

# Appendix A

## Complete Streets Policy

## Complete Streets Defined

According to the USDOT, Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those users include people of all ages and abilities, regardless of whether they are travelling by foot, bicycle, transit, or automobile. The concept of Complete Streets encompasses many approaches to planning, designing, and operating streets and other rights of way with all users in mind to make the transportation network safer and more efficient for everyone.<sup>1</sup>

This policy is intended to guide local-level decision making as it relates to street design and offer a method to implement complete streets principles in a way that is consistent with both local community goals and broader policies adopted at the county, state, and federal levels.

## Vision and Purpose

In 2010, the City of Hoboken adopted a resolution to establish a Complete Streets policy, with the understanding that these policies positively impact community safety, health, economic vibrancy, quality of place, and quality of life. Complete Streets are a logical match for the City of Hoboken. More residents of Hoboken commute by transit than anywhere else in the United States, and the city is constant ranked as one of the nation's most walkable and bikeable cities. Additionally, while Hoboken is one of the most densely populated cities in the United States, almost one-third of the City's land area is occupied by its streets. Therefore, the vision of the Hoboken Complete Streets Policy is to accommodate all road users through a network of specialized streets that provide efficient and logical prioritization of street space to meet individual travel needs and support long-term community goals.

It is the intent of the City to formalize the planning, design, operation, enforcement, and maintenance of streets so that they are safe and inviting for all users, regardless of age or ability, and to ensure equitable access to transportation options regardless of geography, age, income, ethnicity, or ability. Street users considered in the policy include, but are not limited to, pedestrians, cyclists, e-mobility users (electric bikes and scooters), transit and school bus riders, public and private ride-share patrons, motorists, delivery and service personnel, freight haulers, and emergency responders.

## Core Commitment

The City of Hoboken considers all new construction, maintenance, or reconstruction projects as opportunities to implement the Complete Streets policy. The City will, to the maximum extent possible, require the planning, design, construction, maintenance, enforcement, and operation of streets to provide a comprehensive transportation network that provides safe and inviting facilities for people of all ages and abilities through the consistent application of Complete Streets principles and the provision of facilities appropriate for the corridor context.

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<sup>1</sup> <https://www.transportation.gov/mission/health/complete-streets>

Exceptions to the Complete Streets Policy may be granted by the City of Hoboken under the following circumstances:

1. Where accommodation is not necessary, such as on corridors where specific users are prohibited.
2. Where the cost of accommodation is determined to be excessively disproportionate to the need or probable use, and lower cost solutions do not provide adequate accommodations.
3. Where there is a documented absence of current and future need for specific accommodations.
4. Where emergency repairs, such as repair associated with extreme weather events or water main leak/break, require immediate, rapid response. However, temporary accommodations for all modes should still be made when possible. Depending on severity of the repairs, opportunities to improve multimodal access should be considered when feasible.
5. Where transit accommodations are not required due to a lack of existing or planned transit service.
6. In the case of routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
7. Where an equivalent facility is already provided that is determined to relieve the need for specialized accommodations on the roadway.

Exemptions to this policy shall be documented through the completion of the Complete Streets checklist, submitted as part of development review and transportation projects. The completed checklist will be reviewed by city staff to determine the appropriate course of action if any of the above exemptions are determined to apply.

### Jurisdictions (interagency coordination and private development)

Creating a Complete Streets network will require significant interagency coordination between government departments and partner agencies. The City of Hoboken will work closely with Hudson County to ensure that streets under their jurisdiction are managed in keeping with the City's Complete Streets policy, to the maximum practicable extent. In the occasion that privately-led development and redevelopment projects include modifications to local streets, permitting approval should be contingent upon demonstration by the applicant that the proposed development is consistent with this policy and specific guidelines included within the Hoboken Complete Streets Design Guide and Implementation Plan.

### Design Guidelines

Generally, the city's streets are space constrained and require a special consideration of local best practices and urban mobility principles to ensure all users are adequately accommodated within the constraints. To achieve these goals, the latest local design guidance, standards, and local recommendations must be used to inform the design of street modifications as relevant to the specific project in question. This includes the Hoboken Complete Streets Design Guide and Implementation Plan (latest edition), any relevant redevelopment plans, and the Americans with Disabilities Standards for Accessible Design.

## Measures of Effectiveness

Good policy should lead to improved performance for all street users. When considering the implementation of Complete Streets principles and the Hoboken Complete Streets Design Guide and Implementation Plan there are six primary performance objectives:

- Improve Safety
  - Reduced frequency and severity of crashes (vehicle, pedestrian and bicycle)
  - Maintained or improved emergency vehicle response times
  - Reduced moving vehicle violations
  - Progress toward the city’s Vision Zero goals
- Increase Equity
  - More people live and work within proximity to high-quality pedestrian and bicycle facilities
  - Increased bicycle parking provided
- Promote Transportation System Effectiveness
  - Increase in transit ridership
  - Increase in bicycle and pedestrian mode share
  - Reduced single-occupancy-vehicle commute share
  - Improved user experience (via surveys)
- Improve Transportation System Reliability
  - Fewer blocked bicycle facilities (source: citations data)
  - Improved parking compliance (source: citations data)
  - Improved transit reliability
- Improve resiliency and sustainability
  - Increase in the city’s total stormwater retention capacity due to addition of green infrastructure elements
  - Increased use of shared mobility modes
- Accommodate innovation
  - Total number of pilot projects conducted

## Implementation

Implementation of the Complete Streets Policy will be carried out cooperatively within all departments in the City of Hoboken with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

The city’s Transportation and Parking Department will serve as the technical review agency for all Complete Street projects and will forward the project documentation and plans to all applicable City departments for comment during the review process. In addition:

- The City shall make the Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions.

- The City will review and revise or develop proposed revisions to all appropriate planning documents, zoning codes, subdivision regulations, laws, procedures, rules, regulations, guidelines, and programs to integrate the Complete Streets principles in all street projects, as feasible.
- The City will maintain a comprehensive list of priority transportation improvement projects intended to eliminate substandard gaps in the sidewalk and bikeway network. This will include an updated inventory of existing pedestrian and bicycle infrastructure.
- The City will annually re-evaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets principles.
- The City will incorporate Complete Streets principles into the City's Master Plan as well as other plans including open space, recreation, and comprehensive plans.
- The City will train pertinent staff on the content of Complete Streets principles and best practices for implementing policy.
- The City will utilize interdepartmental coordination to promote the most responsible and efficient use of resources for activities within the public right of way.
- In addition to City of Hoboken funding, the City will pursue additional funding through grants, partnerships, and external programs to implement the Complete Streets vision.

## Appendix B

### **DRAFT Complete Streets Ordinance**

## Purpose

It is the intent of the City Council in enacting this ordinance is to promote a safe, reliable, efficient, integrated, and connected multimodal transportation system that offer travel choice while promoting health and quality of life. In accordance with the Hoboken Complete Streets Policy this ordinance is designed to accommodate people of all ages and abilities to travel in a variety of ways including walking, bicycling, public transportation, driving, and other forms of mobility including micro-mobility (e-scooters and similar devices), transportation network companies (TNC's) and other shared mobility services. Additionally, the ordinance includes provisions to include green infrastructure, innovative stormwater management, street trees, delineated parking, designated loading areas, and appropriate lighting in transportation projects.

## Definitions

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

*“Complete Streets”* means streets and street networks that are designed and operated to enable safe access for all users, in that pedestrians, wheelchair users, bicyclists, public transportation users, and motorists, regardless of age or ability, are able to safely move along and across a street.

*“Street”* means any right of way, public or private, including arterials, connectors, alleys, lanes, and roadways by any other designation, as well as bridges and any other portions of the transportation network.

*“Street Project”* means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes, except for minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim emergency measures on detour routes.

*“Users”* mean any individuals that use Streets, including pedestrians, bicyclists, scooters, e-mobility devices, motor vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

## Requirement and applicability

- (a) All transportation facilities owned by the City in the public right-of-way including but not limited to Streets and all other connecting sidewalks and pathways shall be designed, constructed, and operated to adhere to the intent of Complete Streets.
- (b) The City shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve public and private Streets and the transportation network for all Users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

- (c) The City shall incorporate Complete Street elements and principles into public strategic plans, capital improvement plans, design standards, manuals, rules, regulations, and programs.
- (d) The City shall coordinate with the State of New Jersey and Hudson County, public transportation providers, and neighboring jurisdictions to ensure that Streets and all other sidewalks and pathways connecting to other jurisdictions comply with the intent of Complete Streets, and to enforce those standards where applicable. School districts, community improvement districts, and other special taxing districts shall comply with this Complete Streets ordinance to ensure that Streets and all other connecting sidewalks and pathways not owned by the City but which are within the city limits comply with the intent of Complete Streets.
- (e) Private developments shall accommodate multimodal connections in accordance with the most recent version of the Hoboken Complete Streets Design Guide and the Hoboken's Complete Streets policy.
- (f) All improved or geometrically redesigned intersections shall be built with sufficient accommodations for safe bicycle and pedestrian use including high visibility crosswalks and appropriate pedestrian signalization equipment.

### Exceptions

Modifications to any public street shall incorporate the concepts and standards found in the Complete Streets Design Guide to sufficiently enable reasonably safe travel along and across the right of way for each category of Users; provided, however, that such infrastructure may be excluded, upon written approval by [ **INSERT PERSON HERE** ], where documentation and data indicate that:

- 8. Accommodation is not necessary, such as on corridors where specific users are prohibited.
- 9. The cost of accommodation is determined to be excessively disproportionate to the need or probable use, and lower cost solutions do not provide adequate accommodations.
- 10. There is a documented absence of current and future need for specific accommodations.
- 11. Emergency repairs, such as repair associated with extreme weather events or water main leak/break, require immediate, rapid response. However, temporary accommodations for all modes should still be made when possible. Depending on severity of the repairs, opportunities to improve multimodal access should be considered when feasible.
- 12. Transit accommodations are not required due to a lack of existing or planned transit service.
- 13. In the case of routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
- 14. An equivalent facility is already provided that is determined to relieve the need for specialized accommodations on the roadway.



## Design Guidelines

- (a) The City has developed a Complete Streets Design Guide that provides context sensitive design guidance for different street types found within the city. This includes the design of sidewalks, travel lanes, parking and curbside management, on-street and separated bikeways (“green lanes”) and the inclusion of green infrastructure. All Street Projects shall be designed in accordance with these adopted guidelines, which shall be updated regularly.
- (b) Where specific guidance cannot be found within the Hoboken Street Design Guide, the National Association of City Transportation Officials (NACTO) standards shall be consulted as the defining authority. Guidance may also be sought from:
  - a. The American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (AASHTO Green Book)
  - b. United States Department of Transportation (USDOT) Manual on Uniform Traffic Control Devices (MUTCD)
  - c. USDOT Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts
  - d. Americans with Disabilities Act (ADA) Standards for Accessible Design
  - e. Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
  - f. NJDOT Complete Streets Policy
- (c) All sidewalks, street crossings, other street elements shall meet or exceed the accessibility guidelines set forth by the United States Access Board in the most recent edition of the Public Rights of Way Accessibility Guidelines (PROWAG) and Americans with Disabilities Standards for Accessible Design.

## Implementation

- a) A committee is hereby created, to be composed of *[insert desired committee composition]* and appointed by the Mayor to further Hoboken’s implementation of Complete Streets practices by: reviewing and developing proposed revisions to all appropriate planning documents, zoning codes, subdivision regulations, laws, procedures, rules, regulations, guidelines, and programs to integrate the Complete Streets principles in all Street Projects, as feasible.

- b) The committee shall also review applications for Street Projects for the required incorporation of Complete Streets modifications and Complete Streets infrastructure. The committee's recommendation will be forwarded to [REDACTED] board for approval or denial, whereupon the project will be ultimately approved or denied.
- c) All projects within the public right-of-way shall be required to complete a Complete Streets checklist. The completion and approval of such checklist by the Complete Streets Review Committee will be required before a final design approval is granted. The review committee or city staff may request or recommend changes to a Street Project design to further integrate the project with the City's Complete Streets intent at any point up to the project's final approval by [REDACTED].
- d) The City shall review this policy every three years and adopt changes as technologies and design standards evolve.
- e) The Engineering Department, the Department of Transportation and Parking, the Office of Business Administration, the Parks Department, the Environmental Services Department, and other relevant departments, agencies, or committees shall incorporate Complete Streets principles into all existing and future plans, manuals, checklists, decision trees, rules, regulations, and programs as appropriate. Said entities shall review current design standards including subdivision regulations which apply to roadway projects, to ensure that they reflect the best available design standards and guidelines, and implement Complete Streets where feasible.
- f) When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- g) City staff shall identify current and potential future sources of funding for street improvements and recommend improvements to further advance Complete Streets projects.
- h) The City shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.

## Appendix C

### **DRAFT Complete Streets Review Checklists**

## Site Plan Review Checklist

This checklist is intended to be completed in conjunction with the City of Hoboken Site Plan application form to ensure compliance with the city’s Complete Streets policy. It is required for all projects that are up for review by the city’s planning and zoning boards and for redevelopment projects.

Refer to the Hoboken Street Design Guide for guidance on the pedestrian, bicycle, and transit requirements based on your development location.

Upon submittal, this checklist will be reviewed by the appropriate staff serving as transportation and engineering representatives on Hoboken’s zoning and planning boards to confirm the plan is in conformity with the required Complete Streets elements.

### I. Project Information

Project Name:	
Project Address:	
Project Streets:	
Street Type(s): <i>(Identify the classification of impacted streets in the Hoboken Street Design Guide)</i>	

### 2. Pedestrian Facilities

Does the proposed design...			
Have curb cuts?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Notes:
How are pedestrians alerted to curb cuts and vehicle access?  Considerations: <ul style="list-style-type: none"> <li>• Visual</li> <li>• Textured</li> <li>• Audible</li> </ul>			
How are vehicles alerted to pedestrians?			
Maintain ADA compliance and through zone width for the street type?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Notes:



<p>Incorporate street furnishings as appropriate to the street type?</p> <p>Considerations:</p> <ul style="list-style-type: none"> <li>▪ Maintain adequate visibility for roadway users</li> <li>▪ Avoid tripping hazards</li> <li>▪ Maintain adequate through zone width</li> </ul>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>
<p>Provide appropriate ADA-accessible entrances and curb ramps, if required?</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>

### 3. Bicycle Facilities

<p>Does the proposed design...</p>			
<p>Provide connections to existing adjacent facilities?</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>
<p>If so, how?</p>			
<p>Provide bicycle parking?</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>

### 4. Urban Design

<p>Does the proposed design...</p>			
<p>Create an inviting and attractive pedestrian environment?</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>
<p>Emphasize safety through lighting, visibility, and encouraging human activity?</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>
<p>Include green infrastructure components where appropriate?</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>

### 5. Travelway

<p>Does the proposed design...</p>			
<p>Include traffic calming treatments?</p> <p>Considerations:</p> <ul style="list-style-type: none"> <li>• Raised intersections</li> </ul>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<p>Notes:</p>





# HOBOKEN

## STREET DESIGN GUIDE

Streets for all users.

### I. Project Information

Project Name:			
Project Address: (also include map)			
Street Type(s): <i>(Identify the classification of impacted streets in the Hoboken Street Design Guide)</i>			
Nearby opportunity areas (i.e. parks, schools, church)			
Street characteristics			
VPD		85 <sup>th</sup> % speeds	
Crashes (last 3 years)		No. of travel lanes	

### 2. Construction Phase

Does the proposed project...				
Maintain a continuity of ADA-accessible pedestrian access during construction?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Maintain existing bicycle accommodations, or provide a suitable alternative route?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Maintain transit access, or provide a suitable alternative access location within _____ feet?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Clearly mark detour routes and all hazards?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Protect all landscaping, vegetation, and stormwater BMPs from construction impacts.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:



### 3. Pedestrian Element

Does the proposed project...				
Maintain ADA compliance and maximize pedestrian through zone width for the street type?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Provide the minimum street furnishing zone width for the street type? (need to define this)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Incorporate street furnishings as appropriate to the street type?  Considerations: <ul style="list-style-type: none"> <li>▪ Maintain adequate visibility for roadway users</li> <li>▪ Avoid tripping hazards</li> <li>▪ Maintain adequate through zone width</li> </ul>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Provide appropriate ADA-accessible curb ramps?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Incorporate appropriate green infrastructure practices, including bioswales in landscaped areas and stormwater tree pits.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Incorporate traffic calming measures, including curb extensions, to provide the shortest possible distance for pedestrians crossing the street?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:

### 4. Bicycle Element

Does the proposed project...				
Incorporate the appropriate bicycle facilities for the street type and maintain the appropriate width of these facilities?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Provide bicycle parking?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:



Incorporate permeable pavement in dedicated bike lanes?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
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## 5. Intersections

Does the proposed project...				
Provide an appropriate pedestrian accommodation based on the crossing type and design guide recommendations?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Provide an appropriate bicycle treatment based on the crossing type and design guide recommendations?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Consider unique or creative intersection treatments at high profile crossings and on Mobility Corridors?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Minimize signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Increase visibility by removing furnishings and obstructions within ____ feet of the intersection?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Incorporate green infrastructure (bioswales) into landscape areas where appropriate including curb extensions?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:

## Travelway

Does the proposed project...				
Maintain a 10.5' lane for emergency vehicle access?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
How does the project maintain freight and/or transit vehicle access?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:



Incorporate the appropriate travel lane widths for the street type?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Incorporate permeable pavement in dedicated bike lanes and parking lanes?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:

### Curbside Management

Does the proposed project...				
Incorporate green infrastructure opportunities including permeable pavement in the parking lanes and bioswales in curb extensions?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Provide attractive and safe transit access options (if applicable?)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:
Incorporate alternative uses for curbside parking spaces, as appropriate (transit stops, flex zone, shared mobility)?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Notes:

## Appendix D

### Online Engagement Results

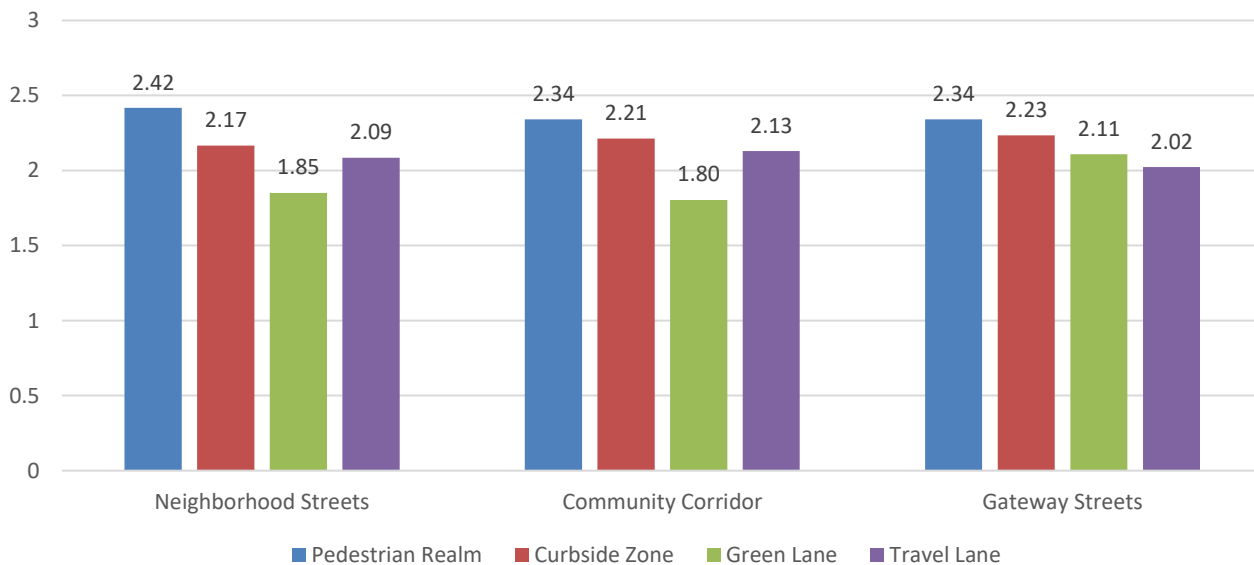
## Online Survey Results

An online survey was conducted at the end of the design guide process to gauge the public’s response to the report, as well as to solicit feedback on specific elements. The survey garnered 73 responses over a two-week window, and the results are shown below.

### Please rate the following elements:

Participants were asked to rate the specific elements for each street type, which were presented via a PowerPoint presentation. Options were 1, 2, or 3 “thumbs up.”

Average rating of street type treatments (Scale of 1-3)



### Neighborhood Streets Comments

- Remove parking to add more green space. Trees and seating.
- 1. Stop taking away driving lanes!!! Commutes for drivers have been absolute hell everyday because you took away driving lanes. It takes over 30 mins just to get out of Hoboken. Observer Highway backs up and is completely inefficient during peak hours. It backs up all the way thru the city for blocks. 2. Police are needed to stop parents from stopping traffic to drop off their kids. It is not okay to just stop in the middle of the road to let your kids out. The road is a road for a reason - to drive. And no one can around when traffic just stops for anyone on a whim. 3. You have added curb extensions leaving no where for delivery trucks to park. Now they park in crosswalks, block traffic, can't move thru the streets. Stop over engineering our streets!!!

- The entire plan is a joke. It is totally irresponsible to make citizens of this city believe you will reduce traffic accidents and deaths to the degree you are claiming. Please take responsibility for your words!!  
No BUMP OUTS NO RAIN GARDENS. NO SCOOTERS NO BACK IN PARKING  
Teach pedestrian HOW TO CROSS THE STREET. Enforce this knowledge by giving them jaywalking tickets. Only when you have aware, educated pedestrians will you have lower injuries and fatalities. Since it is winter or inclement weather 75 % of the year you are pipedreaming with these bike lanes, bike rentals and anything to do with bike other than recreation use along the waterfront.
- Great design
- I think there should be more protected bike lanes, and it should be at the expense of parking. Providing what is essentially free parking to car owners is a silly subsidy to provide (I am a car owner as well.). However, for neighborhood streets I think sharrows do make sense, if only drivers treated cyclists with more respect--too often I've seen drivers honking at bikers on sharrow lanes.
- We need more trees/plants and improvements on sidewalks
- I'd like to see protected bike lanes - doesn't have to be on Washington St. Maybe take out one side of parking on Hudson or Bloomfield for bikes to travel uptown and downtown. Then maybe you can add back some parking on Washington.
- Where's the lighting info? Safety concerns don't stop at sundown.
- Ensuring that bioswales are maintained will be a key component of their success. Current bioswales are not always in the best shape, and do not always drain appropriately.
- I disagree with the design guide's inclusion of parking on both sides of neighborhood streets. If even one side was not fully devoted to parking it would free up an immense amount of space for pedestrians, cyclists, transit, and other users.

I also disagree with the decision not to include any bike lane/greenway on neighborhood streets. Forcing cyclists to 'share the road' with car traffic is extremely dangerous. Drivers do not treat cyclists as having equal rights to travel lanes. When using shared travel lanes as a cyclist, for example, I have personally experienced drivers behaving dangerously (by, for example, riding too close to my bike, honking, trying to cut me off) all because I would not pull over to allow the car to pass. This dangerous problem will only get worse with the introduction of shared e-scooters.

At bottom, the design guide privileges free or nearly-free on-street car storage at the expense of pedestrians, cyclists, and transit.

- People double park in green lane, so unless it is protected it will be useless and cyclist will have to ride out into traffic. We like to be able have our kids ride in the green lanes but with no protected lane it is too dangerous and will be forced to ride on sidewalks. Flex zones should not cause a blind spot. If I am trying to cross the street they should not block my view and make me step into street to see if there is oncoming traffic
- Suggest adding four-way stop signs at \*all\* intersections of Neighborhood Streets and Community Corridors.
- Bioswales are good, but please also consider other ways of mitigating flooding on neighborhood streets, such as pitching the streets properly and perhaps adding landscaping near storm drains.
- The Bike Share program is an eye sore with abandoned bikes everywhere and ugly bike racks on corners. Curb extensions are dangerous pushing pedestrians further into the street with tractor trailers & buses jumping those curbs because of the now even tighter turns. The massive amount of white

paint spilled on the street for crosswalks is UGLY. And bike lanes are unbelievably dangerous when placed against lines of parked cars. It's why no one uses them! Also, you can't put these kinds of measurement restrictions on sidewalks that are 150 years old. Every tree well is different. Every stoop is different. How about getting the gazillion dog owners now in this town to stop allowing their dogs to urinate all over the sidewalk gardens??

- Every time you attempt to fix the streets you cause an even bigger mess. Here is an idea.....Leave it alone!!!!Stop adding things we don't need. Fix pot holes, pave the roads, and fix the traffic lights. Start ticketing and enforcing driving laws on bike riders. They ride against traffic, on sidewalks, with no helmets and do not stop at corners or stop signs. Also ticket jaywalkers. You want safer streets then hold everyone using them accountable. You tend to only blame the drivers. Stop taking away parking!!
- Parking delineation will result in less available parking. Green lanes don't offer any sort of safety for bikers. Floating curb green space will never be maintained. Cars traveling down neighborhood streets will continue to have to come to a stop at community corridors as oncoming traffic does not stop. Travel lanes will be too narrow - cars that stop to make deliveries etc will cause jams
- Speed bumps belong in parking lots, not on streets, please avoid. Much prefer things like raised crosswalks or even intersections.
- These are the hardest streets to address, given their narrowness and the parking on both sides. Floating curb extensions would seem to exacerbate that situation. And having ridden my bike on some of these trips, I'm not sure the Sharrows will make much of a difference. People are generally driving slowly due to all the congestion anyway.
- I like the curbside treatment, especially the bumpouts at the corners that make pedestrians more visible to drivers and the crossing distances shorter. I appreciate the traffic calming efforts to slow down cars, but as a regular cyclist in Hoboken, I often feel intimidated by drivers on narrow streets such as these. Drivers tend to ignore sharrows and see cyclists as encroaching onto 'their' space. If there is not enough room to pass, drivers will ride directly behind you and then roar past, dangerously close, the minute they see a spot wide enough. I think more needs to be done to slow the speeds of drivers on one-lane streets so they lose the feeling of entitlement to drive as fast as possible.
- greater visibility for bike green way needed
- Removing the parking on one side of the street and turning it into a green lane would make these streets much friendlier to alternative modes of transportation.
- the extended curbs are completely unnecessary and wasteful.
- Seriously the last thing I need are more bikes mowing me down. It's out of control and this is going to make it worse. Face reality: people in Hoboken are not giving up their cars! And this is from someone who does not own a car!
- Your biggest issue is crosswalk placement and stop sign placement - you must drive into the crosswalk to see oncoming traffic at most corners.
- none
- The addition of electric scooters will just add more chaos to an already chaotic street environment. The City has had a very poor track record in enforcing rules and laws and the scooters will be the latest stress on an already weak system.
- Bike lanes that are "Unprotected" by curbs or otherwise will force bikers onto sidewalks or into the street because of temporarily double parked cars. Would it be worth it to explore getting rid of the green bike lanes cutting out part of the sidewalk to lend room for bikers?

- No raised intersections, please. It is already hard enough to drive in town. We need more education & signage for pedestrians to STOP at a street, LOOK before crossing.
- The focus should be on moving people out of their cars and into ride shares, public transit, and human powered transportation.
- The green lanes are terrible. Cars are always parked or stopped in them. Buses have to cross them. The biggest issue is that the striping is already coming off on areas that were striped last year. What will this look like in a few years?
- There is already limited street parking - by eliminating even more spaces, where are residents supposed to park? Are we adding spaces anywhere or only removing?
- Need "Bicycles can use full lane" street signs that last longer than fading sharrows, to remind drivers that cyclists can use the road.
- We could actually put green lanes in if we took out parking on one side of the street. Particularly if you're looking at 4/5 and 8/9 as the east west bicycle corridors they would be perfect candidates to remove parking on one side of street. Sidewalks are also rather narrow on many of these streets. By removing parking (street car storage) you could potentially enlarge sidewalk and pedestrian space in addition to creating dedicated, protected bike lanes.
- It was a little difficult to get a good feel for the design. What I have seen on a few of these streets are bike storage that sticks out more than a car would making it more difficult to get through. I would think a fire truck would have a tough time. What I really don't like is the fact that a guest needs to download a parking App as opposed to a meter. I have seen meters placed in Manhattan in the higher end neighborhoods and that works fine. I cannot even do a quick errand coming in and out of the city when I don't have an hour and a half to walk to opposite ends of town.
- Doesn't seem like a major change other than having some designated drop off zones, but these streets work pretty well as-is. Sharrows don't really do anything in my opinion.
- Pedestrians, cyclists, and people on both skate boards and scooters need to be held accountable for their violation of traffic laws. I have seen cyclists disregard stop signs and fly through intersections nearly causing other traffic accidents. While pedestrian safety is paramount, please do not forget that many Hoboken residents [read: TAXPAYERS] rely on their cars for work. As such, please consider the impact of your decisions on the daily commuters of Hoboken.

## Community Corridor Comments

- Bike lane should be protected. Remove parking to add green space.
- 1. Stop taking away driving lanes!!! Commutes for drivers have been absolute hell everyday because you took away driving lanes. It takes over 30 mins just to get out of Hoboken. Observer Highway backs up and is completely inefficient during peak hours. It backs up all the way thru the city for blocks. 2. Police are needed to stop parents from stopping traffic to drop off their kids. It is not okay to just stop in the middle of the road to let your kids out. The road is a road for a reason - to drive. And no one can around when traffic just stops for anyone on a whim. 3. You have added curb extensions leaving no

where for delivery trucks to park. Now they park in crosswalks, block traffic, can't move thru the streets. Stop over engineering our streets!!!

- The entire plan is a joke. It is totally irresponsible to make citizens of this city believe you will reduce traffic accidents and deaths to the degree you are claiming. Please take responsibility for your words!!  
No BUMP OUTS NO RAIN GARDENS. NO SCOOTERS NO BACK IN PARKING  
Teach pedestrian HOW TO CROSS THE STREET. Enforce this knowledge by giving them jaywalking tickets. Only when you have aware,educated pedestrians will you have lower injuries and fatalities. Since it is winter or incimate weather 75 % of the year you are pipedreaming with these bike lanes, bike rentals and anything to do with bike other than recreation use along the waterfront.
- Great design
- I think there should be more protected bike lanes, and it should be at the expense of parking. Providing what is essentially free parking to car owners is a silly subsidy to provide (I am a car owner as well.).
- more trees and plants that are cared for and maintained
- I prefer protected bike lanes around town. Cars often double park, making these not usable.
- Where's the lighting info? Safety concerns don't stop at sundown.
- Ensuring that as much parking as possible on these street will be critical to avoiding overwhelming community push back.
- I disagree with the design guide's inclusion of parking on both sides of community corridors. If even one side was not fully devoted to parking it would free up an immense amount of space for pedestrians, cyclists, transit, and other users.

I also disagree with the decision not to include a protected bike lane/greenway on neighborhood streets. Greenways placed between parked cars and travel lanes are exceptionally dangerous. Cyclists (and soon, scooters) risk getting 'doored' by parked cars, forced into traffic by double-parked cars, hit by motorists who swerve into the greenway, or falling due to potholes caused by vehicle traffic through the greenway. The greenway on Washington St, for example, has been an abject failure because it is constantly occupied by double parked cars, forcing cyclists into the general flow of traffic.

Protected greenways should be added to community corridors, even if this means reducing the availability of on-street parking.

- People double park in green lane, so unless it is protected it will useless and cyclist will have to ride out into traffic. We like to be able have our kids ride in the green lanes but with no protected lane it is too dangerous and will be forced to ride on sidewalks. Flex zones should not cause a blind spot. If I am trying to cross the street they should not block my view and make me step into street to see if there is oncoming traffic
- Suggest adding four-way stop signs at \*all\* intersections of Neighborhood Streets and Community Corridors.



Also suggest actually painting the green lane green on Community Corridors. If you don't do that, that lane will become a dedicated double-parking lane.

- I assume that by "trash cans" you also mean recycling bins? Please consider making (compostable) doggie poop bags available in parks and in these garbage zones as well.
- See comments above on Neighborhood Streets. Flex zones are a joke! No one is using these loading zones for anything other than what they've always used them for. Parking and Double Parking! Businesses need deliveries, Uber drives need to pick people up, residents need to unload groceries. All of this makes it HARDER for everyone to do this. And about those rain gardens. They've been in existence for such a short time and they already look like crap and no one is tending to them. Only a matter of time until they're filled with garbage and dog crap and dead plants. And if you want to enforce stopping at Stop signs in intersections, deploy the police to do THAT instead of standing around watching the endless construction projects in this town. That would be money well spent!
- Every time you attempt to fix the streets you cause an even bigger mess. Here is an idea.....Leave it alone!!!!Stop adding things we don't need. Fix pot holes, pave the roads, and fix the traffic lights. Start ticketing and enforcing driving laws on bike riders. They ride against traffic, on sidewalks, with no helmets and do not stop at corners or stop signs. Also ticket jaywalkers. You want safer streets then hold everyone using them accountable. You tend to only blame the drivers. Also stop taking away parking!!
- Green travel lanes are pointless. Take a look at the current ones on Washington Street. 75% of the Green Lane is occupied by a double parked car and police do not care. To add to it, bike lane as zero protection. Floating curbs on Washington Street are hideous.
- Do not EVER refer to Washington Street as a "community corridor." We are not some manufactured city like in other parts of the country. Hoboken is one square mile. We don't have "neighborhoods." Our entire city is one "neighborhood."
- Anything that would help reduce: double parking, speeding, "rolling" stops, and general disregard for traffic laws by motorists (and pedestrians -- amazing how often I see people (even with a stroller!) traipsing across the street in spite of red light \*and\* auto traffic.
- Community Corridors should have parking protected bike lanes, not just class II bike lanes. Otherwise there will be rampant illegal parking in the bike lanes, reducing the safety benefit offered by bike lanes.
- Double parking as people go into stores for a quick pick-up or drop-off make the green bike lanes less useful, driving those on two wheels onto the sidewalks at times, because people do drive quickly down Washington, at least.
- Anyway to control cars randomly stopping and double parking? So many streets are plagued by this behavior making traveling hard for all the others (driver, cyclists, buses, etc).
- The bike lanes are great here but would be more visible with green surfacing.
- You must put waist high barricades to separate the green lane from the travel lane in order for it to be useful. Otherwise all sorts of moving/utility/contractors vans and trucks will occupy the green lane most of the time during the day.

- greater visibility for bike green way needed
- Wider or protected green lanes would be very beneficial. Putting the green lane between the parking and the sidewalk could help. The most common issue with green lanes on these types of streets right now is that people double park in the green lane, forcing riders into traffic. This design doesn't address that.
- Most of this is wasteful and unnecessary.
- Once again: no one will be giving up their car anytime soon. Also, we need places for people to drop off/pick up in front of buildings. When I get groceries, and with a ZipCar btw, for example, I end up double parking in a bike lane. There's no other way to do it.
- People still step out onto street and with narrowed crossing that means cars brush past them Legally driving - and lack of left turn signals combined with narrowed corners means traffic halts at many intersections until lead car can turn, since no one can pass them on the right.
- none
- 2.4 and 2.5 treatments are less clear in the slide. For Washington Street, consideration needs to be given to the bus traffic at 3rd and 1st Sts which gets held up as cars attempt to make left hand turns without room for a second southbound traffic lane, or dedicated left turn lane (or left turn restrictions for cars at these intersections). This delays the buses (and passengers) from reaching the terminal and can keep passengers from catching trains or PATH. The drivers have been frustrated by this. Better to provide a solution than have them resort to less safe alternatives, or simply sit at the lights delaying the passengers. Also, the timing of the red/green lights should be reviewed in terms of unnecessary delays for the buses.
- The focus should be on moving people out of their cars and into ride shares, public transit, and human powered transportation.
- Should have protected bike lanes by moving one side of parked vehicles over from curbside. You have failed to protect cyclists on streets that have the space to do so.
- We could actually put green lanes in if we took out parking on one side of the street. Love the idea of raised intersections - not just crosswalks but the entire intersection area.  
  
Sidewalks are also rather narrow on many of these streets. By removing parking (street car storage) you could potentially enlarge sidewalk and pedestrian space in addition to creating dedicated, protected bike lanes.
- too busy
- The Green Lanes (bike lanes) need to be painted fully green and where possible add protective demarcation with the travel lane. Many cars in Hoboken ignore the white line demarcation. For example, on Monroe Street, the white line is highly faded due to cars driving on the line and in the bike lane. It often feels dangerous riding in some of the city bike lanes, especially when riding with a child.

Additional curb extensions should be considered on these streets, especially in the areas of schools, parks and playgrounds.

- I would consider flipping the parking and green lane. I used to live on the Upper West Side and there was a contentious fight about putting the bike lane between parking and the sidewalk on Amsterdam Ave, but after it went in the neighborhood felt much better. As a biker you feel truly protected in a way that paint doesn't. It also helped slow the traffic down more and made the sidewalk feel bigger.

Also I would consider Madison St and either Monroe or Jefferson as neighborhood streets. They connect the whole west side of town.

- Pedestrians, cyclists, and people on both skate boards and scooters need to be held accountable for their violation of traffic laws. I have seen cyclists disregard stop signs and fly through intersections nearly causing other traffic accidents. While pedestrian safety is paramount, please do not forget that many Hoboken residents [read: TAXPAYERS] rely on their cars for work. As such, please consider the impact of your decisions on the daily commuters of Hoboken.

## Gateway Street Comments

- Travel area is way too wide. Add median with trees not hatch lines
- 1. Stop taking away driving lanes!!! Commutes for drivers have been absolute hell everyday because you took away driving lanes. It takes over 30 mins just to get out of Hoboken. Observer Highway backs up and is completely inefficient during peak hours. It backs up all the way thru the city for blocks. 2. Police are needed to stop parents from stopping traffic to drop off their kids. It is not okay to just stop in the middle of the road to let your kids out. The road is a road for a reason - to drive. And no one can around when traffic just stops for anyone on a whim. 3. You have added curb extensions leaving no where for delivery trucks to park. Now they park in crosswalks, block traffic, can't move thru the streets. Stop over engineering our streets!!!
- The entire plan is a joke. It is totally irresponsible to make citizens of this city believe you will reduce traffic accidents and deaths to the degree you are claiming. Please take responsibility for your words!!  
No BUMP OUTS NO RAIN GARDENS. NO SCOOTERS NO BACK IN PARKING  
Teach pedestrian HOW TO CROSS THE STREET. Enforce this knowledge by giving them jaywalking tickets. Only when you have aware,educated pedestrians will you have lower injuries and fatalities. Since it is winter or incimate weather 75 % of the year you are pipedreaming with these bike lanes, bike rentals and anything to do with bike other than recreation use along the waterfront.
- Great design
- I think there should be more protected bike lanes, and it should be at the expense of parking. Providing what is essentially free parking to car owners is a silly subsidy to provide (I am a car owner as well.).
- given the amount of money Hoboken contributes to Hudson county - these streets should be model streets and well maintained
- Again - protected bike lanes as much as possible.

- Where's the lighting info? Safety concerns don't stop at sundown.
- Public art in the furnishing zone could be perceived as a waste of space by some. I would rather see more frequent trash/recycling/composting options instead.
- The gateway street design is excellent. The road diet will help lower traffic and decrease vehicle speeds. The use of protected bike lanes will benefit cyclists and scooters. The two stage bike boxes for turns are also incredibly helpful.
- People double park in green lane, so unless it is protected it will be useless and cyclist will have to ride out into traffic. We like to be able to have our kids ride in the green lanes but with no protected lane it is too dangerous and will be forced to ride on sidewalks. Flex zones should not cause a blind spot. If I am trying to cross the street they should not block my view and make me step into street to see if there is oncoming traffic. How do you plan on reducing speed. Need speed bump in middle of street to control speed otherwise people will race light to light
- Strongly appreciate the idea to separate the green lane from the travelway via parking lane; this will make biking much safer and accessible.

Suggest replacing the diagonal yellow striping that blocks nonuse portions of the travelway with some kind of permanent difference (brick pavers, for instance) to make clear that vehicles should not normally be using those lanes.

- Not sure public art is the best use of limited funds. Would much prefer allocating money towards fixing flooding, water main, and sewer issues.
- The Observer Highway redesign was, if I'm not mistaken, entirely Dawn Zimmer's doing, reducing the only southern entry to the City from 4 lanes to 2 to add a bike lane that literally NO ONE EVER USES. It's a running joke citywide. And, sorry, but what the hell does this mean? "Proposed road diet allows dedicated space for protected bicycle travel." Consultant-ese nonsense that regular people don't understand. Seriously???
- Every time you attempt to fix the streets you cause an even bigger mess. Here is an idea.....Leave it alone!!!!Stop adding things we don't need. Fix pot holes, pave the roads, and fix the traffic lights. Start ticketing and enforcing driving laws on bike riders. They ride against traffic, on sidewalks, with no helmets and do not stop at corners or stop signs. Also ticket jaywalkers. You want safer streets then hold everyone using them accountable. You tend to only blame the drivers. Also stop taking away parking!!
- This concept is what I expected on Washington Street.
- We need more protected lanes like this!!
- Design elements good, but enforcement will be vital too. People still often do NOT stop at stop signs on 15th Street, let alone for cross walks. Any street that people use to traverse the town to one of the tunnels, for example, is one that people drive quickly. We need to slow them down.
- Same comment about green surfacing, but the protected bike lanes are excellent!

- please barricade the green lane from the travel lane
- Amazing! Nicely done.
- There are 3 roads that lead in and out of town. they should all be 4 lanes.
- Do you drive? Do you park your car? Side angle parking is a nightmare.
- Seriously - no one bikes on the street (legally) enough to justify some of these things . Fix things like (1) the car turn on 14th Street And willow - get rid of the parking in front of Trader Joe's!!!!!! It's a bog and too short a block so all the traffic from viaducts fills up the now one lane. (2) Make it no turn on red from Observer onto Jackson (and have cops there at rush hours to enforce the left turn lane), so cars turning legally left onto Jackson with the left turn signal can actually turn!!! (3) Figure out how to make Louis Marin two lanes all the way in from Jersey city (yes the RR bridge supports need to be changed) and MARK THE TWO LANES COMING IN CLEARLY!!!
- none
- The massive development in Jersey City and SW Hoboken have already gridlocked Observer Highway and many of the surrounding roads. Rearranging the deck chairs with small changes may make Officials feel they are projecting the image of doing something but not addressing the core problems of too much development will quickly make Hoboken a less attractive place to live. Cooperation from Hudson County has historically never been good and that will likely not change.
- More protected bike lanes. Perfect placement would be Willow (south) and Clinton (north) for a protected bike lane that traverses Hoboken & is in the middle of town and would be used more.
- The focus should be on moving people out of their cars and into ride shares, public transit, and human powered transportation.
- If you protect and separate cyclists from other street traffic, while protecting pedestrians with visible crossings and traffic calming, then you have succeeded.
- Please don't add more car traffic lanes to Observer Highway. It is already nightmarish to cross and we need a bike lane connector to get to the Obs Highway bike lane.
- I hate what was done on Willow Ave(and part of Washington St.) with reverse angle parking, makes no sense at all. I have actually avoided those areas in doing elsewhere and taken my business outside of Hoboken. I am so glad I no longer own property on Willow Ave.
- The Green Lanes (bike lanes) need to be painted fully green and where possible add protective demarcation with the travel lane. Many cars in Hoboken ignore the white line demarcation. For example, on Monroe Street, the white line is highly faded due to cars driving on the line and in the bike lane. It often feels dangerous riding in some of the city bike lanes, especially when riding with a child.

Additional curb extensions should be considered on these streets, especially in the areas of schools, parks and playgrounds.

- I live on Willow Ave so I am aware of how much traffic there is during rush hour on these streets. I'd love to see a protected bike lane where there is enough width, and maybe a few more traffic lights in key intersections.
- Pedestrians, cyclists, and people on both skate boards and scooters need to be held accountable for their violation of traffic laws. I have seen cyclists disregard stop signs and fly through intersections nearly causing other traffic accidents. While pedestrian safety is paramount, please do not forget that many Hoboken residents [read: TAXPAYERS] rely on their cars for work. As such, please consider the impact of your decisions on the daily commuters of Hoboken.

### Observer Highway Comments

- Median is not wide enough to keep trees alive. Make 11 foot lane into 10 feet and use space for the trees.
- Bring back multiple lanes in all directions!!!!!!!
- Need to improve traffic flow. Last so-called improvements did not help
- This seems like a huge improvement over the current setup, as it allows for 2 travel lanes for cars in and out of Hoboken, and protected bike lanes.
- central green in between lanes is great. Current design has too much wasted/dead space and is not welcoming or representative of how great our city is
- the bike lane is great until it ends at the east end - then there's nothing and it's dangerous.
- This road is a cluster. Traffic in Morning and in evenings. Need to plan to have police managing traffic otherwise you will have people blocking the box. Living over this road for the past 6 years, it does not matter. Once you get to the pinch point near the gas station it becomes an every man for himself mentality. Then you add people trying to cross over you have a very dangerous situation
- Generally a good plan. I particularly like the idea of the landscaped median.
- Looks good
- "Special Focus Overlays are applied to corridors with unique connectivity opportunities. Future enhancements for these corridors can have transformative impacts on mobility and placemaking goals."

Sorry, I'm not stupid, but what the hell does THIS mean???

- Looks great!
- Protected bike lanes -- yes!

- This road is a constant traffic jam - the guide seems to imply that further "traffic calming" will be implemented. Not all of us work in Manhattan or so close that a bike will do - so please think of those that spend way to long commuting stuck in this section of Hoboken
- Looks really nice! My main suggestion is to make sure that it is easy to exit the green lane on the end of the street by the train station. Right now, the green lane just dumps riders out in traffic.
- Observer highway should be 4 lanes. the bike/walking lanes should be dramatically reduced. there is at least a 30,000 : 1 car to bike/pedestrian ratio on Observer highway.
- So you are putting trees in the middle of Observer Highway? This is a massive road, constantly backed up.
- It's not on this plan but Dear God please fix the turn at Jackson!!!! Cars go up the right lane then turn left. Cars can't turn left on the left turn signal because oncoming traffic turns right on red - make it no turn on red and have cops there at rush hours to enforce it!  
The proposed redesign is unrealistic crap. Why lose four feet to a barrier in the middle? It will just worsen visibility and it will NOT transform the road into some leafy boulevard. I do agree that plantings along the sidewalks/walkways would look nice. I have never seen anyone bike here. Sorry, just not a priority.
- More lights to make it easier for traffic on side streets to enter Observer.
- Observer Highway traffic is already a disaster dumping massive amounts of vehicular traffic into Hoboken that has no need to be in Hoboken. The small changes presented will provide very little or no relief to the problem and is a waste of time, money and effort. Jersey City is poised to build hundred of residential units directly on Observer Highway and thousands more South of NJT tracks which will make roads around The SW Resiliency Park and the entire SW area a potential killing zone for pedestrians. This plan does not even address the problem.
- These seem like the correct priorities.
- Add greenery. It needs trees and something other than industrial train yards and pavement to look at.
- Cycling lanes do not end safely. Cyclists need to either join very heavy traffic by crossing over sidewalks or simply continue riding on sidewalks. No thought went into this.
- Please don't add more car traffic lanes to Observer Highway. It is already nightmarish to cross and we need a bike lane connector to get to the Obs Highway bike lane.
- This plan looks decent.
- This looks amazing. I'm a bit unclear how it interacts with the proposed rework of the train yard, but I love the tree lined median and continuing to have a separate bike lane.
- The existing large swath of Observer Highway which was taken over for the current pedestrian/cycle path is woefully underutilized, and it does not make sense that even more tinkering with this idea will greatly increase utilization of it by users who do not have sufficient reason to use it in the first place. This is a solution in search of a problem.

## 4<sup>th</sup>/5<sup>th</sup> Street Comments

- No to all of this!! People barely drive 10 mph around Hoboken as it is! DO NOT DO MORE TO SLOW TRAFFIC!!!!
- My opinion on these streets is traffic control including commercial traffic which blocks and overwhelms these streets
- These also look quite useful, improving east-west bike travel would be great.
- I like the raised intersections. It looks nice and functions well where you need to slow everyone down. Traffic circles second choice. I've read that they are very effective, and could look nice too.
- These are good ideas, though I question whether speed humps will make it more difficult to bike down these streets.
- As a homeowner on 7th Street, I am strongly opposed to this plan. Instead of driving slower along these couplets, impatient drivers (like taxis and locals) will detour to my narrow street and 6th Street. The blocks surrounding my home may be less safe because of this. Why not try to calm traffic throughout the center of town? As it is right now, fast-moving trucks cause vibrations in my house. This plan will make it much worse!  
Also, a raised intersection is a bad idea for flood-prone areas.
- "Special Focus Overlays are applied to corridors with unique connectivity opportunities. Future enhancements for these corridors can have transformative impacts on mobility and placemaking goals."

Sorry, I'm not stupid, but what the hell does THIS mean???

- Absolutely do not use traffic circles. As an engineer, I understand that they are one of the safest options, but not in Hoboken.
- This is one of my major cycle routes and I definitely would appreciate traffic calming measures to keep drivers from going too fast and intimidating cyclists and pedestrians.
- I'm very in favor of removing parking to add green lanes! The traffic calming seems great though.
- Pinchpoints? TRAFFIC CIRCLE? why? these are all idiotic
- You are insane to contemplate any of this. These streets are hard enough to drive. I hate hate hate fourth street already. Fifth is barely manageable.
- Open up 5th Street between Grand and Clinton will surely make driving across town easier. Giving drivers a shorter route will reduce traffic on other streets.
- The residents of those streets should be asked if they think these proposed changes will hurt or help them.



- Given the narrowness of these streets, I would prioritize more limited curb extensions and speed bump solutions over the other choices.
- Absolutely support focus on pedestrian and bicycle safety. The less cars in Hoboken the better.
- No protected bike lanes.
- Get rid of a lane of parked cars, put in a dedicate bike lane along these corridors. Expand sidewalk width. Raised intersections along 9th would be great as it's a corridor to the HHS and the light rail station. Very heavy pedestrian usage.
- Not crazy about the plan. Everyone is concerned with bicycle safety vs. cars but I have been knocked down on the street(Monroe) by a cyclist going the wrong way! I see so many cyclists with no helmets doing whatever they please but it is a driver's fault if they get hit. I am all for safety but there needs to be some responsibility on the cyclists side. I am really getting tired of it.
- I live on the intersection of 4th and Willow, at least on this stretch 4th street doesn't seem too bad because it already gets pretty narrow. A speed hump or curb extension could be useful, I'm not sure if we can fit circles anywhere. I honestly think a basic re-paving or turning the 4th and Willow intersection into a standard traffic light would alleviate my issues with it.
- Neighborhood traffic circles are absolutely a nonsensical idea in the limited space available on these streets and will preclude emergency vehicles from efficiently reaching their destinations. Raised crossings, speed humps and other similar features have only resulted in INCREASED speeds between these features as evidenced by observation of the locations in Hoboken where they currently exist.

### 11th/12<sup>th</sup> Street Comments

- Again! NO! Traffic and congestion is already a nightmare in Hoboken. DO NOT DO ANYTHING TO SLOW TRAFFIC AND DECREASE DRIVING LANES!!!!!!!!!!!!
- Same as previous comment
- Can't quite understand the idea here, but seems ok.
- no thoughts either way.
- Speed bumps and raised intersections will be very helpful. But with no protection for riders people will swerve to get around the bumps if do not go curb to curb which would put both cyclist and pedestrians at risk.
- Willow Avenue should absolutely go on a road diet. Suggest replacing the diagonal street parking with standard parallel parking and using the space saved for a protected bike lane north of 11th Street as far as 1600 Park
- I like the idea of a "dedicated lane" along Willow Ave - I assume this means for emergency vehicles and buses. Would the "dedicated lane" continue all the way down Willow - at least to the hospital?

- "Special Focus Overlays are applied to corridors with unique connectivity opportunities. Future enhancements for these corridors can have transformative impacts on mobility and placemaking goals."

Sorry, I'm not stupid, but what the hell does THIS mean???

- Looks great!
- Not clear what the green lane situation is
- road diet?
- Are you on crack with the Willow Street plan????????? I say that as a middle aged professional. I would smack you on the head if you were my client. And then drop you.
- ok
- Ditto to 4.3
- Consider more modest solution for Willow Ave (modest traffic calming, better visibility for Green Hop stops) to draw cars away from Washington Street. Raised intersections may create confusion regarding vehicle/pedestrian use. Prefer other kinds of traffic calming solutions.
- Sharrows are horrible. If you're going to create a true safe bicycle network you'll need to create a real protected bike lane. With the NW park going in, you're going to need it.
- ok
- I'm not familiar with the state of these but you can sell me on bike paths.
- Redesigning an entire section of the City for some imagined need for "interconnectivity" between two parks does not make much sense.

### Fifteenth Street Comments

- Protected bike path is better
- Again! NO! Traffic and congestion is already a nightmare in Hoboken. DO NOT DO ANYTHING TO SLOW TRAFFIC AND DECREASE DRIVING LANES!!!!!!!!!!!!
- Great plan
- I think option 1 is a bit better, but both are good options
- study feasibility of more traffic lights on 15th east of Park
- I like the protected bike lanes.

- Prefer option 2
- Need police presence, free for all getting in and out of town and lights and stop signs optional.
- This is a good plan, but I'd suggest that you need a bike box at the corner of 15th and Willow to prevent conflicts with vehicles turning northbound on Willow.
- Option 2 seems safer for bicyclists.
- "Special Focus Overlays are applied to corridors with unique connectivity opportunities. Future enhancements for these corridors can have transformative impacts on mobility and placemaking goals."

Sorry, I'm not stupid, but what the hell does THIS mean???

- Please address 15th and Garden intersection. I've almost been hit my cars on numerous occasions
- Design elements good, but enforcement will be vital too. People still often do NOT stop at stop signs on 15th Street, let alone for cross walks. Any street that people use to traverse the town to one of the tunnels, for example, is one that people drive quickly. We need to slow them down. Please consider adding a speed bump or similar element.
- Anyway to control cars randomly stopping and double parking? So many streets are plagued by this behavior making traveling hard for all the others (driver, cyclists, buses, etc)
- Looks great!
- no comment
- So you are pandering to the pending Rockefeller developments by changing the lane directions on 15th to be two way (among other things). Shouldn't you wait until their plans go public so we can judge the impact from what I assume will be their parking garages?
- ok
- The massive development in NW Redevelopment area will also massively increase the traffic on Fifteenth Street and the proposals do not seem to be able to account for that.
- Generally, the large increase in traffic in light of new town developments leaves few options for efficient traffic flow in and out of Hoboken. Whether here or elsewhere, consider prioritizing these gateway-area streets for pedestrian safety and better traffic flow.
- Should go with option 2 and protect bike lanes. Buffered lanes do not protect cyclists from cars.
- These green lanes need to be protected. Please flip the parked car lane if you must keep it so the bike/green lane has some protection.  
The best scenario on 15th would be to make it a pedestrian plaza, with no cars allowed. That would be amazing.

- prefer option 1 looks less busy
- Option 2 with protected bike lane is much better. Drivers will become accustomed to it.
- I think Option 2 is significantly better than Option 1. There was a study that showed paint only can actually \*decrease\* the passing distance between cars and bikes, so a protected bike lane is vastly preferable. <https://www.sciencedirect.com/science/article/abs/pii/S0001457518309990>
- This street is currently frequently used by delivery trucks to bring goods and supplies to businesses throughout town. Choking off this route will only cause an increase in truck traffic and congestion elsewhere in town - truck traffic is a necessary feature of city life and it cannot be dreamed away.

### Washington Street Comments

- You already screwed this one up by making double-park lanes, excuse me, bike lanes
- Again! NO! Traffic and congestion is already a nightmare in Hoboken. DO NOT DO ANYTHING TO SLOW TRAFFIC AND DECREASE DRIVING LANES!!!!!!!!!!!!
- Great plan
- Not having a protected bike lane was a huge mistake--cars are always double parked in the bike lane, so it's almost useless.
- keep up the great progress. need to focus on sidewalk restoration, bus stop + lighting improvements and landscaping (that is maintained)
- Again - I prefer bike lanes on Hudson or Bloomfield with the removal of one side of parking. Then, you can have much more parking on Washington St. where it's needed, and bikes can be protected.
- Unless you have protected cycle lanes it is a waste of paint. I have ridden down this street and there was not a block where a car was not double parked in cycle lane.
- Great plan, but Hoboken should have replaced the diagonal parking north of 11th Street with standard parallel parking and continued a protected bike lane.
- I love the changes that have been made to Washington Street. But do most people know what flex zones are? Might need a public information campaign to explain to drivers and pedestrians.
- "Special Focus Overlays are applied to corridors with unique connectivity opportunities. Future enhancements for these corridors can have transformative impacts on mobility and placemaking goals."

Sorry, I'm not stupid, but what the hell does THIS mean???

- Look at this street on a Friday night in front of Napoli's between 11th and 12th Streets. Bike Lanes are unusable - constantly blocked by double and triple parked cars. Busses then also have no room to pull over, and traffic jams are created

- The layout is terrible. Bike lanes only make it easier for people to double park and there are not enough people patrolling to make sure this doesn't happen. Bike lanes should be protected between the parking lane and the sidewalk. Double parked cars make it impossible for buses to pass and creates traffic.
- The biggest problem on Washington Street remains double parking/stopping. It happens all of the time, usually with autos occupying the bicycle lane which discourages bicycling. Double parking/stopping isn't permitted and enforcement should be draconian.

I suggest block enforcement officers on skateboards. When a violator is spotted, he or she should not be given an opportunity to get out of their vehicle and should be ticketed immediately. No opportunity given to drive off without a ticket. Double parking/stopping on Washington is such an old habit that only rigid enforcement will teach the lesson.

Double parking/stopping is especially prevalent in front of pizza and other take-out food shops. Double parking is no substitute for a drive-thru. These locations should be a priority for enforcement.

If Hoboken can have crossing guards and street sweepers, it could have SWAT crews of double parking/stopping enforcement patrols to act swiftly and decisively this safety problem

- Are you going to dig the street up again? It has just been completed.
- Still incredibly disappointed the lanes are not protected here. With all the double-parking on Washington and the constant vehicle activity at the curb, I would never feel safe cycling here, even with the surfaced parking lanes. The recent redesign is a real missed opportunity to make Hoboken more friendly for cyclists and to stop pandering to those terrified of losing on-street parking spots.
- Washington street would be well suited to green lanes between the parking and traffic, because people always try to double park in the green lanes and force riders into traffic.
- The curb extensions are completely unnecessary and useless. they serve no purpose.
- Isn't this done? You needed left turn signals on wash to alleviate the back ups that occur now.
- Turning lights would sure help the flow of traffic. All it takes is one car trying to make a turn at one of those curb extensions to completely stop the flow of traffic.
- The laws on double and illegal parking need to be enforced or all the benefits from the structural changes will be useless.

The green infrastructure plantings needs to improved as stand now there is a lot of open dirt the will become unsightly weed patches.

The many problems of the proposed electric scooters trial needs to be addressed. In every other city these scooters have been tried has resulted in a landscape littered with abandoned machines.

- See comments above: prioritize bus traffic between 3rd Sts and Terminal. Better coordinate lights for bus traffic at least for lower Washington St. Consider drawing car traffic away from Washington Street

through street design elements for other streets that can better handle cars (e.g., Sinatra Drive; lower Hudson Street).

- We should consider removing even more parking and adding additional pedestrian and load/unload only spaces for ride shares. Personal vehicles should be de-emphasized going forward.
- Again unprotected bike lanes means they are not useable by young cyclists. Missed the mark here as usual.
- Give us the original protected bike lanes back.
- You need to get rid of reverse angle parking on Washington Street
- Ticket double parked vehicles all day long. People will get the message with a \$250 ticket.
- I'm very happy with how Washington Street turned out. The only thing I notice is that there are almost cars double parked on the green lane (honestly I've done it myself when dropping off my wife and baby at the doctors office). I would give up one parking spot per block for a 5 minute drop off / pick up spot.
- For all of the improvements done on this street, safety appears to have actually taken a steep downturn. Every traffic light cycle is met with vehicles who freely run the red signal; cyclists, e-bikes and e-skateboards whiz through red lights and curse at pedestrians crossing WITH the walk light.

### Frank Sinatra Drive Comments

- Again! NO! Traffic and congestion is already a nightmare in Hoboken. DO NOT DO ANYTHING TO SLOW TRAFFIC AND DECREASE DRIVING LANES!!!!!!!!!!!!
- Need more green space and room for pedestrians
- This looks great, I think it's a big improvement.
- long overdue - Sinatra has been terribly neglected
- ok if there's a curb along where there's parking, so bikes feel protected. I love the bike path added along the middle of town - definitely keep that!
- Like it
- Good plan, but adding such a short segment of bike path seems pointless. Why not remove parking from one side all the way along the road and create a full-scale protected green lane?

Alternatively, why not make Sinatra one lane, one-way northbound to pair with the southbound Hudson Street?

Finally, Sinatra Drive along the river near the boathouse should be reconfigured to run one-way northbound (instead of the current southbound one-way) to reduce traffic conflicts and steer traffic onto 11th Street instead. Or, even better, close the portion of Sinatra that runs between Hudson Street

and the split near the boathouse, route all traffic onto the riverfront path near the boathouse and use the closed road as an extension of Elysian Park and the green space next to Maxwell Place.

- I don't see why traffic calming is an objective here. This seems like the best place to divert fast-moving traffic away from residential areas. I realize that many residents care about parking, but I would prefer making Sinatra Drive north of 4th Street a safer version of what it already is: a two-lane highway. I would get rid of the parallel parking, which has always been dangerous with people speeding down this winding road, and install a barrier to protect the waterside pedestrian and bike area from traffic.
- "Special Focus Overlays are applied to corridors with unique connectivity opportunities. Future enhancements for these corridors can have transformative impacts on mobility and placemaking goals."

Sorry, I'm not stupid, but what the hell does THIS mean???

- Addition of green lanes would be great here. Currently pedestrians run into the bike lane and bikes are forced to enter car traffic
- What's not to love?
- The street has to be improved as it is one, if not the, most beautiful part of Hoboken. The current bike lane towards 11th street is ugly.  
Also - please keep working on getting UDD as that is what will allow to truly enhance and let this drive achieve its full potential
- Amazing! Much needed changes.
- no comment
- It's an wasted boulevard. Make it more like a boardwalk. Otherwise it's a place to run past or a drive to avoid traffic lights. And you screwed up when you let maxwell dictate the traffic. It should also be a right turn into maxwell place off of FSD before the light onto a two way road. Since that's a public road - hoboken plows it, right? And must repair it, right? Pander away, like you did with the park there which was sold as a new baseball field to the public and as a private park to the residents.
- ok
- If NY Waterways gets to build their refueling depot this is a useless plan. An alternate plan to accommodate large numbers of fuel trucks, busses and cars should be considered.
- I would propose closing it to vehicle traffic all together. We don't need cars on such a beautiful waterfront. Maybe run a spur of the light rail down it? Why we turned it into a vehicle highway is beyond me.
- Help connect the bike lane south to Hoboken terminal and north to the waterfront path. We need connected bike routes
- looks good

- Connecting the gap in the bike lane would be really critical, if we don't get the Union Dry Dock property we have to have a protected bike lane on the street.

### Green Circuit Comments

- Again! NO! Traffic and congestion is already a nightmare in Hoboken. DO NOT DO ANYTHING TO SLOW TRAFFIC AND DECREASE DRIVING LANES!!!!!!!!!!!!
- Great plan
- Connecting the Observer Highway bike lane to the waterfront is something sorely needed. Currently you have to go down first with a sharrow, and cars travel way too fast on 1st street to begin with, it's dangerous to bike on it.
- good idea, just keep it flowing smoothly as bikers need to leave circuit to get wherever they are going.
- Protected lanes. Hoboken does not have the means or resources to chase double parks, speeders. If you don't want cyclist on street need protected lanes. With that being said, cyclist need to learn to use these lanes.
- Good concept, but as much of this should be off-road or protected as possible. Signs and paint alone won't cut it.
- Seems like a fine idea
- "Special Focus Overlays are applied to corridors with unique connectivity opportunities. Future enhancements for these corridors can have transformative impacts on mobility and placemaking goals."

Sorry, I'm not stupid, but what the hell does THIS mean???

- Sure, but if the lanes are blocked by cars then they are absolutely pointless
- Love it
- Sounds awesome
- no comment
- Poorly thought out and presented. Try again.
- That would be so much cooler than the Observer Highway bike path that just ends in front of the Hoboken Terminal bus entrance.
- Again a nice concept but reality is that it is realistic only for the riverfront.
- Fully support this idea.



- I don't see too many cyclists in town but perhaps a dedicated lane will encourage this mode of transportation
- I would support this but in my opinion it's not the top priority. We need real safe lanes for people to use to get to places. Not just ride around recreationally in a circle. We need a safe way to get around town - to schools, to doctors, to grocery to PATH to library, to restaurants, etc.
- looks fine
- This makes a lot of sense and would take some pressure off streets that only have sharrows or painted bike lanes. The problem I see is that the western route is very circuitous, as opposed to being on say Monroe, Madison, or Jefferson. That might dissuade people from using it.
- This green circuit is mostly out of the way for bicycle commuters and does not provide any meaningful benefit to them.

## General Comments

- Something needs to be done with the intersection in front of Trader Joes. It is impossible to make a right turn on Willow Ave from the viaduct during rush hour. Light at 13th and Willow gets backed up, taxis stopped to pick up Trader Joe customers and cars entering/exiting Harlow parking garage and pedestrians crossing Willow. I'm sure you already know all about this but it is a mess for residents that have to sit in this mess every night
- Again! NO! Traffic and congestion is already a nightmare in Hoboken. DO NOT DO ANYTHING TO SLOW TRAFFIC AND DECREASE DRIVING LANES!!!!!!!!!!!!
- The entire plan is a joke. It is totally irresponsible to make citizens of this city believe you will reduce traffic accidents and deaths to to the degree you are claiming. Please take responsibility for your words!! Please stop lying or being delusional.  
No BUMP OUTS NO RAIN GARDENS. NO SCOOTERS NO BACK IN PARKING  
Teach pedestrian HOW TO CROSS THE STREET. Enforce this knowledge by giving them jaywalking tickets. Only when you have aware,educated pedestrians will you have lower injuries and fatalities. Since it is winter or inclimate weather 75 % of the year you are pipedreaming with these bike lanes, bike rentals and anything to do with bike other than recreation use along the waterfront.
- The wider sidewalks you can implement the better. It will also be nice for greenery or even flowers in large pots to be lined up as much as possible on the streets to separate pedestrians from traffic to create visual and physical barrier.

I would go as far as closing down a few blocks on Washington Street so they are pedestrian only so it creates a "square" feel.

- Educate pedestrians on how to properly cross streets...many (most) do not break stride when leaving curb...charging into crosswalks...blindly walking thru crosswalks while texting is also a major concern...drivers in Hoboken have to process multiple inputs while driving...curtious and aware pedestrians are required to improve safety for All.

- Great plan. The issue is enforcement of commercial traffic, bicycles and pedestrians of the space. Double parking is still a major issue and there is no enforcement. All the improvements in the world won't improve anything without enforcement
- Sidewalk improvements, street lighting enhancements and landscaping should be incorporated into every type of street category
- I'd love to see a system where you can ride a bike anywhere in town and have the whole route protected.
- Page 11 makes a reference to lighting recommendations, page 14 inserts the word Daylighting on page 14 with no further information or context. Lighting determines how safe an environment is 12 hours each day yet there is no lighting info. The speed bumps and other daytime factors look good.
- Color selection makes it very difficult/too difficult to read.
- It's good that bikers have rights to ride on public streets, but there is ONE STREET where this is downright dangerous to all: bike lanes on lower Washington Street. They are too narrow to protect bikers, parked drivers can open car doors into the bike lanes, and the area is far too congested for bikes and scooters. Put those lanes in other places, but please NOT on lower Washington Street. (The bike lanes in Newark are wider, too.)
- Traffic calming (through raised elements) seems like a great option for slowing people down around the city. Would be very interested to see what a detailed study of those elements reveals.
- What was the sense of putting bike lanes on Washington street if they're only used for double parked cars? I tried to ride my bike from 1st to 11th on Sunday. I had to maneuver around 43 parked cars. The bike lane was a waste of taxpayers money.
- Love seeing reinvestment of funds to make city better.
- The design guide has some good ideas for fixing Hoboken's streets. Ultimately, however, the guide fails to meet Hoboken's future needs. At bottom, this failure is due to the privileged position it grants to free or nearly-free on-street car storage at the expense of pedestrians, cyclists, and transit.

It should not be this way. Hoboken should stop massively subsidizing free car storage for motorists. To be sure, motorists will complain if on-street parking is reduced. But this doesn't mean there will be nowhere to park; it will simply force cars into garages where motorists will pay the actual cost of storing their car.

Hoboken is a small, flat, city that should be one of the best cities in the world for biking, scootering, and pedestrians. It could be, if only we had the political will to build the necessary infrastructure. This will require motorists to pay the real costs of storing their cars, rather than being massively subsidized by the rest of Hoboken's residents.

- I appreciate the effort, but ultimately you need to punish the offenders. I would like to see hoboken become a no tolerance city. You double park in cycle lanes, run stop signs or speed down streets you will feel it in your wallet. And have police actually pull people over, too many times cops let these offenders go buy.

- The black gas lights on 14th Street and all down Washington Street are far too dim and driving down those streets is very difficult. If there is an open retail store providing extra light that helps but it is overall not enough street lighting and these streets are not safe. One cannot see the pedestrians or dogs. Please add more and better lighting. We also need a new traffic light on 14th and Garden.
- This "study" is all computer generated nonsense that has NOTHING to do with what happens on the ground. As is the Washington St. redesign--a dangerous & expensive fiasco. I ONLY get around in Hoboken on a bike & I WILL NOT ride in a bike lane that borders parked cars. New loading zones are poorly placed & timed & no one uses them as such. Trucks have no choice but to double park to make deliveries. Buses don't pull into bus stops, stopping all traffic, because double parkers have nowhere else to go. Curb bump-outs are dangerous & push pedestrians further into the traffic. Tractor trailers (which should be BANNED city-wide) repeatedly jump those curbs because they can't make the turns. Reverse angle parking was invented by an IDIOT. And please stop harassing businesses about sidewalk cafes. They've all suffered enough the last 2 years with the construction! It's about the difference between what your tax-payer paid consultants have generated on their computers and reality!
- Every time you attempt to fix the streets you cause an even bigger mess. Here is an idea.....Leave it alone!!!! Stop adding things we don't need. Fix pot holes, pave the roads, and fix the traffic lights. Start ticketing and enforcing driving laws on bike riders. They ride against traffic, on sidewalks, with no helmets and do not stop at corners or stop signs. Also ticket jaywalkers. You want safer streets then hold everyone using them accountable. You tend to only blame the drivers. Stop taking away parking.
- I approve of this plan, anything to take space away from the cars and put it towards people! Thank you!

I love curbless streets with drainage in the middle, e.g.

<https://photos.app.goo.gl/xGf5NBnJfXTpE1Qj9>

<https://photos.app.goo.gl/AizCQ3sg1QF22QMQ7>

No ADA concerns because there are no curbs. Would be nice to see this in Hoboken.

- Careful and additional consideration should be given to those cross sections where more accidents occur. Yet again 2 weekends ago there was a smash up on 9th and Bloomfield. There needs to be another stop sign added on Bloomfield as cars pick up too much speed on that street and even inching out on 9th to cross Bloomfield after stopping leaves you exposed as you can't see traffic coming (definitely not at speed). I've been nearly hit there as a pedestrian countless times as well as in a car. It is only 2 blocks from a main school as well. I don't see any reason to have speed limits higher than 15 miles per hour in all the inner streets within Hoboken. That would help limit issues and minimize damage if accidents occur.
- The green lanes on Washington Street are extremely dangerous and extremely confusing. Scooters will make matters even worse. Green lanes should be exclusively for bicycles but they are set up on Washington Street to require cars and trucks to cross them in order to park. I will not bicycle there, it's far too dangerous. As a lawyer I must say that I anticipate significant litigation against the City resulting from the accidents that poor design will surely cause.
- City dropped the ball with opportunity for protected bike lanes. Double parking along Washington Street continues to be egregious as a result, and I would hope that at the very least, the city is generating fine revenue from all the violations. But I highly doubt it because it's not uncommon to see 4-6 cars double parking along a block of Washington Street anytime I walk there.

It seems that at some point, there will have to be serious consideration of pedestrian-only areas around /off Washington Street. Ever try to make a right turn from Newark onto Washington while 100s of pedestrians cross the street? It backs up traffic like crazy. Also, the timing of the lights in the SW corner is horrific; constant backups on Jackson, across Observer, Paterson, etc. I know the light rail traffic light doesn't help but Observer from Monroe into the Heights is a mess around rush hour

- In my experience the curb extensions do not provide for more safety of the pedestrians. Regardless if they are there or not, I see pedestrians inching into the road while waiting for the traffic light to change (human nature/lack of patience). Without the extensions at least the pedestrians were further away from vehicles. The only effect of the extensions has been to prevent cars from passing another car that is waiting to make a turn (which causes traffic back-ups) on Washington.

My major concern as a resident of Hoboken for 15 years and as a taxpayer is the state of the roads (paving). In the back of Hoboken, where it floods regularly, the roads are in distress (potholes, raised in some areas, sinking in others, cracked, damaged). Thus, when it rains, the water collects in these low areas and makes it aesthetically displeasing, but more importantly it creates a severe safety issue for both vehicles and pedestrians.

- Are you still going to upgrade the lighting on Washington St. It is still very dark and hard for drivers to see Pedestrians crossing the street.  
Wasn't this part of the original plan for upgrading Washington St?
- I am happy that Hoboken is looking at street design in a comprehensive manner and is putting in a lot of measures to prioritize pedestrians, as we have so many. I would like to see more street space allocated to cyclists, and less of an obsession with keeping street parking along every curb. As a small city, Hoboken will only benefit from measures that alleviate the impact of cars on the much larger number of people traveling by foot, bike, or scooter.
- About the green lane, nothing will work UNLESS you put up permanent barricade to absolutely stop the moving vans, utility trucks, construction vehicles etc.. to park there. I drive a lot within Hoboken because I feel so unsafe to bike on the road when taking my child to various activities around town. If I feel brave that day, Me and my child will bike BUT ONLY on the side walk. If the city can eliminate one side of parking on the special focus overlays and a few community corridors, and turn them into barricaded green lane, then I will be very happy.
- 4 lanes of traffic needed for exiting Hoboken.
- This is a huge improvement, thank you very much for your hard work. That said, I feel like it still prioritizes cars too much. Due to its small size and small streets Hoboken is a city that could ultimately be easier to travel around on bikes, scooters, etc than cars would ever be.
- What you have done to Washington Street is absolutely awful. You took away parking spots for no reason and out in in all of these concrete cut outs that serve no purpose. And people just double park around them which puts pedestrians at a bigger risk of being hit.  
Making parking head out is dangerous and it stops traffic because no one can do it. Stop looking at how you want things to be and solve the problems we have. All of your so called improvements have been a disaster and they haven't improved anything.

- Big fan of this plan overall! Concern would be ease of resident visitors to park, but hopefully the parking rules will not change with this plan. I do feel the green bike lanes are annoying. I love the idea of having a painted lane specific for bikes, scooters etc., but the surface of the painted lane should be the same as the road. The existing surface is not enjoyable to bike on and I often find myself avoiding streets with these lanes or biking on the outside of the surface. Expanding park space is something I'd really enjoy and I'd love to better understand the plans for special focus overlays.
- this is generally worthless and provides no improvement.
- I think a big miss is treating Sinatra drive by the Maxwell Buildings and 15th street to park as a main car thoroughfare. Cutting through Hoboken on these streets should be strongly discouraged. They are packed with exercisers, runners, walkers, bikers, kids etc. it is completely unsafe the way cars tended to use these streets with making blind turns and blowing through stop signs. Non- local traffic should be directed down Washington, observer highway and 14th street where we have stop lights and double lanes.
- Curb extensions are over used. Designers seized on a safety concept that works well on wide, busy corridors like Washington Street and deployed it with reckless abandon throughout the city. The tragic consequence is the filthy mud pits at 1st & Harrison that trucks cannot navigate so they drive over them and drag the mud and filth into the crosswalk. Further, these mud pits have become popular relief stations for neighborhood dogs. Finally the sloppy and thoughtless installation of these curb extensions cause a huge pool of water to collect at the bottom of the Sky Club driveway when it rains.

I had to administer first aid to the bloody hand of an elderly resident of the Sky Club who tripped over a curb extension. He later went to the hospital for stitches and lost an entire fingernail in the healing process.

You are all morons who can't see past your own self-congratulating narcissism.

- 1) You know what would help? Consistent stop signs. Either north/south or east/west, but consistent. Then people might stop running stop signs.  
2) Also: MONROE STREET IS A JOKE. I live on it, and it's a nightmare. I sat for 15 minutes coming back home (in my rental car, because I gave up my car) from my parents, and I went one block.  
3) You will never stop drivers from cutting through Hoboken to the tunnels. How will this help?  
4) GIVE TICKETS TO BIKERS who ride on sidewalks. All this focus on bikes is not helping the true issue.
- The whole "bus stop on far corner" needs to be flexible - for example, It doesn't work at 7th st/wash where two schools at corner do drop off/pick ups and buses stop on street not at curb and block turning cars so 7th backs up.  
Look at UK "zebra and pelican crossings" for Newark and observer and some heavily traveled intersections.  
You miss the fundamental issue of NO ONE BIKES LEGALLY.
- Please no traffic circles. Many Hoboken drivers have enough trouble negotiating 4-way stops. Love the T markings for parking spaces. Inconsiderate drivers often take up two spaces when they park.

How's about some rules on motorcycles? Why do they get a free pass on parking? Their owners should register for parking spaces just like cars do. Some motorcycle owners use their motorcycles to hog up a parking space for their car during the day. Let's fix that.

What about the daily traffic build-ups on Patterson caused by the light rail? The traffic frustrates drivers making them aggressive and dangerous to pedestrians. Try crossing Paterson during rush hour and see your heart race just a little bit more.

- City officials and a Councilman DeFusco appear to be in a race to see who can appear to be more "progressive" in pushing the electric scooters. The company will try to make helmets optional because they know people will be unwilling to buy and carry a helmet and hopefully the City will not allow that to happen. These scooters have been a failure in many many cities and the problems they have caused in those cities should be addressed BEFORE they are dumped on Hoboken
- 220 7th street  
apt 1
- In general, population increases in town and surrounding areas has brought corresponding increases in vehicular traffic in and out of town, with limited options for additional roadway solutions in and out of town. The traffic congestion will not go away absent major changes in mass transit options which are beyond the scope of this project. Therefore, street design plans for key streets such as Willow and other gateway streets should employ safe street strategies that do not contribute to creating worse traffic congestion than we are already contending with.
- More green. Less cars.
- Main concerns are reduced street parking and traffic disruption during implementation.
- Given the fact that most residents wished to have protected bike lanes, the city missed the mark completely. Sharrows do nothing to protect cyclists on wide north-south streets. Given the fact that on most north- south- bound streets you can protect bike lanes by simply moving one side of parked vehicles over, this is a nonsensical development. It seems that the ability to double park has superseded the goal of promoting and protecting cyclists. If it is unsafe for a child to cycle to school off the sidewalk then you have failed in promoting cycling as a mode of transportation in Hoboken. Given this plan you have failed.
- No mention of immunity from parking regulations for PBA badge holders. If the city grants immunity, put it in writing. If not, then enforce the law without prejudice.
- Where does it say that back in angle parking should be closer to a 90 degree angle than 45 degrees? This will cause more traffic. You will need to go over the median to back in. I don't even own a car.
- I think complete streets are great for the Hoboken community. However, Hoboken accommodates bike lanes in the roadway but still does not enforce removing bicyclists from riding on the sidewalks. I think this needs to be addressed.
- Terrific - it takes Hoboken to modern world class city. So many of us do not drive and this plan is designed for its walking, biking, jogging residents.
- We do need speed bumps. I see people with cars and bicycles speeding all the time. Speed is the #1 problem. Cyclists need to be monitored and ticketed when running lights and going down one ways. The parking App has to go along with reverse angle parking. I now do more errands outside of Hoboken because of this. I also don't entertain much anymore because the town has made it so difficult for visitors. Not everyone can ride a bike nor are they near a train.

Thank you for the opportunity to complete the survey. Hopefully you will listen to all of the people in Hoboken and not a select group. There are a number of people that are not happy with some of the changes recently made.

- Try to avoid door-zone bike lanes. This positioning frequently results in fatalities of people on bikes and/or scooters in NYC and other places.

Stuck with sharrows on the least busy streets, interspersed with protected and buffered bikeways on every other street or every third street. Even when it means removing parking on one side of a street.

You can add them gradually so as to not impact parking neither severely nor all at once.

In this era with so much alternative transportation, we ought to commit better allocation of the street to accommodate these new ways of people getting around.

1. We need to provide more space to bikes and scooters and other personal mobility options.

2. We ought not place bike lanes in such a way that popular taxi and Uber-like car services are not frequently pulling over and obstructing the safety of bike lanes. It's in these interactions that many fatalities result.

- The Green Lanes (bike lanes) need to be painted fully green and where possible add protective demarcation with the travel lane. Many cars in Hoboken ignore the white line demarcation. For example, on Monroe Street, the white line is highly faded due to cars driving on the line and in the bike lane. It often feels dangerous riding in some of the city bike lanes, especially when riding with a child.

Additional curb extensions should be considered on these streets, especially in the areas of schools, parks and playgrounds.

- My view of Hoboken is that it's one of the only truly walkable towns in New Jersey. I can't imagine living anywhere else in the state without a car, but you can in this town because of its density and tight connection to Manhattan. We should build on that strength. Sure parking is always tight, but I would shift more public space to bikers and keep an emphasis on pedestrian safety. The people that are upset about giving up parking for protected bike lanes or slowing down the drivers are thinking like this is the average American suburb. It's not. This is an exceptional town for the US. We should take our cues from the most walkable towns in the country, and even look to Europe, and be an example for others to follow.
- The bike Lanes on Washington St are ridiculous and should be removed, they are unsafe for cyclists as drivers pay no attention to them, cyclists need to constantly weave around the parked cars, most opt to cycle on the pavement. In addition, the other bike Lanes need to have their lines clearly PA noted, most have faded in the last few years. There should be increased focus on ensuring the roads are safe to use for non car users. We actually have two cars in our household but the future is self propelled and small electric transportation for use within the city.
- Pedestrians, cyclists, and people on both skate boards and scooters need to be held accountable for their violation of traffic laws. I have seen cyclists disregard stop signs and fly through intersections nearly causing other traffic accidents. While pedestrian safety is paramount, please do not forget that

many Hoboken residents [read: TAXPAYERS] rely on their cars for work. As such, please consider the impact of your decisions on the daily commuters of Hoboken.

- The best way to calm traffic is simply to stop cramming massive overdevelopment into this City. No amount of gimmicks will overcome the frustration of an ever increasing amount of pedestrians, cyclists, and motorists who face increasing conflicts for space and time.