Newark Street

The City of Hoboken has $240,000 in federal funding, thanks to Senator Robert Menendez, to make safety and streetscape improvements on Newark Street between Washington Street and River Street.

The City developed a design for this segment of Newark Street based upon community feedback received at previous meetings in the summer of 2010 and 2011 while incorporating the goals and recommendations outlined in Hoboken’s Master Plan, Complete Streets Policy, and Bicycle & Pedestrian Master Plan.

This project will improve intersections, create open space/green space, resurface part of Newark Street, make pedestrian crossings safer, and widen sidewalks along one of the busiest street segments in Hoboken.

Project Area Context

Community Feedback (Summer 2010 & 2011)

Background

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

Illegal parking interferes with visibility and turning
Signs used to block illegal parking
Narrow sidewalks
Limited space/green space
Local businesses need appropriate loading zones
Sidewalks have fallen into disrepair
Sidewalk shift interferes with pedestrian flow
Opportunity to improve rainwater infiltration

How do customers arrive at Newark Street businesses?

- 99% Customers arriving on foot/other
- 1% Customers arriving from angled parking spaces

*Based on a total of 235 customers counted at south side of Newark Street on March 17, 2011 between 12:00pm and 1:00pm. During this time, only four vehicles entered or exited angled parking spaces on Newark Street.

Composition of Newark Street Traffic (Peak Period)

- 87% Pedestrians
- 13% Cars

*Based on a total of 3,300 pedestrians and 480 cars counted on Newark Street between Hudson St. and Washington St. during PM peak period 5:30-6:30 PM.
Pocket Plazas

Pocket Plazas are small open spaces/green spaces that creatively reuse existing street space as vibrant, social public spaces. Hoboken is an ideal city for pocket plazas, because it has high population and building densities but a low per capita amount of open space. New York City, which in some locations has a similar context to Hoboken, has created several very popular pocket plazas (aka pedestrian plazas) in the last few years, notably Gansevoort Plaza in the Meatpacking District, Willoughby Avenue in Downtown Brooklyn, and Pearl Street Plaza in DUMBO, Brooklyn.

The Newark Street Pocket Plaza will:

- Create new open space/green space
- Create a direct sidewalk connection between Court St. and Washington St.
- Add new street trees
- Provide new seating
- Provide additional bicycle racks
- Maintain access to existing adjacent commercial uses

Plaza Alternative #1: Historic Belgian Block

- Reuses historic Belgian Block
- Delineates Plaza Boundary more than concrete

Plaza Alternative #2: Concrete Plaza

- Potentially least expensive option
- Low maintenance
- Accessible
Newark Street Project Area

Typical Street Section: Washington St. to Court St.

Sub- Area: Washington St. to Hudson St.
- Expand sidewalk on south side
- Install protective bollards on south side separating vehicles from pedestrians
- Create a “Pocket Plaza”: a new public space with seating and landscaping
- Maintain all existing parking and loading zones on north side of street
- Improve accessibility of pedestrian crossings across Court Street

Intersection Improvements: Hudson St. & River St.
- Add curb extensions to reduce pedestrian crossing times and improve visibility
- All pedestrian phase at Hudson Street to better balance pedestrian crossings with vehicular traffic
- Reconstruct select catch basins

Project Elements

Newark Street Pedestrian Safety Improvements