

Observer Boulevard

The City of Hoboken has \$1,800,000 in federal funding, thanks to Senator Robert Menendez, to make safety improvements to Observer Highway between Marin Boulevard and Hudson Street.

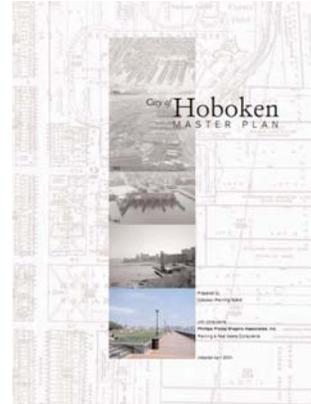
The City developed a Complete Streets Redesign for this segment of Observer Highway using community feedback received at previous meetings in the summer of 2010 and 2011 while incorporating the goals and recommendations of Hoboken’s Master Plan, Complete Streets Policy, and Bicycle/Pedestrian Master Plan.

This project will feature two new signalized intersections with crosswalks and curb extensions, roadway resurfacing, and a protected multi-use path for pedestrians and two-way bicycle traffic.

Project Area



Hoboken Master Plan



Recommendations

- Enhance walkability throughout the city
- Protect pedestrians in the crosswalk
- Employ traffic calming
- Maximize park and recreation opportunities for residents
- Create a “Green Circuit” multi-use path around Hoboken’s periphery

Bicycle & Pedestrian Master Plan



Recommendations

- Change the name of Observer Highway to Observer Boulevard
- Create a “boulevard feel” along Observer Highway
- Enhance gateways into Hoboken
- Coordinate linkages to bicycle and pedestrian accommodations in Jersey City (esp. at Marin Blvd)
- Construct a two-way shared-use path along the eastbound frontage road “Vezzetti Way”

Complete Streets Policy

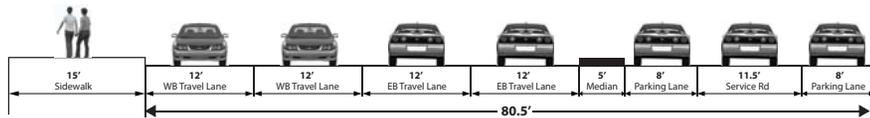


Recommendations

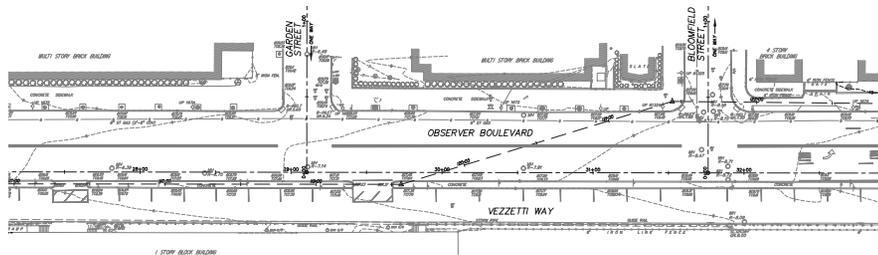
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Hoboken that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Hoboken shall be designed and constructed as “Complete Streets” whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety...



Existing Conditions



Existing Condition - Typical Section (Wider Right-of-Way)



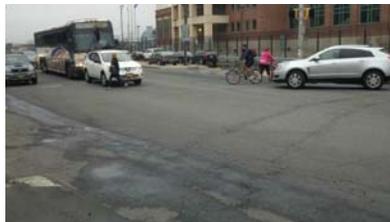
Existing Condition - Plan



Looking downtown: wide street



Vezzetti Way: underutilized space



Marin Blvd. intersection:
poor bicycle & pedestrian conditions



Median between Observer Hwy & Vezzetti Way:
unsafe & uninviting to pedestrians



What are Complete Streets?

Complete Streets (sometimes called Livable Streets) are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities.

Complete Streets make it easy to cross the street, walk to shops, & bicycle to work. They allow buses to run on time & make it safe for people to walk to & from train stations.

A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable & accessible public transportation stops, frequent & safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, & more.

The New Jersey Department of Transportation (NJDOT) adopted a Complete Streets policy in 2009. Hoboken followed the State's lead, and adopted its Complete Streets policy in November 2010. Observer Boulevard presents a unique opportunity to improve safety and access for all users while also improving traffic.

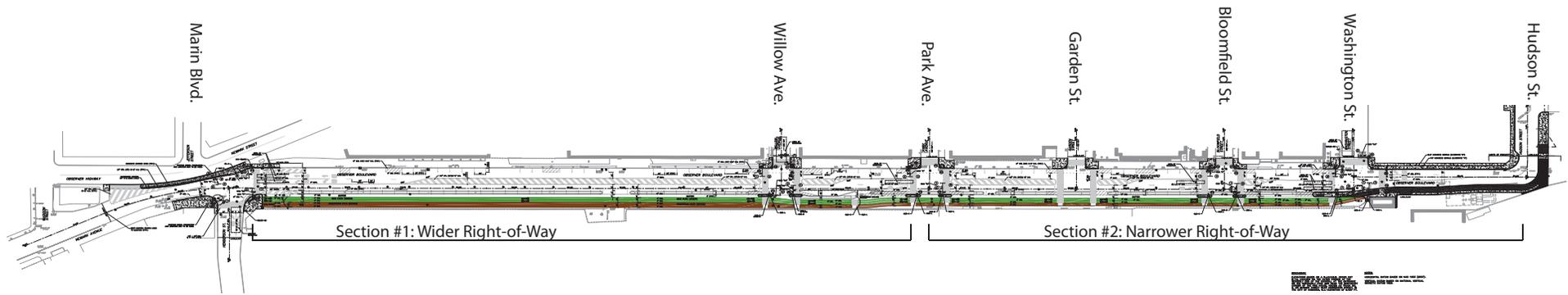
Benefits of Complete Streets:

- improved mobility and access
- reduced speeding
- reduced collisions and injuries
- reduced conflict points
- improved sight distance
- improved livability and quality of life
- fostering a sense of place
- community asset
- cost effective
- improved public health



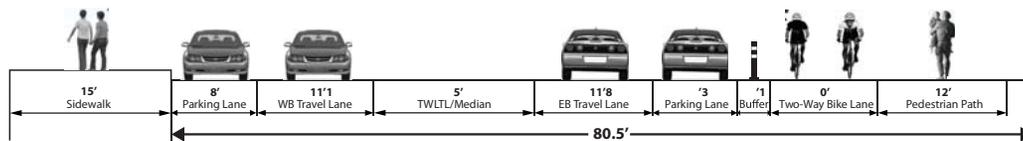
Observer Boulevard
Complete Streets Redesign

Existing Conditions / Complete Streets



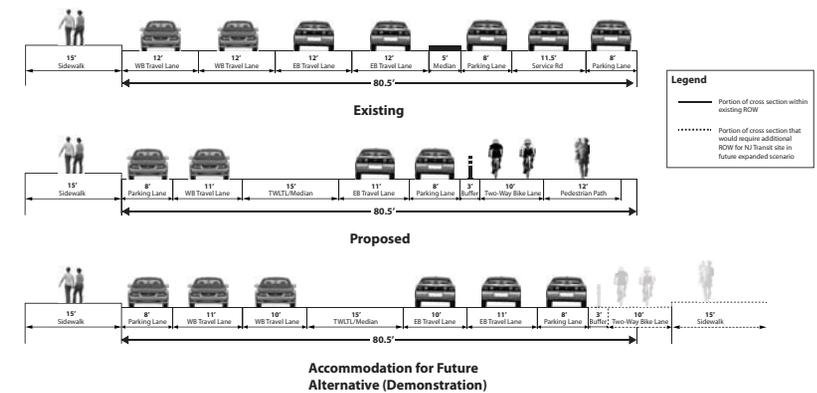
Observer Boulevard: a Complete Street

- Dedicated left turn lane - *improves efficiency and safety of left-turn maneuvers*
- Additional signalized intersections at Park Ave and Bloomfield St - *safer turning maneuvers, pedestrian crossings, and synchronization to improve corridor travel times*
- New protected two-way cycle track - *creates new bicycle facility and protects bicyclists from motor vehicle traffic*
- New pedestrian path on south side - *creates new pedestrian facility and protected walking space keeps pedestrians from walking in roadway*
- Curb extensions - *reduces crosswalk distances and squeezing travel lanes at intersections improves pedestrian safety*
- Reintroduction of parallel parking - *increases the "perceived risk" of drivers which naturally reduces speeding*
- Better utilization of Vezzetti Way's valuable street space

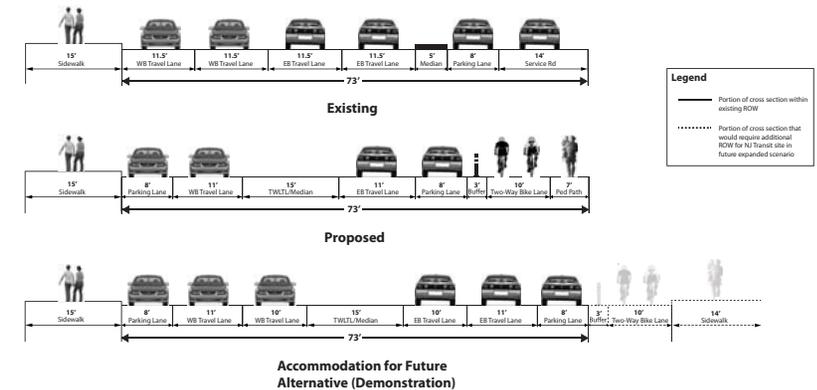


Proposed Typical Section #1 - Wider Right-of-Way

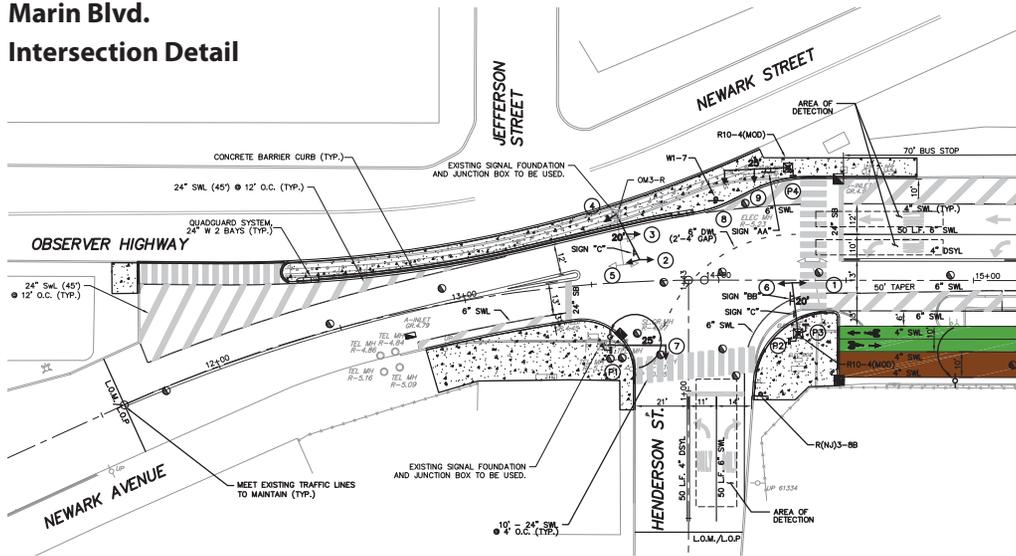
Section #1: Wider Right-of-Way (80.5' typ.) - Eastbound, Marin Blvd to Park Ave.



Section #2: Narrower Right-of-Way (73' typ.) - Eastbound, Park Ave. to Hudson St.

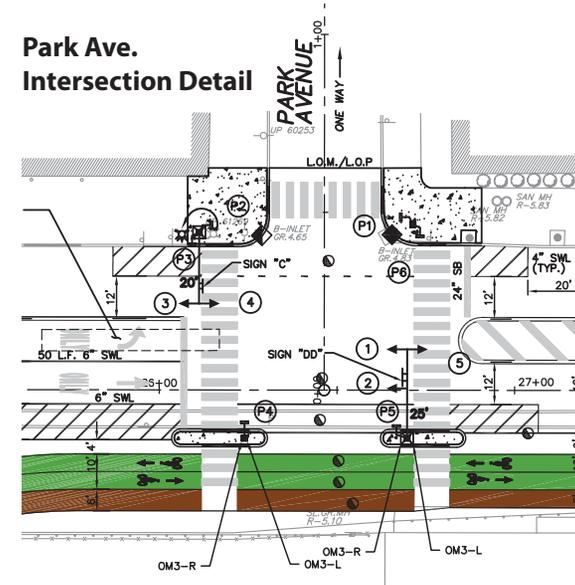


Marin Blvd. Intersection Detail



- Extended sidewalk connecting south side of Newark St. to south side of Observer Blvd.
- New crosswalk connecting extended sidewalk by Fire Station
- Decorative jersey barrier separating north side of intersection from south side
- New pedestrian countdown timers
- Gateway to/from new two-way cycle track and pedestrian path on south side

Park Ave. Intersection Detail



- New traffic signal and pedestrian crossings
- Pedestrian countdown timers
- Two-way left turn lane pocket at Park Ave.
- Protected two-way cycle track and pedestrian path

“Drivers will wait less at individual intersections.”

“Drivers will need less time to drive along Observer Boulevard.”

Observer Boulevard Corridor Travel Times - 2011 Synchro Model

	Existing	Proposed	Change	% Change
2011 AM Peak	2:21	1:58	-23 sec.	-16.30%
2011 PM Peak	2:57	2:09	-48 sec.	-27.10%

**Observer Boulevard Intersection Levels of Service (LOS)
2011 Synchro Model**

Intersection	Existing Configuration LOS (A-F)	Proposed Configuration LOS (A-F)	Change
Washington Street			
AM	C (25.1)	C (21.7)	-3.4 sec
PM	B (14.6)	B (15.7)	+1.1 sec
Willow Ave			
AM	C (26.0)	C (23.9)	-2.1 sec
PM	C (29.1)	C (26.5)	-2.6 sec
Marin Blvd			
AM	D (52.0)	B (14.0)	-38 sec
PM	F (94.0)	D (38.5)	-55.5 sec



**Observer Boulevard
Complete Streets Redesign**

Proposed Design - Details