking spaces for cyclists
- Corner Car program is a plus
- Delivery trucks, loading zones, commercial parking need to be accommodated somewhere
- Bus stops used as loading zones
- Worst double parking happens near restaurant row – between 1<sup>st</sup> and 7<sup>th</sup>

(J466900\_Washington St\_Community Workshop#1 Summary/G)





## Washington Street Complete Streets Redesign Community Workshop #1 – December 16, 2013

- Employees of shops often take up parking spaces on Washington Street
- Parking/loading – needs “enforcement” and “options” ex. employee incentives
- Aesthetics “beauty can happen here”
- Delivery people sleep in cars in front of the shops between 6<sup>th</sup> and 7<sup>th</sup> – often results in triple parking
- Uptown redevelopment (more bottlenecks)
- Two-lane wide bike lane (one side of street only)
- Close parts of Washington Street (pedestrian mall) Yes? No!
- Sidewalk riding (bikes on Washington Street)
- Dog owners not cleaning up after their dog is an issue
- Plans for “dramatic use” – street fairs, parades
- Reversible lanes. Shut down block at certain hours; summer; temporary closures, evenings?
- Traffic lights (if/when?)
- Okay to close parts of Washington Street at times – like Garden Street at 9<sup>th</sup> by the school

### Washington Street – The Room

- Consistent, safe paving materials
- Pedestrian balance
  - Keep cars and pedestrians in their respective zones
- Raised tabletop intersections?
  - Mind emergency vehicles
- Pedestrian “scramble” crosswalk treatment at major intersections – 1<sup>st</sup>, 3<sup>rd</sup>, Newark
- Neckdowns/ped safety
- Need resurfacing of Washington St
- Permeability – not just perception thereof
- Benches – not used because of awkward placement
  - Tree surrounds could incorporate benches
- Parklet option for seating areas
- Lighting 13<sup>th</sup> – 8<sup>th</sup>: “The path of death”
  - Not enough light – apparent when drizzles
- Prevent light spillage/but don’t over-light
- How does lighting relate to pedestrian behavior?
- Should physical barriers prevent jaywalking?
- Most double parking is between 3<sup>rd</sup> and 6<sup>th</sup> Traffic lane with no option to double-park?

(J466900\_Washington St\_Community Workshop#1 Summary/G)



## Washington Street Complete Streets Redesign Community Workshop #1 – December 16, 2013

- Can it be made impossible
- Are lanes wide enough for protected bike lane?
  - Cycles don’t have appropriate facility = low ridership numbers and sidewalk traffic
- North of 8<sup>th</sup>
  - Back-in-angle parking?
- 4-hour maximum parking: why?
- “Congestion Pricing” for parking – market forces
- Sidewalk grading – all over the place
- Café space on pitched sidewalk – People want to put platforms on sidewalk
- Like brick crosswalks but maybe add striping on the edges
- Granite band along crosswalks is slippery
- Sidewalk standards to control patchwork repairs
- Needless fences sometimes impede on sidewalk
- Curb cuts – 5 remaining – get rid of them
- Raise curb heights to level sidewalk
  - Raise asphalt roadway surfaces?
- Streetscape
  - Signage, better white typeface
  - Ugly bus stop/poor design
  - Community boards ugly, but good ugly
  - Balance contemporary/charm
  - No hodge-podge style
  - Add preventative spray application for non-stick light poles
  - Electric boxes need attention – shrink-wrap?

At the conclusion of the session, leaders from each of the listening sessions offered a brief overview of what they noted to be the strengths and weaknesses of Washington Street and their group’s priorities with respect to future corridor planning.

Afterwards, the project team leader thanked participants for their input and talked about next steps for the project which include: development of alternatives and ideas, completing the online survey by the January 1<sup>st</sup> deadline, and planning for the next Community Workshop anticipated in March. For the remainder of the meeting, participants were invited to visit each of the visioning stations to either video their vision for Washington Street, write on the vision statement board, place post-it notes on their favorite starter ideas, or write on the comment form.

(J466900\_Washington St\_Community Workshop#1 Summary/G)





## Washington Street Complete Streets Redesign Community Workshop #1 – December 16, 2013

**Preceding notes prepared by:**

Tiffany Robinson  
The RBA Group

**Attachments:**

Agenda  
Listening Session Exercise Mapping Instructions  
Vision Statement Board Responses  
Comment Form Responses

*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.*

(J466900\_Washington St\_Community Workshop#1 Summary/G)



## Washington Street Complete Streets Redesign Community Workshop #1

MONDAY, DECEMBER 16<sup>TH</sup>, 2013  
6pm-8pm  
Multi-Service Center  
124 Grand Street, Hoboken, NJ 07030

### AGENDA

- I. **Orientation/Overview** .....(6:00pm-6:45pm)
  - A. *Registration*
  - B. *Welcome & Introductions*
  - C. *Presentation*
    - ★ **Project Overview**
    - ★ **ReVisioning Washington Street**
- II. **Breakout Group Session** .....(6:45pm-7:30pm)
  - D. *Listening Sessions (Facilitated)*
    - ★ **"The Room" (Streetscape, Urban Design, and Stormwater)** – Explore and discuss the look, feel and social fabric of Washington Street.
    - ★ **"The System" (Transportation)** – Explore and discuss how Washington Street functions within the transportation network for all users and how people get around using the street.
- III. **Moving Forward** ..... (7:30pm-8:00pm)
  - E. *Wrap-Up/Next Steps*
  - F. *Creating Your Own Vision (Non-Facilitated)*
    - ★ **Visioning Video Station** – Smile for the camera and tell us your vision for Washington Street in a minute or less.
    - ★ **Vision Statement Board** – In your best penmanship, use a marker to fill in the blank: "I would like to see \_\_\_\_\_ on Washington Street"
    - ★ **Starter Ideas** – Use post-it notes to place on the images you would like to see along Washington Street. Feel free to add a comment.

**Thanks for stopping by!**

Stay in touch by visiting the project website at <http://www.hobokennj.org/washingtonstreet/>. Also, be sure to fill out the online survey at <https://surveymonkey.com/s/WashingtonStreetRedesign>. Survey deadline: **January 1<sup>st</sup>, 2014**

Agenda\_Wash St\_Community Workshop#1\_12-13-13.docx





## Washington Street Complete Streets Redesign Community Workshop #1

### Listening Session Exercise Mapping Instructions

#### **MARK UP THE MAP!**

*(Don't be shy)*

**GREEN** = **Strengths/Community Assets**

(Places, features or things that work well and enhance your experience along Washington Street; unique resources, hidden gems)

**RED** = **Weaknesses/Areas need of improvement**

(Barriers, places, streets or things that are bad and/or detract from your experience along Washington Street)



Listening Session Exercise\_Mapping Instructions\_Wash St\_CW#1.docx



### I would like to see

- A campaign against gum on the sidewalks
- Healthy trees and more trees
- Shorter light cycles, bus bulb-outs, crossing bulb-outs
- Street furniture and parklets
- As many rain gardens as possible for our sea level city!
- Existing lane widths remain & no curb extensions impeding traffic flow!
- No more traffic lights!
- Smart traffic lights
- Peaceful co-existence between peds/cyclists and motorists. There is room for all of us.
- Need for mutual respect: peds/cyclists/motorists
- Vintage storefront architecture maintained. For example, 404, 406 (Washington St)
- Bike racks in the residential sections of the city
- Trees on Washington, Newark along with public spaces on Washington
- Turn the benches inward for residents to meet and talk
- More protected bike lanes on: Washington, Observer, Sinatra and Sinatra North
- Expand the waterfront ped path and bike path to 11<sup>th</sup> so we can enjoy the priceless waterfront – the jewel of our city
- Ped/bike/motorist education

### on Washington Street





## Washington Street Complete Streets Redesign Community Workshop #1 – December 16, 2013

### Comment Form Responses

1. What do you consider to be the greatest strengths about Washington Street as it is today?

- The scale. I like how the light during the day hits the street. I like the width of it also.
- Walkable
- It is somewhat aesthetically pleasing and has wide streets.
- Wide

2. What do you consider to be the greatest weaknesses about Washington Street as it is today?

- There are no crossing signs for pedestrians so cars are always yielding to them. It's dangerous.
- Double parking
- Dog poop

3. What issues and activities should be prioritized when considering the future of Washington Street?

- Illuminated signage at the end (gateways) to direct cars to parking lot or garage.
- Crossing signs
- Light rail or trolley
- Bike lanes (like on the west side of Prospect Park)
- Beautify
- Ped safety
- Bikes off sidewalks
- "walk signs"
- Washington Street HOP

{466900\_Washington St\_Community Workshop#1 Summary/G}



## Washington Street Complete Streets Redesign Community Workshop

**What's happening:** Please attend a community workshop to envision the future of Washington Street! Your input will set the *vision* and identify *priorities* for "Complete Streets" enhancements to improve safety, comfort and function for all users along this iconic street.

**When:** Monday, December 16, 2013  
6 p.m. to 8 p.m.

**Where:** Multi-Service Center,  
124 Grand Street

**RSVP today:** <http://www.eventbrite.com/e/washington-street-complete-streets-redesign-community-workshop-tickets-9468198637>

Scan to automatically add  
this event to your calendar!



**What are "Complete Streets"?** Complete Streets are roadways designed for safe, attractive, and comfortable travel by users of all ages and abilities. The City of Hoboken is looking to make these types of enhancements to Washington Street so that you can get around safely on foot, bicycle, car, or public transportation. By providing safe and equitable travel for everyone—including children, families, older adults, and people with disabilities—Complete Streets stimulate active, healthy behavior, reduce automotive traffic and pollution, encourage more foot traffic to businesses, and enhance interaction with the shared space we all know as the street.

For more information about the project, please visit: <http://www.hobokennj.org/washingtonstreet/>





## Appendix B

### Survey Results



#### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

##### General Results and Survey Characteristics

661 people completed a 17 question survey on Washington Street in Hoboken, New Jersey. The survey measured basic demographic information of the respondents and how often they use Washington Street, what they use it for, when they use it, what sections they most frequent and what particular characteristics they prioritize. The survey also gauged more qualitative responses on what characteristics respondents liked about Washington Street, what they disliked, their favorite places and activities, their redesign ideas and suggestions for improving multi-modal transportation.

The purpose of this survey was to both generate ideas for the RBA Group's redesign of Washington Street and to ensure that our improvement plan reflects the community's values. This survey is one tool among many to accomplish these two goals; a public meeting held in Hoboken on December, 2013, was another tool.

This web-based survey contains graphs of the quantitative data gathered, with bulleted synopsis, and more detailed bullet points of the qualitative data. The survey revealed many repeat responses for Washington Street preferences and improvement suggestions, which are reflected in both the prompted and open-ended questions. The most salient of these points are synthesized below, in "Key Findings."

##### Key Findings

- **Streetscape & Pedestrian Experience:** The majority of respondents like Washington Street's historic characteristics and charming feel. They enjoy the variety and abundance of walkable shopping and dining establishments and the liveliness this creates. To further bolster this street life, respondents suggest functional crossing signals, curb extensions, more plantings, better nighttime lighting, more public spaces and public seating.
- **Cycling:** There was a sizeable response to cycling in the survey: many respondents are frustrated with cycling on sidewalks and many are frustrated with a lack of bike lanes, corrals and racks. These two problems appear to be connected, such that an adequate network of bike infrastructure may reduce the disturbances of sidewalk cycling.
- **Vehicles:** Double-parking on Washington Street was the largest respondent dislike. The parking situation in general engenders frustration with drivers, bikers and pedestrians and appears ubiquitous on this corridor. Improvement Suggestions range from angled parking and new, peripheral garages with wayfinding, to restriction of personal automobiles on all or parts of Washington Street.
- **Mass Transit:** Respondents commented on mass transit less than the other transit options, but cited areas for improvement in enclosed bus shelters, real-time, digital bus displays, improved PATH and bus signage. Some suggested Bus Rapid Transit and streetcar service for Washington Street. Improving public transit would probably improve overall multi-modal circulation on Washington Street.

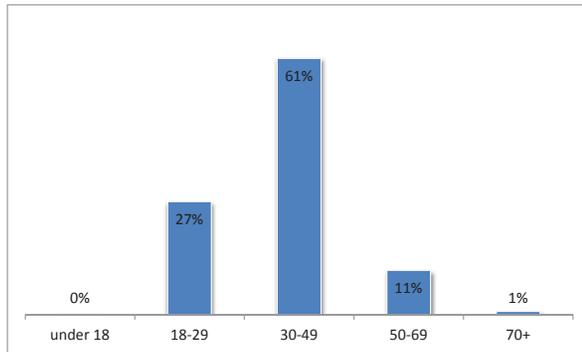
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### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

#### Question 2: What is your age?<sup>1</sup>

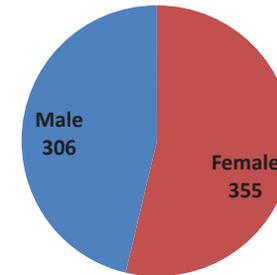


- The majority (61%) of respondents are between the ages of 30-49.
- About a quarter (27%) of the respondents are between the ages of 18-29.
- 11% of respondents are between the ages 51-69.

<sup>1</sup> Question 1 asked the respondents for their email address. It is not included in this survey summary.

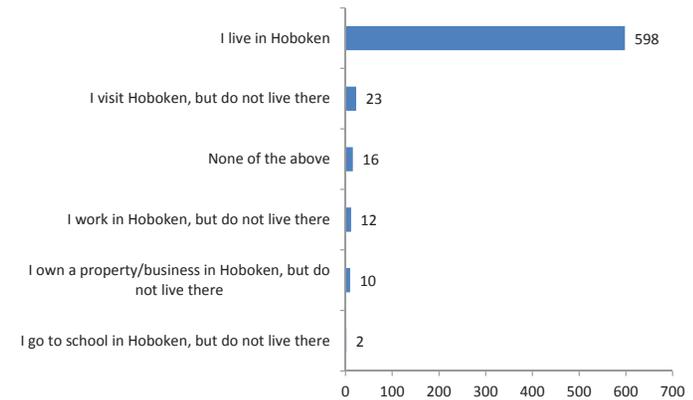
### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

#### Question 3: Your Gender?



- Slightly more than half of the people who completed the survey are female (54%).

#### Question 4: Which of the following statements best describes you?



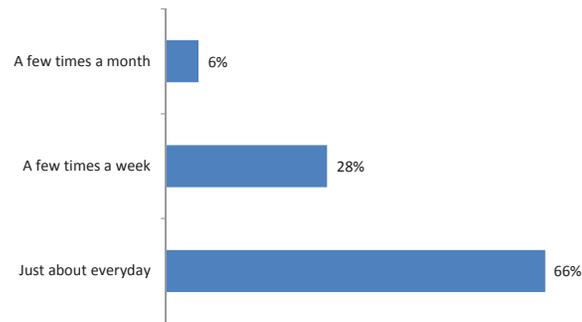
- An overwhelming majority of respondents live in Hoboken (91%).
- The other five categories yielded approximately the same responses, ranging from 1% to 4%.
- Knowing who will be most affected by the Washington Street redesign is significant when determining what amenities to prioritize.

### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

#### Question 5: If you live in Hoboken, what is the nearest intersection to your place of residence?

- These results yielded inconclusive results, as 100% live closest to Street 1 and 91% live closest to Street 2.

#### Question 6: How often do you use Washington Street?



- Two thirds of those surveyed use the street nearly every day and 28% use it at least a few times a week.
- Only 6% of respondents reported using Washington Street a few times and month.
- Such high usage of this corridor means that a successful redesign project will benefit many people.

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### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

#### Question 7: How do you typically get to/from Washington Street?

	# of respondents who chose this mode	Mode/ # of Respondents (618)
I walk	588	95%
I drive	114	18%
I ride my bike	68	11%
I take a NJ TRANSIT bus	47	8%
I take the HOP	12	2%

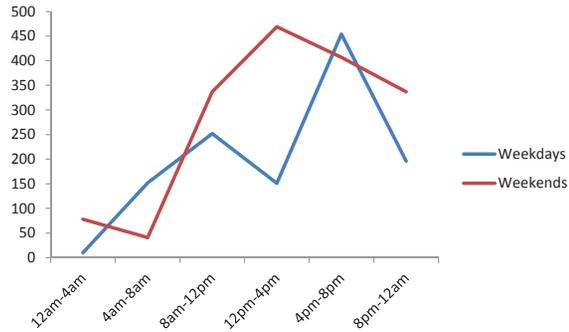
- Respondents were able to choose multiple options for this question. There were a total of 829 responses by the 618 people who answered this question.
- 95% of the people surveyed said they walk to Washington Street.
- 18% of people said they drive to Washington Street.
- 11% of people surveyed bike to Washington Street, while 8% travel by NJ Transit bus and 1% by the HOP.
- Such a high percentage of foot traffic has strong implications for improving pedestrian amenities.

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### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

#### Question 8: What time of day do you most often use Washington Street?



- This question measures two things: weekday versus weekend usage and peak usage times.
- Respondents use Washington Street more on the weekends than the weekdays.
- On weekends, usages peaks from noon to 4:00pm. The lowest weekend usage occurs from 4:00am to 8:00am.
- On weekdays, usage peaks from 4:00pm to 8:00pm. The lowest weekday usage occurs midnight to 4:00am.

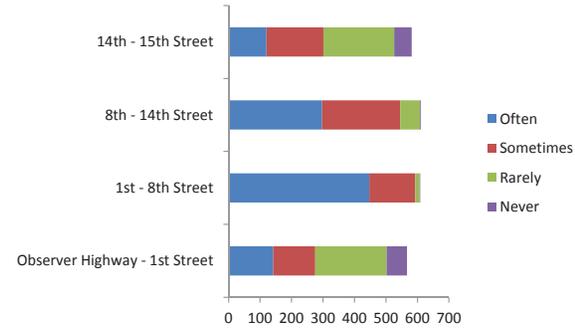
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### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

#### Question 9: Where do you spend the most time on Washington Street?



- This question measures two things: Washington Street usage by segment and usage frequency of those segments.
- Respondents spend the most time in the 1<sup>st</sup> to 8<sup>th</sup> Street segment.
- The 8<sup>th</sup> to 14<sup>th</sup> Street segment sees the second most amount of time.
- Respondents spend the least amount of time at the Observer Highway to 1<sup>st</sup> Street and 14<sup>th</sup> Street to 15<sup>th</sup> Street segments.

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## HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

**Question 10. What are your main reasons for using Washington Street? (check all that apply)**

	Number of respondents who visit Washington St. to...	% of respondents who visit Washington St. for this reason
Grab something to eat	563	91%
Go shopping	488	79%
Get to transit	442	72%
Go to the bar	369	60%
Reach my home or a friend's home, which is located on or near Washington Street	246	40%
See the doctor/dentist/lawyer/ realtor	173	28%
Visit an entertainment venue	89	14%
Reach my workplace, which is located on or near Washington Street	70	11%
Reach school, which is located on or near Washington Street	44	7%
Other	35	6%

- Respondents primarily use Washington Street for eating (91%), shopping (79%), transit connections (72%) and bars (60%).
- Going home or visiting friends is significant (40%), as is meeting with a dentist, doctor, lawyer and/or realtor (28%).
- Going to school, work or an entertainment venue are not insignificant reasons for using Washington Street and should be taken into account.

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## HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

**Question 11: What are your favorite places to visit or things to do in this area?**

- The bulk of respondents' favorite things to do on Washington Street include eating, shopping, walking, people-watching, bars and cafes.
- A sizable number of respondents highlighted outdoor amenities like parks, piers, restaurants, seating, running, biking, the waterfront, farmers' market and dog-walking.
- A minority of respondents' favorite places and activities include travel purposes like going home, visiting friends, commuting, catching a bus and using PATH.

**Question 12: What do you like about Washington Street?**

- This open-ended question yielded many results, which are congruent with the previous questions.
- The most frequently repeated answers included walkability to bars, shops, and restaurants and the liveliness this creates.
- Respondents like the low buildings, broad sidewalks, brick crosswalks, buried power lines, lamps and historic character of Washington Street, its charm and feeling of centrality.
- Respondents like outdoor seating options, access to the waterfront and transit connectivity.
- Respondents like the lack of big-chain stores (this zoning issues is beyond the scope of physical design).
- Respondents enjoy the variety of businesses and abundant commercial and social options.
- Cleanliness on Washington Street is important to many survey participants.

**Question 13: What do you dislike about Washington Street?**

- The respondents most frequently repeated dislike was the lack of crossing signals, difficult street crossing and lack of pedestrian awareness.
- The damaged roads, traffic, lack of parking options, difficulty seeing traffic signals and frequency of double-parking were frequently cited disturbances.
- Those surveyed disliked damaged sidewalks, the lack of shade, trees and plantings, public seating and spaces. Sidewalk dislikes also included dead trees, businesses that consume too much sidewalk space and a lack of nighttime lighting.
- Biking on sidewalks bothered many of those surveyed, as did lack of bike lanes and amenities.
- Many people dislike Washington Street's litter and noise pollution.

**Question 14: If you could redesign Washington Street, what would you keep original? What would you change? What would you add? What would you take away?**

- Most of the redesign ideas reflect respondents' likes and dislikes, though these ideas were proposed:
- Build an elevated 'skywalk' for and a gondola to take advantage of the NYC skyline.
- Add more trees, plantings, street lights, brick crosswalks, bus shelters, public seating and spaces.

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### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

- Keep wide sidewalks, low buildings and historic character.
- Change to angled parking to eliminate double parking problem and increase parking capacity.
- Add a streetcar line or bus rapid transit down Washington Street.
- Increase parking options and wayfinding for parking alternatives off of Washington Street.
- Restrict personal vehicle use from all or parts of Washington Street.
- Add traffic calming measures and reduce the speed limit.
- Increase the number of trash and recycling receptacles.
- Add crossing signals and curb extensions to ease the crossing of this wide street.
- Add bike lanes, bike corrals and bike amenities.

#### Question 15: "What opportunities do you see for improving Washington Street for pedestrians, bicyclists, motorists and those accessing transit? Where?"

- Respondents suggested the following improvements:
- Better bus, bike path and PATH signage.
- Real-time digital bus information displays.
- More trees, plantings, crossing signals, public spaces and public seating.
- Add bike lanes and infrastructure.
- Implement bus rapid transit and bus shelters, restrict personal vehicle use, resurface Washington Street, increase parking options, add angled parking
- Add Stroller lanes to sidewalks
- More strictly enforce restrictions on double parking and bicycling on sidewalks.

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### HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

**Question 16: What issues and activities are the most critical to consider for the future of Washington Street? Please rate each of these topics: 1 = very important, 2 = somewhat important, 3 = not important**

	1		2		3		Avg. Rating
	very important		somewhat important		not important		
Pedestrian safety and accommodations	427	86%	59	12%	12	2%	1.17
The mix of shops, restaurants, and entertainment	411	83%	80	16%	7	1%	1.19
The appearance of the streetscape/landscape	391	79%	101	20%	6	1%	1.23
Nighttime lighting	365	73%	120	24%	13	3%	1.29
Traffic and parking	357	72%	122	24%	19	4%	1.32
Maintaining historic character	356	71%	119	24%	23	5%	1.33
The appearance of shop fronts, windows and signs	336	67%	148	30%	14	3%	1.35
The general appearance of buildings	324	65%	152	31%	22	4%	1.39
Trash collection	310	62%	170	34%	18	4%	1.41
Green Infrastructure/Stormwater management	319	64%	148	30%	31	6%	1.42
Transit accommodations	284	57%	190	38%	24	5%	1.48
Public open/leisure space	201	40%	211	42%	86	17%	1.77
Space for entertainment and community events	176	35%	238	48%	84	17%	1.82
Public art	127	26%	248	50%	123	25%	1.99
Freight/Loading/Deliveries	91	18%	289	58%	118	24%	2.05
Wayfinding	98	20%	258	52%	142	29%	2.09
The quality of the bicyclist's experience	109	22%	215	43%	174	35%	2.13
Space for community bulletin boards	77	15%	205	41%	216	43%	2.28
Innovative Technology i.e. Cell Phone Charging Stations	86	17%	173	35%	239	48%	2.31

- This question measured respondents priorities for 19 different issues and activities related to Washington Street.
- For 'very important' the respondents' prioritized: pedestrian safety and accommodations (86%); the mix of shops, restaurants and entertainment (83%); the appearance of streetscape/landscape (79%); nighttime lighting (73%); traffic and parking (72%).
- In addition, the majority of respondent's prioritized the following as 'very important': maintaining historic character (71%); the appearance of shop fronts, windows and signs (67%); the general appearance of buildings (65%); green infrastructure/stormwater management (64%); trash collection (62%).
- Innovative technology i.e. cell phone charging stations (48%); space for community bulletin boards (43%); the quality of the bicyclist's experience (35%); wayfinding (29%); public art (25%) were seen as "not important."

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## HOBOKEN'S WASHINGTON STREET COMMUNITY SURVEY

### Question 17: What other ideas do you have about Washington Street that might assist this Complete Streets redesign?

Respondents suggested the following improvements:

- Implement stroller parking and locking.
- Move all commercial loading zones to side streets.
- Built public arts, mural program and live music venue.
- Incorporate brick and granite accents in streetscape.
- Implement a smart-technology parking system indicating number and location of available spots.
- Add noise-buffering elements to Washington Street
- Permeable street-paving would help stormwater management.
- Implement a system of rain gardens.
- Add a street median with plantings.

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## Washington Street Complete Streets Redesign | Community Survey

### Introduction

The Washington Street Complete Streets Redesign project will develop a community-supported vision for redesigning Washington Street to enhance and improve its safety, comfort, enjoyment and function for all users.

The purpose of this 17-question survey is to collect information, facts, opinions, and suggestions about Washington Street. Your input will help us better understand the issues, opportunities, and challenges of this important corridor within the City of Hoboken.

This survey will take 5-10 minutes to complete. While some demographic information is requested, individual responses will not be shared beyond the consultant team of The RBA Group. Instead, a summary of survey results will be presented to the City of Hoboken.

Thank you for taking the time to complete this survey!

*The Washington Street Corridor is defined as the 16-block area along Washington Street between Observer Highway and 15th Street. See the map below.*

### Study Area Boundaries



Page 1



## Washington Street Complete Streets Redesign | Community Survey

### About You

1. Your email address

(optional - only note if you would like to receive updates on this project)

2. What is your age?

- under 18  
 18-29  
 30-49  
 50-69  
 70+

3. Your gender?

- Female  
 Male

4. Which of the following statements best describes you?

- I live in Hoboken  
 I work in Hoboken, but do not live there  
 I own a property/business in Hoboken, but do not live there  
 I go to school in Hoboken, but do not live there  
 I visit Hoboken, but do not live there  
 None of the above (please specify)

5. If you live in Hoboken, what is the nearest intersection to your place of residence?

Street 1

Street 2

### You and Washington Street

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## Washington Street Complete Streets Redesign | Community Survey

6. How often do you use Washington Street?

- Just about everyday  
 A few times a week  
 A few times a month  
 Rarely  
 Never

7. How do you typically get to/from Washington Street?

- I walk  
 I take the HOP  
 I take a NJ TRANSIT bus  
 I drive  
 I ride my bike

Other (please specify)

8. What time of day do you most often use Washington Street?

	Weekdays	Weekends
12am-4am	<input type="checkbox"/>	<input type="checkbox"/>
4am-8am	<input type="checkbox"/>	<input type="checkbox"/>
8am-12pm	<input type="checkbox"/>	<input type="checkbox"/>
12pm-4pm	<input type="checkbox"/>	<input type="checkbox"/>
4pm-8pm	<input type="checkbox"/>	<input type="checkbox"/>
8pm-12am	<input type="checkbox"/>	<input type="checkbox"/>

9. Where do you spend the most time on Washington Street?

	Often	Sometimes	Rarely	Never
Observer Highway - 1st Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1st - 8th Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8th - 14th Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14th - 15th Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Page 3

## Washington Street Complete Streets Redesign | Community Survey

10. What are your **main** reasons for using Washington Street? (check all that apply)

- To go shopping
- To grab something to eat (sit down or take-out)
- To see the doctor/dentist/lawyer/realtor
- To go to the bar
- To visit an entertainment venue
- To get to transit
- To reach my home or a friend's home, which is located on or near Washington Street
- To reach my workplace, which is located on or near Washington Street
- To reach school, which is located on or near Washington Street
- Other (please specify)

11. What are your favorite places to visit or things to do in this area?

### Your Opinions about Washington Street

12. What do you like about Washington Street?

13. What do you dislike about Washington Street?

14. If you could redesign Washington Street, what would you keep original? What would you change? What would you add? What would you take away?

### Ideas for Improving Washington Street

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## Washington Street Complete Streets Redesign | Community Survey

15. What opportunities do you see for improving Washington Street for pedestrians, bicyclists, motorists and those accessing transit? Where?

16. What issues and activities are the most critical to consider for the future of Washington Street?

Please rate each of these topics: 1 = very important, 2 = somewhat important, 3 = not important

	1 (very important)	2 (somewhat important)	3 (not important)
Maintaining historic character	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic and parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian safety and accommodations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The quality of the bicyclist's experience	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit accommodations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The appearance of the streetscape/landscape	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The appearance of shop fronts, windows and signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The general appearance of buildings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The mix of shops, restaurants, and entertainment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nighttime lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Freight/Loading/Deliveries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space for entertainment and community events	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public art	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space for community bulletin boards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public open/leisure space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trash collection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Green Infrastructure/Stormwater management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wayfinding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Innovative Technology i.e. Cell Phone Charging Stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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## Washington Street Complete Streets Redesign | Community Survey

Other (please specify)

17. What other ideas do you have about Washington Street that might assist this Complete Streets redesign?

Thank You!

Thank you for taking the time to fill out this survey! Survey results will be posted on the project webpage ([click here](#)). Be sure to check the project webpage often for other opportunities (such as the community workshops) to be involved in the planning process.

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## Appendix C

### Background Document List



#### Background Document List

A series of background documents were reviewed to provide a comprehensive understanding of the City of Hoboken's general planning and design directives. The applicable objectives of these studies were integrated as part of the design process. These documents include:

- City of Hoboken Master Plan (2004) and Reexamination Report (2010)
- City of Hoboken Bicycle and Pedestrian Plan (2010)
- City of Hoboken Traffic Calming Toolkit
- City of Hoboken Complete Streets Policy Resolution (2009)
- Hoboken Green Infrastructure Strategic Plan (2013)
- Hoboken Resiliency and Readiness Plan (2013)
- Hoboken Yard Redevelopment Plan, Draft (2012)
- Observer Boulevard Complete Streets (2012)
- Newark Street Complete Streets (2012)
- City Hall Green Infrastructure / Stormwater Management Plan
- City of Hoboken Frank Sinatra Drive Redesign RFP (2013)
- City of Hoboken Citywide Parking Master Plan RFQ (2013)
- Upper Willow Avenue Complete Streets (2013)
- 14<sup>th</sup> Street Viaduct Replacement (2010)
- Washington Street Beautification Story Boards, Hoboken Shade Tree Commission (2012)
- Washington Street Beautification Project Phase 2 Request for Quote, Hoboken Shade Tree Commission (2013)
- Hoboken Bike Share Program Report, 2013

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**Appendix D**

**Data List**



**Data List**

**Geographic Information Systems (GIS)**

**Environment, Utilities and Community Services**

- 5ft contours
- FEMA Work Map Flood Data
- Hoboken Fire hydrants
- NJ Fire Stations
- Hillshade Contours
- Hoboken Liquor Licenses 2011
- Hoboken Schools
- NJ Hospitals
- Hudson County Water, TIGER 2010
- NJ Correctional Institutions
- NJ Law Enforcement Point Locations
- New York County Water, TIGER 2010
- Parks
- PSEG substations
- United Water, Hoboken April 2013

**Land Use, Demographic and Political**

- Hoboken Ward map
- Hudson County Census Block Demographic Data, 2010
- Hudson County Census Tract Demographic Data, 2011
- Hudson County parcels
- NJ Counties
- NJ Municipalities
- Tax Map Database
- Zoning
- Zoning Overlay

**Transportation**

- HOP Data
- Hoboken Bike Racks, 8-16-2013
- Designated Truck Routes in Hoboken
- Hoboken Bike Lanes 2011
- Hoboken Bus Shelters

- Hoboken Corner Cars
- Hoboken Intersections 2010
- Hoboken Meter Enforcement Zones
- Hoboken Snow Emergency Routes
- Hoboken Streets, 2010
- Hoboken Terminal
- Hudson County Streets, 2011
- NJ Ferry routes
- NJ PATH line, 2008
- NJ PATH station, 2008
- NJT Bus lines Hoboken 2011
- NJT Bus Stops Hoboken
- NJT Commuter Rail line 2008
- NJT Commuter Rail station 2008
- NJT Light Rail line 2008
- NJT Light Rail station 2008
- NYC Railroad
- Traffic Control in Hoboken

**Maps**

- Drug-Free School Zones (1000' from school parcel boundary), Office of the Business Administrator, City of Hoboken, Hudson County, October 1, 2013
- North Hudson Sewerage Authority Map, North Hudson Service Area, Sewer System - Sheet 1 of 3, CH2MHill
- Transit in Hoboken, Department of Transportation and Parking, City of Hoboken, August 11, 2011

**Crash Information**

- NJ Police Crash Investigation Report, City of Hoboken Police Department, Bloomfield Street, 2011, 2012, 2013
- NJ Police Crash Investigation Report, City of Hoboken Police Department, Hudson Street, 2011, 2012, 2013
- NJ Police Crash Investigation Report, City of Hoboken Police Department, Washington Street, 2011, 2012, 2013

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### Photos

- Poliwka, Susan. "Washington Street Water Main Installation between 5<sup>th</sup> and 6<sup>th</sup> Street." 2013. JPEG file
- The RBA Group. "Washington Street between Observer Boulevard and 15<sup>th</sup> Street." 2013. JPEG file.

### Parking Meter Data

- 12 week parking meter data, City of Hoboken via the Metric Group

### Other Materials

- Washington Street Vault Survey, City of Hoboken, August 1996
- Newark Street Improvements, Preliminary Striping Plan, City of Hoboken, Boswell McClave Engineering, 5/14/12
- Observer Highway Improvements, Construction Plan, City of Hoboken, Boswell McClave Engineering, 10/23/12
- Observer Highway Improvements, Signing and Striping Plan, City of Hoboken, Boswell McClave Engineering, 10/23/12
- Washington Street Improvements Phase 2, Site Plan, City of Hoboken, Marchetto Caulfield Associates, 7/12/99
- NJ Site Improvement Advisory Board Resolution #98-3, Special Area Standards for Parking in the City of Hoboken, Hudson County
- Forest, Hank. Hoboken Washington Street Lighting, January 17, 2013
- Washington Street Straight Line Diagram, NJDOT
- Hoboken Historic Street Kiosk, Preliminary Elevations, RSC Architects, Nov. 5, 2013
- Holtzman, Ann. (2010). "News Rack" (White paper). City of Hoboken: City Council and Planning & Zoning Sub-Committee.

- City of Hoboken Bike Corral Program and Sponsorship Application
- City of Hoboken Historic Preservation Ordinance
- City of Hoboken Sidewalk Cafe Ordinance
- City of Hoboken Sign Ordinance

### Social Media/Webpages

- City of Hoboken. (2012). Zimmer Administration Introduces Plan to Repave Washington Street; Install Pedestrian Signals [Press release]. Retrieved from <http://www.hobokennj.org/2012/07/zimmer-administration-introduces-plan-to-repave-washington-street-install-pedestrian-signals/>
- "New Tree Request." *City of Hoboken NJ RSS*. City of Hoboken Shade Tree Commission, n.d. Web. 16 Oct. 2013. <<http://www.hobokennj.org/boards/shade-tree-commission/treerequest/>>.
- "Parking in Hoboken." *City of Hoboken NJ RSS*. N.p., n.d. Web. 22 Jan. 2014. <<http://www.hobokennj.org/departments/transportation-parking/parking/>>.
- Sacs, Ian. "Where Will We All Park? A Slightly Premature Case Study of Hoboken, New Jersey." *Planetizen: The Urban Planning, Design, and Development Network*. N.p., 08 Feb. 2010. Web. 5 Dec. 2013. <<http://www.planetizen.com/node/42812>>.
- Hoboken. (n.d.). Timeline [Facebook page]. Retrieved December 5, 2013, from <https://www.facebook.com/Hoboken>
- "Green Infrastructure/Stormwater Management." *City of Hoboken - Fall 2013 Newsletter* (n.d.): 3. [Http://www.hobokennj.org/](http://www.hobokennj.org/). City of Hoboken. Web. <<http://www.hobokennj.org/docs/newsletter/Newsletter-Fall-2013.pdf>>.

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