



Defining the Vision. Shaping the Future.



Intersection Safety Improvements Project

WEST SIDE AVENUE

City of Jersey City

Public Information Center
February 2, 2022



Federal Transportation Funding

Through the

North Jersey Transportation Planning Authority

Using

Highway Safety Improvement Program (HSIP) funds

Defining the Vision. Shaping the Future.



**Jersey City Funding To Date:
14 Projects Since 2010
\$25 Million in Construction Funding
\$3 Million in Design Funding**

Projects	Construction Cost	Construction Status
FY 2010 - Dr. MLK Jr. Drive from McAdoo Avenue to Kearney Avenue (20 Intersections)	\$ 914,000	Completed in 2013
FY 2011 - Central Avenue from Jefferson Avenue to North Street (22 intersections)	\$ 516,000	Completed in 2014
FY 2012 - Summit Avenue (54 intersections)	\$ 1,426,000	Completed in 2014
FY 2013 - McGinley Square (Phase I) (5 intersections)	\$ 450,000	Completed in 2015
FY 2014 - McGinley Square (Phase II) (4 intersections)	\$ 397,000	Completed in 2015
FY 2012 - Summit Avenue from Charles Street to Leonard Street (12 intersections)	\$ 371,000	Completed in 2017
FY 2015 - Dr. MLK Jr. Drive from Ege Avenue to Bramhall Avenue (8 intersections)	\$ 531,000	Completed in 2019
FY 2015 - Montgomery Street from Baldwin Avenue to Barrow Street (15 intersections)	\$ 3,634,000	Currently in design
FY 2015 - Communipaw Avenue from Park Street to Marcy Avenue (12 intersections)	\$ 1,787,000	Currently in design
FY 2016 - Oakland Avenue & St. Pauls Avenue (1 intersection)	\$ 457,000	Authorized for Construction
FY 2016 - Marin Blvd from Montgomery Street to 6th Street (7 intersections)	\$ 3,680,000	Currently in design
FY 2017 - West Side Avenue from Grant Avenue to Duncan Avenue (24 intersections)	\$ 2,770,000	Currently in design
FY 2017 - Sip Avenue from Truck Rt. 1/9 to Bergen Avenue (13 intersections)	\$ 1,890,000	Currently in design
FY 2020 - Garfield Avenue from Merritt Street to Grand Street Avenue (31 intersections)	\$ 6,042,000	Board Approval

Project Purpose and Need

Purpose

- To provide safety improvements for all users and to improve overall traffic operations at 24 signalized and unsignalized intersections along West Side Avenue between Grant Avenue and Duncan Avenue.

Need

- West Side Avenue corridor is ranked 44th in the county on the NJTPA Local Safety Program Network Screening List for high priority corridors.
- Ranked high on Jersey City's list of high-crash pedestrian corridors.
- Crash data over approximately 3-year period between January 2018 and December 2021 found there were 495 crashes including 30 involving pedestrians.

Project Limits



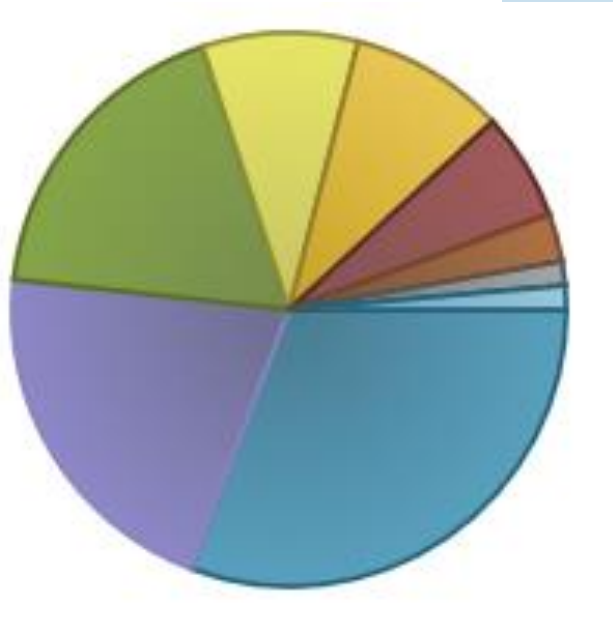
West Side Avenue, east of Grant Avenue to Duncan Avenue, Jersey City

Existing Conditions

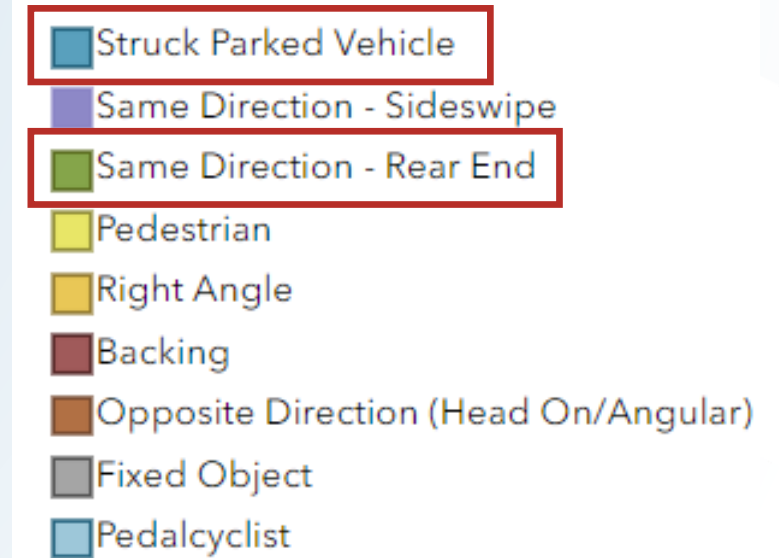
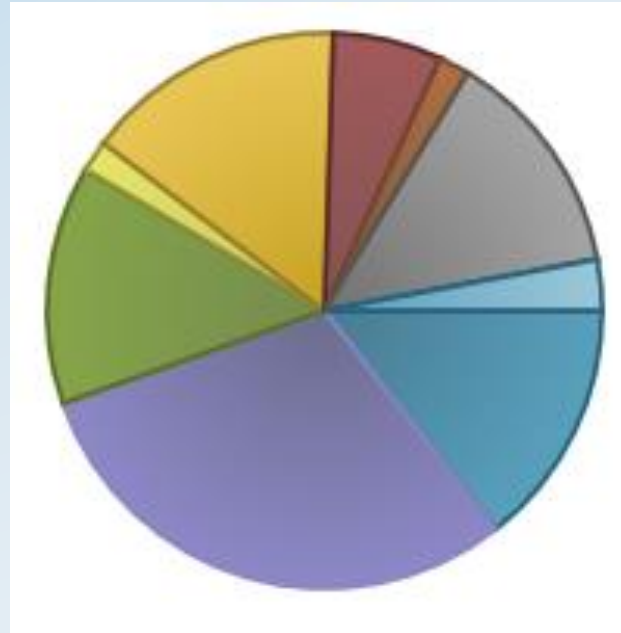
- The West Side Avenue corridor traverses a dense mix of commercial, residential, and institutional land uses. Includes HBLR Station & Lincoln Park.
- Annual Average Daily Traffic:
 - North of Claremont Avenue: 8,870 vehicles (11/2020)
 - South of Duncan Avenue: 10,765 vehicles (11/2020)
 - South of Sip Avenue: 9,620 vehicles (NJDOT count on 7/2017); 4% HV.
- Roadway curb-to-curb width varies from 36 feet to 40 feet.
- 24 signalized and unsignalized intersections.
- NJ Transit Bus #1 and #80.
- High demand for on-street parking.
- High pedestrian activity.
- Majority of pedestrian curb ramps, pedestrian signals, and push buttons are not compliant with the Americans with Disabilities Act (ADA) Accessibility Guidelines.
- Poor condition and outdated signage at intersections.

Crash Data (2018-2021) From Duncan Ave to Communipaw Ave

Project Breakdown



State Breakdown

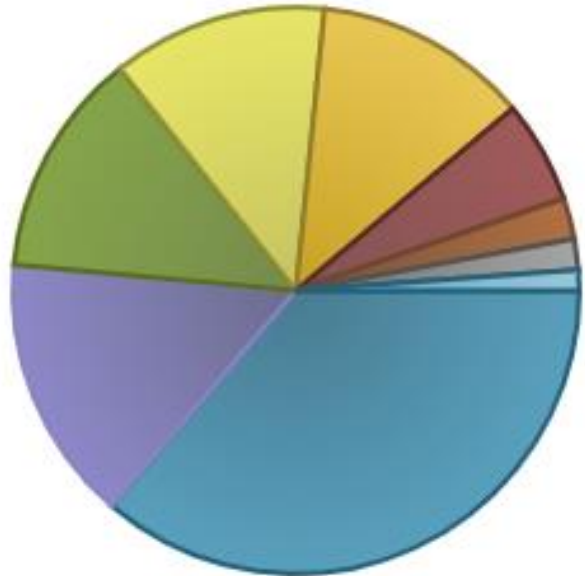


Source: NJDOT Safety Voyageur

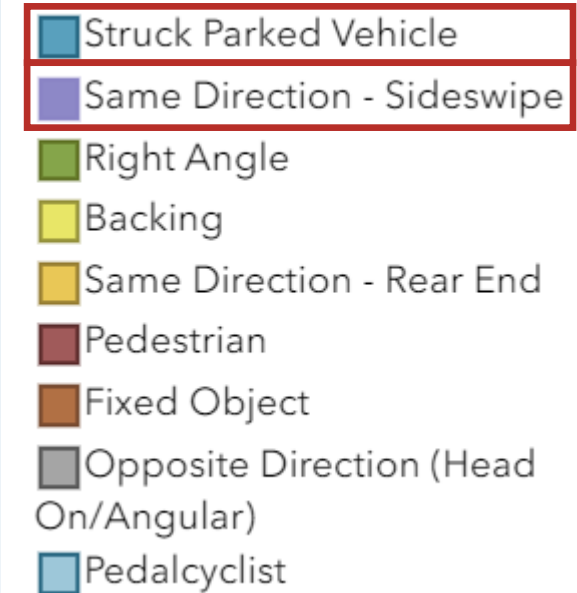
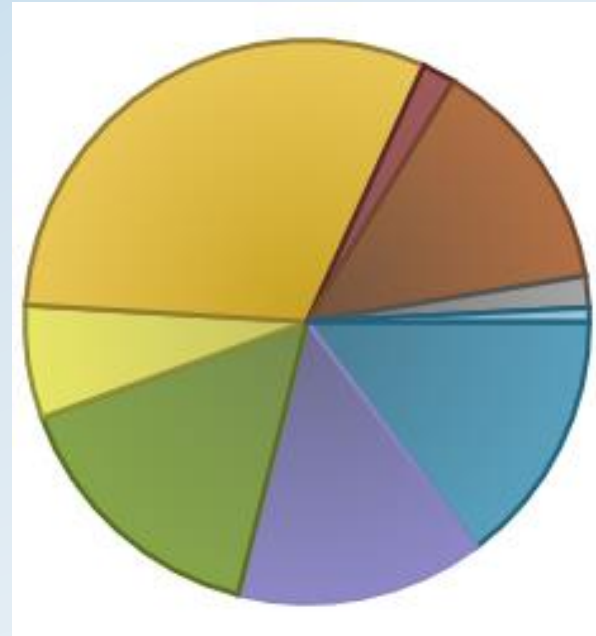
- 145 Reported Crashes in this Segment
- Overrepresented Crashes
 - *Struck Parked Vehicle*
 - *Same Direction - Rear End*
- 58 crashes occurred at or near Duncan Avenue
- 13 Pedestrian Crashes

Crash Data (2018-2021) From Communipaw Ave to Boyd Avenue

Project Breakdown



State Breakdown

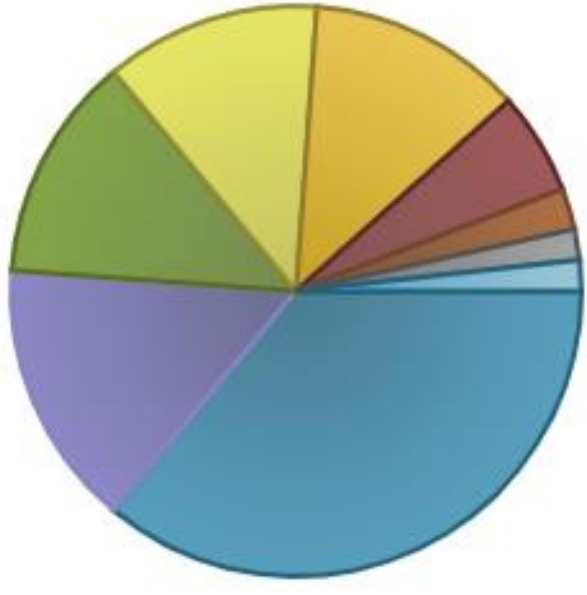


Source: NJDOT Safety Voyageur

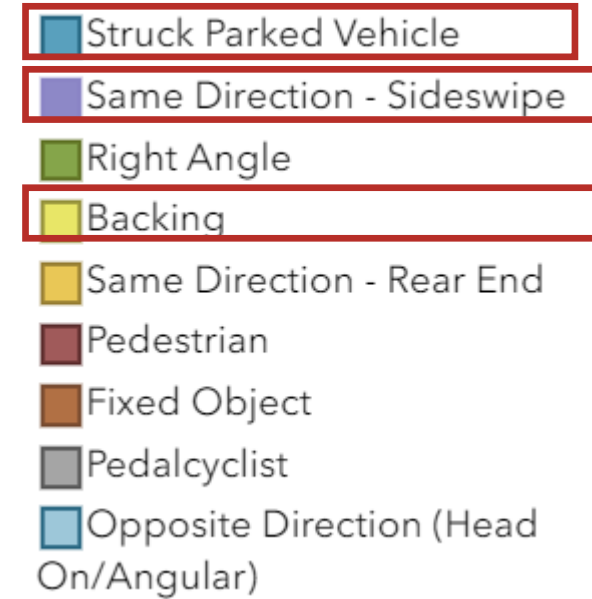
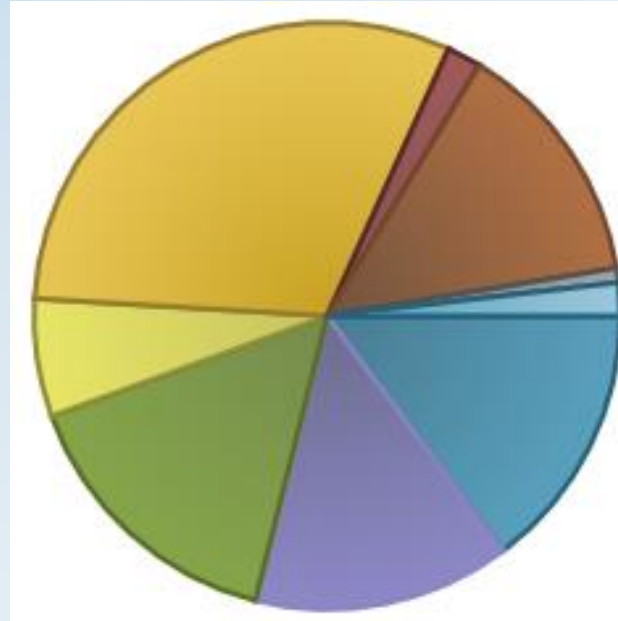
- 175 Reported Crashes in this Segment
- Overrepresented Crashes
 - *Struck Parked Vehicle*
 - *Same Direction - Sideswipe*
- 63 crashes occurred at or near Lexington Ave
- 10 Pedestrian Crashes

Crash Data (2018-2021) From Boyd Ave to Grant Ave

Project Breakdown



State Breakdown



Source: NJDOT Safety Voyageur

- 176 Reported Crashes in this Segment
- Overrepresented Crashes
 - *Struck Parked Vehicle*
 - *Same Direction – Sideswipe*
 - *Pedestrian*
- 31 crashes occurred at or near Ege Ave
- 7 Pedestrian Crashes

Design Guidelines

- **New Jersey Department of Transportation (NJDOT) & American Association of State Highway and Transportation Officials (AASHTO) Green Book** – Engineering design standards used to define the roadway
- **ADAAG (Americans with Disabilities Act Access Guidelines)** – Guidelines followed for ADA compliance.
- **MUTCD (Manual of Uniform Traffic Control Devices)** – Federal guidelines for the installation of signs, signals, markings and other devices
- **NJ Complete Streets Design Guide** - Guidelines that promote safety for pedestrians, bicyclists and other users of New Jersey roadways
- **NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide** – Guidelines used to provide cities with solutions that can help create complete streets that are safe and enjoyable for bicyclists

General Project Improvements



- Traffic signal improvements including signal backplates, 12" signal heads, vehicle detection cameras, revised vehicle and pedestrian crossing times.
- New countdown pedestrian signals and push buttons to meet ADA compliance
- New pedestrian curb ramps and replace damaged sidewalk
- Reduce crossing distance with curb extensions, where feasible
- Review bus stop locations and provide bus bulbs for faster loading and unloading, where feasible
- Reset or relocate drainage inlets and manholes
- Replacement of regulatory and warning signs
- Reduce parking within intersections per NJ Title 39 with curb extensions, striping, and signage
- Mill and pave roadway
- New Pavement Markings, including loading zone markings and driveways
- Incorporate Green Infrastructure where feasible

Design Elements of the Project



- Curb Extensions at corners
- Bus Bulbs at bus stops
- Rectangular Rapid Flashing Beacon (RRFB) at Lexington Avenue
- Green Infrastructure within curb extensions



Curb Extensions

What are they?

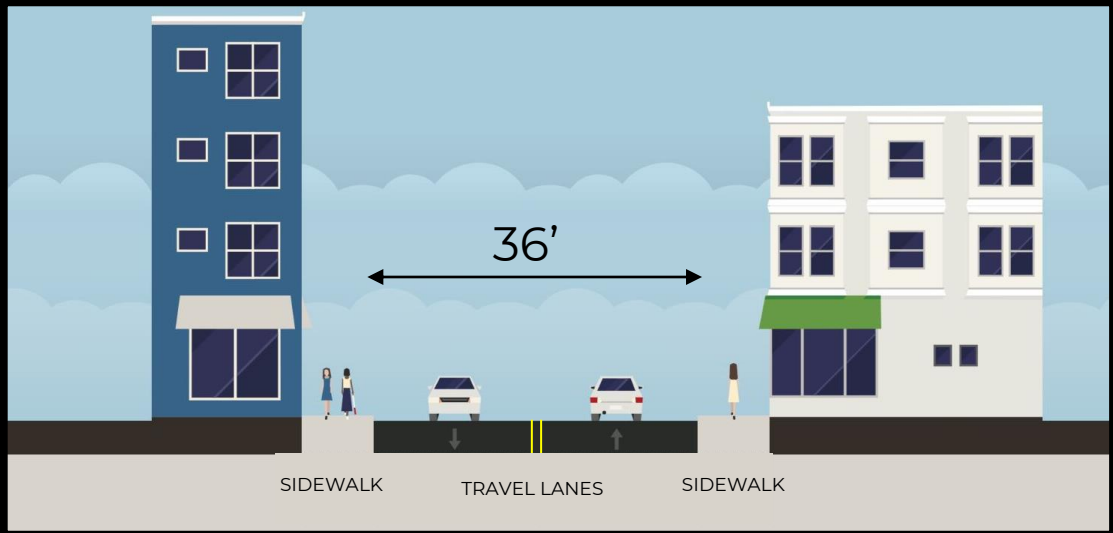
- An extension of a sidewalk at a cross-walk.

What do they do?

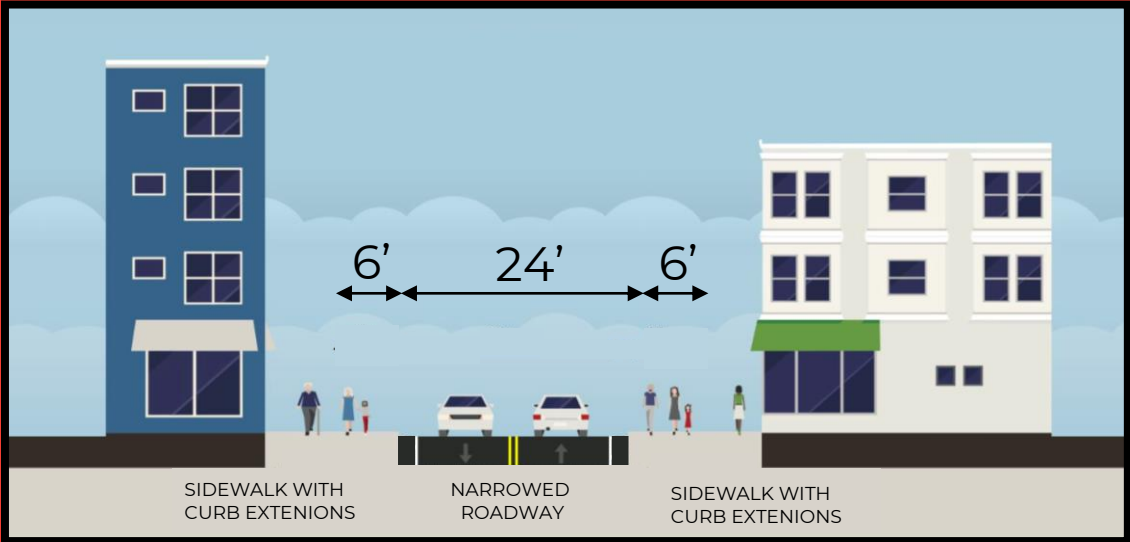
- Reduces crossing distance for pedestrians.
- Improves visibility between pedestrians and drivers.
- Decreased overall width of the roadway encourages traffic calming.



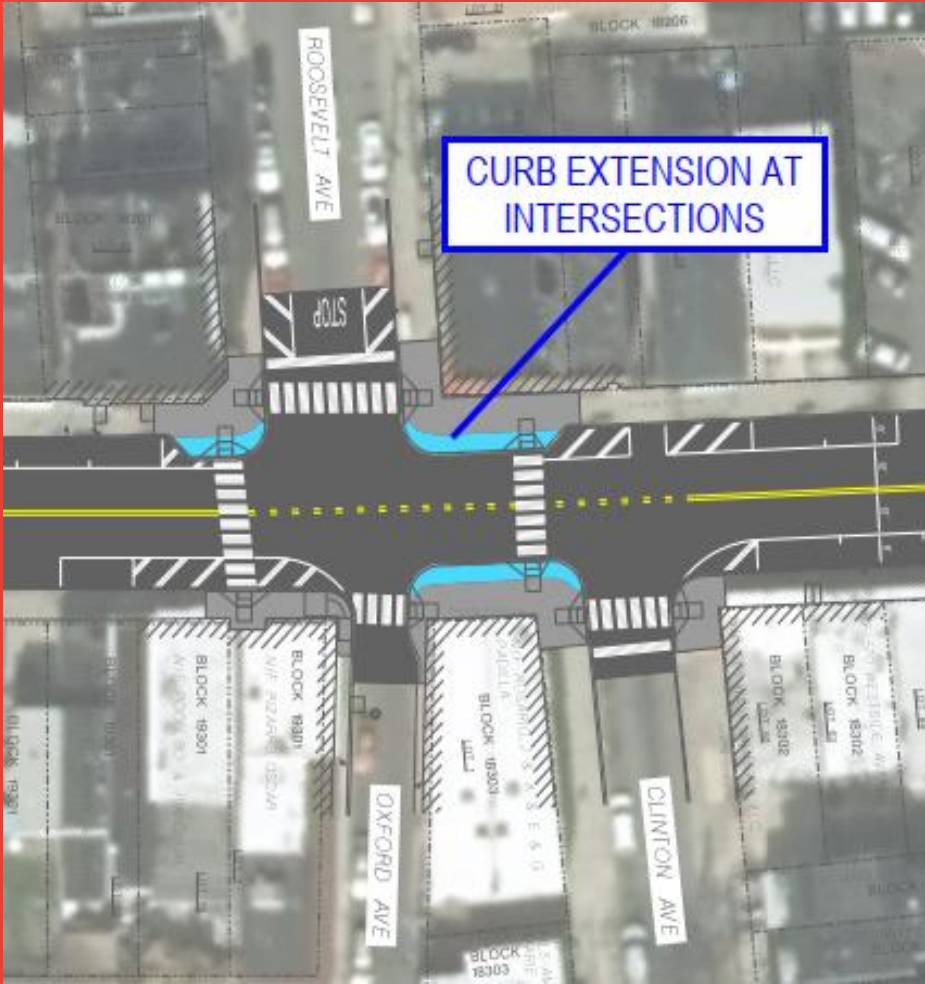
Curb Extensions



EXISTING



PROPOSED



Sample Location – West Side Avenue at Oxford and Clinton Avenue Intersection



Bus Bulbs

What are they?

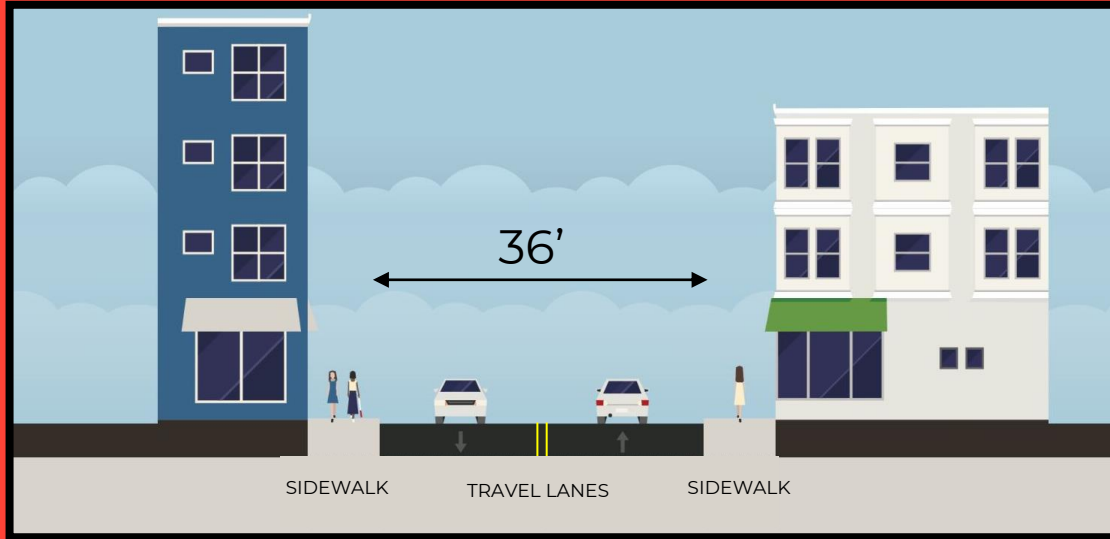
- Extended sidewalk along length of bus stop.

What do they do?

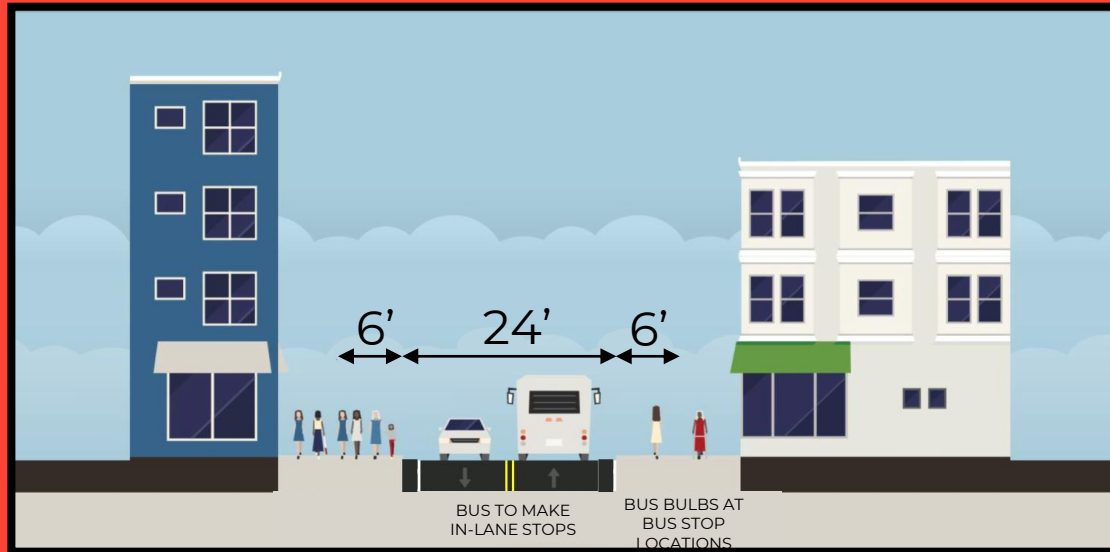
- Allow buses to make in-lane stops, reducing dwell time and transit delays.
- Provide more space for amenities and pedestrians.



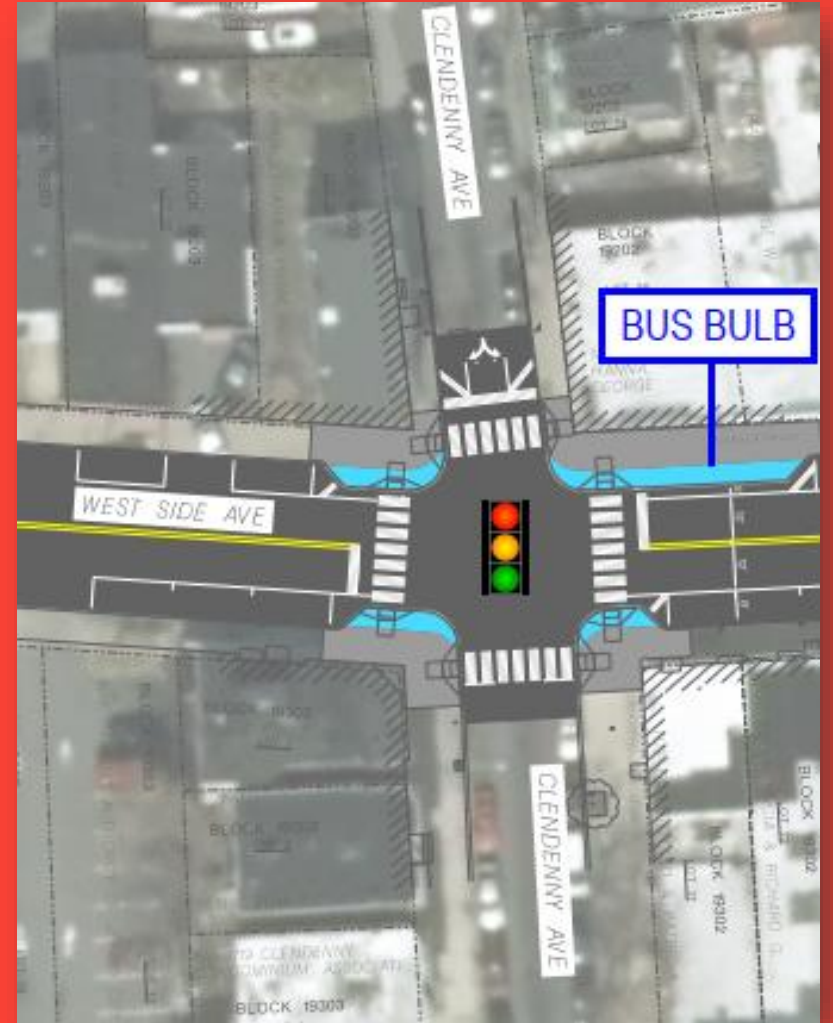
Bus Bulbs



EXISTING



PROPOSED



Sample Location – West Side Avenue and Clendenny Avenue intersection

Rectangular Rapid Flashing Beacons (RRFB)



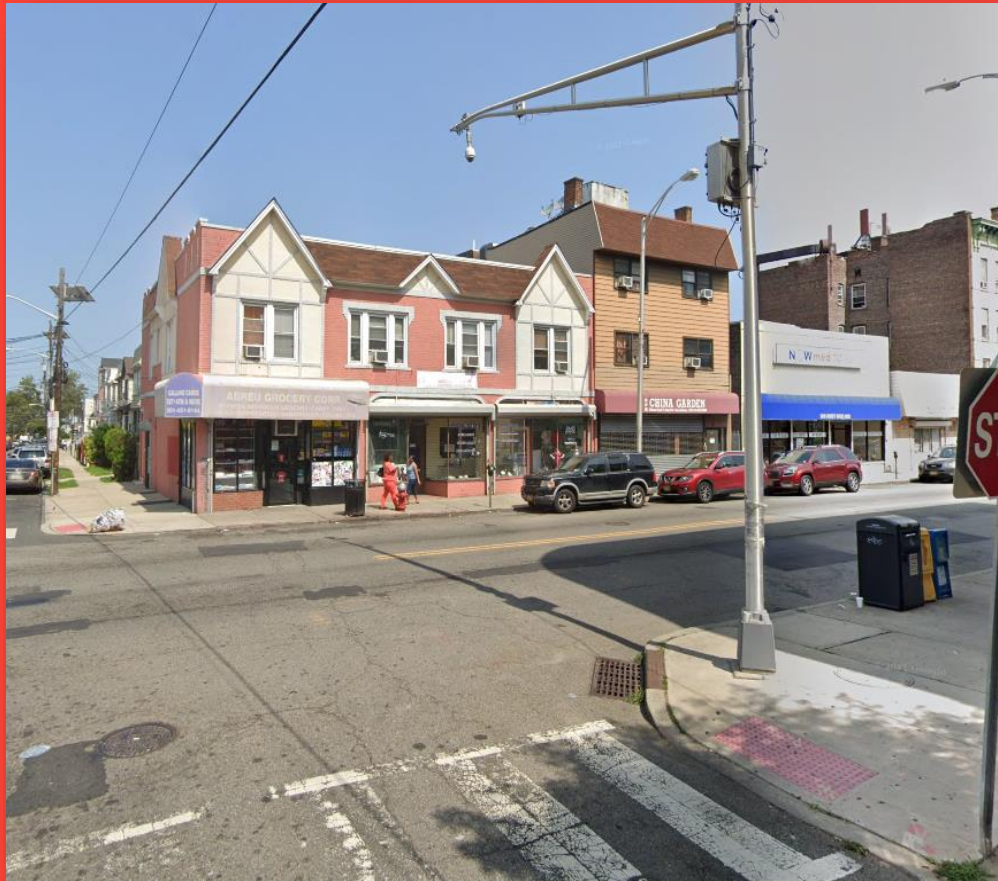
What are they?

- User-actuated amber LED's that supplement warning signs at intersections

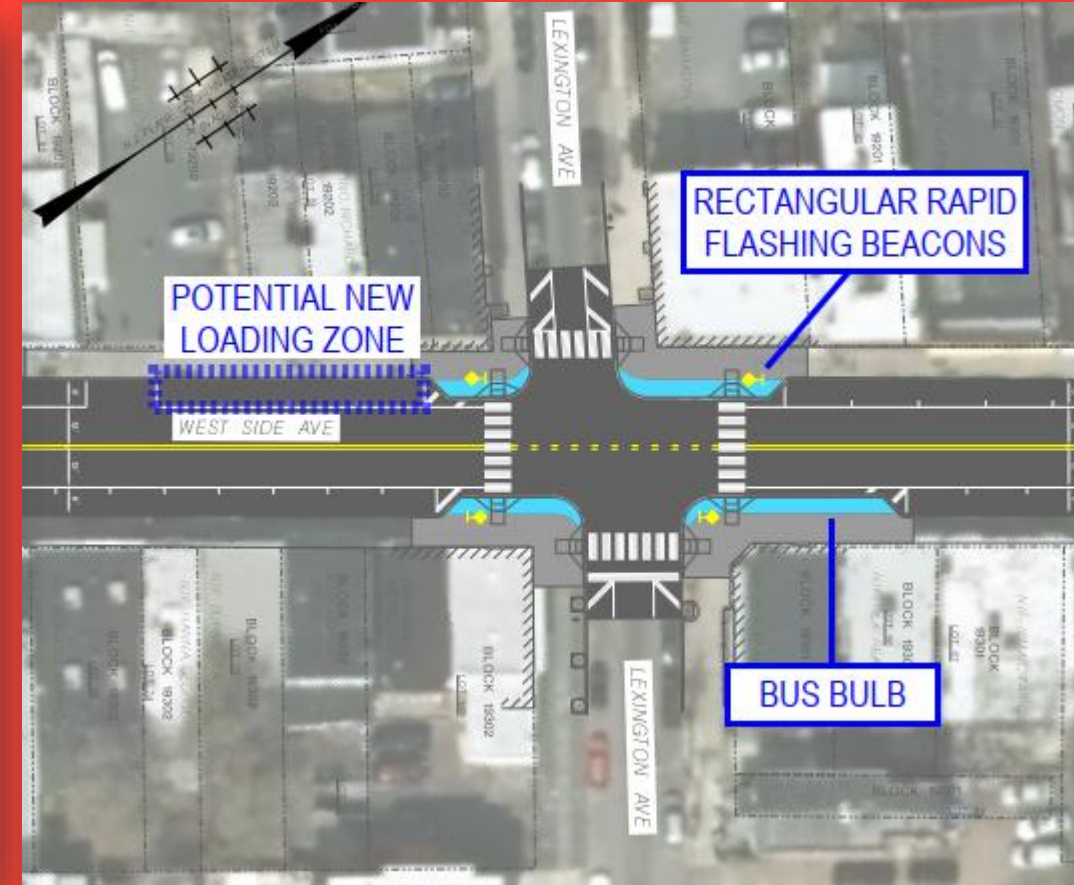
What do they do?

- Alerts drivers to pedestrians crossing the road.
- Increase driver yield rates at crosswalks.

Rectangular Rapid Flashing Beacon



EXISTING



PROPOSED

West Side Avenue and Lexington Avenue intersection

Green Infrastructure

What is it?

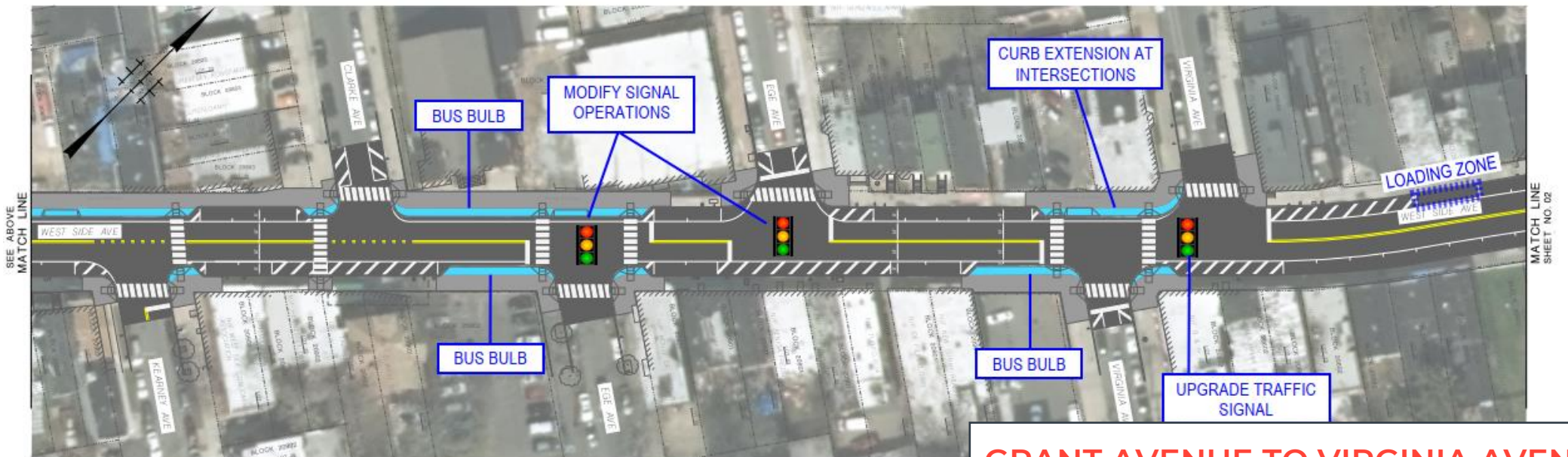
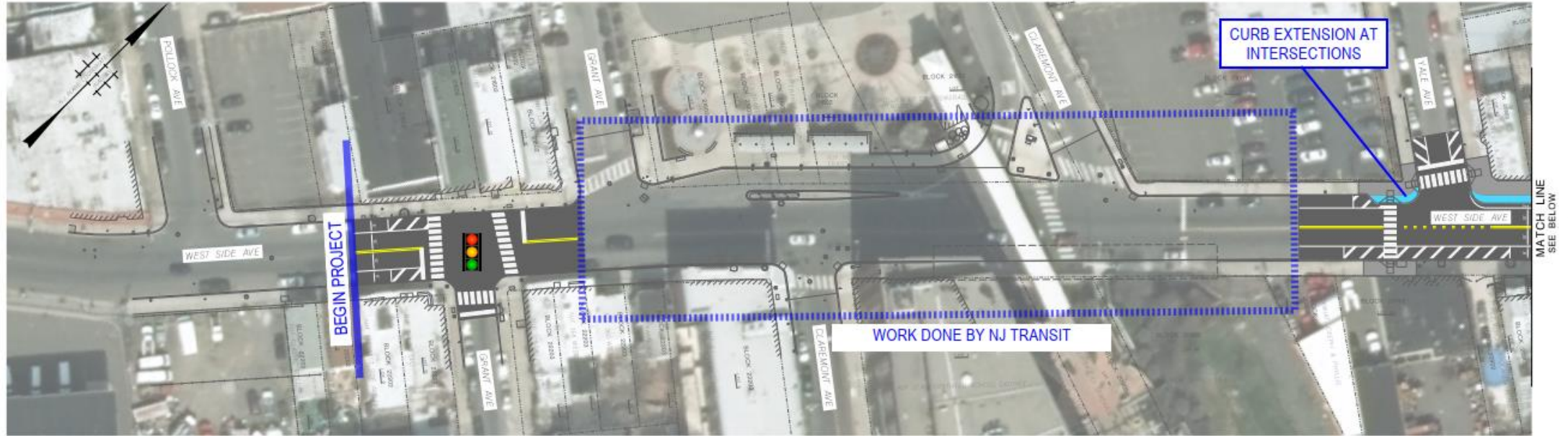
- Vegetated structures built into sidewalks.
- Contain bioretention media with plants or trees.

What does it do?

- Divert stormwater from the roadway and sidewalk.
- Captured stormwater infiltrates into the ground.



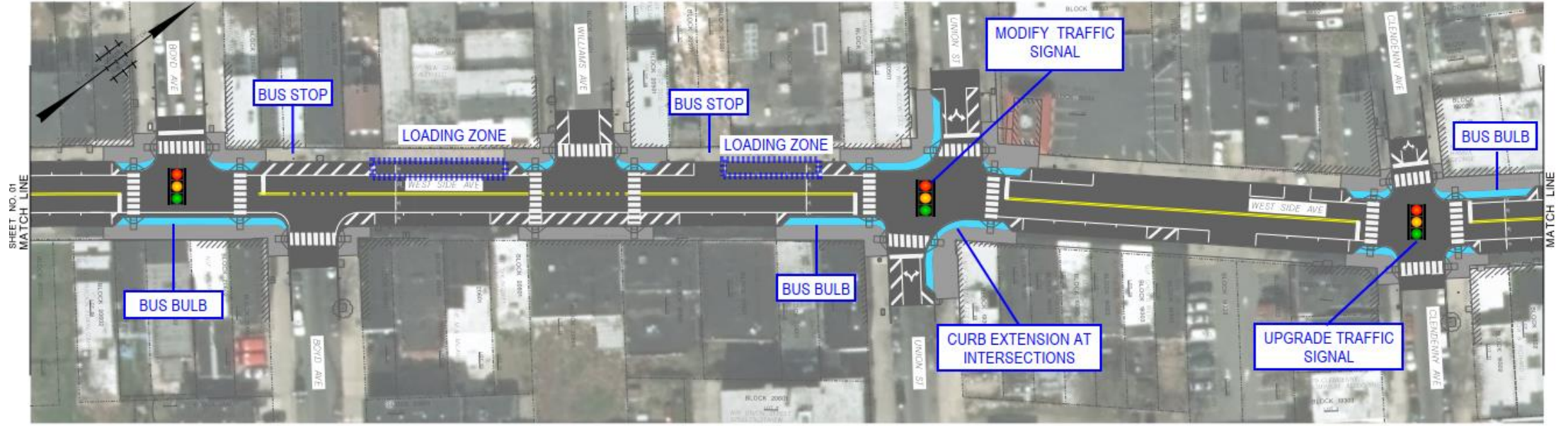
PROPOSED IMPROVEMENTS



GRANT AVENUE TO VIRGINIA AVENUE

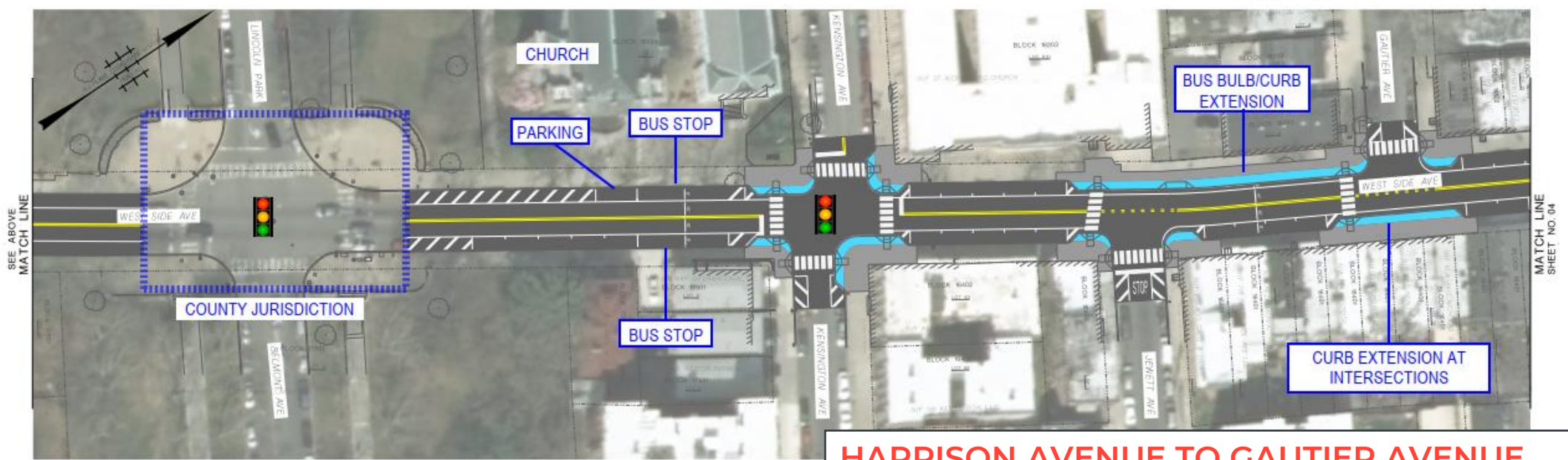
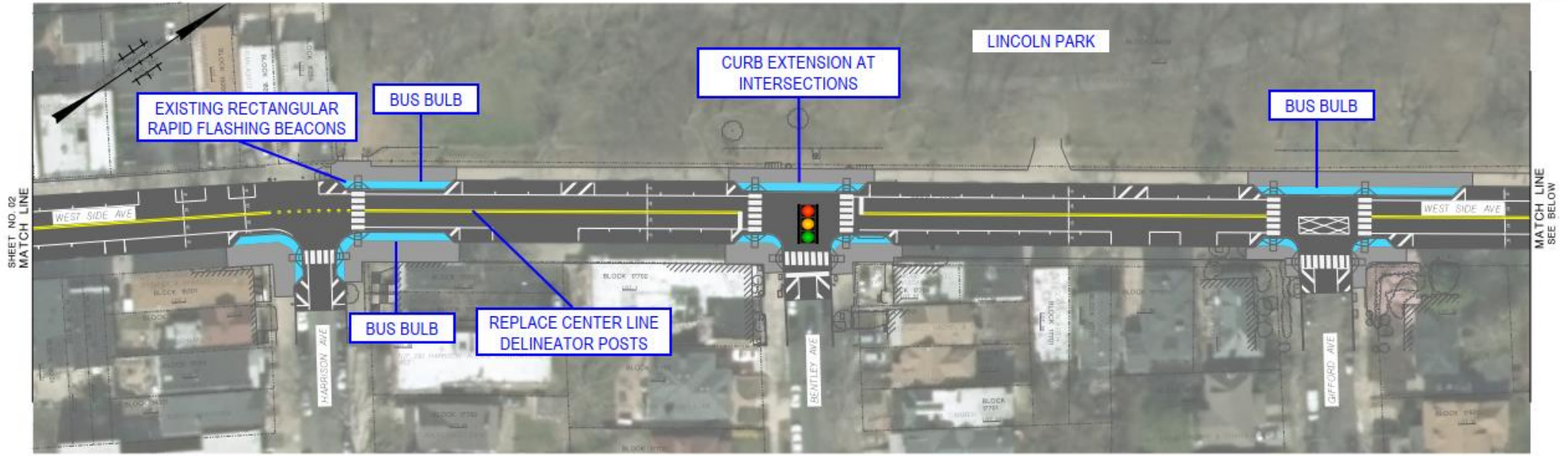


PROPOSED IMPROVEMENTS



BOYD AVENUE TO COMMUNIPAW AVENUE

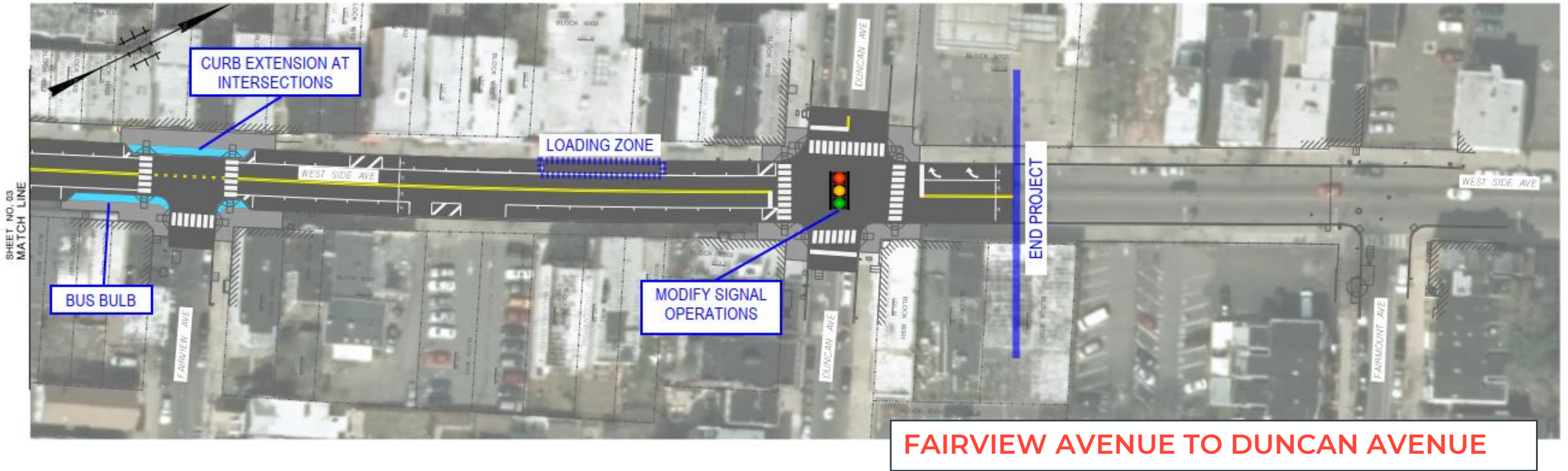
PROPOSED IMPROVEMENTS



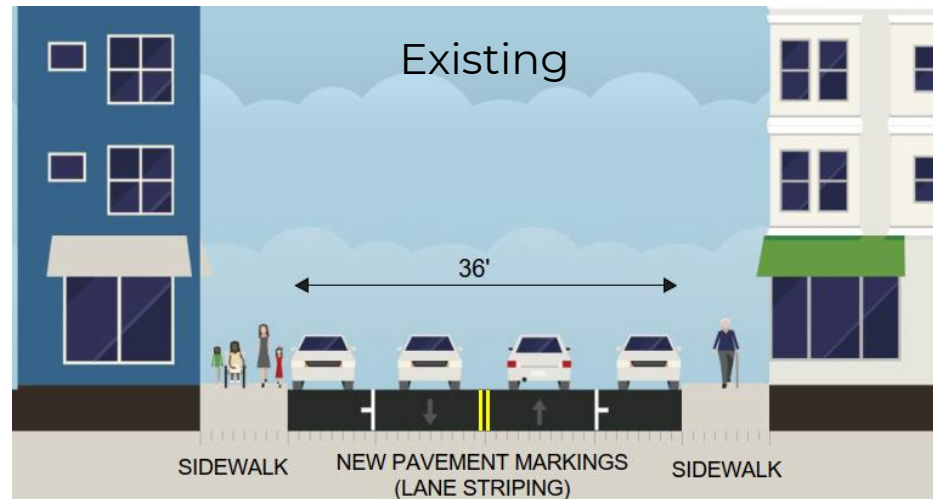
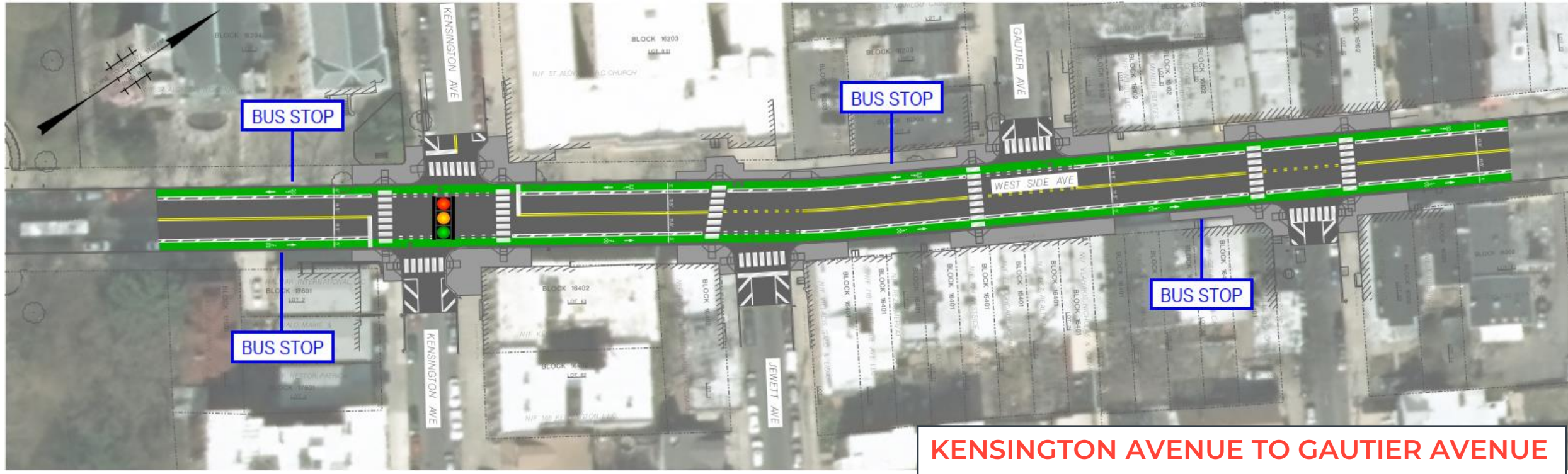
HARRISON AVENUE TO GAUTIER AVENUE



PROPOSED IMPROVEMENTS

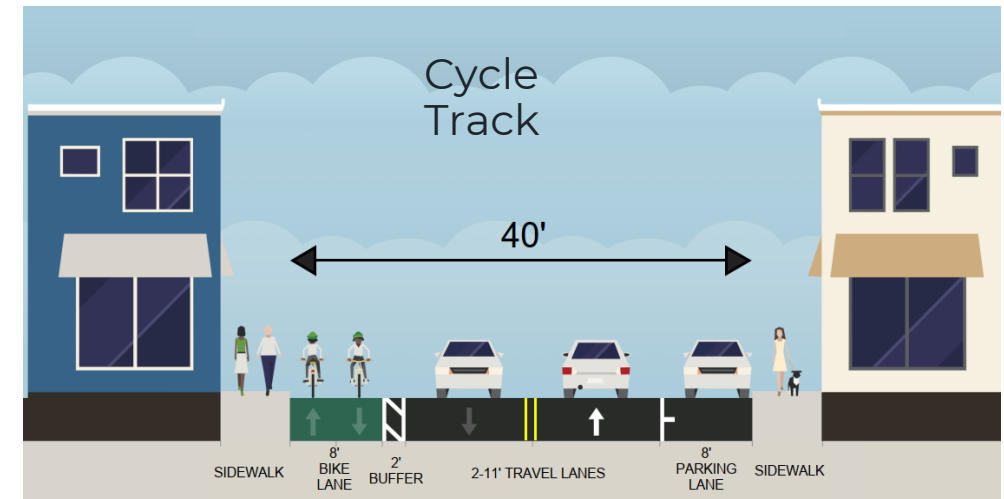
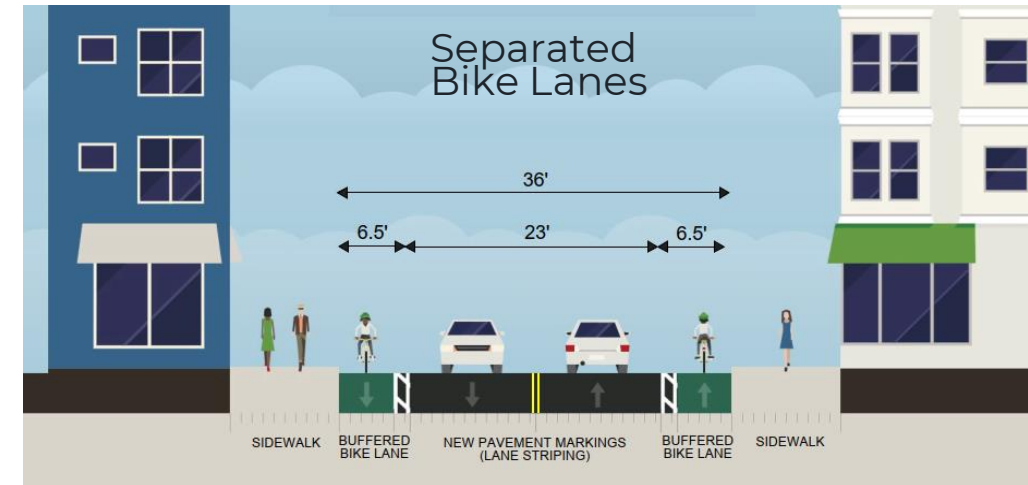


BIKE LANE MARKINGS OPTION (Sample Segment)

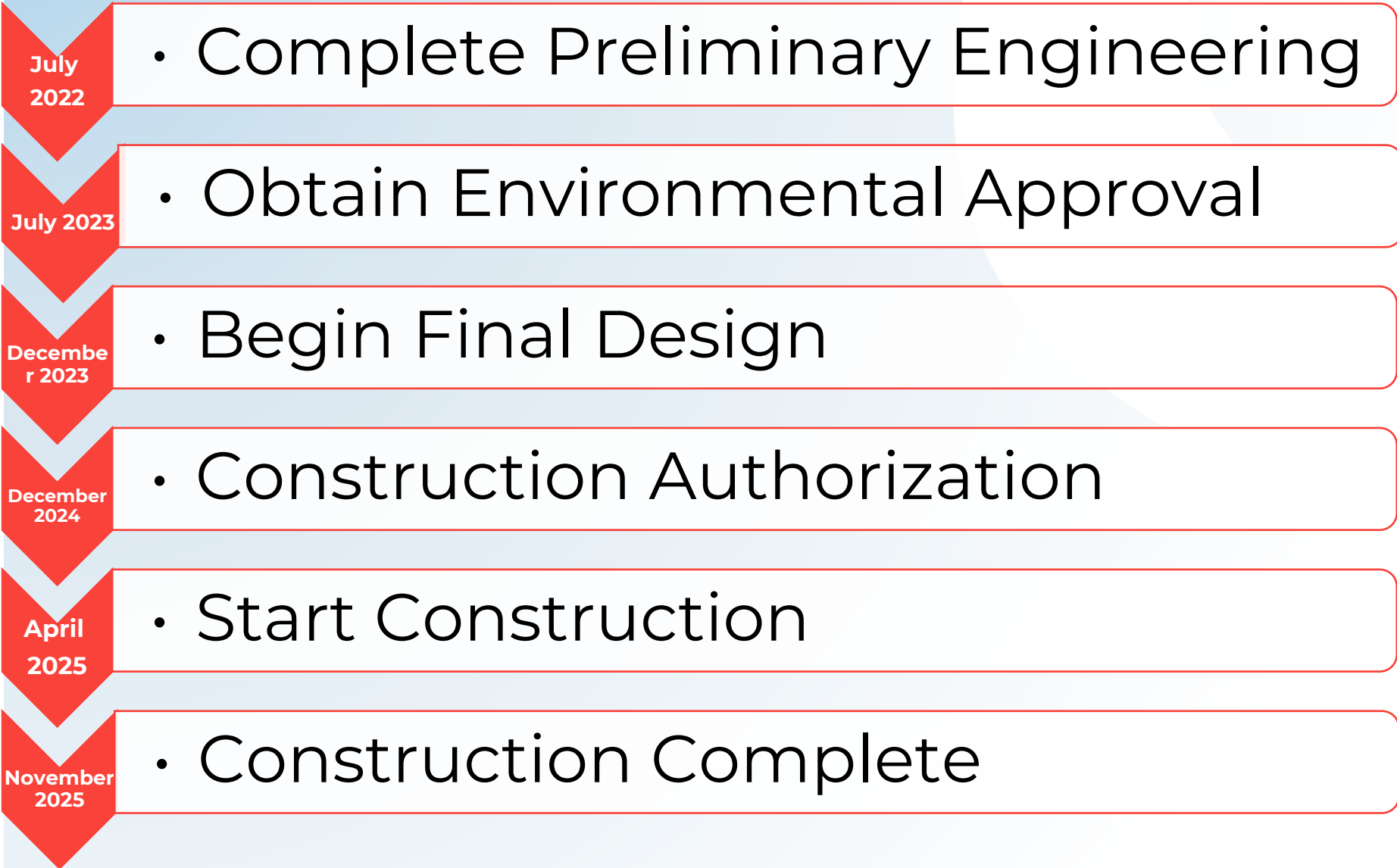


BIKE LANE MARKINGS OPTIONS (CONT'D)

- Guidelines
 - *NJ Complete Street Guideline*
 - *Jersey City Bike Master Plan*
- Roadway width varies between 36 ft. and 40 ft.
- Separated Bike Lane can be accommodated within roadway
 - *Restricts all existing on-street parking*
 - *Reduces areas for curb extensions*
 - *Conflicts with buses*
- Two-way cycle track on one side
 - *Reduces existing on-street parking on one side of roadway*
 - *Reduces areas for curb extensions*
 - *Conflicts with buses*



Project Schedule & Next Steps



** Subject to NJDOT Authorization*



Questions?

Comments?

Post a question or comment in the chat box

or

Wait until the end of the chat box discussion to unmute your microphone and ask a question

or

Submit a question/comment after the presentation to Jennifer Cato at jcato@jcnj.org

Thank you



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