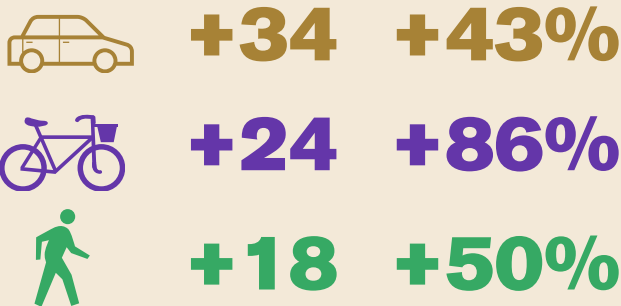


2024 Bike Hoboken Traffic Injury Report

What's included

Bike Hoboken's analysis of all Hoboken police reports involving traffic injuries in 2023 and 2024 **reveals a concerning 52% surge in crash-related injuries**, rising from 144 to 219. This stark increase significantly outpaces statewide trends, where New Jersey saw a 13% rise in overall traffic fatalities and a 33% increase in pedestrian deaths. This report identifies patterns and trends within these injury reports, and proposes solutions for enhancing traffic safety within the community.

INCREASE IN INJURIES SUSTAINED FROM 2023-2024



TOTAL +76 +52%

VULNERABLE TRAVELERS

Pedestrians and cyclists were involved in only 29% of injury-related crashes in 2024 but sustained 49% of all injuries.



Number of Crashes

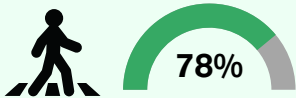
51%

25%

24%

Number of Injuries

Common Crash Patterns



Pedestrian injuries while having proper right of way



Drivers left the scene of a crash involving an injury



Cyclist injuries due to car doors being opened into their path



Cyclist injuries while having proper right of way



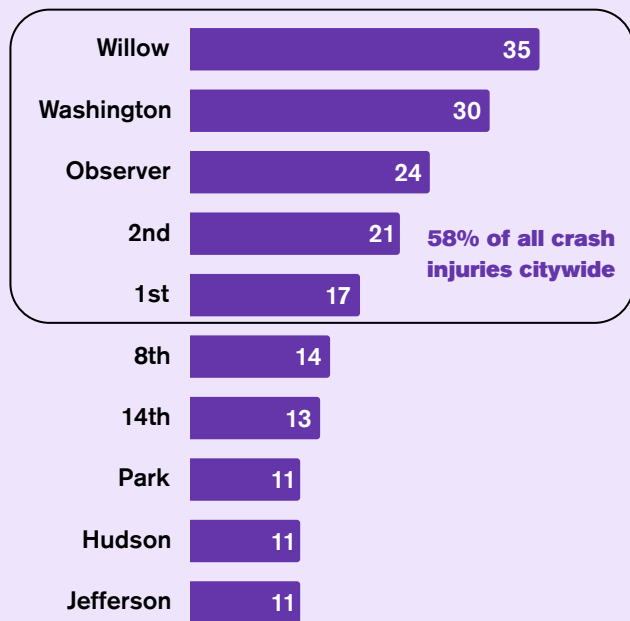
Pedestrian injuries involving bicycles or e-bikes on a sidewalk

2024 Bike Hoboken Traffic Injury Report Continued...

A small portion of Hoboken streets accounted for the majority of 2024 injuries

High Injury Corridors

Injuries were concentrated within a small number of streets and street segments. The top 10 highest injury streets accounted for 85% of citywide traffic injuries, with just the top 5 accounting for 58% of all crash injuries.

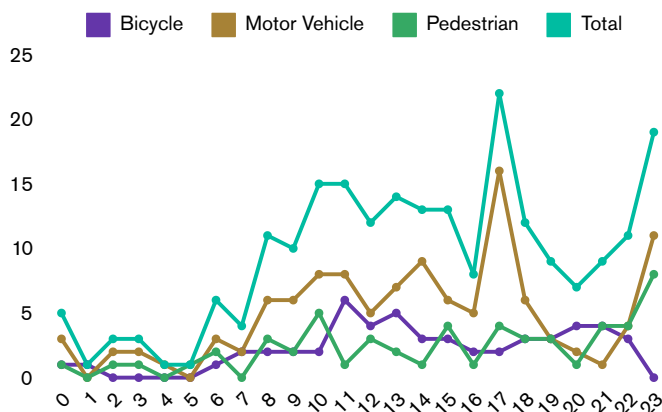


High Injury Intersections

Out of 277 intersections throughout Hoboken, just 11 accounted for 30% of all traffic injuries. These high injury intersections were primarily located at major gateways into the City.

Henderson St (Marin Blvd) & Observer Hwy was the highest injury intersection with 9 injuries. Upper Willow Ave from 13th St to 16th St comprised the highest injury street segment with 17 injuries.

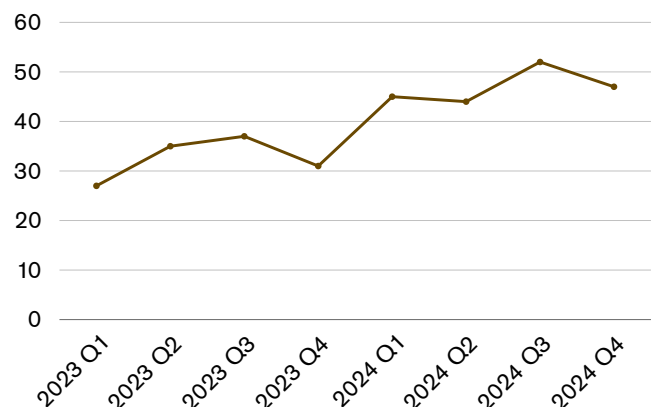
Injuries by time of day



Motor vehicle injuries occurred most frequently during evening rush hours and at night time.

Pedestrian injuries peaked sharply in the late evening, while cyclist injuries were more consistent from noon until evening hours.

Quarterly change in crash frequency



Crash frequency steadily increased from 2023 to 2024, with seasonal declines in Quarter 4 of each year.

Analysis & Discussion

Hoboken's crash injuries contain predictable factors that make them very addressable.

Most traffic injuries in Hoboken occurred at predictable locations. The majority of crash injuries took place on only 5 corridors within Hoboken's approximately 33 miles of streets. Just 11 of the city's 277 intersections accounted for 30% of all crash-related injuries. 89% of these injuries occurred with common crash types, such as head-on, t-bone, rear-end or side-swipe impacts. We also know that, although pedestrians and cyclists experienced disproportionately high rates of injuries, people in motor vehicles sustained the majority of all traffic injuries.

It may be instinctive to attribute these incidents to driver error or other internal factors, but data show that driver impairment accounted for only 6% of injuries. These factors suggest that the problem lies in the system design itself and that solutions must come from a full systems approach, with an emphasis on safe roadway design inclusive of all road users.

Cyclists and pedestrians experienced disproportionately high rates of traffic injuries.

In 2024, 54 pedestrians suffered traffic-related injuries. 94% of those incidents involved motor vehicles and, alarmingly, 78% of injuries occurred when the pedestrian had the right of way, such as when using a crosswalk or exiting a vehicle. Cyclists faced similar challenges, with 52 reported traffic-related injuries, 96% of which involved collisions with motor vehicles. In 77% of such cases, the cyclist had the proper right of way.

While some reports have highlighted outlier cases in which pedestrians or cyclists broke traffic rules—such as crossing mid-block without looking or failing to obey a stop sign—data prove that the overwhelming source of pedestrian and cyclist injuries occurred when a human body was struck by a motor vehicle. This underscores the need for a traffic system that protects vulnerable road users, and accommodates human error.

Current strategies to address pedestrian safety have been ineffective.

Many recent discussions in Hoboken around pedestrian safety have focused on low speed electric bicycles, particularly those used by delivery workers. Conversations regarding street safety have focused on these vehicles: Many residents and some elected officials advocate for safety reforms targeting this mode of transport. However, available data do not support this as a viable strategy to improve pedestrian safety. Of the 54 pedestrian injuries reported in 2024, only one incident involved a person on a bicycle. In stark contrast, motor vehicles were involved in 51 pedestrian injuries, and two involved pedestrian-on-pedestrian collisions.

In order to meaningfully address the increase in pedestrian traffic injuries, the priority of reforms must aim to mitigate the harms caused by motor vehicles. Policies directed toward people using low-speed electric bicycles may be considered as a proactive cautionary measure, or out of concerns regarding quality of life, but these reforms alone will be incapable of measurably improving pedestrian injury rates.

Continued improvements to our street design are needed.

In 2021, Hoboken committed to a Vision Zero framework, aiming to achieve zero traffic-related deaths or serious injuries by 2030. With hundreds of traffic injuries continuing to occur on our streets each year—and with a 52% increase year-over-year—the City of Hoboken must accelerate its efforts towards traffic safety initiatives. While Hoboken has extended an impressive streak of over 8 years without a traffic fatality, this upward trend of traffic injuries is not consistent with our community's established safety goals.

This report was authored by Andrew Wilson with research and editorial support from Joshua Grgas and Clayton Lane. Data for this report include 332 crash investigation reports, incident reports, operations reports and aided cases, which were digitized, transcribed, catalogued, geolocated, visualized and analyzed. The source records are available by us upon request. Access to transcribed datasets and visualizations are available by appointment. Please visit BikeHoboken.org/contact for inquiries.

Bike Hoboken is a 501(c)(3) non-profit organization.

