

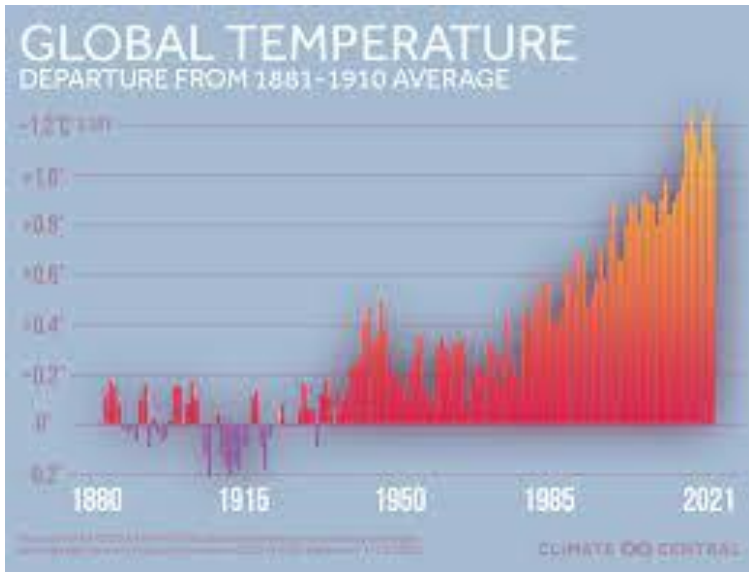
Designing for Vision Zero in Jersey City

**NJ BPAC Design &
Infrastructure
Committee**

March 22, 2023

Start with Why

Plan and develop a well-functioning and safe transportation system for the City of Jersey City that provides for equitable options for the mobility and accessibility of all users of the public right-of-way



The High Cost of Car Dependency

Macroeconomic

Microeconomic

Environment

Health

Social Cohesion

Crashes

What do we do?

- Lead the City's Vision Zero Task Force
- Develop conceptual plans for the design of Complete Streets
- Administer the City's transportation services, including microtransit and shared use mobility
- Conduct low-cost pilot intervention projects to evaluate enhancement to the safety for all users
- Deploy street amenities, including bus shelters, bike parking, and parklets
- Develop policy for the management of curb space (parking, loading, and other operations)

What is Vision Zero?

Fundamental Principles of Vision Zero

These principles are core to successful Vision Zero efforts:

1. Traffic deaths and severe injuries are acknowledged to be preventable.
2. Human life and health are prioritized within all aspects of the transportation system.
3. Human error is inevitable, and transportation systems should be forgiving.
4. Safety work should focus on system-level changes above influencing individual behavior.
5. Mitigation of speed is recognized and prioritized as the fundamental factor in crash severity.

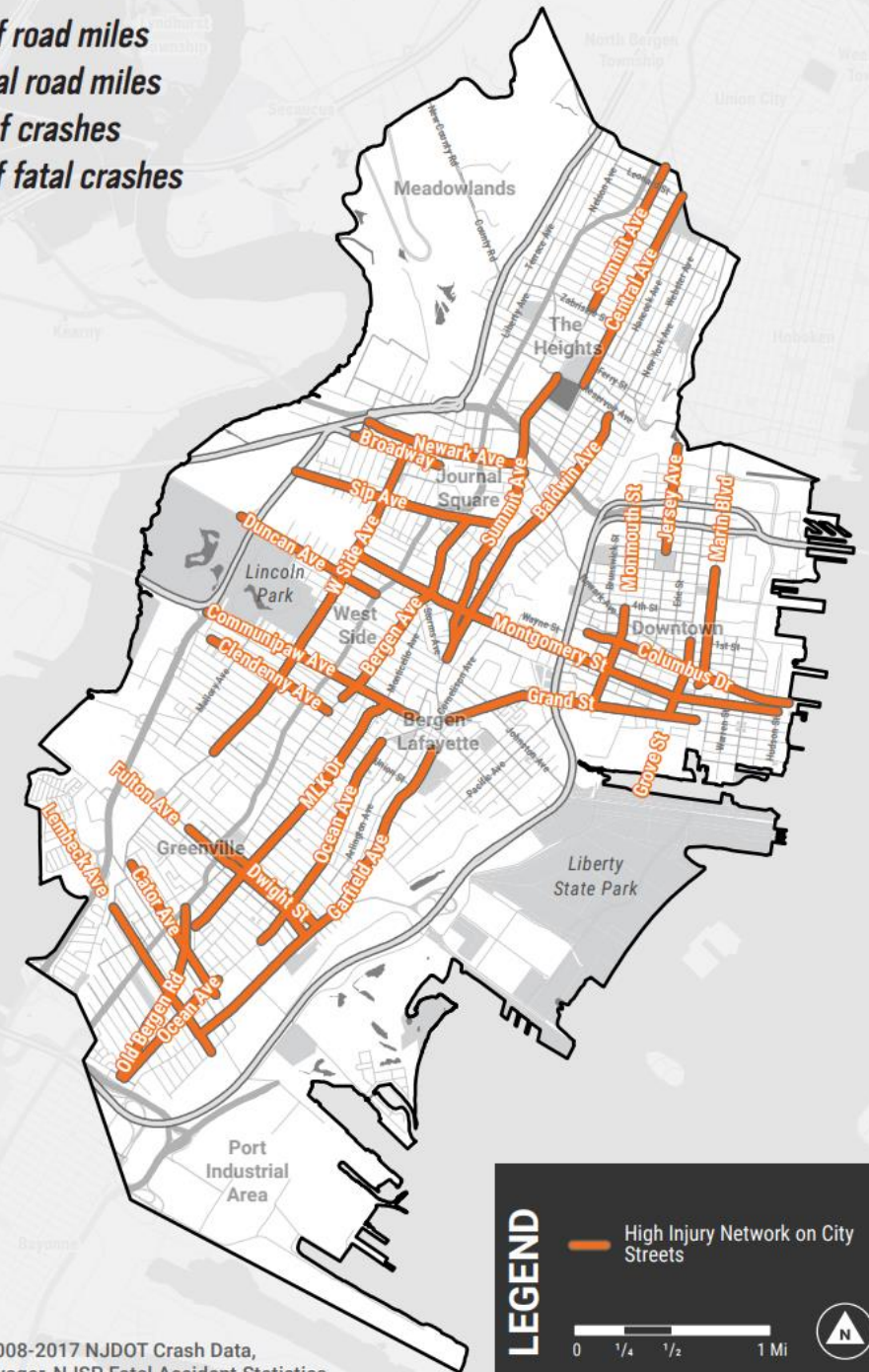
(Source: Vision Zero Network)



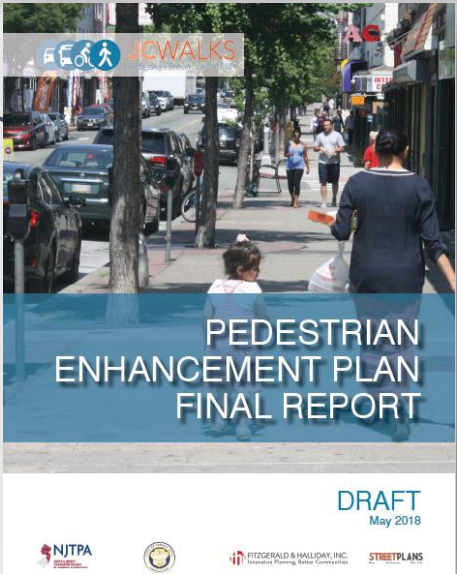
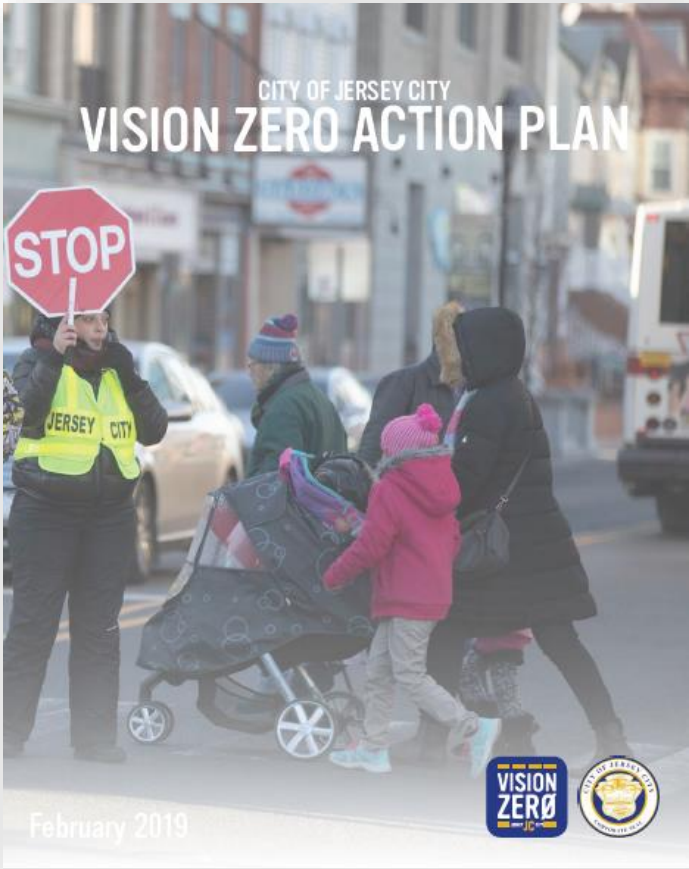
Vision Zero in Jersey City

- Mayor Fulop signed VZ pledge in February 2018
- Goal: Eliminate traffic fatalities and serious injuries by 2026
- Identified 70+ action items under themes of Design Safer Streets, Promote a Culture of Safety, Embed Vision Zero in City Practices, & Enforcement, Law, and Policy

14% of road miles
31 total road miles
55% of crashes
61% of fatal crashes



Guiding Principles



Implementation

65% (50 out of 77) action items completed or in progress

- Design Safer Streets (82%)
- Promote a Culture of Safety (58%)
- Embed Vision Zero in City Practices (65%)
- Enforcement, Law, and Policy (33%)
- Planning and Leveraging Data (88%)

679
SPEED HUMPS

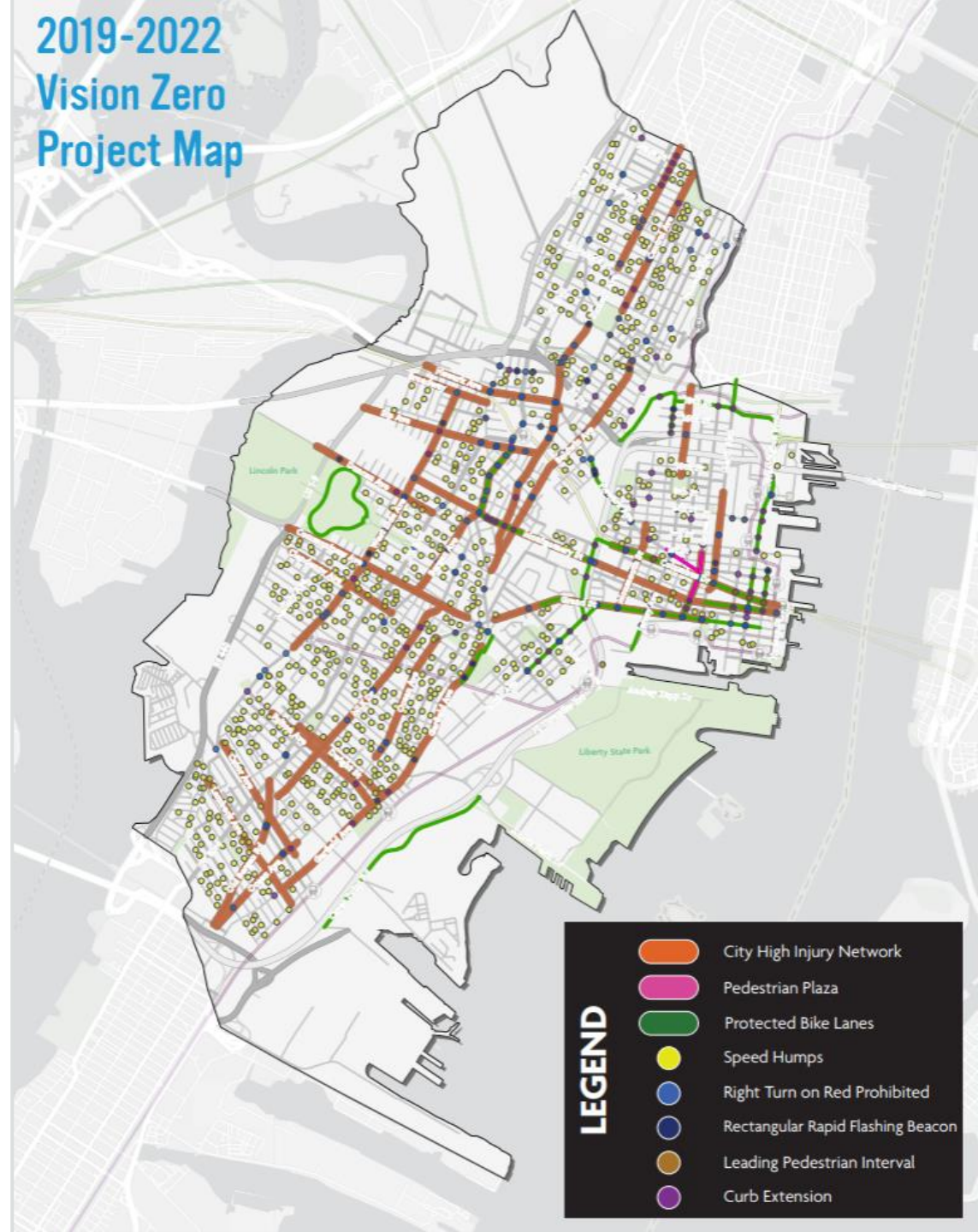
183
NO TURN ON RED
RESTRICTIONS

100+
INTERSECTIONS WITH NEW
CURB EXTENSIONS

30+
ACTIVE
PARKLETS

19
BIKE LANE
MILES OF
PROTECTED BIKE
LANES

2019-2022 Vision Zero Project Map

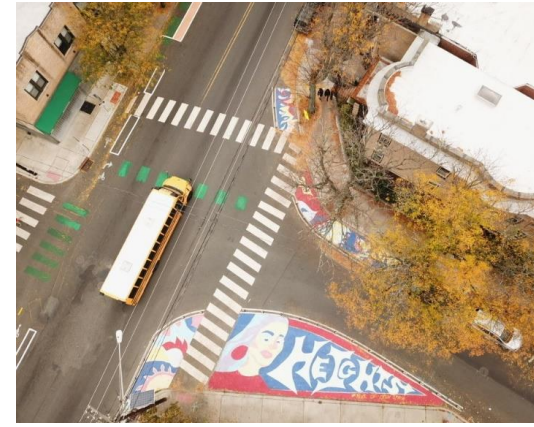


LEGEND

- City High Injury Network
- Pedestrian Plaza
- Protected Bike Lanes
- Speed Humps
- Right Turn on Red Prohibited
- Rectangular Rapid Flashing Beacon
- Leading Pedestrian Interval
- Curb Extension

Tactical Demonstration Projects

- Quick-build, low-cost materials
- Incorporate placemaking
- Engage community
- Living laboratory – ability to test before investing in longer term design



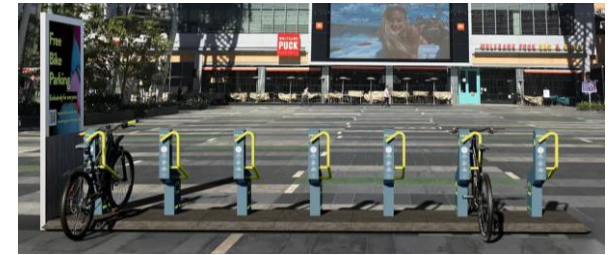
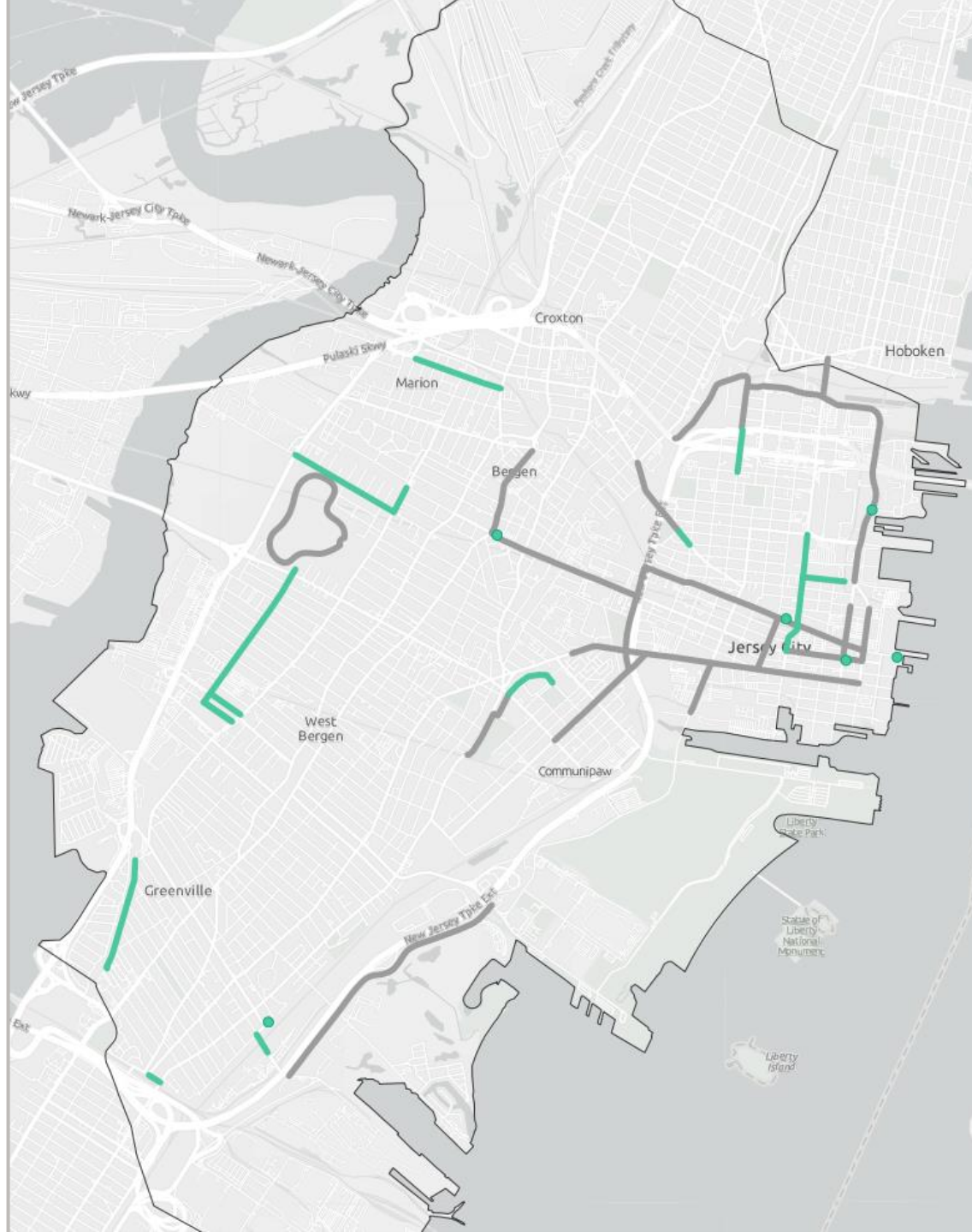
Curb Extensions/Daylighting

- Installed at corners where there is no legal parking
- Striped with delineators, concrete, green infrastructure



Protected Bike Lanes

- Over 19 miles installed
- 5+ miles planned in 2023



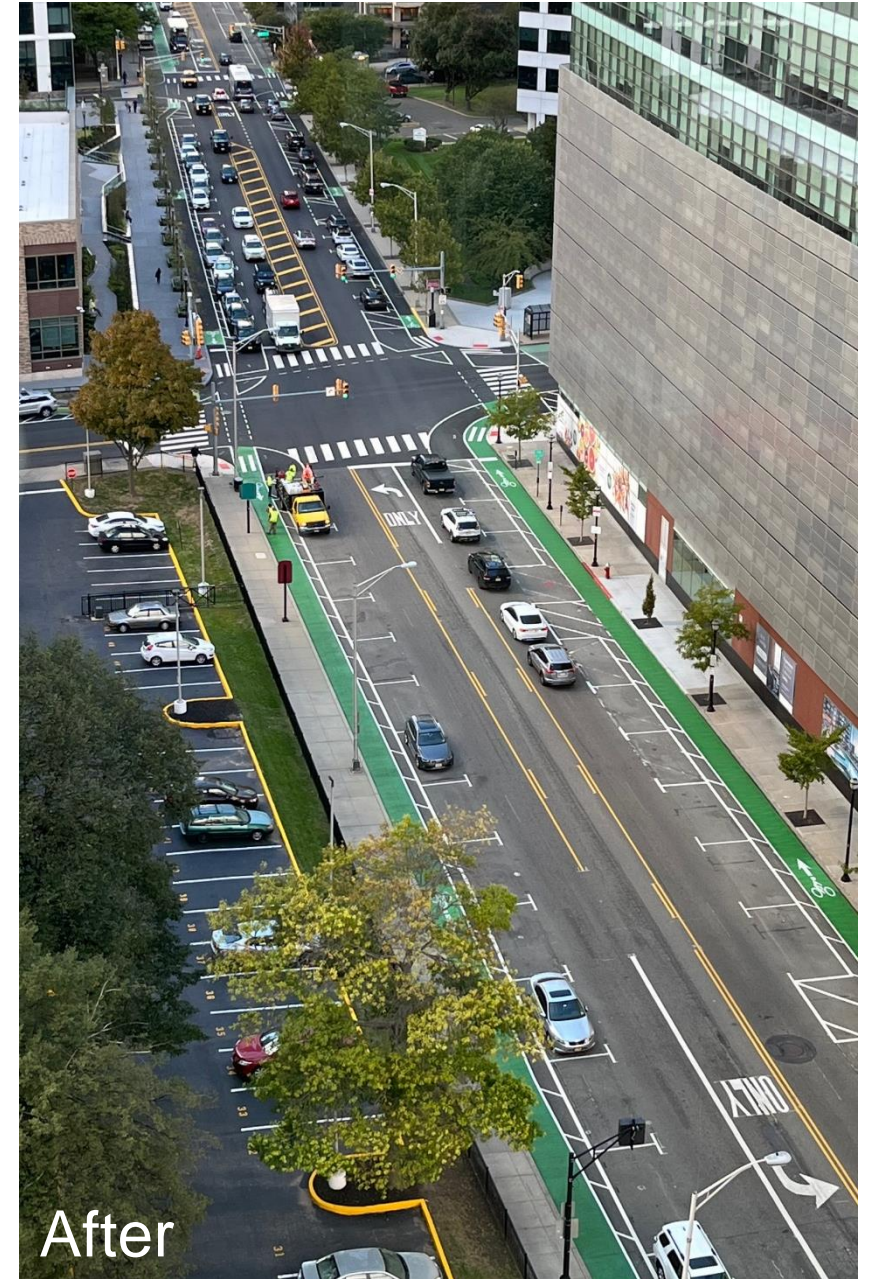
Bike Lane Upgrades

- Green Surface Covering (Latex → Endurablend)
- Barrier elements (delineators, Tuff Curb, Jersey barriers)



Columbus Drive

- Road diet
- Protected bike lanes
- Floating bus island



Floating Bus Islands

- Installed with protected bike lanes
- Concrete or modular
- Accessible design



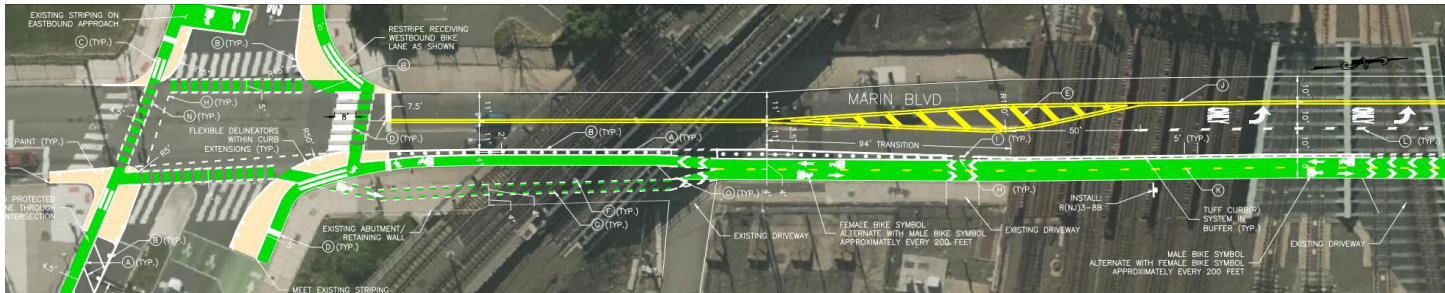
Newark Ave (concrete)



Columbus Drive (Zicla)

Marin Blvd

- Important connection between Hoboken & Jersey City
- Protected bike lanes (Tuff Curb)



Advocacy | Our Work | Rides

January 27th, 2023

The Best New U.S. Bike Lanes

By: Martina Haggerty, People
innovation



Photo Credit: Hoboken Mayor Ravi Bhalla

9. Marin Boulevard Bikeway

Hoboken and Jersey City, New Jersey

In November, Jersey City and Hoboken completed construction on the Marin Boulevard and Henderson Street bikeway, which was first called for in the “Let’s Ride JC Bike Master Plan” as a way to better connect the two cities. The expansion of CitiBike



Plazas & Parks

- Tactical Quick-Build to Construction
- Fairmount Triangle Park
- Newark Avenue Pedestrian Plaza



2020



2021

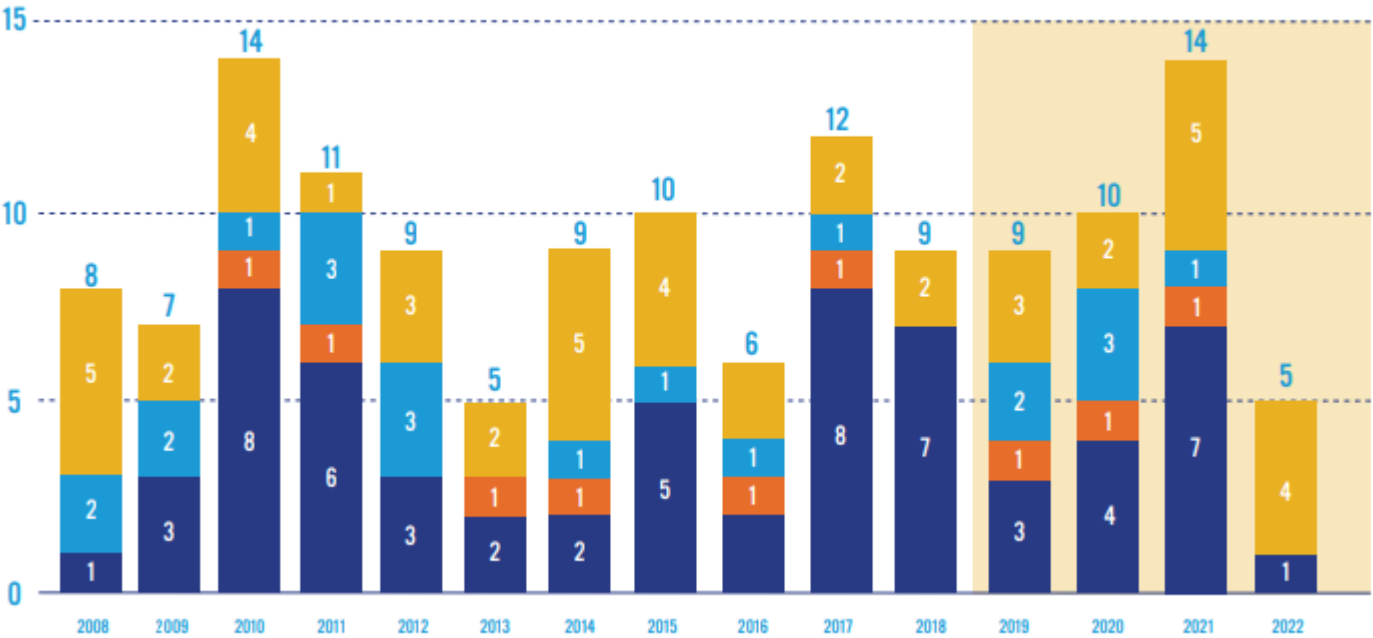


2022-2023

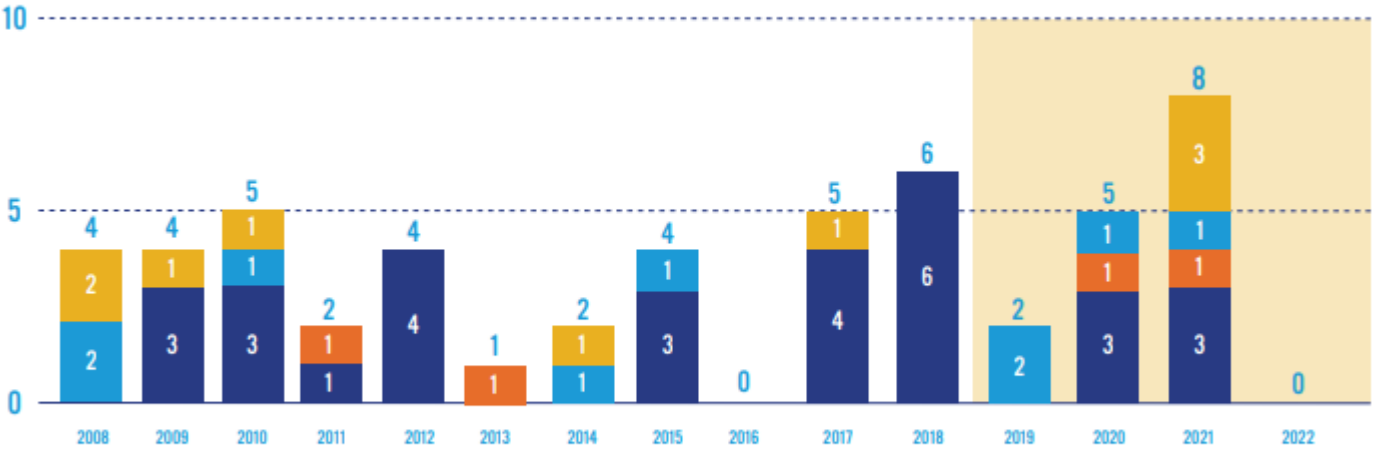


Crash Trends: Fatalities

Fatal Traffic Crashes - All Roads (2008 - 2022)

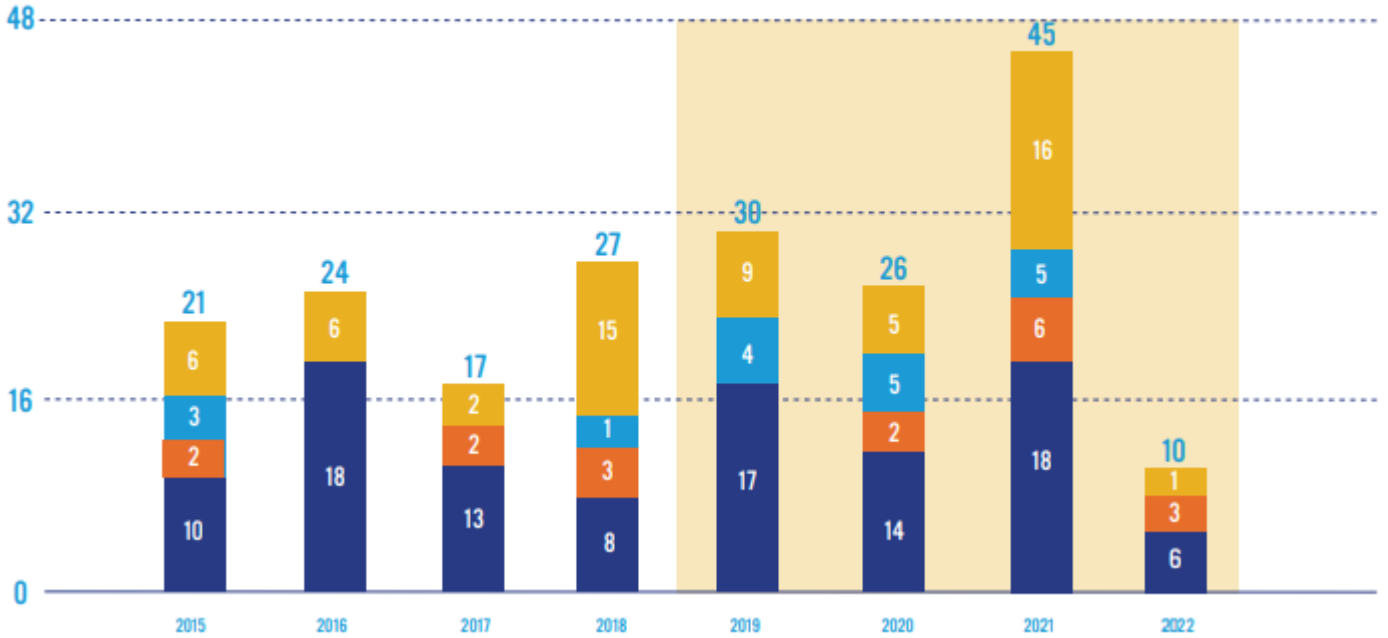


Fatal Traffic Crashes - City Streets (2008 - 2022)

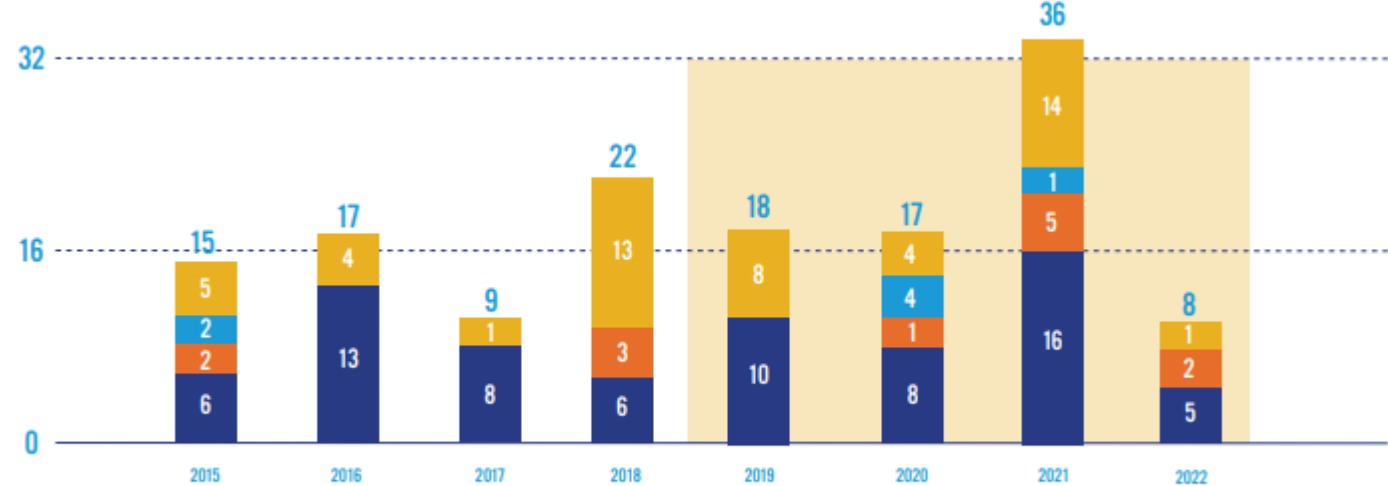


Crash Trends: Serious Injuries

Serious Injury Traffic Crashes - All Roads (2015 - 2022)



Serious Injury Traffic Crashes - City Streets (2015 - 2022)



Progress



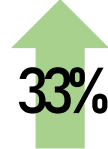
Total Ridership



22%
2021: 408,626
2022: 498,499

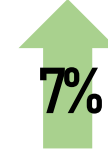


Total Ridership



33%
2021: 462,042
2022: 613,822

Utilization



7%
2021: 4.2
2022: 4.5

- 114% increase in bicycle commuting since 2010 according to US Census
- Bergen Avenue road diet and protected bike → average of 175 more cyclists per day used this street and nearby bike share stations saw an 18% increase in usage
 - As of October 2022, approximately 300 more cyclists use this corridor than before the street redesign.
 - Vehicular travel times improved at most times, only slight increases in travel times (less than 10 seconds) for southbound traffic during the AM and PM peaks.



<https://jersey-city-greenway-connectivity-plan-jerseycity.hub.arcgis.com/>

Questions?