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**

**Jersey City Funding To Date:**

**14 Projects Since 2010**

**$25 Million in Construction Funding**

**$3 Million in Design Funding**

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

- **START PROJECT:** Grant Avenue
- **END PROJECT:** Duncan Avenue
- Part of safety improvement project (by City)
- HBLR Station improvements (by NJ Transit)
- Intersection (under county jurisdiction)
• 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

- 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

Source: NJDOT Safety Voyageur
Crash Data (2018-2021)
From Communipaw Ave to Boyd Avenue

- 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

Source: NJDOT Safety Voyageur
Crash Data (2018-2021) From Boyd Ave to Grant Ave

- 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

Source: NJDOT Safety Voyageur
Design Guidelines

• New Jersey Department of Transportation (NJDOT) & American Association of State Highway and Transportation Official (AASHTO) Green Book – Engineering design standards used to define the roadway


• 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 crosswalk.

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**

- SIDEWALK
- TRAVEL LANES
- SIDEWALK

**PROPOSED**

- SIDEWALK WITH CURB EXTENSIONS
- NARROWED ROADWAY
- SIDEWALK WITH CURB EXTENSIONS

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

CURB EXTENSION AT INTERSECTIONS
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

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
West Side Avenue and Lexington Avenue intersection

PROPOSED
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

Curb extension at intersections

Work done by NJ Transit

Bus bulb

Modify signal operations

Grant Avenue to Virginia Avenue

Upgrade traffic signal
PROPOSED IMPROVEMENTS

PROPOSED IMPROVEMENTS

CORBIN TO VAN REYPEN STREET

BOYD AVENUE TO COMMUNIPAW AVENUE
PROPOSED IMPROVEMENTS

EXISTING RECTANGULAR RAPID FLASHING BEACONS

BUS BULB

REPLACE CENTER LINE DELINEATOR POSTS

CURB EXTENSION AT INTERSECTIONS

HARRISON AVENUE TO GAUTIER AVENUE
BIKE LANE MARKINGS OPTION (Sample Segment)

KENSINGTON AVENUE TO GAUTIER AVENUE

Existing

36’

SIDEWALK  NEW PAVEMENT MARKINGS (LANE STRIPING)  SIDEWALK
— 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

- Complete Preliminary Engineering
  - July 2022

- Obtain Environmental Approval
  - July 2023

- Begin Final Design
  - December 2023

- Construction Authorization
  - December 2024

- Start Construction
  - April 2025

- Construction Complete
  - November 2025

*Subject to NJDOT Authorization
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