

I. EXECUTIVE SUMMARY

The Grand Street Pilot Project tested a Class I parking-protected bike lane, individually striped parking spaces, and modified street sweeping operations along Grand Street between Third Street and Eighth Street for a period of one year from November 2025 to November 2026. The pilot improved measured safety and made Grand Street a more popular route for cyclists, but it led to on-street parking loss and drew community opposition. The City of Hoboken has evaluated its performance using crash records, field observations, speed measurements, Citi Bike data, parking inventories, operational feedback, and a community survey. The City recommends restoring a conventional bike lane while keeping the intersection safety treatments the project included and working with the City Council to add more loading and pick up and drop off zones along the corridor, and longer-term, use a community-focused process to identify a suitable network of protected bike lanes. This memo provides the basis of the evaluation that supports those recommendations.
The City initiated the Grand Street Pilot Project as part of its roadway restoration program for the Water Infrastructure Upgrades Phase II project. Other improvements included roadway resurfacing, ADA-compliant curb ramps, pedestrian safety improvements, traffic control improvements, and the installation of new bicycle racks. Implementation of the pilot was substantially completed in November 2025, followed by punch list items being completed in spring 2026.

The measured safety results were generally favorable. The observed speeds within the project limits decreased by 1 MPH at each monitored location, despite no change to the posted 20 MPH speed limit. The reported crash rate decreased 43%, from 0.89 to 0.51 crashes per 30 days or 10.8 crashes per year to 6.3 crashes per year during the pilot. The weighted crash-severity score declined 16%, with no fatal or serious-injury crashes in either the pre-pilot or pilot period. Reported sideswipe and parked-vehicle crashes decreased 57%. These findings are encouraging, although the relatively small number of crashes and limited post-installation observation period do not establish that the design alone caused the changes.

Pedestrian and curbside observations were also positive. Driver stopping and yielding compliance improved at the intersections of Grand Street and 5th Street and Grand Street and 6th Street, from approximately 85% to 90% on average. Field observers recorded three double-parking events before the pilot and none during comparable pilot observation periods.

Grand Street became a more frequently used bicycle route. Citi Bike e-bike trips traveling through the pilot area increased 53% between June 2025 and June 2026, compared with 15% citywide and 14% on nearby Adams Street. Growth at the two docking stations within the project area was much smaller, suggesting that riders increasingly selected Grand Street as a through route. Among survey respondents who had ridden in the protected bike lane on Grand Street, 64% reported that it felt safer than an unprotected lane.

The pilot also produced meaningful tradeoffs. Individually delineated parking stalls and related curb adjustments reduced the corridor's estimated on-street parking supply from 146 to 126 spaces, a loss of approximately 20 spaces, or 14%. The City adjusted loading zones, driveway clearances, and truck turning areas during the pilot to respond to operational concerns. Extra space between the curb and parked cars allowed the City to complete 60 sweeping runs on the bike lane side of Grand Street from November 2025 to October 2026, compared with 52 in a typical year.

Community opinion was considerably less favorable than the measured safety and usage indicators. In an online survey that received 1,251 responses, 58% opposed making the protected bicycle lane permanent, 49% opposed retaining delineated parking stalls, and 49% opposed permanently retaining the revised street sweeping arrangements. Among respondents who lived on the affected blocks of Grand Street, opposition was higher. Loading and passenger pick-up or drop-off were major concerns: 64% of all respondents said there was insufficient legal curb space for these activities, and 46% supported dedicated pick-up and drop-off space that would return to resident parking overnight.

The City's recommendations (restoring the conventional bike lane, nondelineated parking and street sweeping enforcement while retaining some pilot elements) reflect the City's policy discretion regarding how best to balance transportation operations, roadway safety, curb access, emergency response, maintenance requirements, snow removal, parking supply, loading needs, and community feedback, including from the people who live, work, and travel along Grand Street. The recommendation to restore a conventional bicycle lane reflects the City's discretion after considering the totality of available information, including safety metrics, emergency response, operational considerations, maintenance requirements, snow removal, public safety concerns, curbside access needs, community feedback, and the limitations inherent in the pilot evaluation. The recommendation should not be interpreted as a finding that the protected bike lane failed to provide safety or mobility benefits.

II. PROJECT BACKGROUND

GRAND STREET: 3RD STREET → 8TH STREET

- Constructed as part of WIU Phase II Project
- Installed November 2025

PILOTED FOR ONE YEAR

- Parking-protected bike lane
- Individually striped parking stalls on both sides
- Using smaller equipment to street sweep in the bike lane without requiring parked vehicles to move

OTHER IMPROVEMENTS

- 23 high-visibility crosswalks
- 11 curb extensions
- Upgraded ADA curb ramps
- 36 bike parking spaces, incl. 6 corrals in daylighting areas
- All-way stops added to 3 intersections



Project limits – Grand St (3rd St to 8th St)

PROJECT ORIGINS

In April 2023, the City awarded a contract to replace water mains on multiple Hoboken streets through the Water Infrastructure Upgrades (WIU) Phase II project, including Grand Street between Third Street and Eighth Street. Construction on Grand Street began in summer 2023 and concluded in spring 2024. The project replaced more than 2,300 linear feet of aging water mains to improve service reliability and reduce the likelihood of future breaks. The WIU Phase II project also installed two manufactured treatment devices to improve stormwater management and water quality, along with green infrastructure improvements supporting the City's climate action goals.

PROJECT DESIGN

Because the water main work required opening the roadway, surface restoration presented an opportunity to incorporate multimodal safety, accessibility, and curbside management improvements. In March 2024, the City awarded a contract to Engenuity Infrastructure to design Grand Street's surface restoration and related transportation safety improvements between Third Street and Eighth Street.

The design team used the Hoboken Complete Streets Design Guide and national guidance, including the *NACTO Urban Street Design Guide*, the *NJDOT Complete Streets Design Guide*, the *Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide*, and the *Manual on Uniform Traffic Control Devices* (MUTCD). The Department of Transportation and Parking also considered Grand Street an opportunity to test concepts advanced in a white paper by Third Ward Councilman Michael Russo, including individually striped parking stalls, a parking-protected bicycle lane on a north-south interior street, and bicycle parking within intersection corner clear zones. The design incorporated these elements; concrete curb extensions on the west side of Grand Street; and painted, at-grade curb extensions with flexible delineator posts along the east side and bicycle lane. The adaptable materials allowed the City to modify the design in response to pilot findings without extensive curb demolition or significant drainage modifications. The design also tested suspending weekly street cleaning parking restrictions along the east side of the street since a smaller street sweeper could access the curb through the protected bicycle lane.

During summer 2024, the project team shared draft plans with Councilman Russo. The design included a parking-protected bicycle lane, individually striped parking stalls, bicycle parking within corner clear zones, and complementary safety and accessibility measures. The final design was completed in fall 2024, and the project then proceeded to bidding.



4th & Grand during the pilot



4th & Grand pre-pilot (Image Credit: Google Streetview)

PROJECT CONSTRUCTION

In April 2025, the City Council awarded a construction contract for roadway restoration and related safety and accessibility improvements on street segments included in WIU Phase II, including Grand Street between Third Street and Eighth Street. Construction proceeded in two primary phases to accommodate the condensed late-fall paving and striping season. During October and November 2025, the contractor built concrete curb extensions, milled and paved the corridor, installed thermoplastic markings for parking stalls and the bicycle lane, outlined painted curb extensions, and installed flexible delineator posts in the bicycle lane buffer, daylighting areas, and driveway openings. Most paving and striping work was completed by mid-November, shortly before temperatures became unsuitable for remaining work.

The winter suspension was also necessary because the Endurablend surface treatment used on painted curb extensions requires newly placed pavement to cure and for residual oils to dissipate for approximately 30 days prior to installation. Application also requires air temperatures above 50 degrees Fahrenheit for 24 consecutive hours, conditions generally unavailable during late fall and winter. As a result, construction on punch list items resumed in spring 2026, and the project reached substantial completion in June 2026 following installation of the painted curb extensions, bicycle corrals, and other punch list items.

In addition to the piloted protected bicycle lane, individually striped parking stalls, and suspended street cleaning parking restrictions on the east side of the street, the WIU Phase II roadway restoration work included the following improvements:

- Curb-to-curb resurfacing between Third Street and Eighth Street
- 23 high-visibility crosswalks
- 11 curb extensions to shorten pedestrian crossings and improve visibility
- Upgraded curb ramps to be ADA-accessible
- 36 additional bicycle parking spaces, including six bicycle corrals near intersections to reinforce daylighting and reduce reliance on flexible delineators

- All-way stop control at three intersections
- Flexible delineators for intersection daylighting, driveway protection, and bicycle lane separation

ITERATIVE CHANGES

Consistent with the adaptable nature of the pilot, the project team made several changes in response to community feedback and field conditions during the pilot period. The following iterative changes implemented during the pilot period addressed truck circulation, deliveries, business and driveway access, parking compliance, snow removal, and street cleaning:

- In late November 2025, the City extended the no parking area at Grand Street and Eighth Street to accommodate 55-foot delivery trucks serving ACME. Repeated illegal parking subsequently prompted installation of delineators.
- The City directed Amazon to discontinue using the loading zone in front of 15 Church Towers as an all-day Delivery-on-Foot Program distribution hub. The operation did not return after Amazon established formal delivery hubs in other locations.
- In December 2025, the City installed a temporary loading zone in front of Otok Bakery on the 500 block of Grand Street to accommodate peak seasonal demand for deliveries.
- The City widened the striped driveway opening and added a flexible delineator at Willie McBride's to provide more room for their limousine to exit its surface parking lot.
- On March 11, 2026, the City Council adopted changes expanding the hours and length of the loading zone serving Otok Bakery and the United States Postal Service. At Councilman Russo's request, the 18-foot expansion on the west side was matched by reducing the loading zone across the street at 15 Church Towers by 18 feet from 40 feet to 22 feet.
- In early 2026, the City added a short no parking area in front of 518 Grand Street so residents using nearby tandem garages could reposition vehicles without blocking the sidewalk or travel lane.
- The City coordinated with the condo board of 501 Adams Street, whose garage is accessed from Grand Street, to post "No Parking in Driveway" signs, mark driveway edges in red, and increase enforcement of driveway obstruction violations.
- Initially installed at approximately 15-foot intervals, flexible delineators were in the buffer between the bicycle lane and parked vehicles, in daylighting areas, and at driveway openings. However, the City removed the delineators in early 2026 and did not reinstall them after increased parking enforcement and driver familiarity with the new configuration resulted in high rates of compliance from drivers not encroaching into the bicycle lane and driveway openings.

III. PROJECT EVALUATION

EVALUATION CRITERIA

CRASH REPORTS Obtained from HPD, includes pilot area + 40' from intersections on side streets, Jan 2023 – Aug 2026.	**VEHICLE SPEEDS** Observed speeds at 2 sites, one week pre-pilot + one week during pilot.	**FIELD OBSERVATIONS** Collected occurrences of stopping for pedestrians in crosswalks + double parking.
BIKE SHARE RIDERSHIP Analyzed Citi Bike e-bike GPS trip data and station ridership.	**CURBSIDE OPERATIONS** Recorded parking occupancy, sweeping runs, snow removal, and emergency response.	**COMMUNITY FEEDBACK** Collected through Grand Street Pilot project email, site visits, and community survey.

The project team evaluated the Grand Street pilot using a "mixed method" approach that combined quantitative analysis of roadway safety and operational performance with qualitative feedback from residents, businesses, street users, and public safety and maintenance personnel. Before-and-after data included vehicle speeds, reported crashes and injury severity, driver yielding behavior, double parking, curbside parking capacity, bicycle trip activity, and maintenance operations. These findings were reviewed alongside community survey responses and feedback received throughout implementation to identify both measurable outcomes and day-to-day concerns. Because the measures cover different periods and the survey represents self-selected respondents, the team used the evidence collectively to inform recommendations rather than attributing every observed change solely to the pilot.

QUANTITATIVE SAFETY AND OPERATIONAL EVALUATION

- Fewer crashes overall, less severe crashes, modest vehicle speed reductions.
- Rate of drivers stopping for pedestrians waiting to cross increased from 85% pre pilot to 90% during pilot.

-43% 30-day crash rate decline 0.89 to 0.51. Annualized rate decline from 10.8 crashes per year to 6.2 crashes per year.	**-16%** Weighted 30-day crash severity decline. No fatal or serious-injury crashes 2023-2026.	**-57%** Rate of crashes involving parked vehicles and sideswiping. Reported commercial-vehicle crashes declined from 8 to 0.	**-1 MPH** Reduction in observed 85th percentile speed at 2 locations. 1 MPH speed reduction leads to a 7-foot reduction in the distance required for a typical vehicle to stop.

Data sources: HPD crash reports, Jan 2023-August 2026, speed data collected via continuous radar detection at 2 locations (Oct 2025, Sept 2026).

The project team reviewed vehicle speed measurements, NJTR-1 (police crash investigation) reports, observed compliance of drivers stopping for pedestrians in crosswalks, double parking, parking utilization, Citi Bike trip records, and street maintenance and emergency response operations. Comparing conditions

before and during the pilot provided a practical basis for assessing safety, mobility, curb management, and maintenance performance.

VEHICLE SPEEDS

Hoboken's citywide posted speed limit of 20 MPH applied to Grand Street before and during the pilot. Observed vehicle speeds, however, can vary with roadway geometry and traffic conditions.

Although neither the posted speed limit nor the marked motor vehicle travel lane width changed, the clear space between opposing rows of parked cars narrowed. Before the pilot, the combined vehicle travel lane and unprotected bicycle lane provided approximately 17 feet of clearance. Under the pilot design, the minimum available space decreased to approximately 11 feet. A similar effective width exists on more than 200 street segments in Hoboken, representing approximately 48% of the city's street segments.

Research has linked wider effective travel space with higher vehicle speeds. Reducing that width can encourage slower and more cautious driving. According to the FHWA and peer-reviewed studies, crashes that occur at slower speeds are less likely to result in severe injury or death, especially for vulnerable road users such as pedestrians. The project team collected vehicle speeds with stationary radar equipment on Grand Street between Fourth and Fifth Streets and between Sixth and Seventh Streets. Data was collected over one-week periods before and during the pilot, exceeding the FHWA's recommended minimum 24-hour observation period. Results are presented as 85th-percentile speeds, meaning the speed at or below which 85% of observed vehicles traveled.

GRAND STREET SEGMENT	OCTOBER 2025 – 85TH PERCENTILE SPEED	SEPTEMBER 2026- 85TH PERCENTILE SPEED	CHANGE
4th St. – 5th St.	22 MPH	21 MPH	-1 MPH
6th St. – 7th St.	23 MPH	22 MPH	-1 MPH

FINDING: The 85th-percentile vehicle speed declined by 1 MPH at both monitored locations during the pilot. While this may be seen as a modest decrease in observed speeds, it can have a disproportionate safety benefit consistent with the Safe System approach. For example, this 1 MPH reduction in speed shortens the distance required for a typical vehicle to come to a stop to avoid a crash by 6-7 feet.

CRASH HISTORY AND SEVERITY

The Hoboken Police Department provided crash reports for 2023 through August 2026. The team examined crashes on Grand Street between Third and Eighth Streets, as well as crashes on side streets within 40 feet of Grand Street to capture events potentially affected by intersection design changes.

Because the available 2026 records ended in August, crash counts were normalized to a 30-day rate for comparisons across the pre-pilot and pilot observation periods.

The analysis considered total crashes, severity, crash type and location, and incidents involving vulnerable road users, including pedestrians and bicyclists.

TOTAL CRASHES

	2023	2024	2025 PRE-PILOT	2025 DURING PILOT	2026 DURING PILOT	ANNUAL CRASH RATE PRE-PILOT	ANNUAL CRASH RATE DURING PILOT
TOTAL CRASHES	10	14	7	1	4	10.8	6.3

	2023	2024	2025 PRE-PILOT	2025 DURING PILOT	2026 DURING PILOT
30-DAY CRASH RATE	0.82	1.15	0.66	0.63	0.49

Note: The 2025 pre-pilot period ran from January 1 through November 13; the 2025 pilot period ran from November 13 through December 31; and the 2026 pilot period ran from January 1 through August 31.

FINDING: The reported crash rate decreased 43%, from 0.89 crashes per 30 days before the pilot to 0.51 crashes per 30 days during the pilot.

CRASH SEVERITY

The project team classified crash severity using the KABCO scale used in New Jersey police crash reporting: fatal injury (K), suspected serious injury (A), suspected minor injury (B), possible injury (C), and no apparent injury or property-damage-only (O).

To assess crash severity trends, the team also calculated a weighted severity score using K = 16, A = 4, B = 1, and C or O = 0.25. The method is conceptually similar to an Equivalent Property Damage Only (EPDO) analysis.

FINDING: No fatal or serious injury crashes were reported during either the pre-pilot or pilot periods. The weighted crash severity score per 30 days decreased 16%, from 0.244 before the pilot to 0.205 during the pilot.

PARKED VEHICLE, SIDESWIPE, AND COMMERCIAL VEHICLE

CRASH SEVERITY TYPE	2023	2024	2025 PRE-PILOT	2025 DURING PILOT	2026 DURING PILOT	PRE-PILOT	DURING PILOT
FATAL	0	0	0	0	0	0	0
SERIOUS INJURY	0	0	0	0	0	0	0
MINOR INJURY	1	0	0	0	1	2	1
POSSIBLE INJURY	0	0	1	0	0	0	0
NO INJURY / PDO	9	13	6	1	3	29	4
NOT DETERMINED*	0	1	0	0	0	0	0
SEVERITY SCORE PER 30 DAYS	0.267	0.287	0.166	0.153	0.216	0.244	0.205

**Note: One crash with undetermined injury severity was assigned a weight of 0.25 (0).*

CRASHES

The City received complaints that parked vehicles were being struck or sideswiped more frequently during the pilot period. According to the City's most recent citywide crash analysis, parked vehicle and sideswipe crashes accounted for 46% of all Hoboken crashes between 2019 and 2023. Such crashes represented 81% of Grand Street crashes before the pilot and 60% during the pilot.

The City also received concerns that trucks could not comfortably navigate the corridor or were striking parked vehicles. To evaluate reported collisions, the project team identified crashes involving trucks, tractor trailers, and delivery vehicles. Eight commercial vehicle crashes were reported before the pilot, with none during the pilot. Police crash records do not capture unsuccessful turns, vehicles avoiding the street, or other access problems that do not result in reported collisions.

FINDING: The 30-day rate of parked vehicle and sideswipe crashes decreased 57%, from 0.71 before the pilot to 0.31 during the pilot. There were three such crashes during the pilot, compared with seven in 2023, 13 in 2024, and five in the pre-pilot portion of 2025. All eight reported commercial vehicle crashes occurred before the pilot.

CRASHES INVOLVING VULNERABLE ROAD USERS

One police-reported crash involved an e-scooter rider. The incident was coded as pedestrian-involved and minor injury because the State's NJTR-1 reporting form lacks a separate e-scooter category. An e-scooter rider traveling in the southbound bicycle lane was struck by a vehicle turning into a parking lot on the 400 block. The rider reported right ankle pain, received an evaluation by emergency medical personnel, and was transported to Hoboken University Medical Center for further evaluation. Police identified inattention by the turning driver as a contributing factor.

No bicycle-involved crash generated a police report during the pilot. Shortly after installation, however, two cyclists collided when one entered a crosswalk and struck the other. No injuries were reported, and the Hoboken Police Department did not identify the new bicycle lane configuration as a contributing factor. Following the incident, the City installed additional bicycle lane and one-way signs to supplement existing markings.

FINDING: Crashes involving vulnerable road users remained infrequent in both periods. Three were reported before the pilot and one during the pilot (an e-scooter rider coded as pedestrian-involved, or roughly one per year in each period. No bicycle-involved crashes were reported during the pilot, and no fatal or serious-injury crashes involving vulnerable road users occurred in either period.

COMPLIANCE OF DRIVERS STOPPING FOR PEDESTRIANS IN CROSSWALKS:

In addition to the protected bicycle lane, the pilot introduced high-visibility crosswalks, painted curb extensions, bicycle corrals, and concrete curb extensions intended to improve pedestrian visibility and shorten crossing distances. The team observed drivers' stopping behavior to assess compliance rates stopping for pedestrians attempting to cross in the crosswalk.

Field observations recorded behavior at Grand Street and Fifth Street and at Grand Street and Sixth Street in September 2025, before the pilot, and again in September and October 2026. Both intersections received high-visibility crosswalks and floating painted curb extensions that create refuge space and improve pedestrian visibility between the bicycle lane and travel lane.

Compliance was calculated as the share of observed pedestrian crossings for which no approaching driver failed to stop for a pedestrian waiting to cross.

FINDING: Stopping compliance increased at both intersections. The observed rate at Sixth Street rose from 82% to 91%, while the rate at Fifth Street rose from 87% to 88%.

DOUBLE PARKING EVENTS

DOUBLE PARKING BEFORE PILOT





Under the pre-pilot roadway configuration on Grand Street, approximately 17 feet of effective width between parked vehicles included both the travel lane and an unprotected bicycle lane, leaving room for motorists to stop illegally in the bicycle lane or alongside parked vehicles. The pre-pilot Google Street View images below illustrate this behavior on the 500 block of Grand Street. While some passenger vehicles could maneuver around double parked vehicles, the obstruction could restrict freight vehicles, ambulances, and fire apparatus and contribute to delays or upstream congestion.

Observers recorded three double parking events in September 2025, all on the side with the unprotected bicycle lane. Two were on the 500 block, the only block with formally designated loading zones in the pilot area. During comparable field visits in September and October 2026, the team observed no double parking events.

Reducing opportunities to double park can improve the reliability of emergency and freight access and allow parking enforcement personnel to concentrate on other violations, including obstructed hydrants and crosswalks, and permit parking violations.

FINDING: Observed double parking events decreased from three before the pilot to zero during the pilot, based on comparable field observations in September 2025 and September–October 2026.

ON-STREET PARKING CAPACITY:

The pilot introduced individually striped parking stalls on both sides of Grand Street, an uncommon treatment in Hoboken. Individually marked stalls standardized the length of parking spaces across the project area between Third and Eighth Streets, but offered less flexibility than open curb frontage, where vehicles of different lengths can park more closely together. Adjustments to loading zones and driveway clearances also sometimes conflicted with marked stall locations, eliminating usable parking space.

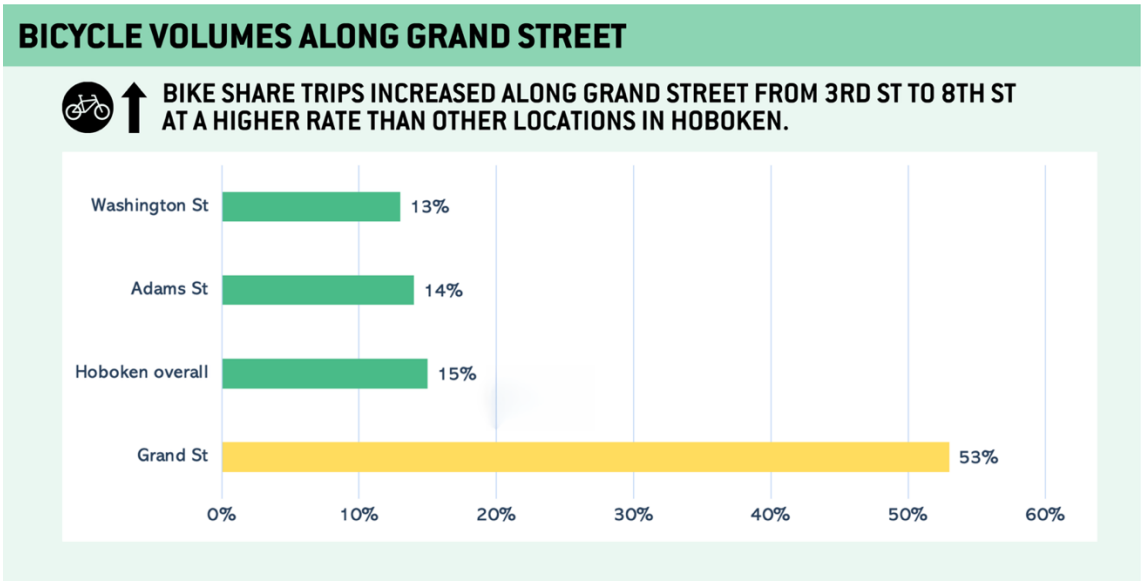
Most marked stalls were 20 feet long; nine measured 18 feet where a full-length stall would not fit. Widened driveway openings left some residual spaces too short for legal parking. The team also removed four additional spaces early in the pilot to improve truck turning movements and driveway access.

Because individual stalls were not marked before the pilot, the comparison uses vehicles observed parked in September 2025 and the number of available marked stalls in October 2026.

GRAND ST. SEGMENT	NON-DELINEATED SPACES 2025		DELINEATED SPACES 2026		CHANGE FROM 2025-2026	
	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE
300 BLOCK	17	18	15	14	-2	-4
400 BLOCK	11	11	9	10	-2	-1
500 BLOCK	15	17	12	16	-3	-1
600 BLOCK	12	15	12	13	0	-2
700 BLOCK	16	14	14	11	-2	-3
TOTAL	71	75	62	64	-9	-11

FINDING: The estimated supply of on-street parking between Third and Eighth Streets declined by 20 spaces, or 14%, from 146 to 126.

MICROMOBILITY ACTIVITY:



Data source: Citi Bike e-bike ridership, June 2025 and June 2026

To estimate changes in bicycle activity, the project team used GPS route records from Citi Bike e-bike trips for June 2025, before the pilot, and June 2026, during the pilot. Trips were assigned to a corridor

if the route traveled at least 500 feet along that street between Third and Eighth Streets. E-bikes accounted for approximately 64% to 67% of Citi Bike trips starting or ending in Hoboken during these periods. The route data excludes classic Citi Bikes and private bicycles but offer a useful measure of changing travel patterns.

Citi Bike e-bike trips on Grand Street increased 53%, compared with growth of 14% on nearby Adams Street, 13% on Washington Street, and 15% citywide. Adams Street, one block west, provides a particularly relevant comparison because it includes a northbound unprotected bicycle lane. Given the citywide increase in e-bike use, the substantially greater growth on Grand Street suggests a corridor-specific increase in bicycle route choice.

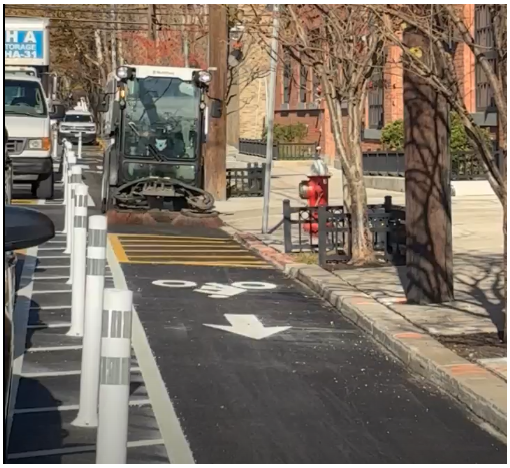
The team also analyzed classic and e-bike trips beginning or ending at Grand Street's two Citi Bike stations. Between June 2025 and June 2026, station activity increased 14% at Grand Street and Fourth Street but decreased 8% at Grand Street and Sixth Street, for a combined increase of 5%. Station activity citywide increased 10%. The contrast suggests that much of the corridor's increase consisted of trips passing through rather than trips starting or ending there.

FINDING: E-bike trips traveling along the pilot corridor increased 53%, more than three times the growth on Adams Street (14%) and citywide (15%). A combined 5% increase in activity at the two local stations suggests that riders increasingly chose Grand Street as a through route.

STREET MAINTAINENACE OPERATIONS

SNOW REMOVAL: The project team and Department of Infrastructure (previously Parks, Recreation, and Public Works), established a snow removal protocol before the pilot began. During major snow events, the Department of Transportation and Parking posted temporary no parking signs on the bicycle lane side so conventional plows could push snow into that space, after which smaller equipment cleared snow to the curb. The goal was to prevent snowbanks and parked vehicles from reducing the travel lane's usable width. The City used this approach three times during the pilot.

STREET SWEEPING: The project team and Department of Infrastructure also established a protocol for weekly street sweeping using equipment small enough to operate within the protected bicycle lane and reach the east side curb. This permitted cleaning without requiring parked vehicles on that side to move weekly. The Department completed 60 sweeping runs on the bike lane side from November 2025 to October 2026, compared with 52 in a typical year. Because parked vehicles no longer had to be cleared from the curb, the smaller equipment could sweep outside the posted schedule when debris built up.



The City of Hoboken used a smaller street sweeper to perform regular street sweeping operations from the bike lane during the pilot.

PUBLIC SAFETY AND EMERGENCY RESPONSE

Before installation, the project team reviewed the design with the Hoboken Fire Department, Hoboken Police Department, and Office of Emergency Management. Following construction, the City consulted further with public safety staff, removed flexible delineators at select locations, and added no stopping or standing areas to improve circulation for large response vehicles.
Public safety personnel reported that the pilot had minimal effects on routine operations, but the Fire Department and Office of Emergency Management identified two situations requiring attention:

- **SNOW EVENTS:** During storms, vehicles parked on the side without the protected bicycle lane reduced the width available to larger emergency apparatus. The temporary snow-related, no parking restrictions did not cover that side of the street. Staff noted similar issues on other Hoboken street segments with comparable effective widths. Applying temporary restrictions on both sides during major storms could improve access.

- **MULTI-UNIT RESPONSE:** During one incident, a fire vehicle backed out of a block because another responding fire vehicle occupied the travel lane. Staff noted that similar constraints can arise during simultaneous multi-unit responses on the more than 200 blocks with comparable effective widths citywide.

IV. COMMUNITY FEEDBACK AND PUBLIC OPINION

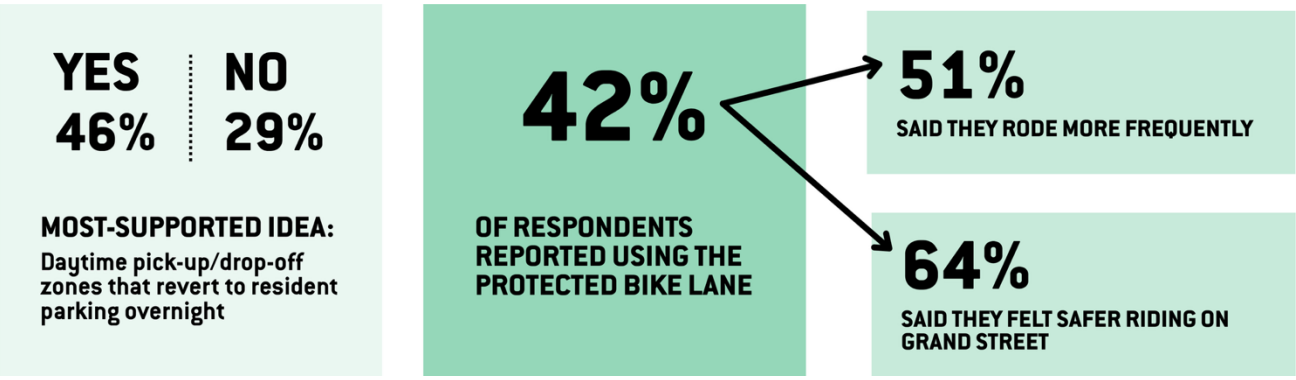
The City collected community feedback using a project-specific email address that received over 30 emails offering varying levels of criticism and support for the project. The City also published an online community survey from October 20 through October 27, 2026. The 26-question survey asked about respondents' relationship to Grand Street, travel patterns, perceptions of individual pilot elements, preferences for permanent features, and open-ended concerns. The Department of Transportation and Parking developed the survey with input from the Administration and the City Council Transportation and Parking Subcommittee.

The survey received 1,251 responses. Respondents generally viewed several elements of the pilot unfavorably, and pluralities or majorities opposed making the protected bicycle lane, delineated parking

spaces, and suspended street sweeping parking restrictions permanent. Respondents who lived on the affected blocks were more likely to oppose these elements. Adding legal loading and passenger pick-up or drop-off space received comparatively broad support. Because the survey was voluntary, its results represent the views of participating respondents rather than a statistically representative sample of all street users.

MAKE PILOTED FEATURES PERMANENT?	OPPOSED	SUPPORTED	OPPOSED, PROJECT AREA RESIDENTS
PROTECTED BIKE LANE	58%	41%	73%
STRIPED PARKING STALLS	49%	50%	57%
STREET-SWEEPING CHANGE	49%	46%	61%

Data source: 1,251 online survey responses (10/20-10/27/26)



The survey feedback and operational data capture different dimensions of pilot performance. Survey responses describe how people perceived and experienced the street, including adjustment to a new configuration, while crash records, speed data, trip volumes, and field observations describe specific measurable outcomes. In several areas, perceptions and measurements differed.

For example, 46% of survey respondents reported that double parking had worsened, and 57% believed emergency access had worsened. Yet observed double parking events declined from three to zero, the recorded rate of parked vehicle and sideswipe crashes fell 57%, and no commercial vehicle crashes were reported during the pilot, compared with eight before it. Bicycle trips through Citi Bike increased 53% even as 31% of respondents believed safe bicycle circulation had worsened. These differences do not invalidate either form of evidence, and operational concerns that do not result in crashes may not appear in police records.

Below is a summary of the survey response data:

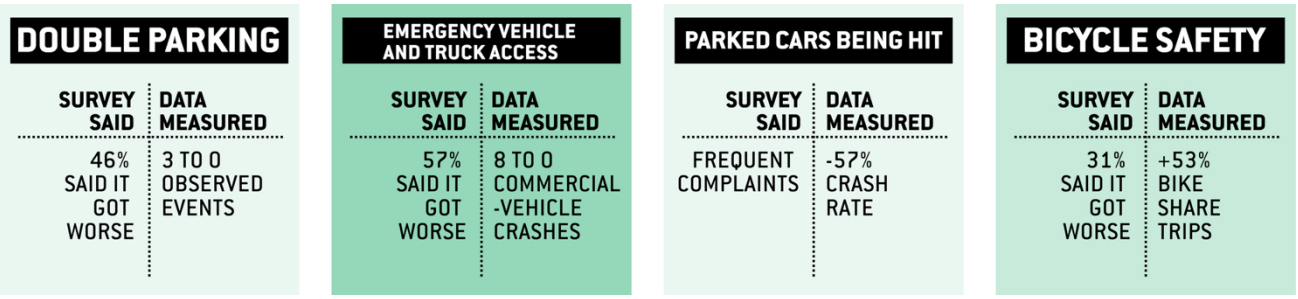
RESPONDENT PROFILE:

- 98% of respondents lived in Hoboken.
- Relationship to the affected blocks (multiple responses permitted): 59% lived nearby, 55% traveled on Grand Street regularly, 25% lived on the affected blocks, 8% attended or brought someone to a location there, 3% worked nearby, and 1% owned a business there (14 respondents).

- Primary mode of travel on Grand Street: 43% walked or used a mobility device, 42% drove, 14% bicycled or rode a scooter, and 1% used a taxi or rideshare. Among respondents living on the pilot blocks, 6% selected bicycling as their primary mode.
- Other travel modes used on Grand Street: walking (53%), driving (49%), bicycle or scooter (26%), taxi or rideshare (24%), and the Hop (6%).
- 89% reported having a vehicle in their household.
- Among vehicle-owning households, 52% parked on-street with a resident permit, 44% used a private garage or driveway, and 12% used an off-site garage or lot (multiple responses permitted).
- Respondents' ages: 30 to 44 (37%), 45 to 59 (34%), 60 to 74 (16%), 20 to 29 (9%), 75 or older (3%), and younger than 20 (1%).
- 41% reported having at least one child younger than 18 at home.

USE AND PERCEPTIONS OF THE PROTECTED BICYCLE LANE:

- 42% of respondents (531 people) reported riding in the protected bicycle lane.
- Among riders, 51% said they bicycled on Grand Street more often during the pilot, 37% about as often, and 12% less often.
- Among riders, 64% said the protected lane felt safer than an unprotected lane and 16% said it felt less safe; 37% described it as more comfortable and 12% as less comfortable. Another 13% reported no change.



PERCEIVED IMPACTS: RESPONDENTS RATED EACH ASPECT OF THE PILOT AS IMPROVED, WORSENED, UNCHANGED, OR UNSURE.

- Safe bicycle circulation was the only measured perception category in which "improved" responses exceeded "worsened" responses.
- Respondents most often rated speed management and stop sign compliance as unchanged; improved and worsened responses were relatively balanced.
- For most other measures, more respondents selected worsened than improved, especially loading, emergency access, parking, and business access.

The full breakdown of responses to this question appears in the following table. The highest category of responses is **bolded** and **underlined.**

PERCEIVED PILOT IMPACTS:

ITEM	IMPROVED	WORSENED	NO CHANGE	UNSURE
PEDESTRIAN SAFETY AT INTERSECTIONS	31%	**48%**	15%	6%
SPEED MANAGEMENT	25%	29%	**37%**	18%
SAFE BICYCLE CIRCULATION	**39%**	31%	16%	15%
PARKING AVAILABILITY	14%	**51%**	21%	15%
LOADING ACTIVITY	14%	**57%**	11%	18%
DRIVEWAY ACCESS	14%	**47%**	15%	24%
EMERGENCY ACCESS	15%	**57%**	11%	17%
STREET MAINTENANCE	19%	28%	**33%**	21%
WINTER MAINTENANCE	11%	**45%**	13%	30%
DOUBLE PARKING	30%	**46%**	11%	14%
BUSINESS ACCESS	16%	**51%**	18%	16%
DRIVEWAY ACCESS (BUSINESS)	13%	**44%**	16%	27%
STOP SIGN COMPLIANCE	20%	24%	**38%**	18%

AGREEMENT WITH INDIVIDUAL PILOT ELEMENTS

- Protected bicycle lane: 44% agreed with the treatment, 44% disagreed, and 12% were neutral. Strong agreement and strong disagreement each accounted for 31% of responses.
- Delineated parking stalls: 42% agreed, 44% disagreed, and 14% were neutral.
- Suspending east side street sweeping parking restrictions: 36% agreed, 31% disagreed, and 34% were neutral.

LOADING AND PASSENGER PICK-UP OR DROP-OFF

- Availability of legal loading and pick-up or drop-off space: 64% said there was not enough, 18% said there was enough, and 18% were unsure. Among residents of the affected blocks, 76% said there was insufficient space.
- Dedicated pick-up or drop-off zone on each block that would return to resident parking overnight: Of 794 respondents to this question, 46% supported the idea, 29% opposed it, and 22% were unsure. It received

the highest support of the specific options tested, including support from 39% of respondents living on the affected blocks.

PREFERENCES FOR PERMANENT INSTALLATION

- Protected bicycle lane: 58% opposed making it permanent, 34% supported it, and 7% supported it with modifications. Among residents of the affected blocks, 73% opposed making it permanent.
- Delineated parking stalls: 49% opposed permanence, 37% supported it, and 13% supported it with modifications. Among residents of the affected blocks, 57% opposed making it permanent.
- Street sweeping arrangement: 49% opposed permanence, 36% supported it, and 10% supported it with modifications. Among residents of the affected blocks, 61% opposed making it permanent.

FEEDBACK AND RESPONSIVENESS

- 22% of respondents had previously submitted feedback to the City about the pilot.
- Of those who had provided feedback, 73% said the City had not been responsive, 14% said it had been responsive, and 12% were unsure.

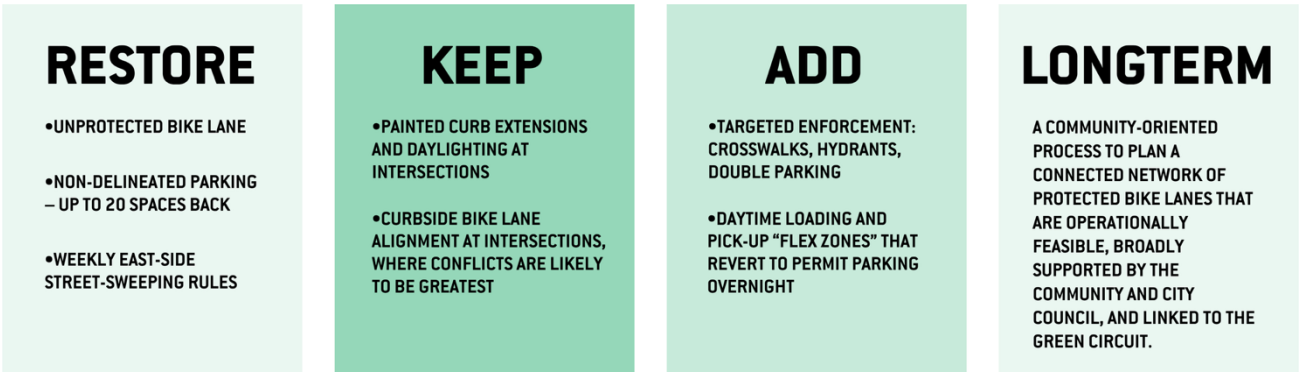
Business respondents: Only three businesses completed the business questions. All three reported using curb space for deliveries or pick-up. Two reported loading from the travel lane and one from corners. Two said transactions lasted 5 to 15 minutes and one said they lasted less than five minutes. The sample is too small to generalize about business conditions across the corridor.

OPEN-ENDED COMMENTS

The survey received 543 written comments. Most expressed concerns, although a substantial minority supported the pilot. The following approximate frequencies were identified through keyword searches and should not be interpreted as mutually exclusive or statistically coded categories:

- **Pedestrian safety and visibility:** Approximately 46% mentioned safety and 33% mentioned turning or visibility concerns. Comments described restricted sight lines and some near-misses involving bicyclists.
- **Parking loss:** Approximately 35% raised concerns about fewer spaces, parking stall sizes, and driveway clearance requirements.
- **Loading, deliveries, and double parking:** Approximately 26% cited insufficient space for rideshare vehicles, deliveries, and passenger drop-offs, including for older adults and children.
- **Narrow roadway, traffic, and emergency access:** Approximately 19% to 23% raised these issues, including concerns about fire apparatus and snow removal.
- **Bicyclist behavior:** Approximately 11% cited speeding e-bikes, wrong-way travel, and failure to obey stop signs.
- **Support for the pilot:** Approximately 16% described greater riding comfort or safety, requested more connected protected lanes, or favored individually striped parking citywide.
- **Removal of pilot elements:** Approximately 14% explicitly called for removing the pilot treatments or restoring the prior configuration.

V. RECOMMENDATIONS AND NEXT STEPS



The Grand Street Pilot's measured outcomes provide evidence of safety and mobility benefits, while public feedback from survey responses indicated a preference for restoring many of the roadway design and operational features that were in place before the pilot was implemented. The following recommendations seek to provide a balanced approach that retains some of the safety and mobility improvements from the pilot while acknowledging and listening to community concerns expressed in the online survey and through other sources of feedback.

1. RESTORE CLASS II BICYCLE LANE.

The Department of Transportation and Parking will develop a draft design to restore the previous unprotected bicycle lane configuration in a manner that can be implemented quickly in a cost-effective way. Transportation and Parking has solicited quotes from striping contractors to complete the pavement marking modifications. It is recommended that the work be completed in November before temperatures become too cold for striping operations.

2. RETAIN FLOATING PAINTED CURB EXTENSIONS AND CURBSIDE BICYCLE LANE ALIGNMENT AT INTERSECTIONS.

Preserve the painted curb extensions, pedestrian refuge areas, and daylighting treatments at intersection approaches, along with the bicycle lane's curbside alignment through these conflict-prone locations. This approach would reduce project costs, avoid significant asphalt damage associated with removing existing Endurablend treatments, and maintain separation between bicyclists and motor vehicles through intersections where potential conflicts among roadway users are greatest.

3. REMOVE INDIVIDUALLY DELINEATED PARKING STALLS.

Eliminate individual parking stall markings and restore the standard edge lines used to identify the extents of legal parking zones. This approach will restore up to 20 parking spaces on Grand Street between Third Street and Eighth Street while providing more flexibility for updating curbside regulations in the future.

4. RESTORE WEEKLY STREET SWEEPING PARKING RESTRICTIONS TO THE EAST SIDE OF THE STREET.

Reinstate scheduled weekly parking restrictions on the east side of Grand Street to accommodate street sweeping operations. With the removal of the floating parking lane, street sweepers will no longer have enough space to clean curbside areas while vehicles are parked along the curb. Reinstating these restrictions will ensure adequate curbside access for street sweepers and may also increase parking turnover along Grand Street.

5. STRENGTHEN TARGETED PARKING ENFORCEMENT AND ACCESS MANAGEMENT.

Prioritize public safety violations such as parking in crosswalks, hydrant zones, driveways, intersection clear zones, bicycle facilities, travel lanes, and designated loading zones. A 17-foot clear right-of-way between parking zones will encourage double parking, which creates hazards for all road users and may block emergency vehicles, transit vehicles, and commercial vehicles from unimpeded travel through the corridor. Targeted parking enforcement and access management aim to ensure that the measured safety and mobility improvements are sustained through the implementation of recommendations 1, 2, and 3.

6. EXPAND LEGAL LOADING AND PASSENGER PICK-UP OR DROP-OFF ZONES.

In conjunction with the previous recommendation, add dedicated "flex zones" for loading, deliveries, and passenger pick-up and drop-off activities, consistent with the recommendations in the City's draft *Curb Reimagined: Curbside Parking and Mobility Action Plan*. These zones would provide businesses, residential buildings, delivery services, and passengers with mobility needs with designated areas for short-term stops, helping to reduce unsafe practices such as double parking, parking in crosswalks, or stopping in other restricted areas. These zones would be in effect during daytime hours and then revert to permit parking overnight. This recommendation responds to community feedback, with 64% of survey respondents reporting insufficient legal loading space and 46% supporting daytime pick-up and drop-off zones that convert to resident parking during overnight hours.

7. ADVANCE A COMMUNITY-ORIENTED PROCESS TO IDENTIFY ALTERNATIVE LOCATIONS FOR A PROTECTED BICYCLE LANE NETWORK.

Hoboken's compact size, high population density, connected street grid, strong transit network, established bicycle share program, and culture of walking and multimodal transportation make it exceptionally well suited for a network of physically separated bicycle facilities. Performance data from the Grand Street Pilot further demonstrates the potential benefits of protected bicycle lanes in Hoboken, and numerous studies have shown that physically separated bicycle facilities can improve safety and comfort for people traveling by all modes of transportation. The City is also in the process of building a Green Circuit multi-use trail around the periphery of the city, and the success and utilization of the Green Circuit will be dependent on safe, convenient access points from a network of physically separated bicycle facilities to pull in riders of all ages and abilities from the interior of the city.

However, survey results and stakeholder feedback from the pilot also underscore the importance of meaningful community engagement and consensus-building when considering changes to the allocation of limited public street space. Building on the lessons learned from the Grand Street Pilot, the City should consider launching a broader planning and public outreach process to identify a connected network of protected bicycle facilities that are both operationally feasible and broadly supported by the community. This approach would help the City advance mobility policy objectives in a way that is sensitive and responsive to community feedback.