

# Our Work



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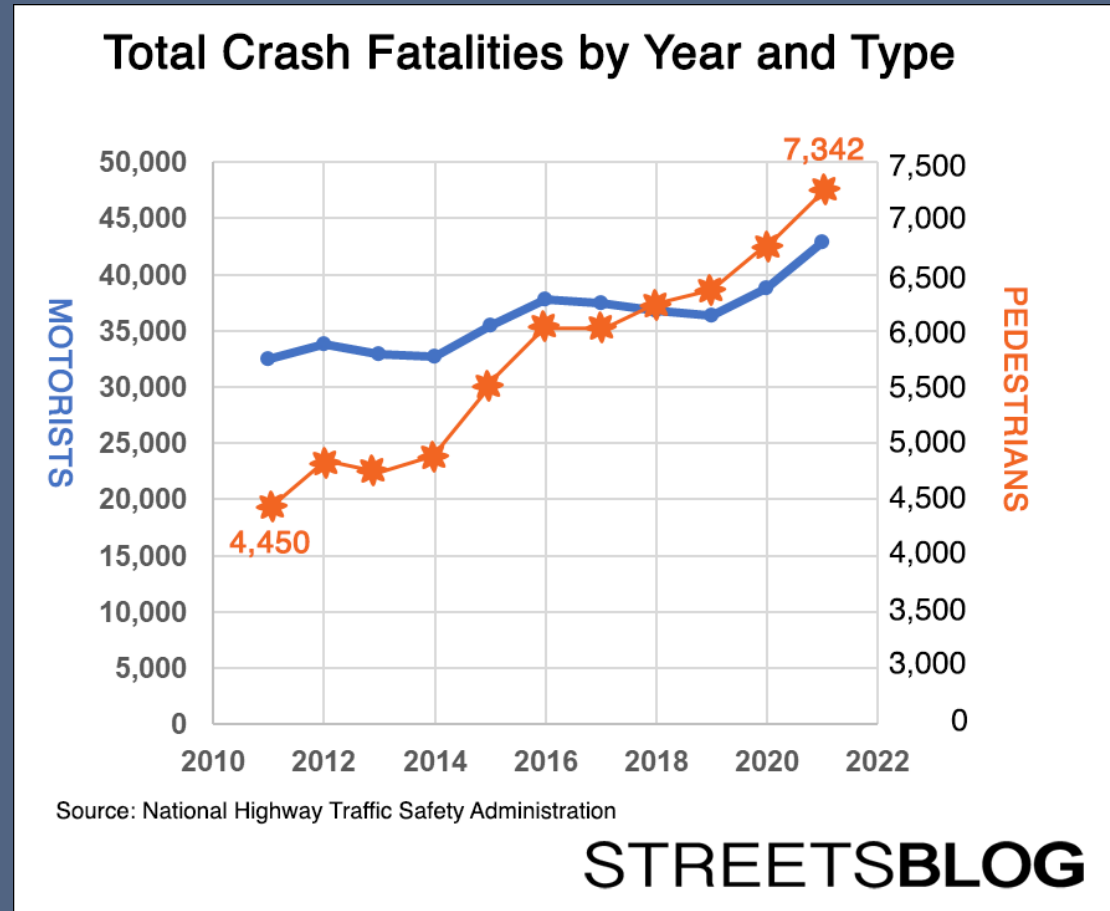
# Our Work



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# Traffic Deaths are Increasing Rapidly



# Vision Zero

“We must enact bold, safe streets policies so no one has to endure the experience of being put in harm’s way while crossing a street” - Hoboken Mayor Ravi Bhalla



# Vision Zero

### EYES ON THE STREET: How Hoboken Has Eliminated Traffic Deaths

The mayor's attention to Vision Zero leads to years of no traffic deaths.

By Eve Kessler | Apr 6, 2021 | 28 COMMENTS



Family biking in Hoboken. Photo: City of Hoboken

# Vision Zero

## Hoboken's Vision Zero Goals

A future with no traffic injuries or fatalities is guided by clear and well-advertised goals. The goals identified here will serve as reminders of the importance of Vision Zero, and its potential to help improve life in Hoboken.

### Achieve zero traffic related deaths or injuries by 2030

Adopt a multi-layered approach including safe streets, safe speeds, safe behavior, and post-crash investigation to eliminate all traffic-related injuries and deaths.

### Become a city of safe and comfortable streets

Implement street designs and policies that maximize street safety for the most vulnerable road users, such as people walking and biking. Discourage and prevent dangerous driving through changes in culture, policy, and infrastructure.



Source: Tefft, Brian, "Impact speed and a pedestrian's risk of severe injury or death" (Accident Prevention and Analysis, 2013)

Figure 1: Impact of Vehicle Speed on Crash Severity

### Make equitable and context sensitive investments

Using data, direct traffic safety investment to communities where they are most needed. Engage Hoboken residents to build support for Vision Zero and empower them to be active participants in the Vision Zero process.



# Vision Zero

## How will progress in Vision Zero be documented?

The City will monitor the success of Vision Zero efforts using these primary performance measures:

### 1. Safety

- Frequency and severity of all crashes
- Number of driving violations

### 2. Comfort

- Public opinion on safety
- Speed surveys
- Mode share

### 3. Equity

- Distribution of crashes
- Proximity to high quality bicycle facilities
- Participation of residents living in communities of concern

## Key Terms

**Active transportation:** Walking (including people using wheelchairs) bicycling, scooting, and using transit.

**Community of Concern:** Census tracts in Hoboken with a high proportion of households living at or below poverty level.

**Equity:** The absence of avoidable or remediable differences among people, defined socially, economically, demographically, or geographically.

**Vulnerable road users:** People who are more likely to be injured in crashes including people walking, bicycling, using scooters, older adults and the very young.

# Vision Zero Resolutions

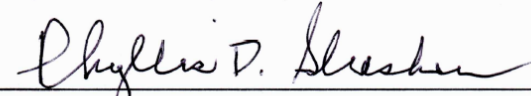
- Cincinnati Public Schools
- College Hill Forum Community Council
- Clifton Town Meeting
- City of Newport
- City of Fort Thomas
- Corporation for Findlay Market
- Westwood Civic Association
- WestCURC

WHEREAS, one death on our streets is one too many.

Therefore, be it resolved that...

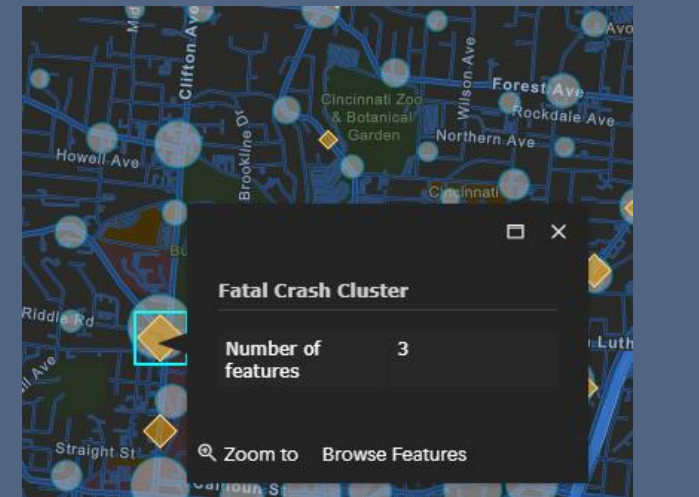
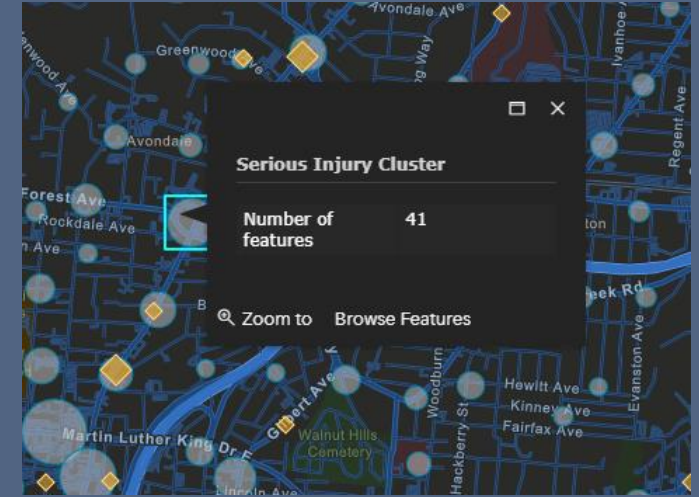
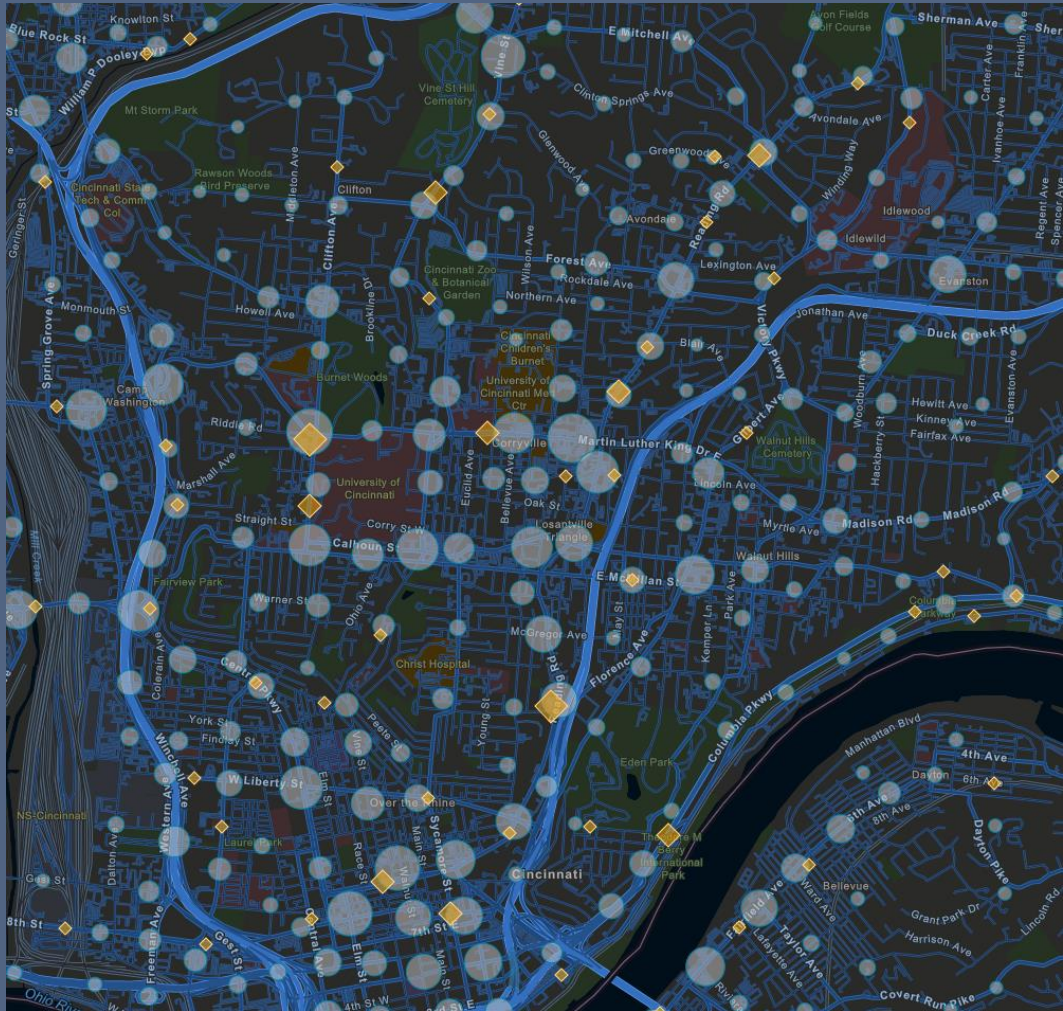
The board members of the College Hill Forum Community Council unanimously supported Vision Zero on February 15, 2022. The board pledges to continue to work collaboratively with Vision Zero partners, including but not limited to the City of Cincinnati DOTE and other community stakeholders, to increase the safety and mobility of all making College Hill a more vibrant, walkable and attractive neighborhood for businesses, residents and visitors alike.

Adopted this February 15 day of 2022



College Hill Forum Community Council, [President]

# Tri-State Trails Crash Dashboard



# Complete Streets are streets for everyone.

How it Started: April 2019



How it's Going: May 2022



# Complete Streets are streets for everyone.

How it Started: May 2018

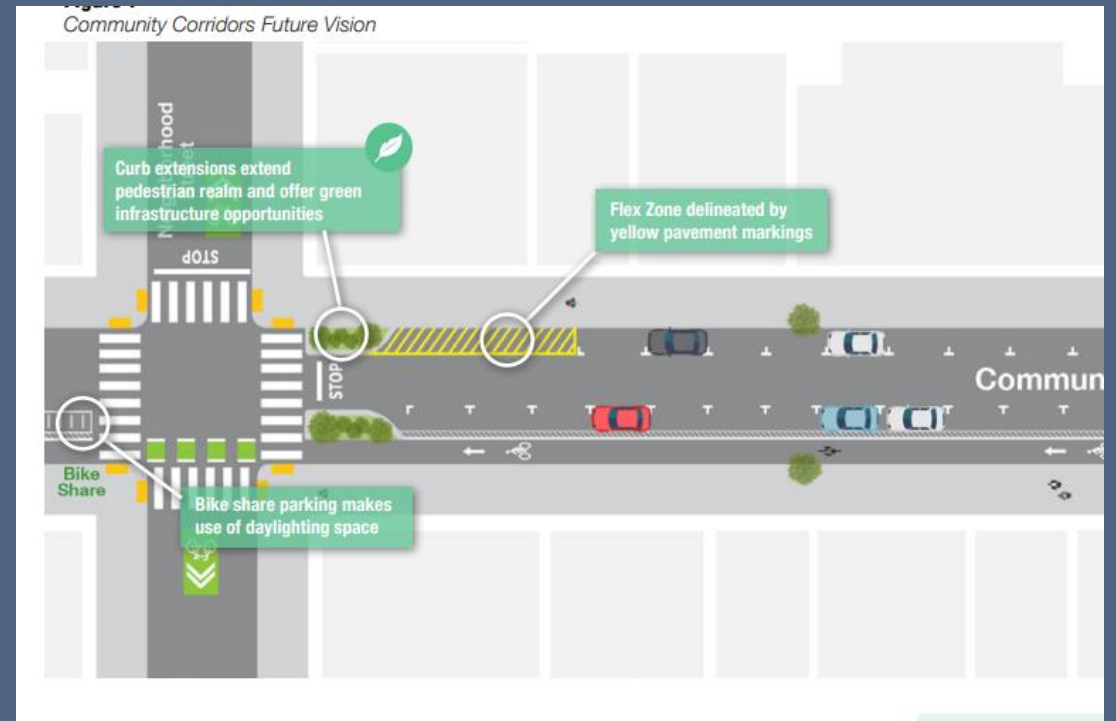


How it's Going: May 2022



# Complete Streets

- The Street Design Guide is a roadmap that provides policy and design guidance to all parties involved in street design decisions, including governmental agencies, consultants, private developers, and community groups.



# Complete Streets

## Bicycle and Scooter Parking

Providing ample and secure bicycle and scooter parking is an important component of supporting active mobility. Bicycle and scooter parking racks should be provided in the furnishing zone to avoid conflicts between bicycles and people walking. Where there is sufficient room, bicycle parking can be placed in the frontage zone so that overhangs can provide shelter during inclement weather. The Association of Pedestrian and Bicycle Professionals (APBP) published a Bicycle Parking Guide, which provides detailed design guidance.

Bicycle and scooter parking can also be provided in the curbside zone, specifically in the space on 25 feet on either side of a crosswalk where parking is prohibited. For more information on this, see Curbside Zone Management.



*U-bend bike racks in downtown Hoboken*

## Transit Stops and Shelters

Transit stops are typically found in the pedestrian realm/streetside. Transit stops should include amenities to provide a safe and comfortable environment for waiting riders where space allows, including:

- Benches
- Shelter(s)
- Trash/recycling receptacle
- Bicycle racks
- System/route map
- Real-time information display (bus arrival times), if available
- Lighting
- Local wayfinding displays (for both boarding and alighting passengers, as well as passersby)

Far-side bus stops are typically preferred to facilitate intersection operations. Crosswalks should be provided close to bus stops. The NACTO Transit Street Design Guide provides guidance on stop lengths, position, and recommended clear distances around stop amenities to remain ADA-compliant. Where there is insufficient space for a shelter, a bus bulb or transit curb extension can be used to increase the sidewalk space available for a bus stop, or to provide ample space for walking in locations where the shelter must be placed in the pedestrian through zone.



*A transit shelter and marked bus stop on Washington Street*

# Complete Streets

## Traffic Calming Toolbox

Traffic calming, sometimes called speed management, is a set of design strategies used to encourage slower speeds and to improve compliance of motorists stopping for pedestrians in crosswalks. Many different design elements can help bring vehicle speeds closer to those of bicyclists to limit conflict between the two modes. Traditionally, treatments have included horizontal (i.e., elements that narrow the travel way) and vertical (i.e., changes to the roadway elevation) deflection to promote slower speeds. A combination of physical design features, signage, and enforcement should be used to ensure that appropriate speeds are observed in priority corridors to maintain the safety and comfort for all users.

The strategies below represent a toolbox of options, with much of the information coming from the NACTO Street Design Guide. Not every treatment is appropriate for every application, but these options show alternatives that may be applied to limit travel speeds in Hoboken.

### Speed Humps

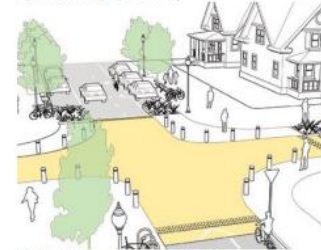
Speed humps are raised traffic calming devices intended to slow traffic speeds. They are typically 3 inches to 4 inches high and as wide as the travel lane. On streets with dedicated green lanes, they should not extend into those facilities to allow cyclists to pass unimpeded. **Recommended on neighborhood streets and community corridors when warranted by an engineering study.**



Speed hump (NACTO)

### Raised Crosswalks/Intersections

Raised crosswalks or raised intersections require vehicles to slow down while crossing and provide a level pedestrian crossing experience. They may be used to improve safety at crossings where pedestrian crashes have previously been observed. Alternative pavement surfaces, such as stamped concrete, may be used to call additional attention to these locations and aid in traffic calming. Permeable pavement may also be considered to provide green infrastructure opportunities. **Recommended on neighborhood streets and community corridors near schools, parks, or other areas where lower travel speeds are desired.**



Raised Intersection (NACTO)

### Curb Extensions


Curb extensions, which may be installed at intersections or in conjunction with a mid-block crossing, narrow the travel way and reduce pedestrian crossing distance. They may also provide opportunities for green infrastructure investments. **Recommended on all streets where intersection geometry allows.**




Curb Extensions (NACTO)



# Walkable Streets Design Consultation

 Home News Work About Stay Informed

## Walkable Streets Design Consultation



We help community groups and neighborhood organizations in the Cincinnati area improve the safety of their streets for all users.

We focus on street designs that self-enforce slower speeds and safer behaviors. Through this program, we aim to educate and empower citizens to reduce the number and severity of crashes on residential streets, to lessen the impacts of cut-through traffic, and to add to the quality of life in our neighborhoods

1. Street Safety Audits - We will assist you in gathering feedback from your neighbors using our street audits. Feedback can be gathered both on and offline then compiled into an easily readable report. Example: [Highway Ave Street Audit](#)
2. Training on engineering best practices using [NACTO Urban Street Design Guide](#). NACTO's mission is to build cities as places for people, with safe, sustainable, accessible, and equitable transportation choices that support a strong economy and vibrant quality of life. We will provide free printed copies of the NACTO Design Guide to your group.
3. Radar speed study and traffic counts - We will provide training and use of a pole mounted radar data collection device. Our equipment can measure two lanes of traffic from the roadside and four from the median. It captures vehicle size (small, medium, large) and vehicle speeds, vehicle direction, and time/date. You will receive a login to our traffic portal to view and download traffic speed and volume reports and charts by time, direction, day, and more. Learn more about the equipment we use and the traffic portal. <https://www.alltrafficsolutions.com/products/stattrak-portable-vehicle-counter-classifier/>
4. Governmental Liason - We will work directly with your group and your local department of transportation or city engineer to assist in selecting the most appropriate traffic calming measures for your street.

# E-bike Rebate Program



# E-bike Rebate Program

## Additional Benefits

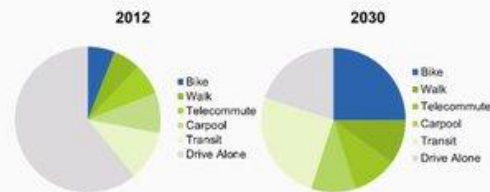
- Help meet statewide and local goals
- Providing more mobility options

### From nationwide surveys & studies:

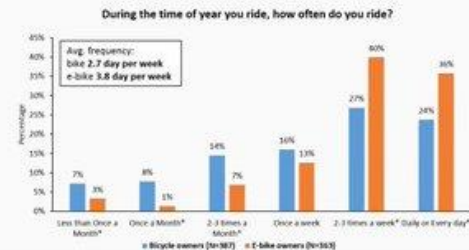
- E-bikes diminishes terrain and distance
- E-bike riders travel farther than bicycle riders
  - For bicycle riders 55% ride daily or weekly; after e-bike purchase, 94% ride daily or weekly.
  - 73% of e-bike riders tend to ride to more diverse destinations.
- E-bikes result in more car-substitution & VMT reduction.

For More Information:  
TREC - <https://trec.pdx.edu/e-bike-research>  
LEVER - <https://www.micromobilityresearch.com>

Reduce per capita daily vehicle-miles traveled (VMT) by 30 % from 2008 levels.



Portland Climate Action Plan, 2015

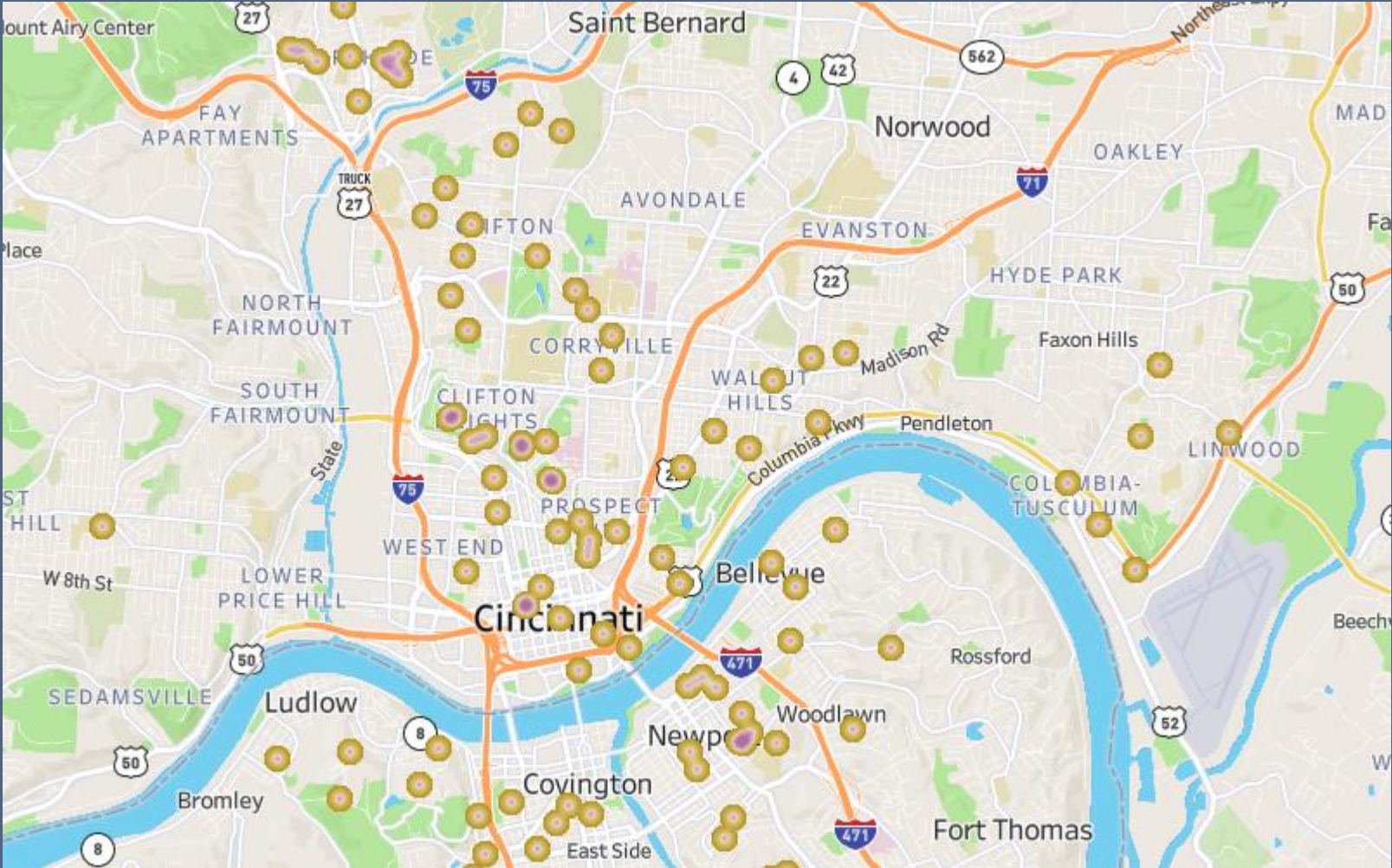


## How do we get more people riding and riding more often?

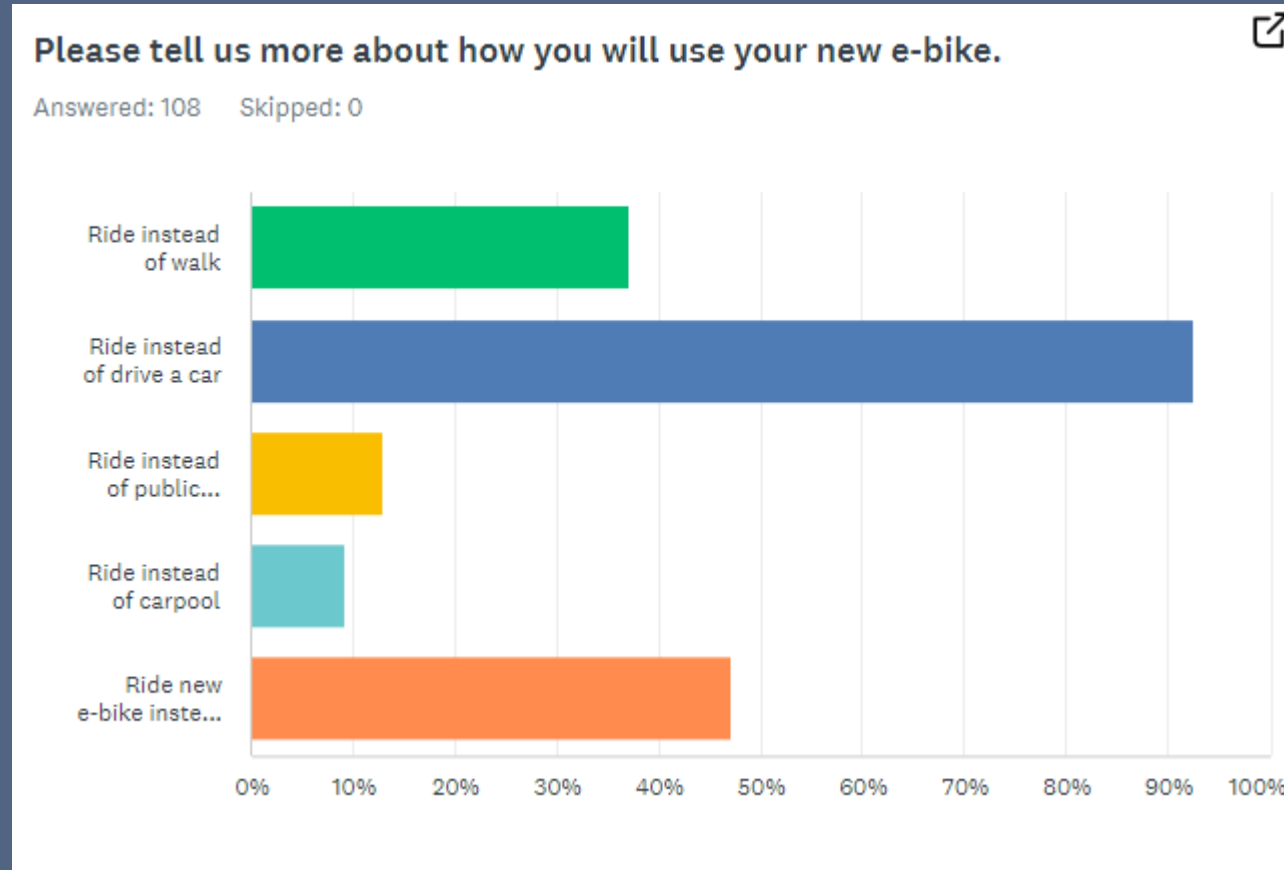
- **Increase Awareness**
  - Lending libraries
  - Outreach
  - E-bike share
- **Sell More E-bikes**
  - Incentives, with equity-focused programs
  - More types of e-bikes at different price points
- **Create More Safe Places to Ride to More Locations**



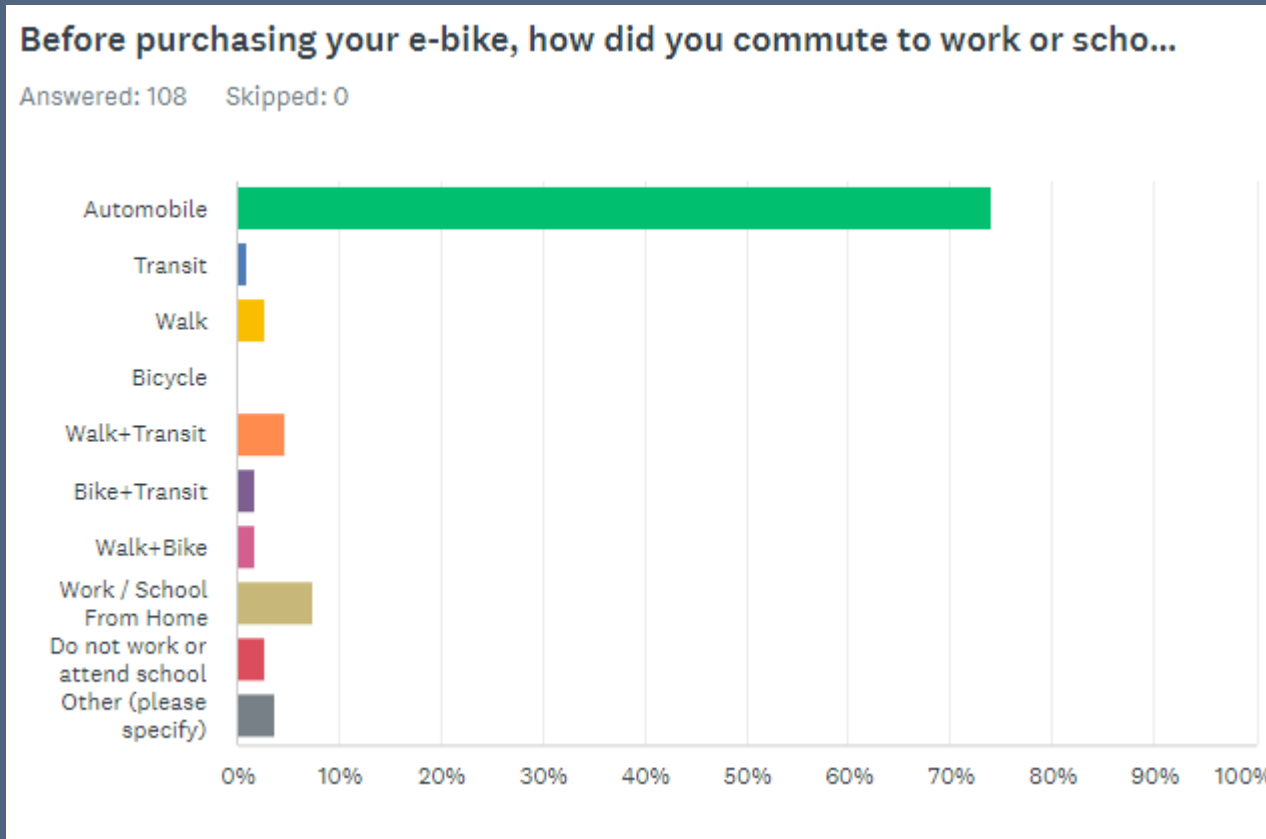
# E-bike Rebate Program



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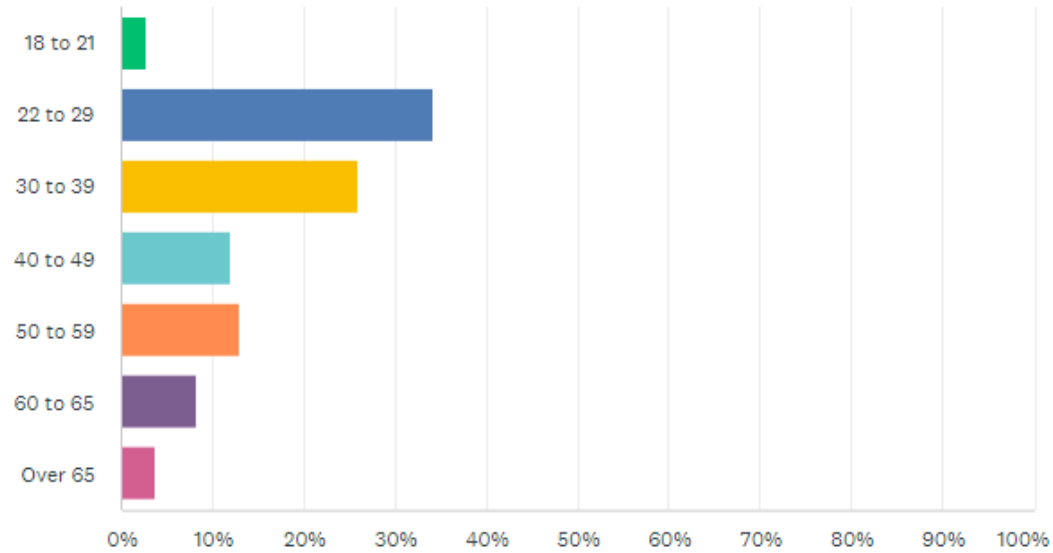
# E-bike Rebate Program



# E-Bike Rebate Program

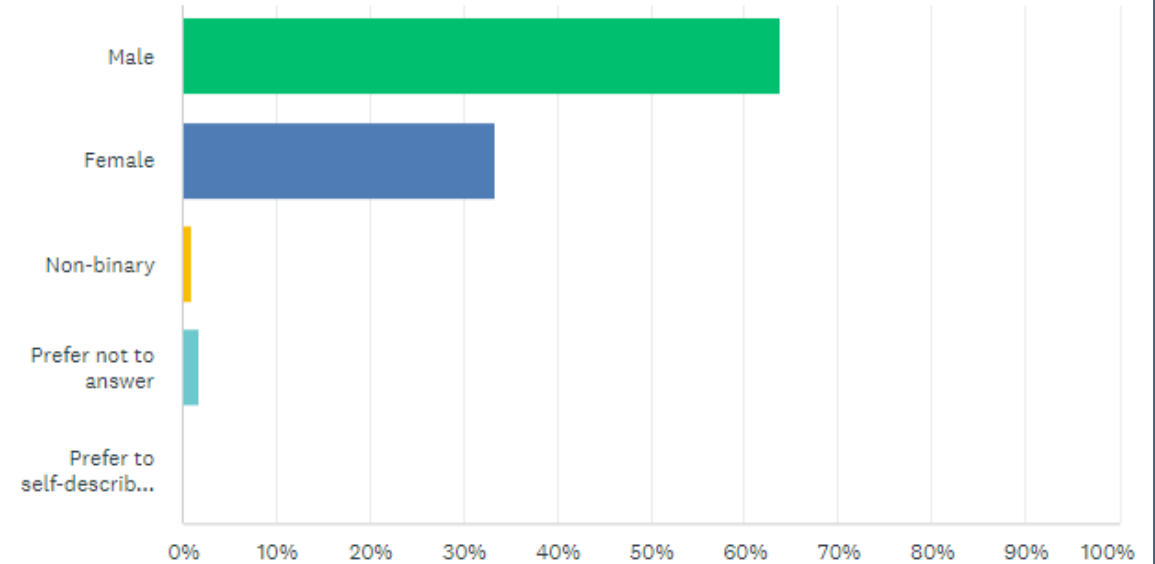
## What is your age?

Answered: 108 Skipped: 0



## What gender do you identify as?

Answered: 108 Skipped: 0



# Thank you to our Partners

Cincinnati DOTE

Tri-State Trails

Community Councils

Local Non-Profits and Redevelopment  
Groups





# Resources

- Hoboken Complete Streets Design Guide: <https://bit.ly/3NqIrVV>
- Hoboken Vision Zero Action Plan: <https://bit.ly/3wwGLVe>
- DGF Walkable Streets Design Consultation: <https://www.devougood.com/walkable-streets-design-consultation>
- DGF E-Bike Rebate Program: <https://www.devougood.com/ebike-rebate>
- Tri-State Trails Crash Dashboard: <https://tristatetrails.org/visionzero/>