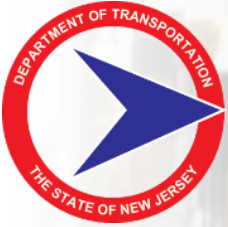




Defining the Vision. Shaping the Future.



Intersection Safety Improvements Project

SIP AVENUE

City of Jersey City

May 2021

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**

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)	397000	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)	\$ 459,000	Currently in design
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 (23 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

Defining the Vision. Shaping the Future.



Project Purpose and Need

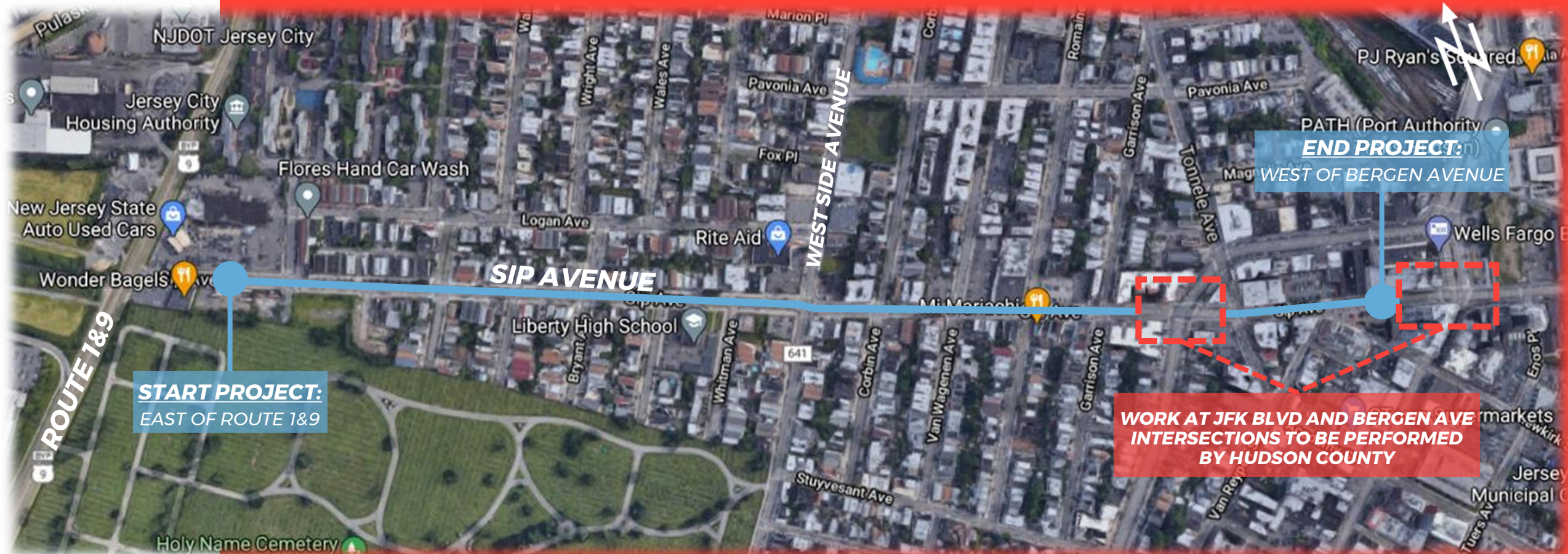
Purpose

- To provide safety improvements for all users and to improve overall traffic operations at 13 intersections along Sip Avenue between Route 1&9 and Bergen Avenue.

Need

- Sip Avenue was identified on the NJTPA Local Safety Program Network Screening List as a high priority location.
- Ranked 16th in Jersey City for pedestrian safety.
- Crash data over a 3-year period between January 1, 2014 thru December 31, 2016 found above-average vehicular and pedestrian crashes including one fatality.
- An April 2018 Road Safety Audit conducted along Sip Avenue at Van Wagenen, Romaine and Garrison Avenues provided an assessment of roadway safety issues based on a data driven analysis of crashes.

Project Limits



Sip Avenue, east of Route 1&9 to Van Reypen Street, Jersey City

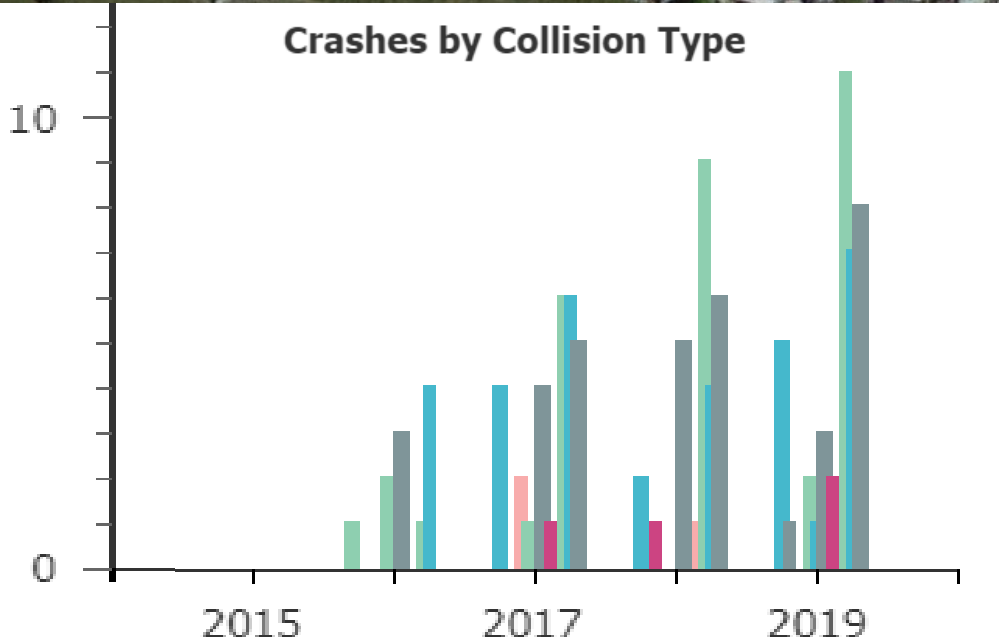
Existing Conditions

- Sip Avenue traverses a dense urban neighborhood consisting of mid-rise residences and commercial establishments.
- Average Daily Traffic of 11,000 to 12,500 vehicles per day.
- High demand for on-street parking.
- High pedestrian activity. Difficulty crossing Sip Avenue.
- Majority of pedestrian curb ramps, pedestrian signals, and push buttons are not compliant with the Americans with Disabilities Act (ADA) Accessibility Guidelines.
- Poor signage at intersections.
- Lack of on-street bicycle facilities.

Crash Data (2015-2019)



Crashes by Collision Type



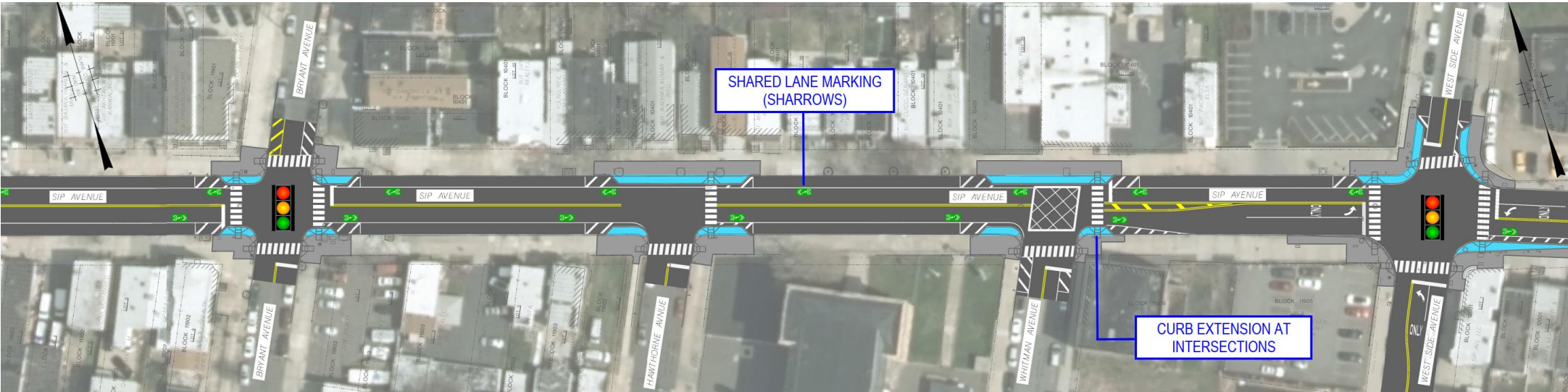
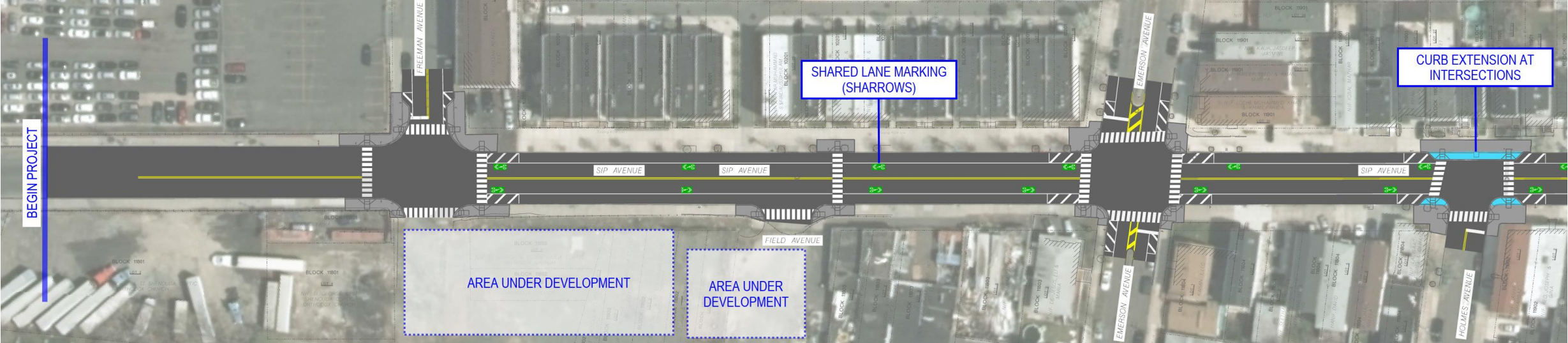
- Same Direction - Rear End
- Same Direction - Sideswipe
- Right Angle
- Opposite Direction (Head On/ Angular)
- Opposite Direction (Sideswipe)
- Struck Parked Vehicle
- Left Turn/U Turn
- Backing
- Encroachment
- Overtaken
- Fixed Object
- Pedestrian
- Pedalcyclist



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

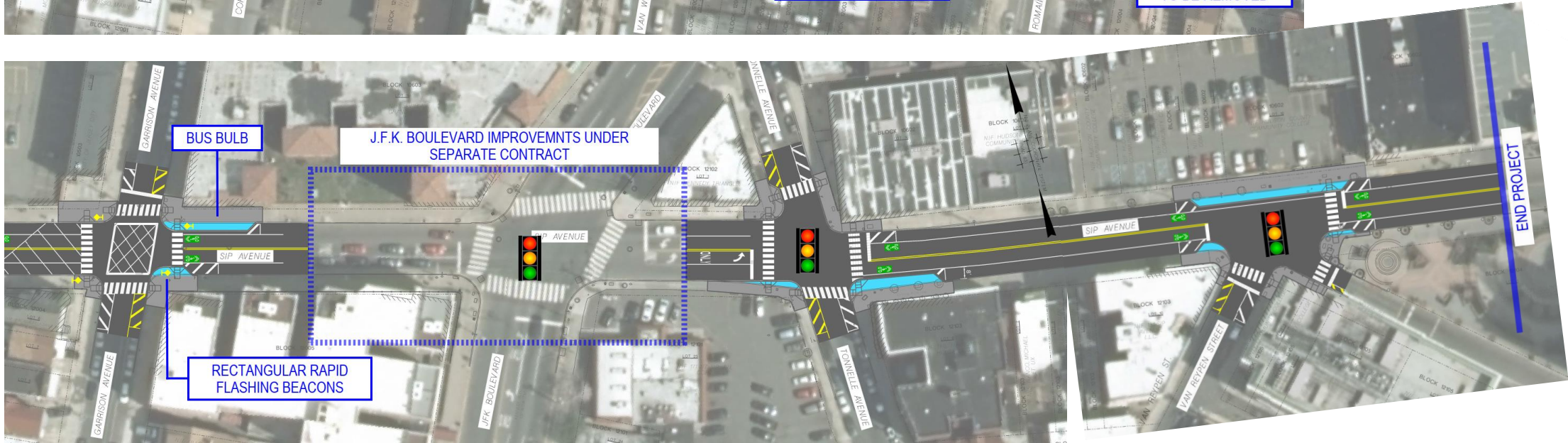
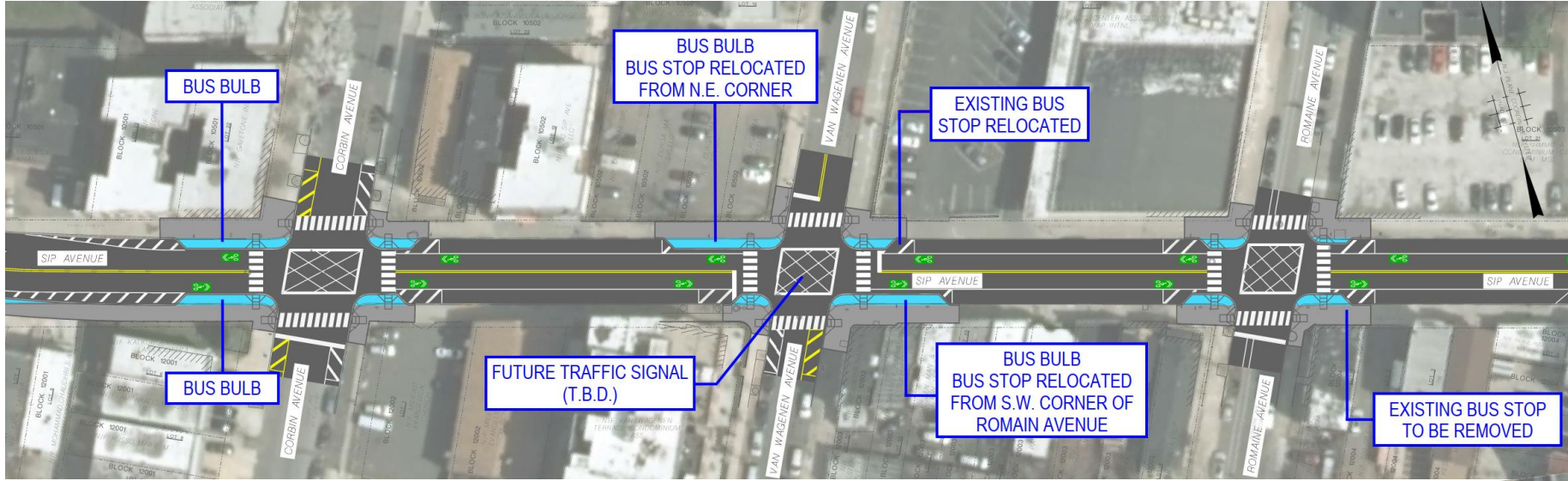
CONCEPT PLAN



FREEMAN TO WEST SIDE AVENUE



CONCEPT PLAN



Design Elements of the Project



- Shared Lane Markings (Sharrows)
- Curb Extensions at corners
- Bus Bulbs at bus stops
- Rectangular Rapid Flashing Beacon (RRFB)
- Green Infrastructure



Shared Lane Markings (Sharrows)



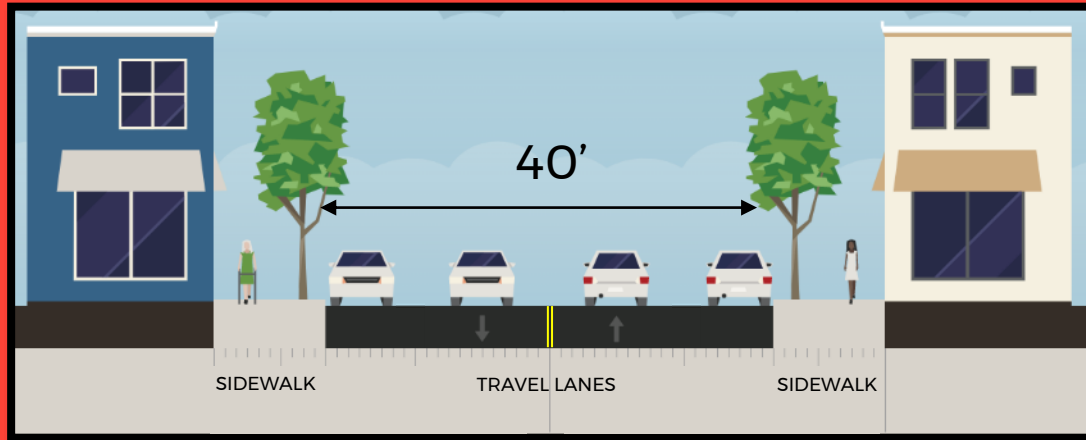
What are they?

- Road markings used to indicate a shared lane environment for bicycles and vehicles.

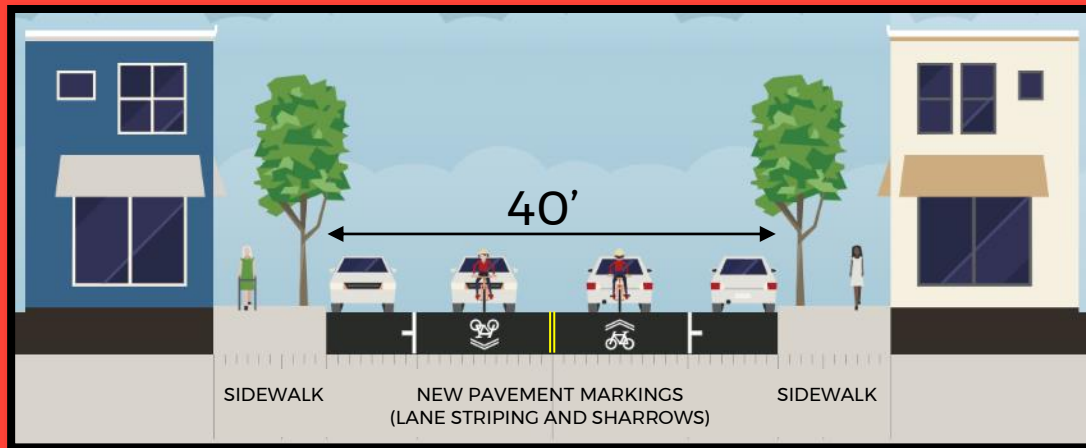
What do they do?

- Alerts vehicle drivers to the potential presence of bicyclists.
- Encourages bicyclists to position themselves safely in travel lanes.

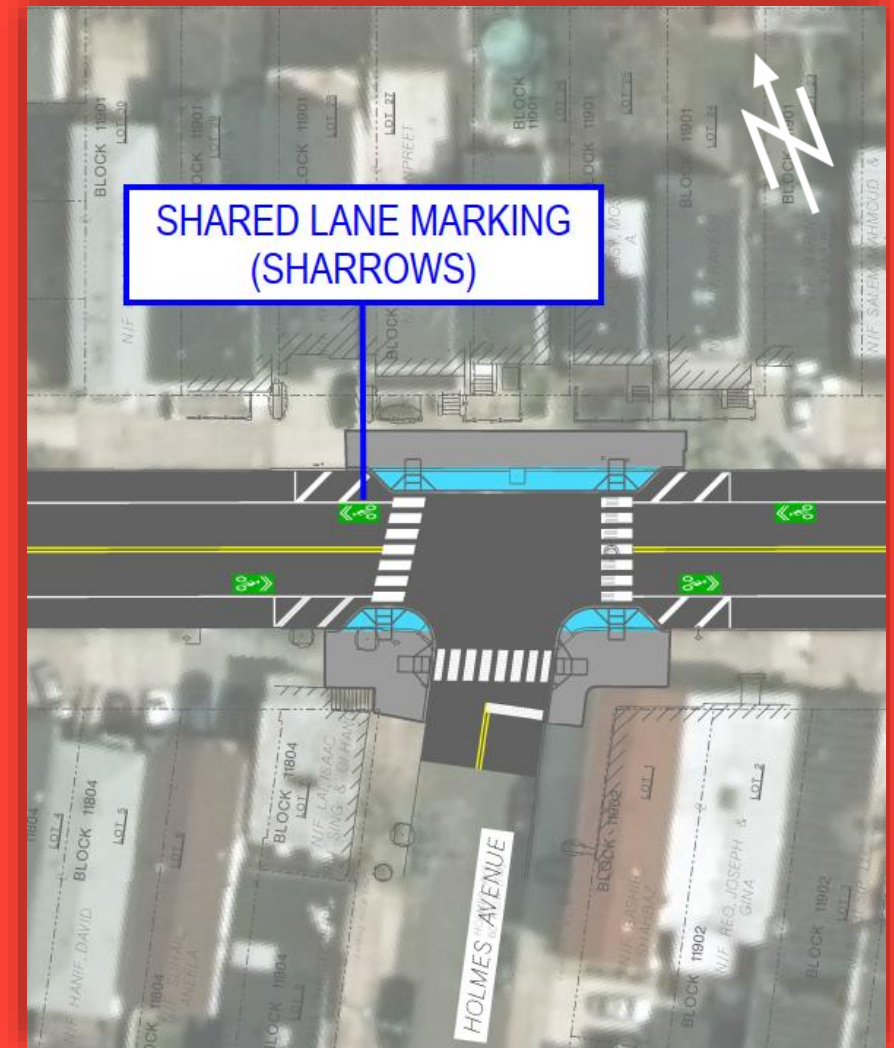
Shared Lane Markings



EXISTING



PROPOSED



Curb Extensions

What are they?

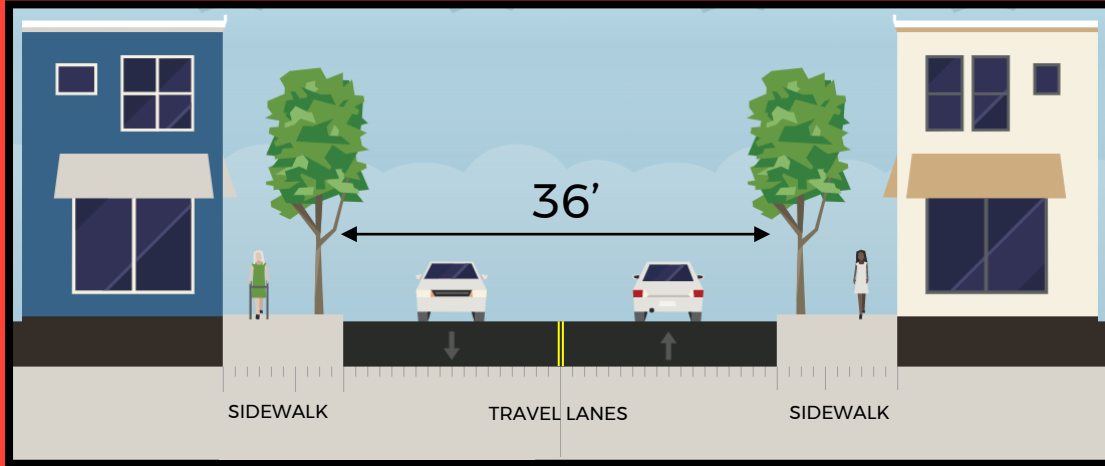
- An extension of a sidewalk at a cross-walk.

What do they do?

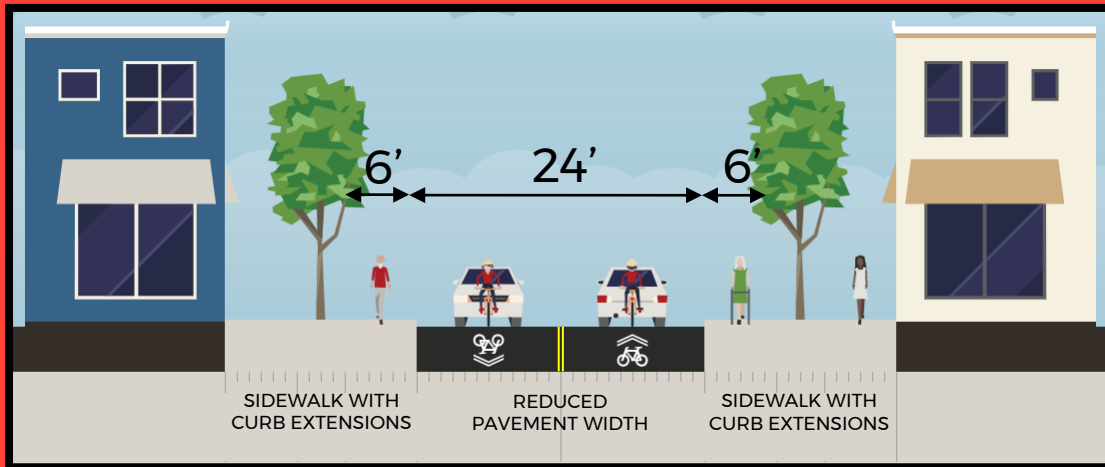
- Reduces crossing distance for pedestrians.
- Improves visibility between pedestrians and drivers.
- Decreased overall width of the roadway encourages traffic calming.



Curb Extensions



EXISTING



PROPOSED



Bus Bulbs

What are they?

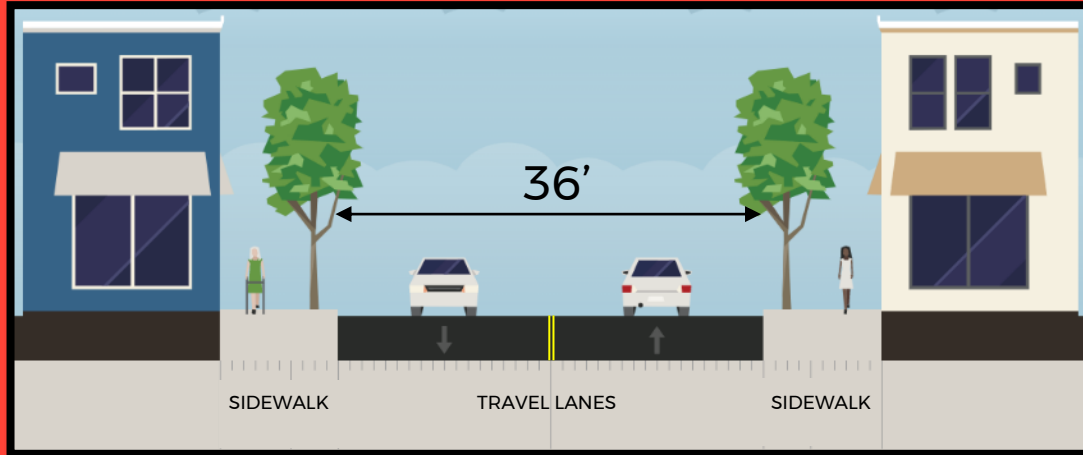
- Extended sidewalk along length of bus stop.

What do they do?

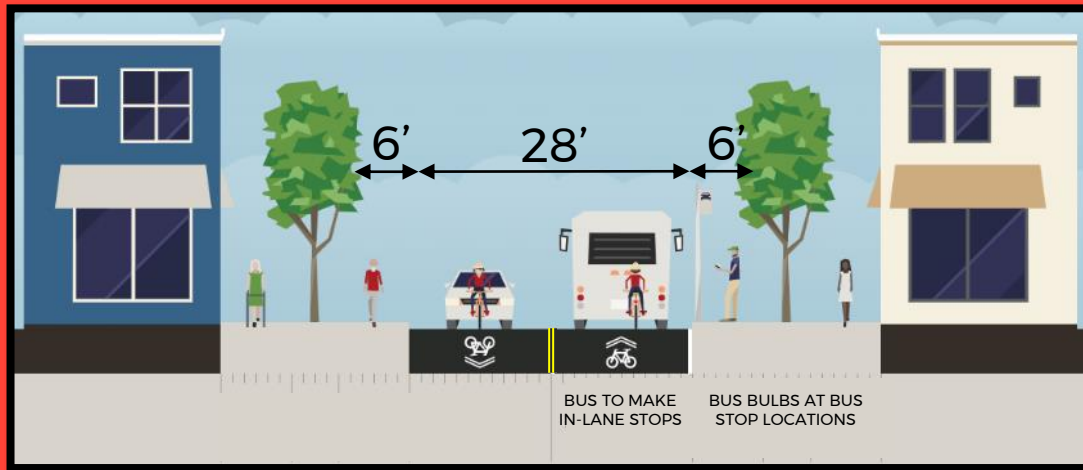
- Allow buses to make in-lane stops, reducing dwell time and transit delays.
- Provide more space for amenities.



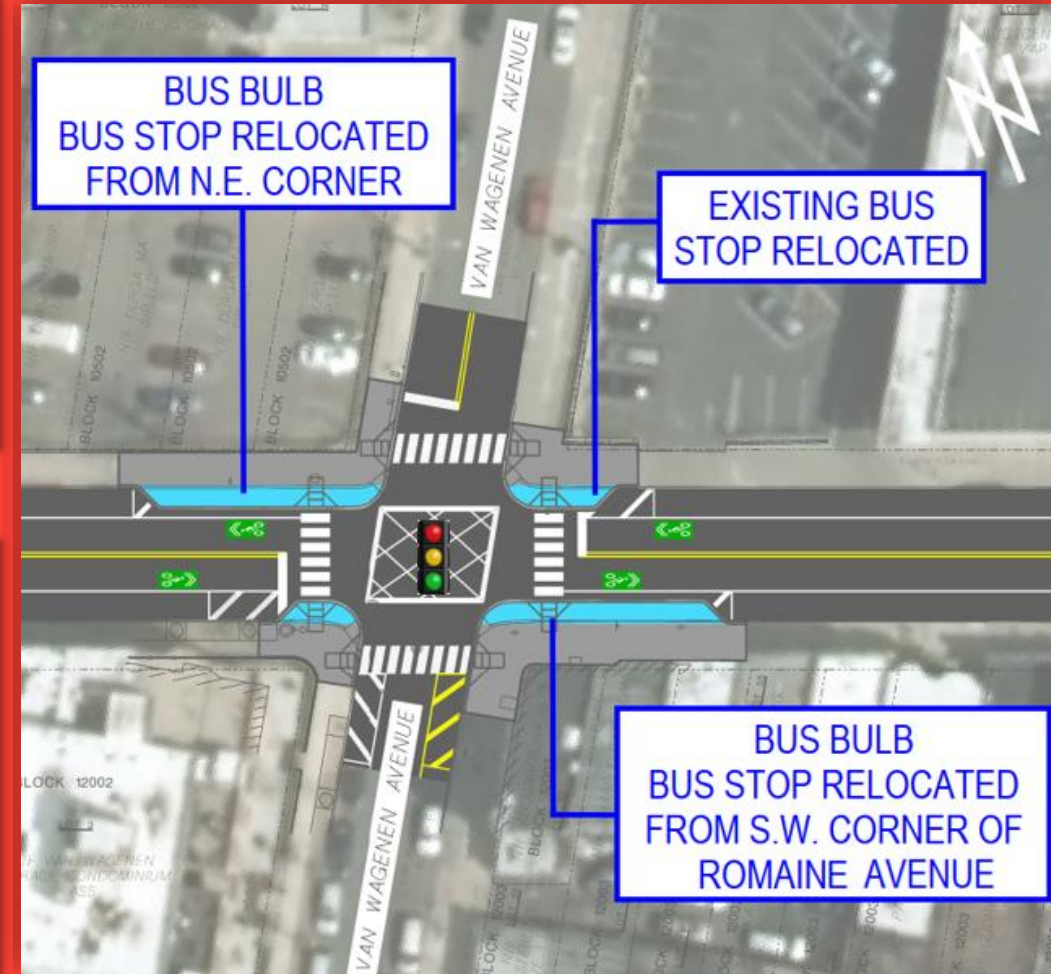
Bus Bulbs



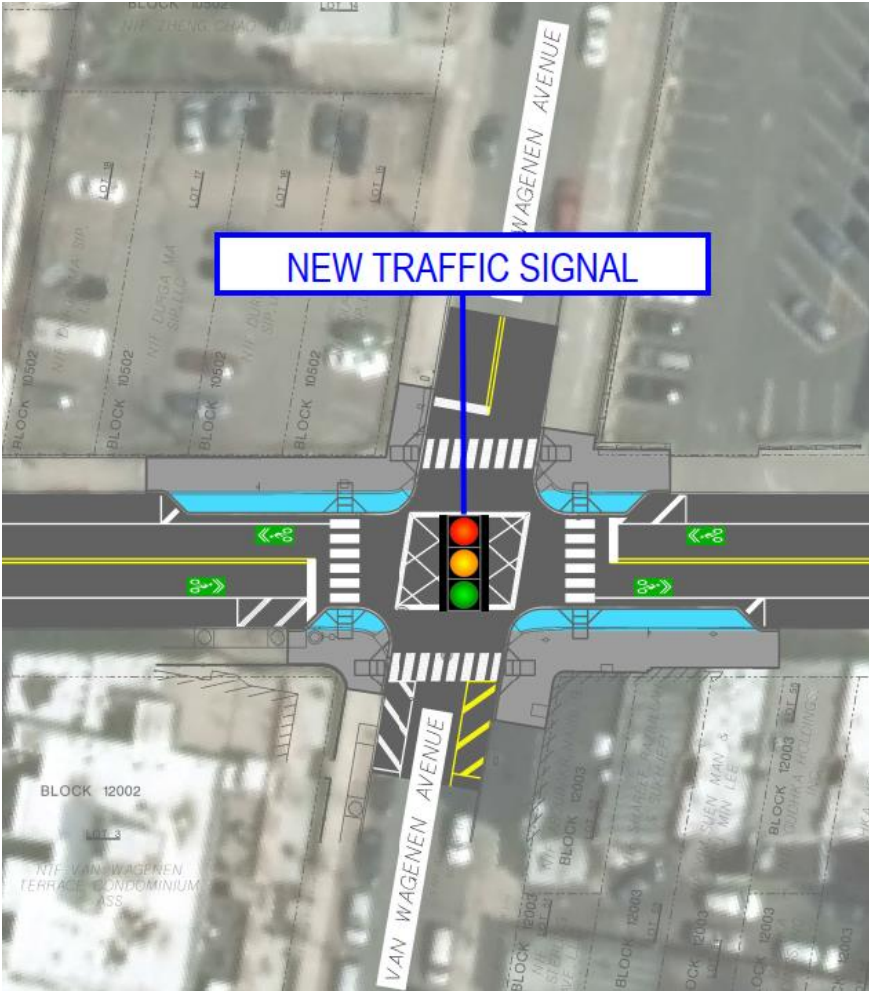
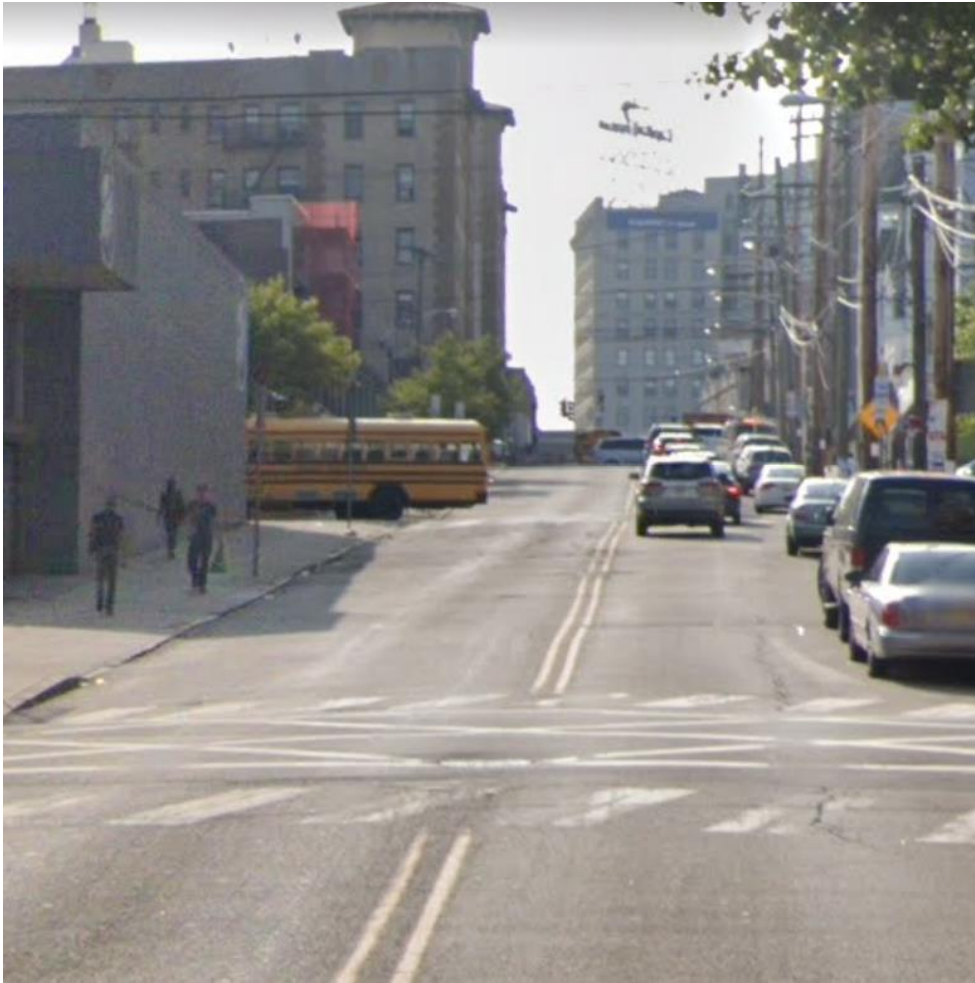
EXISTING



PROPOSED



Proposed New Traffic Signal – Van Wagenen Avenue



Rectangular Rapid Flashing Beacon (RRFB)



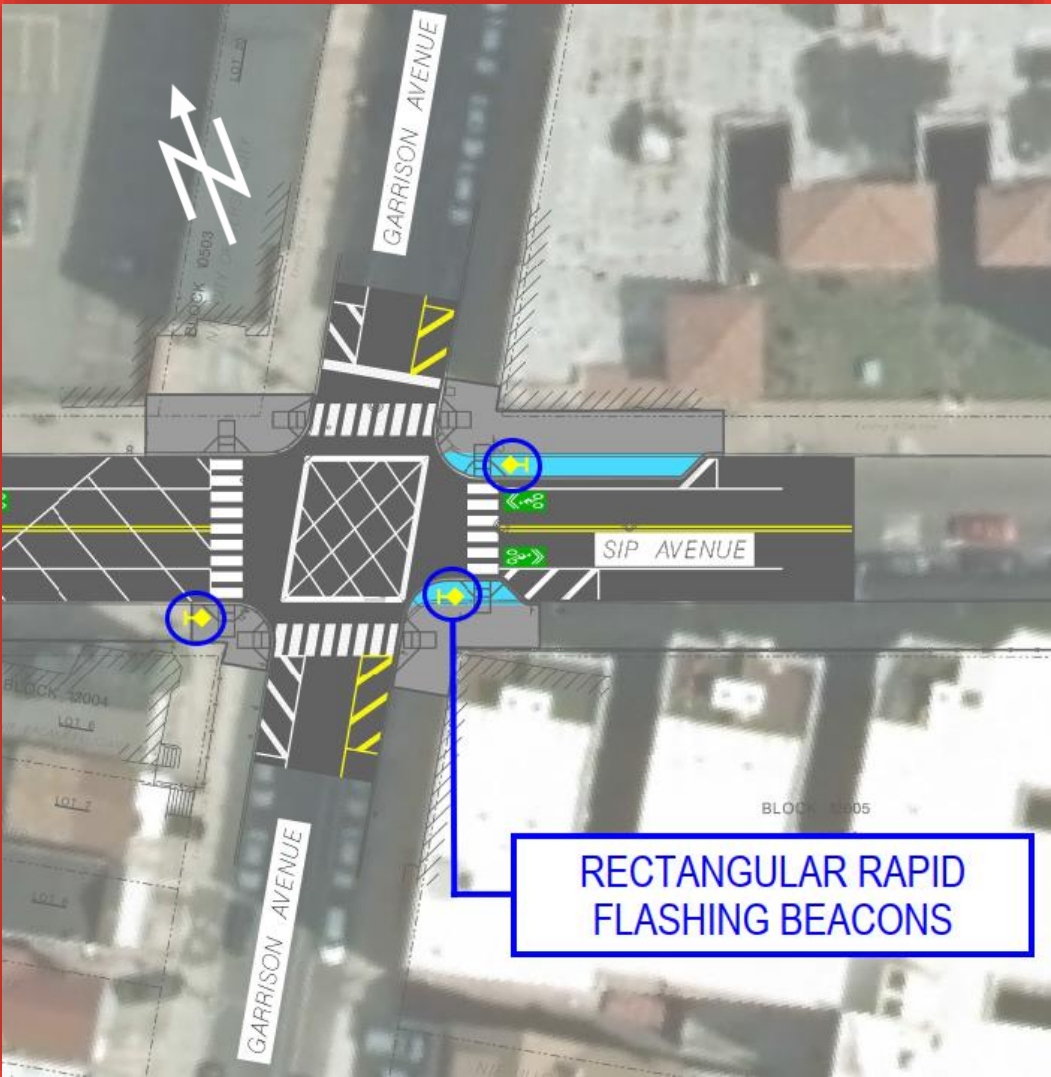
What are they?

- 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

Sip Avenue and Garrison Avenue intersection





Green Infrastructure

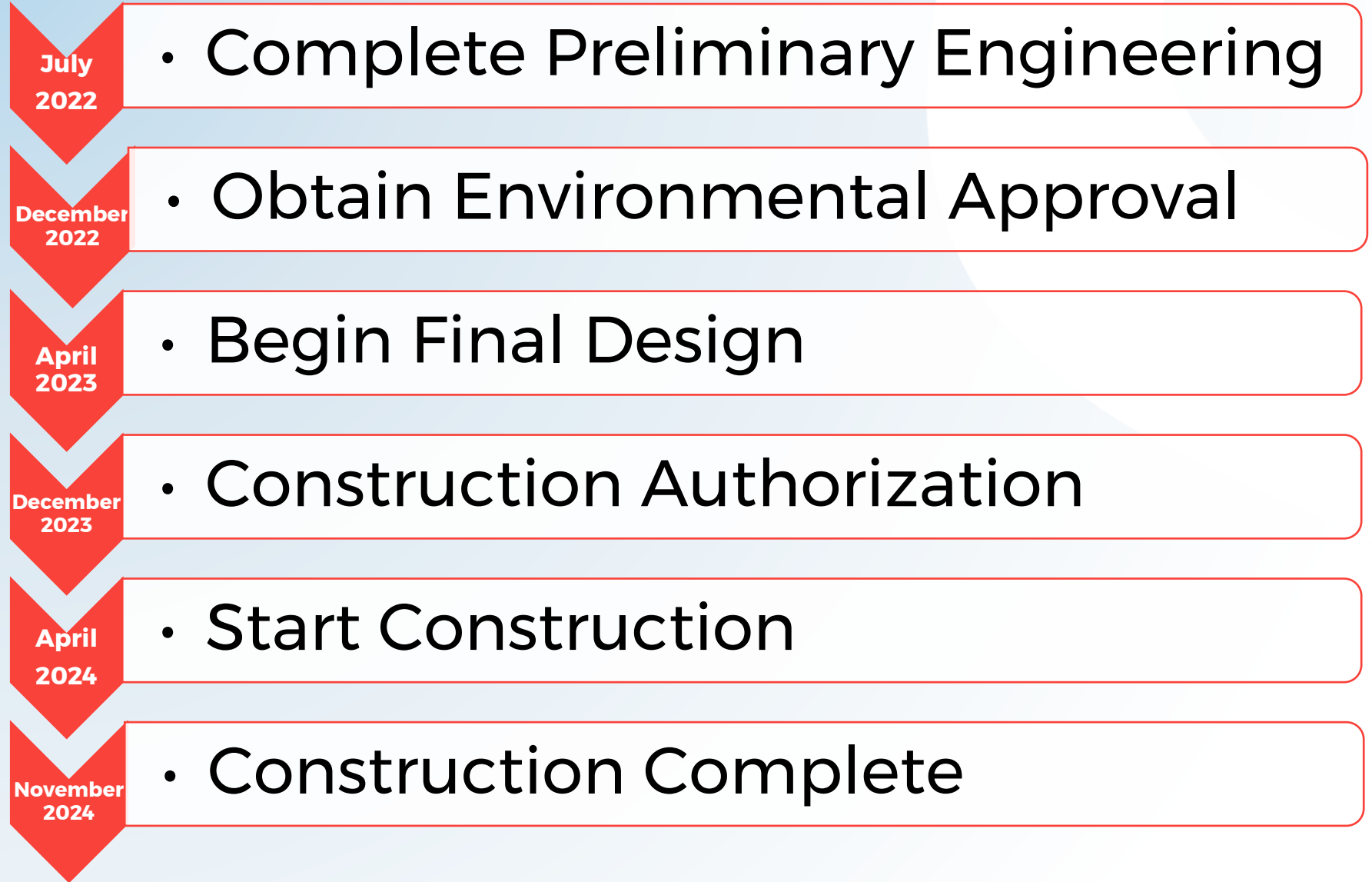
What are they?

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

What do they do?

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

Project Schedule



** Subject to NJDOT Authorization*

WE WANT TO HEAR FROM YOU

Next Steps

Post a comment

or

Attend virtual Q&A Session

Thank you

