



# **Atlantic Avenue Road Diet**

## **Margate, NJ**



**Introduction**

**Background**

**Existing Conditions**

**Proposed Project**

**Public Comment**



## Introduction

### Project Team

- Mayor and Commissioners
- Richard Deaney, City Administrator
- Chief Matt Hankinson, Margate Police
- Lieutenant Fred Feliciano, Margate Police
- Roger McLarnon, Planner
- Edward Dennis, City Engineer
- Joseph Johnston, Design Engineer
- Derrick Kennedy, Traffic Engineer

### Presentation Format

- Presentation and references will be posted on City website
- Presentation is about 20 minutes long
- Hold questions and comments



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## Background

### What is a “Road Diet” reconfiguration?

- Reduction of travel lanes to reallocate road width for other uses
  - Center turn lanes, parking
  - Bike lanes, pedestrian refuge, transit stops

### General Benefits of a Road Diet

- Well documented by NJDOT, FHWA, etc.
  - Crash and speed reduction
  - Improved mobility and access
  - Enhanced safety for pedestrians and bicyclists

### Steps Already Taken by City

- Reduced speed limit from 35 MPH to 25 MPH
- Updated corner parking restrictions



## Background

### Ventnor – Margate Bicycle & Pedestrian Plan

- Completed in October 2016 by Urban Engineers
- Supported by NJDOT and FHWA
- Recommends a road diet for Atlantic Ave (pp. 56-59)

### Traffic Analysis Methodology Report

- Completed in September 2020 by Remington & Vernick Engineers
- Reviewed traffic counts (July 2020), crash data, speed data, traffic signal timing, etc.
- Evaluated proposed road diet for current and future traffic

### Atlantic Avenue in Surrounding Communities

- Longport: road diet implemented
- Ventnor: road diet under consideration
- Atlantic City: road diet in engineering phase



Introduction

Background

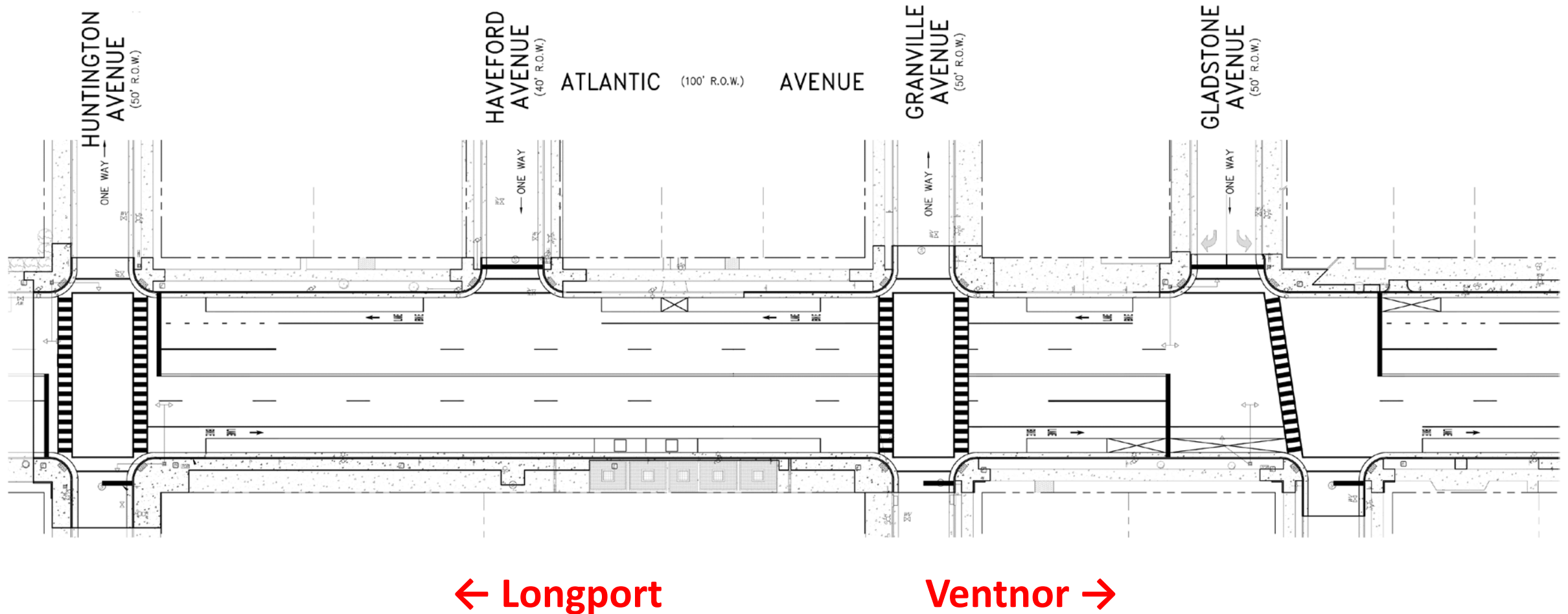
**Existing Conditions**

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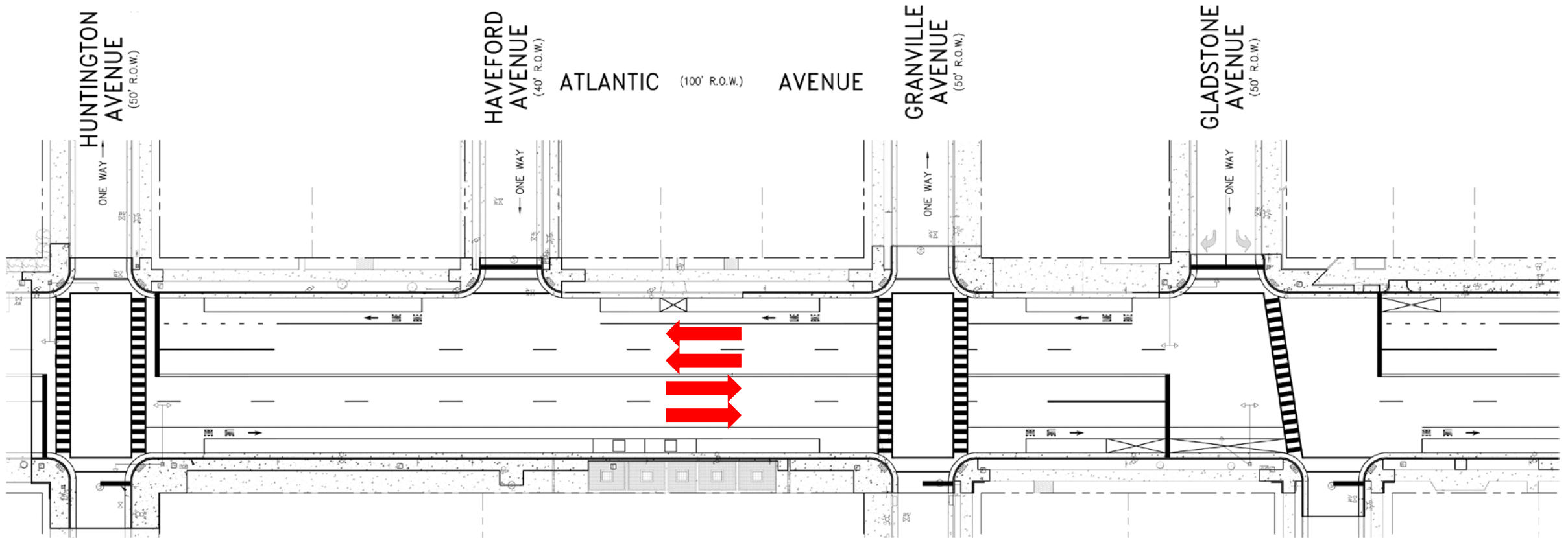
## Existing Conditions







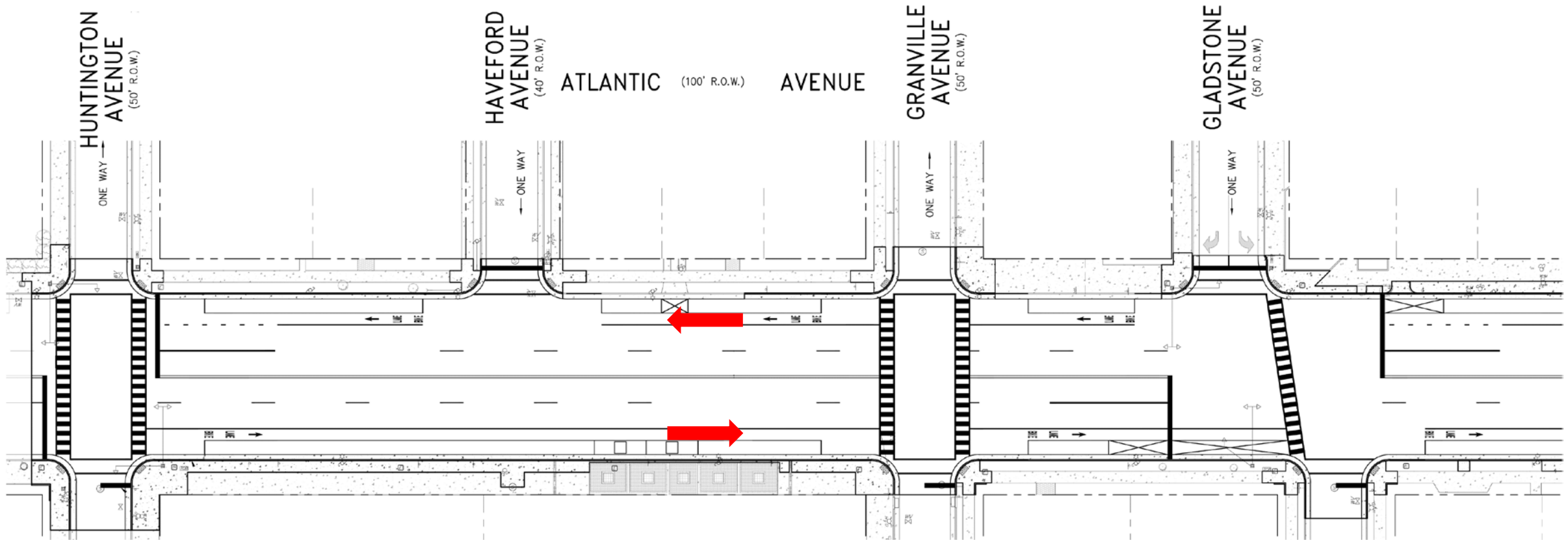
## Existing Conditions



**Two (2) travel lanes in each direction, 11' wide**



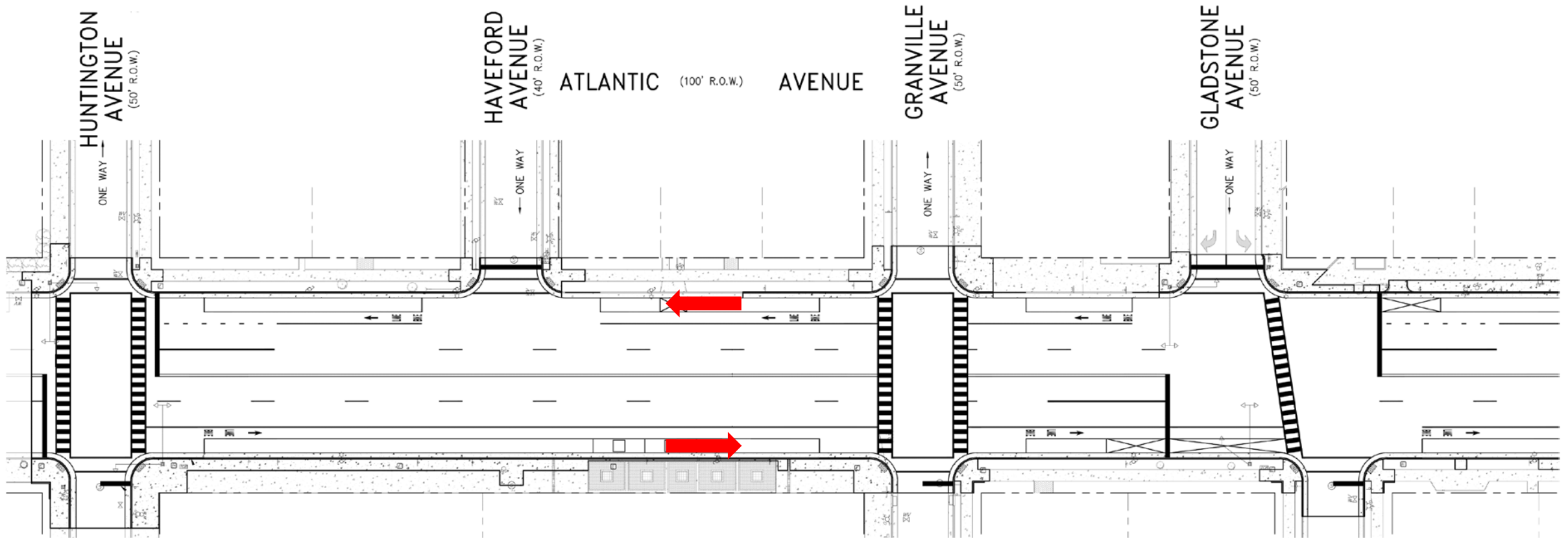
## Existing Conditions



**Bike lanes in each direction, 5' wide**



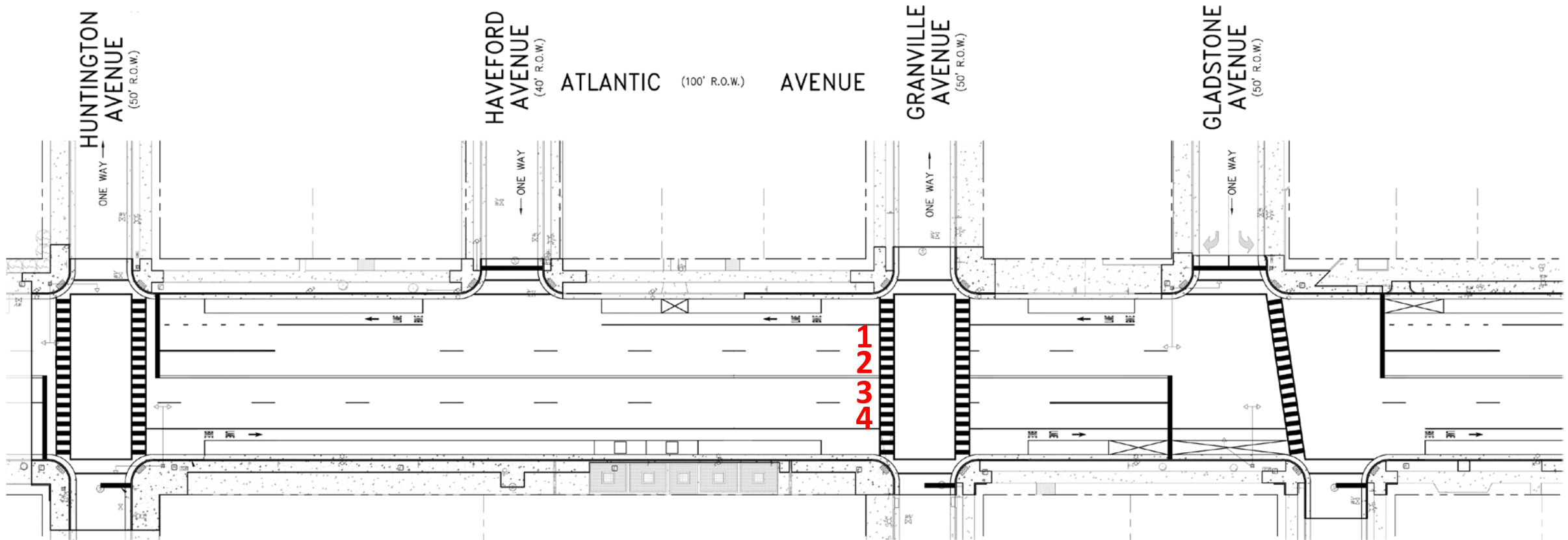
## Existing Conditions



**Parking lanes in each direction, 8' wide**



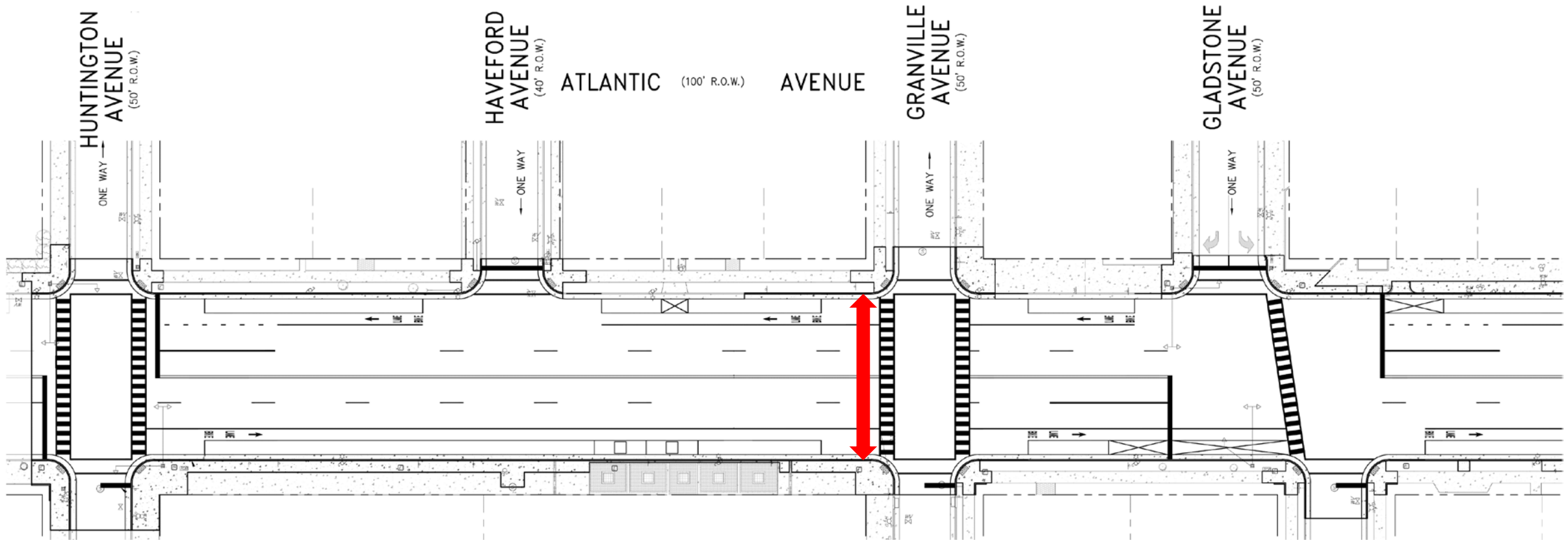
## Existing Conditions



**Pedestrians must navigate 4 lanes of moving traffic**



## Existing Conditions

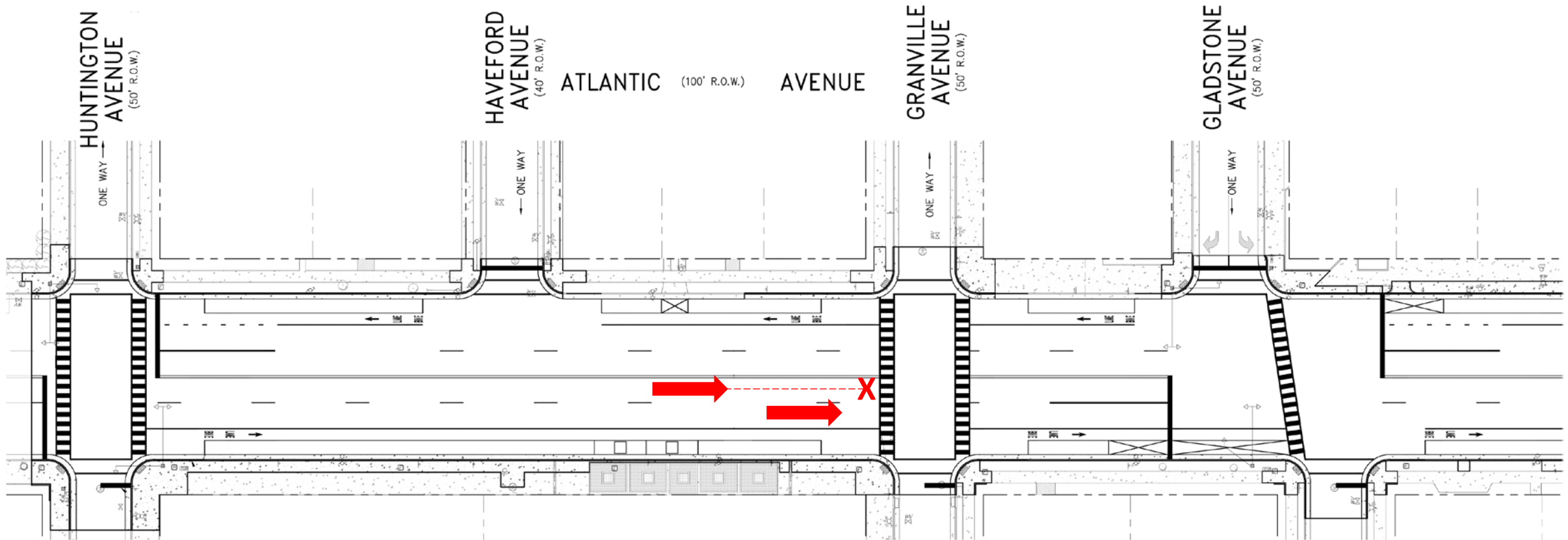


**Pedestrians must travel 70 feet without in-road refuge**

Atlantic Avenue Road Diet



## Existing Conditions

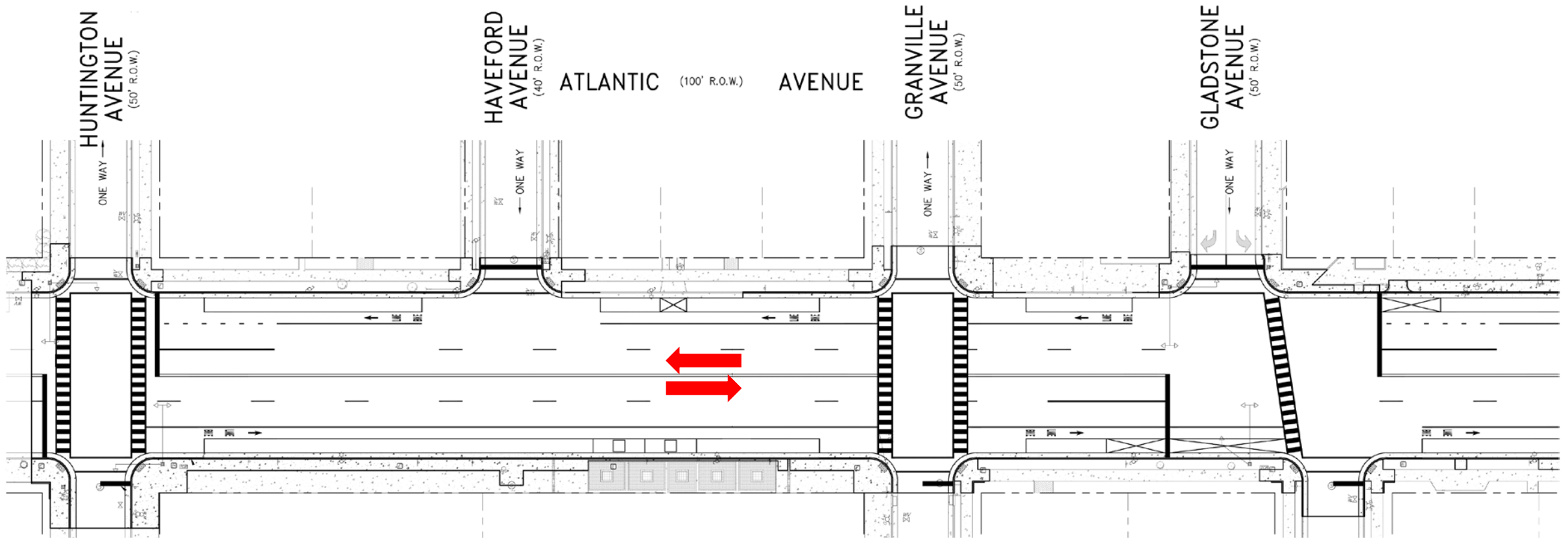


**Pedestrians must navigate potential multi-lane threat**





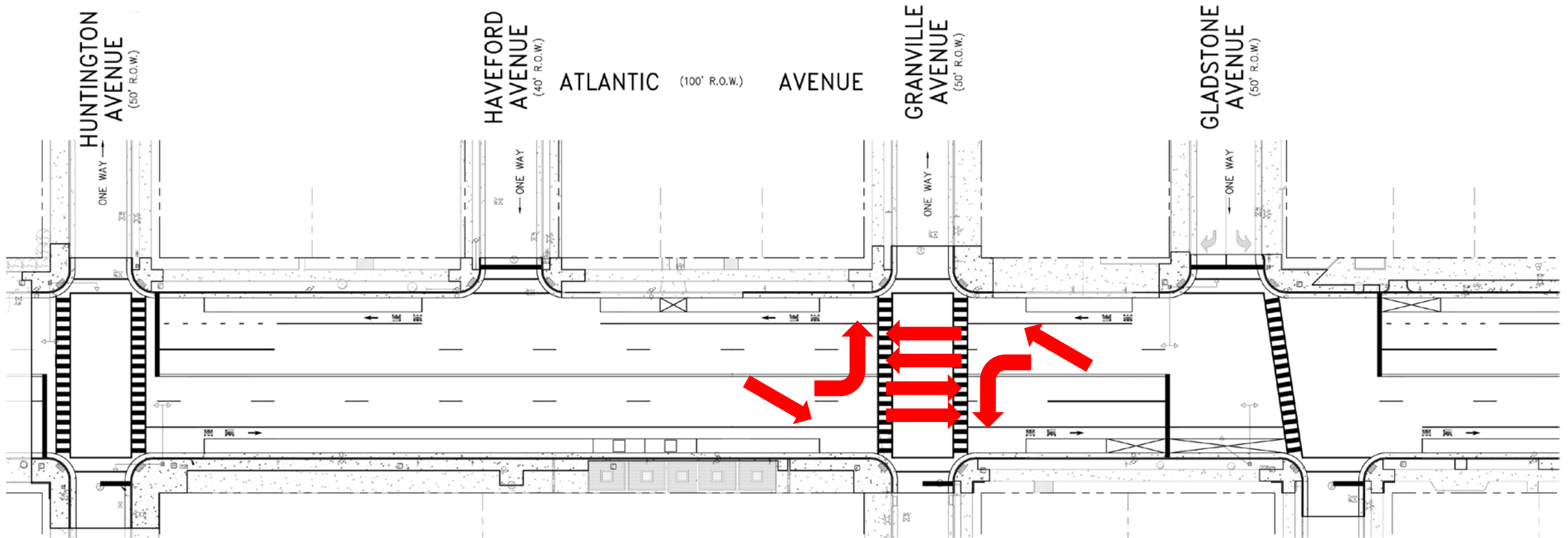
## Existing Conditions



**Left (inside) lane users tend to drive at higher speeds**



## Existing Conditions



**Multiple lanes result in multiple conflict points**





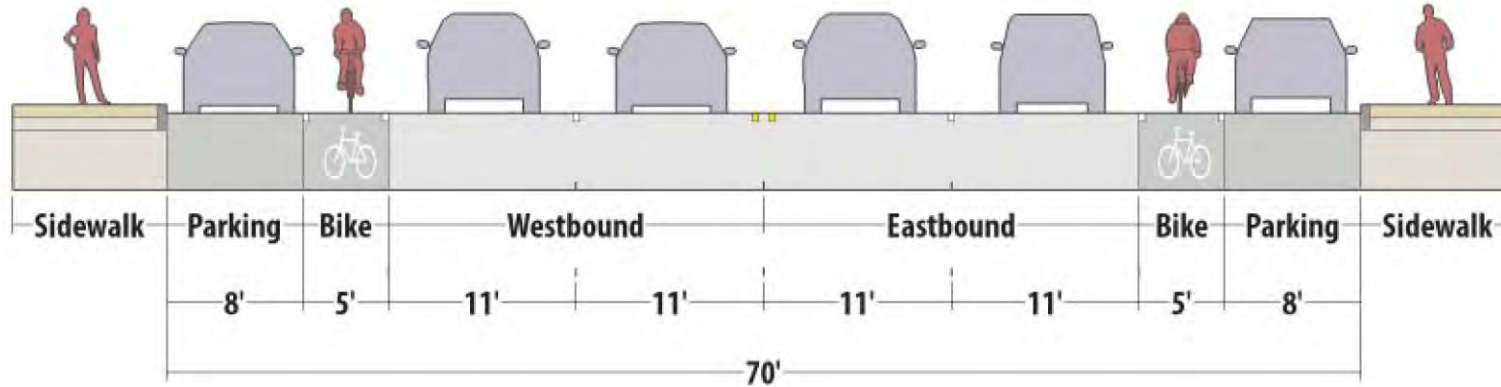
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## Proposed Project

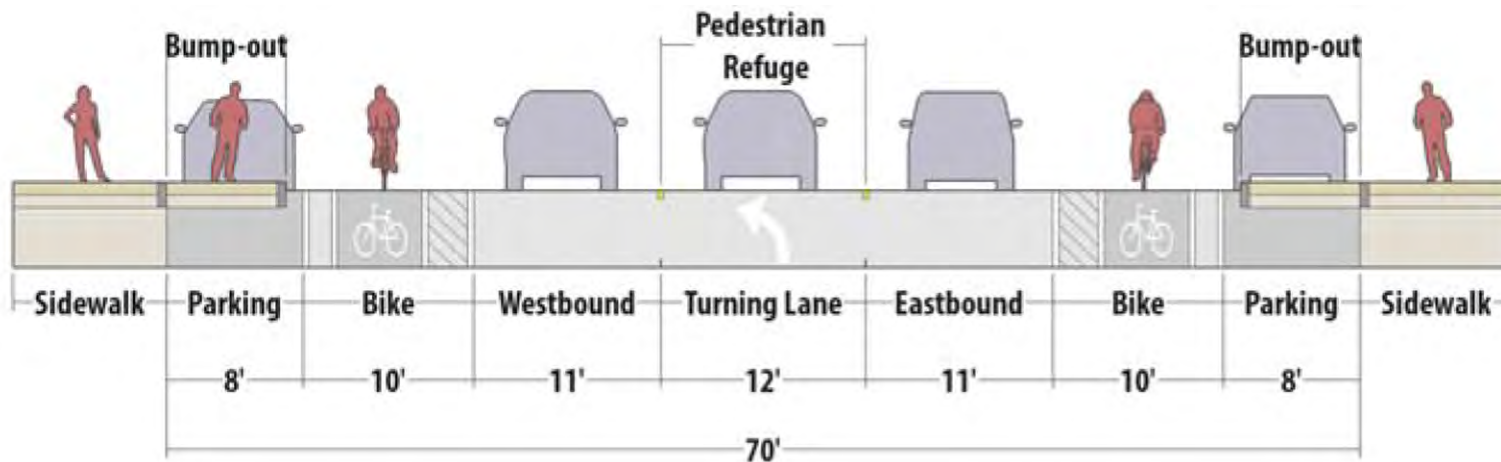
### Before

- 4 travel lanes
- 5' bike lanes
- 8' parking lanes



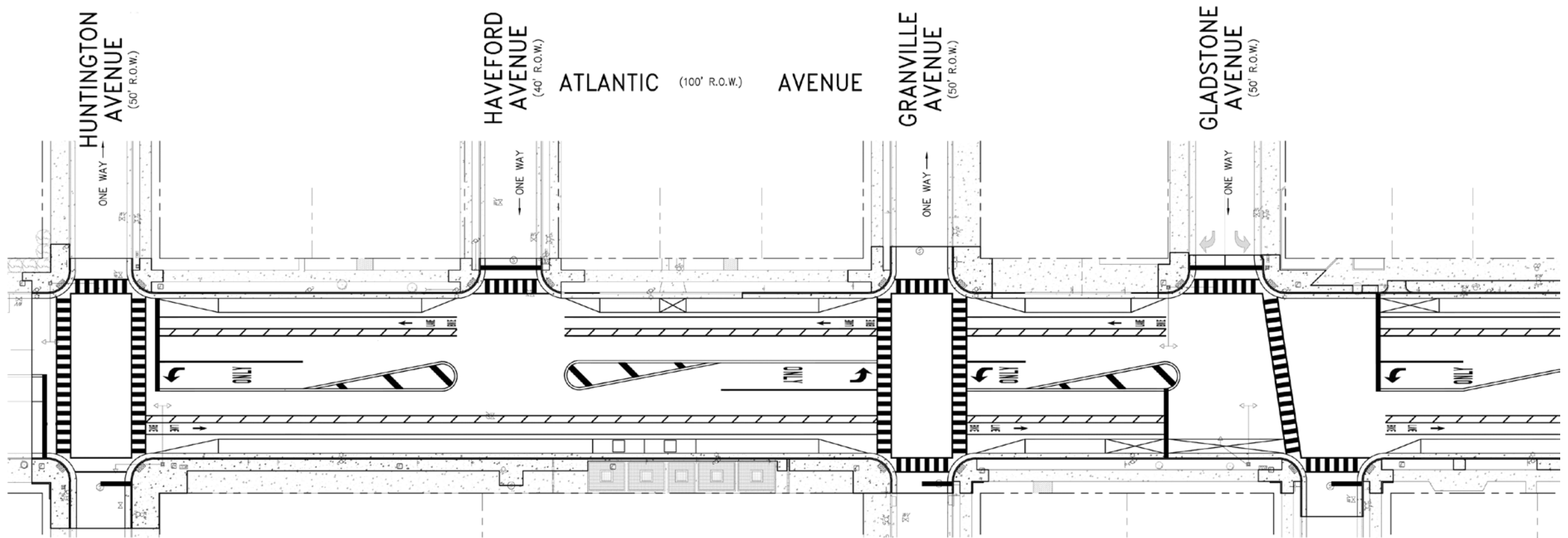
### After

- 2 travel lanes, 1 turn lane
- 10' bike lanes
- 8' parking lanes





## Proposed Project

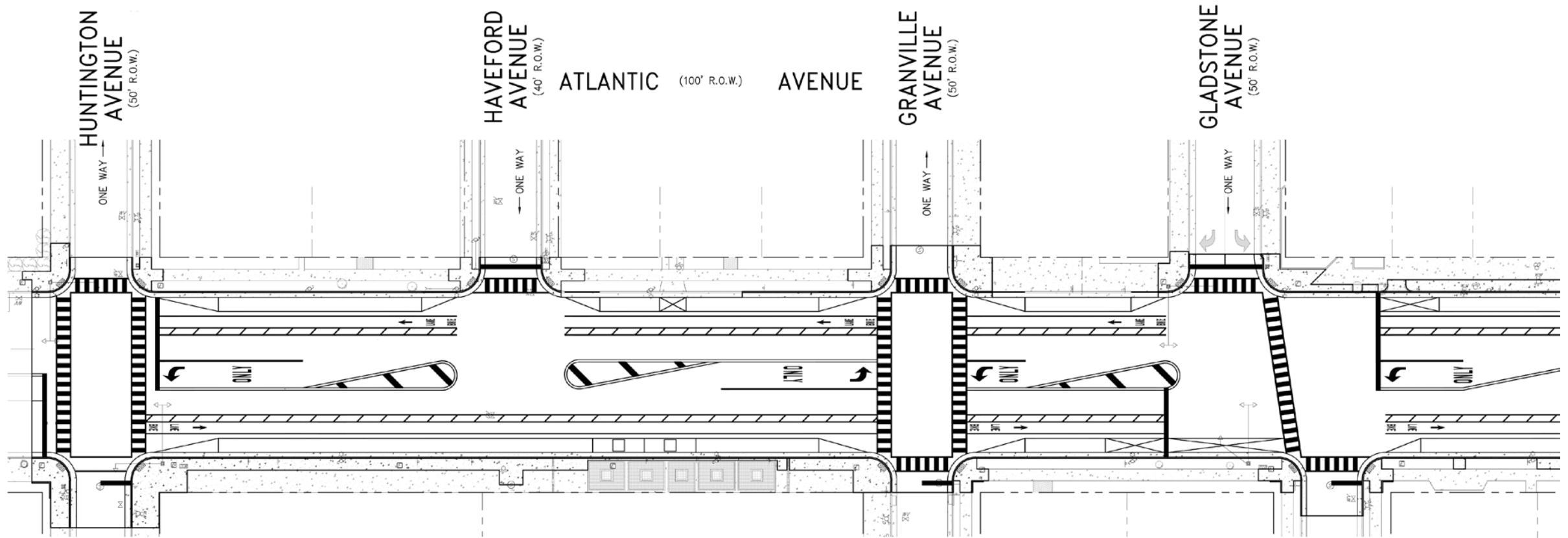


**Preliminary concept**

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## Proposed Project

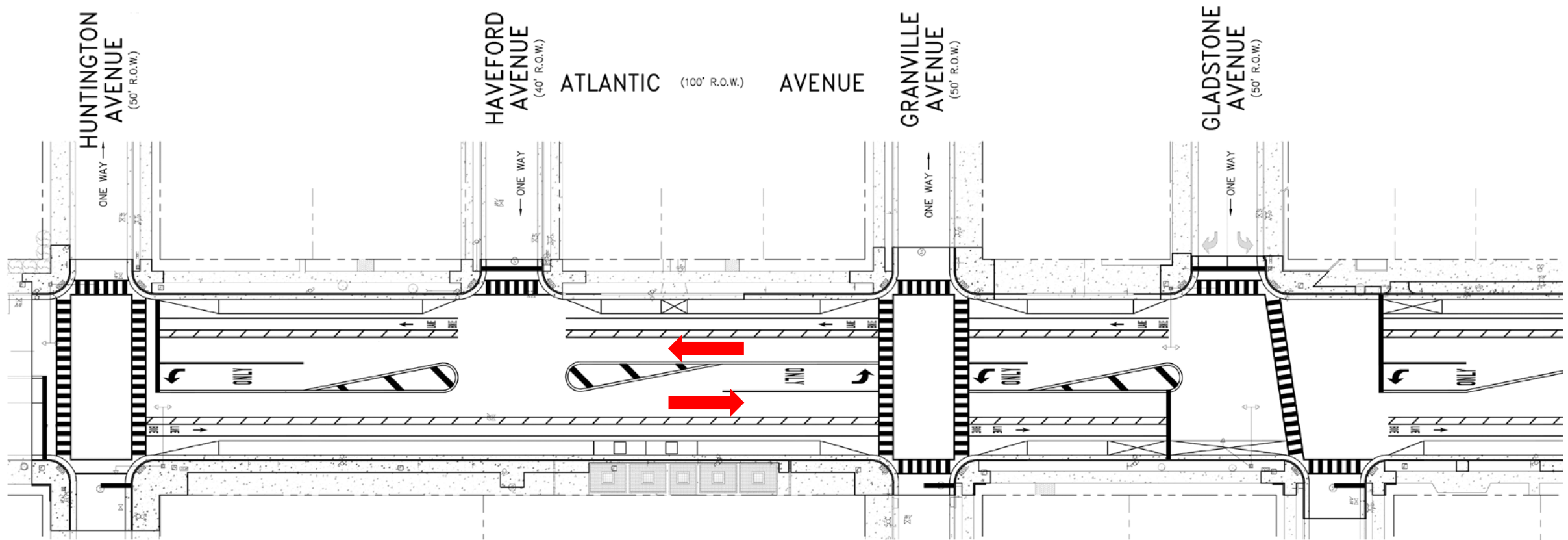


**Project will extend from Longport (Coolidge Ave) to Ventnor (Fredericksburg Ave)**

Atlantic Avenue Road Diet



## Proposed Project

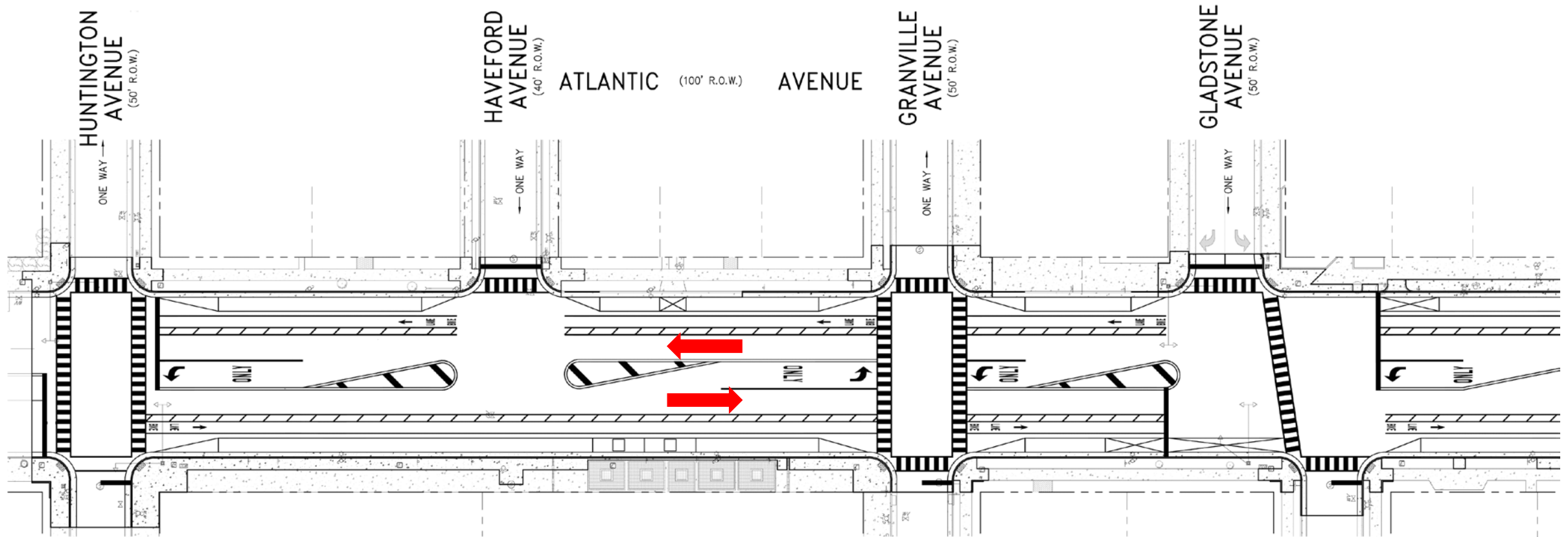


**One (1) travel lane in each direction, 11' wide**

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## Proposed Project



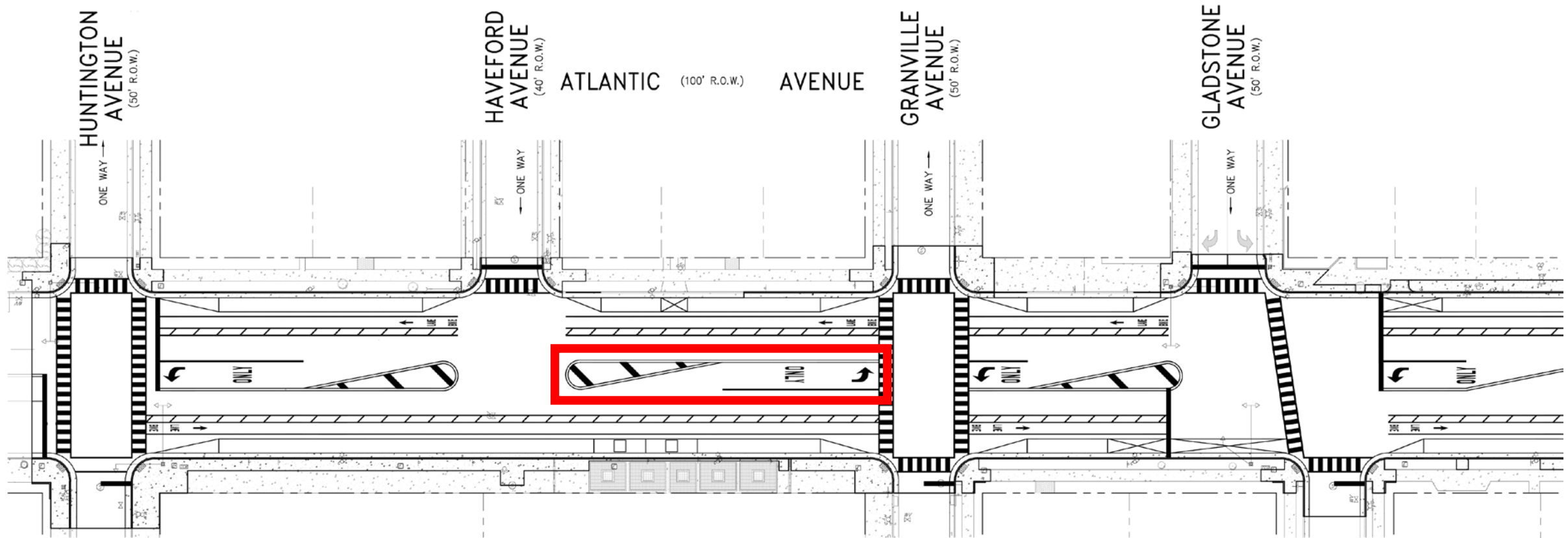
**Comparable to Ventnor Avenue**

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## Proposed Project

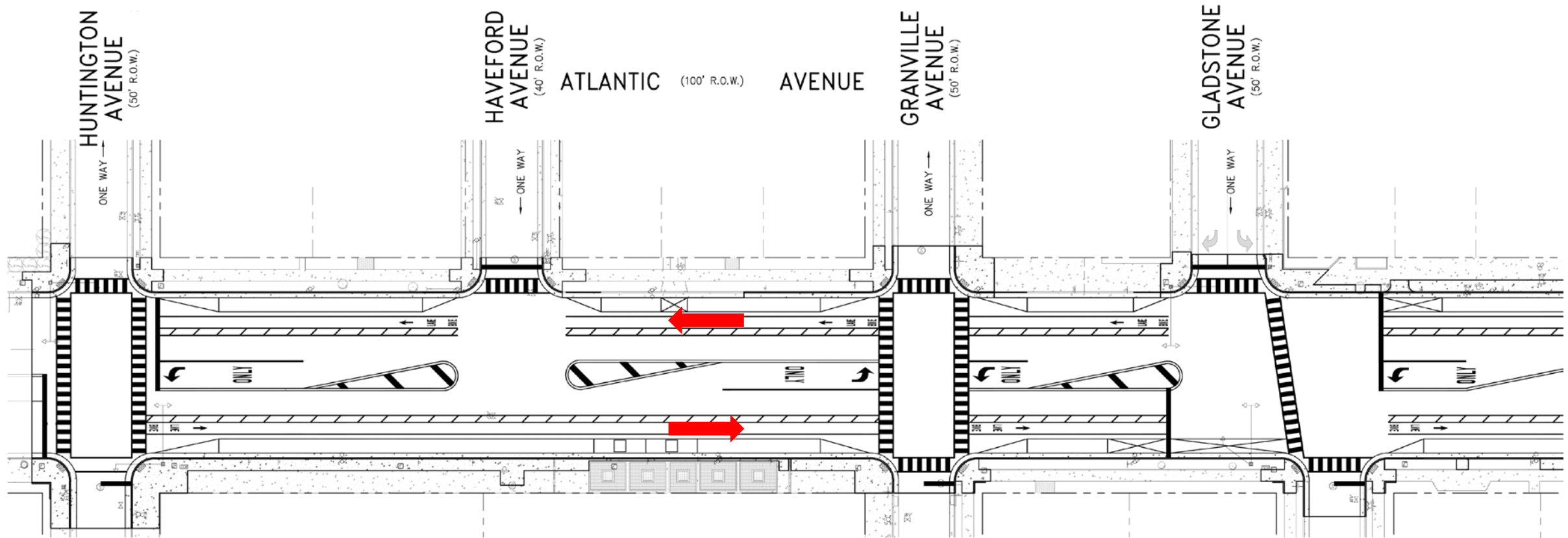


**Center left turn lane and striped median, 12' wide**

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## Proposed Project

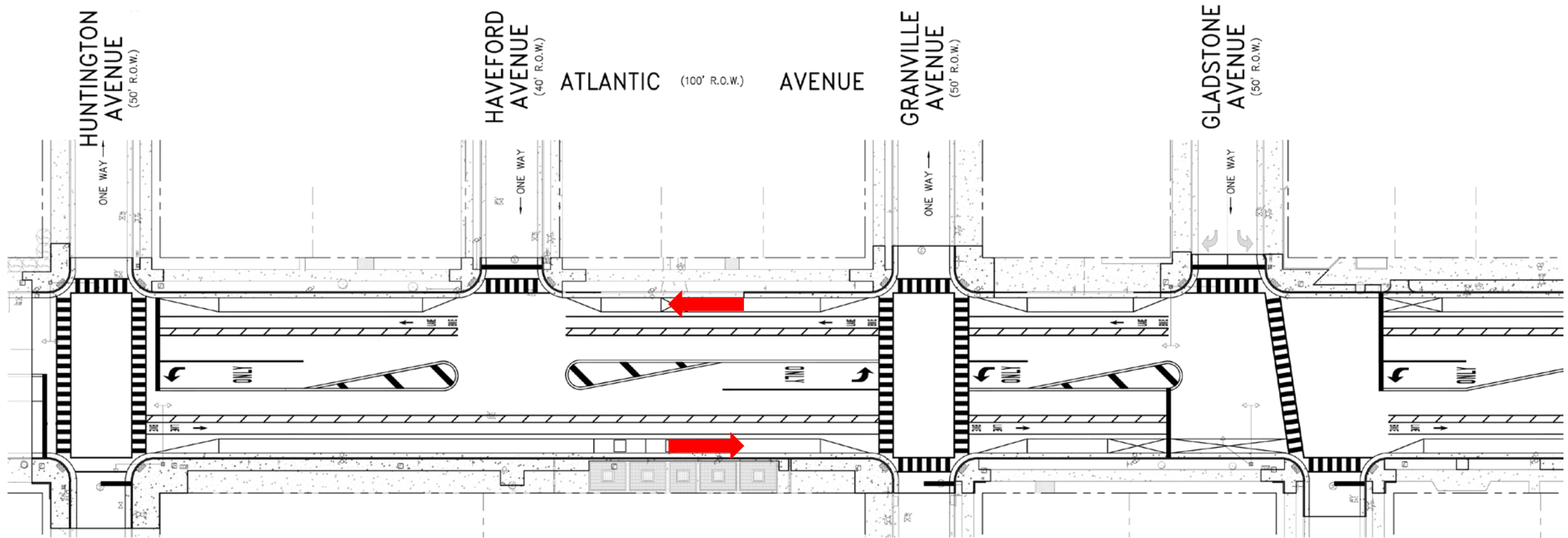


**Bike lanes in each direction, 10' wide (including buffers)**





## Proposed Project

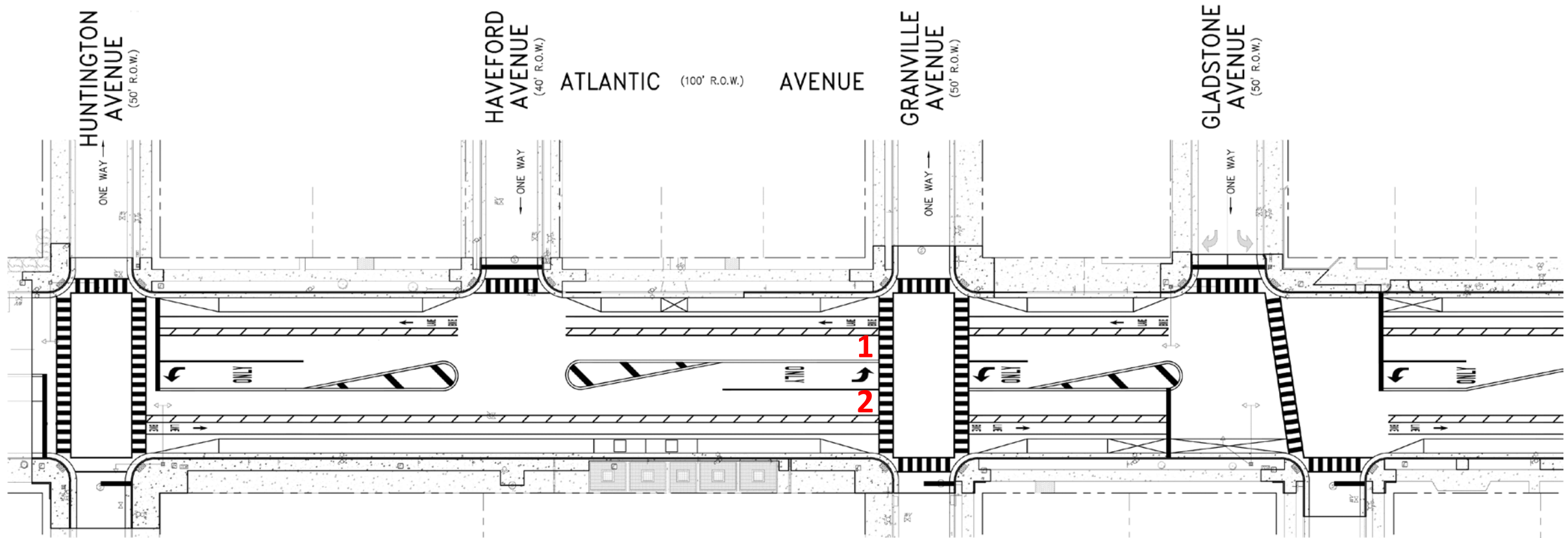


**Parking lanes in each direction, 8' wide**

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## Proposed Project

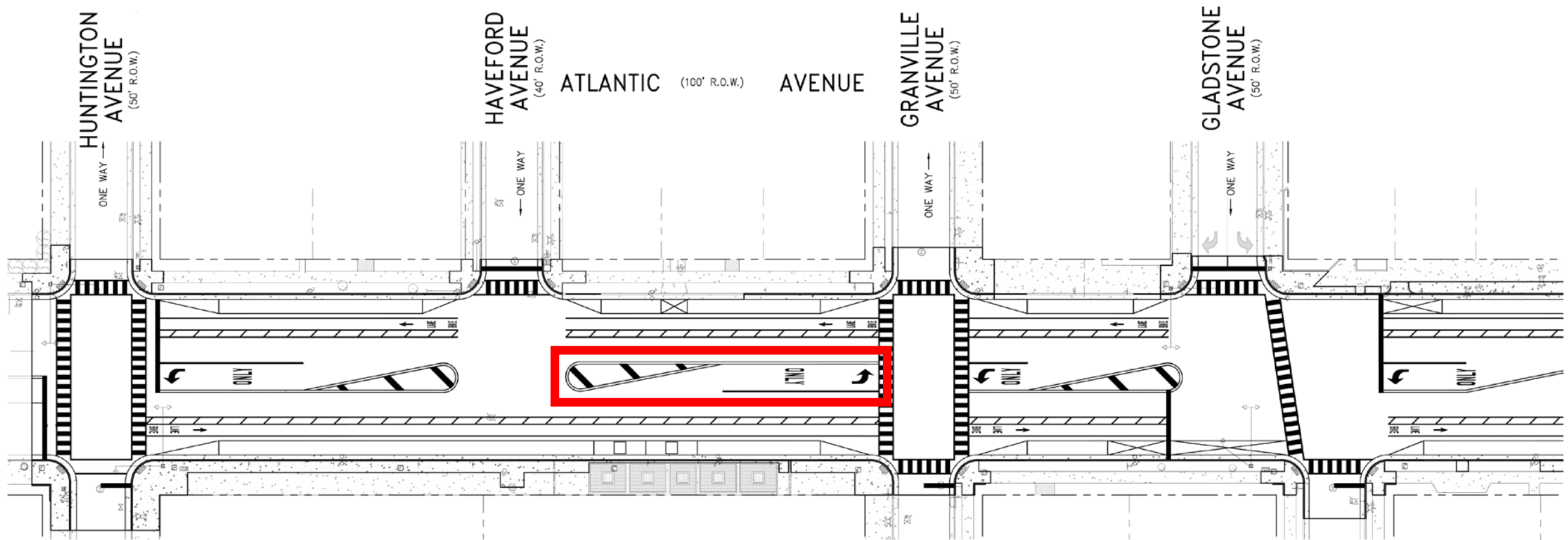


**Pedestrians must navigate 2 lanes of moving traffic**

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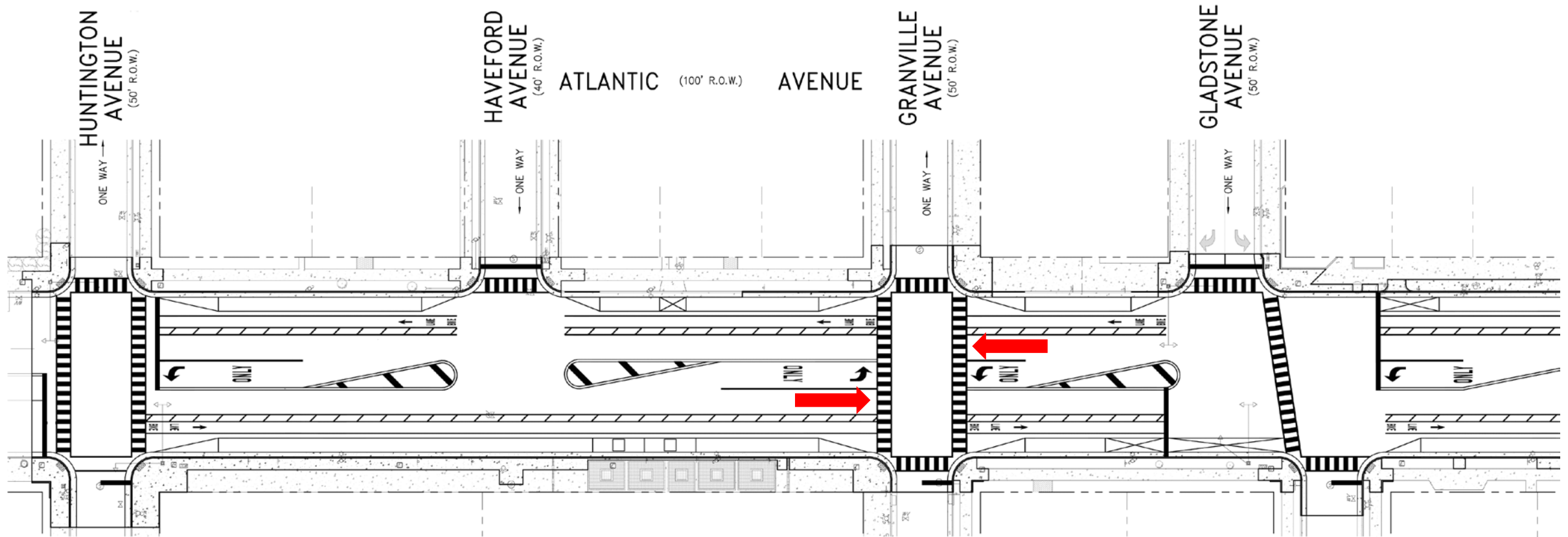
## Proposed Project



**Striped median provides pedestrian refuge (absent turn lanes)**



## Proposed Project

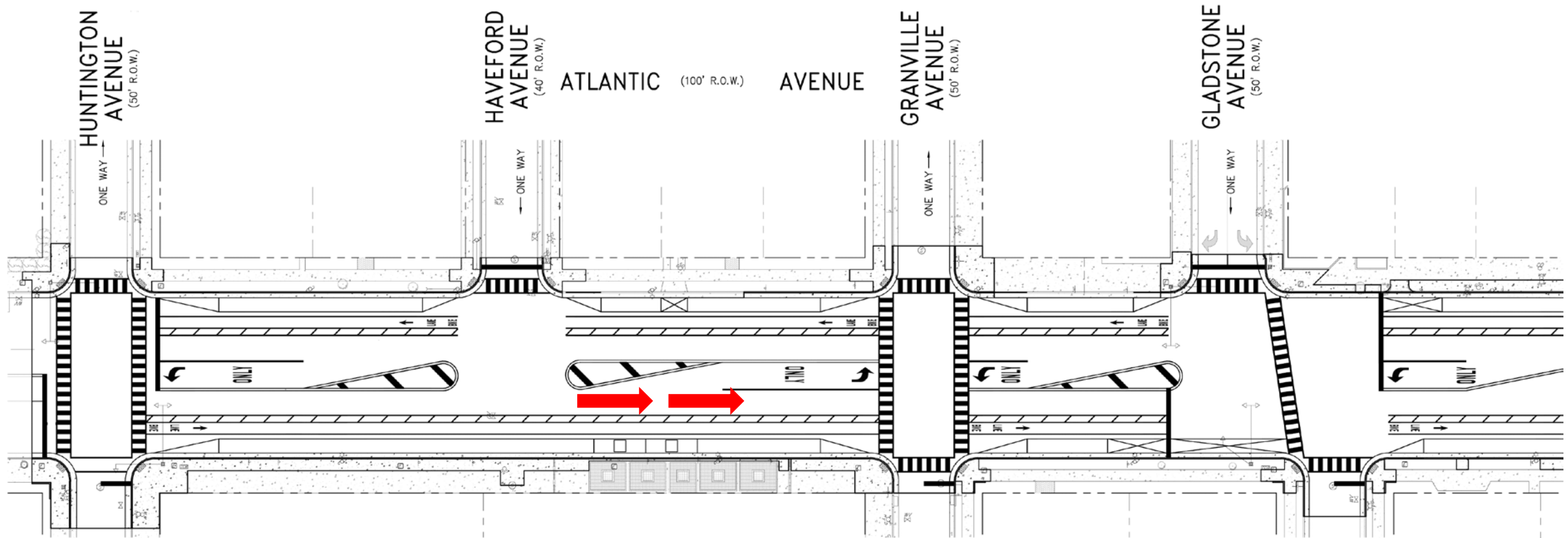


**Pedestrian multi-lane threat is eliminated**

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## Proposed Project



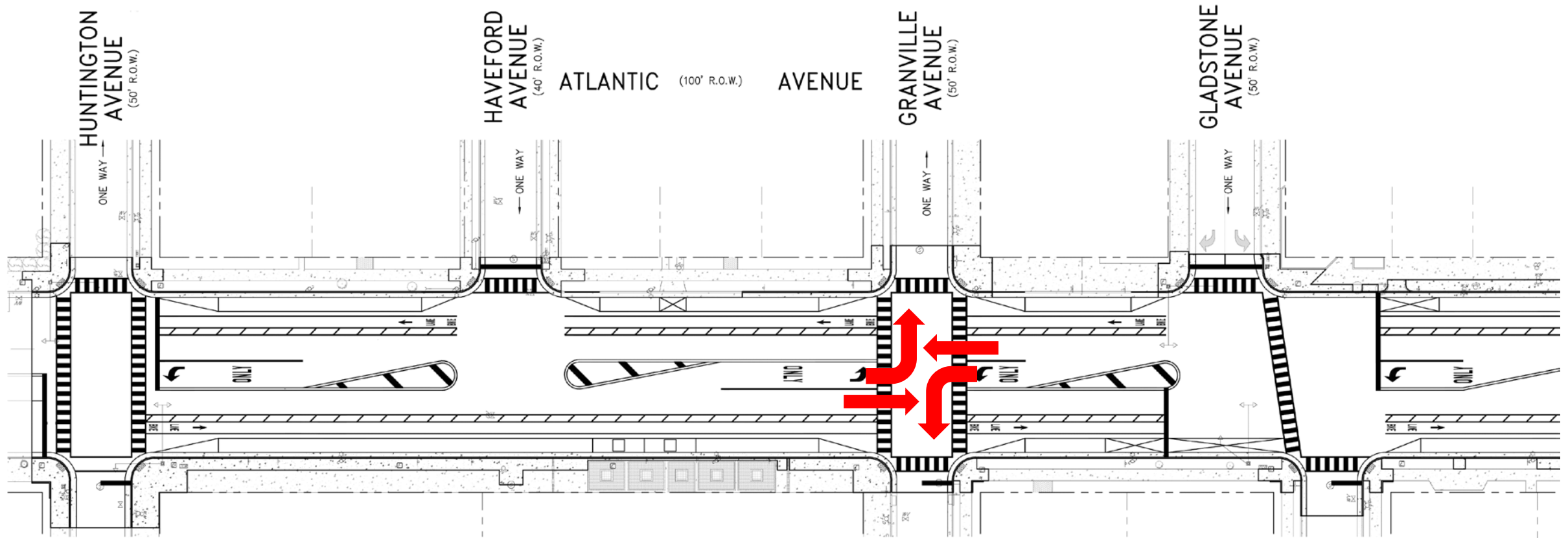
**Speeding is reduced by eliminating a passing lane**

Atlantic Avenue Road Diet





## Proposed Project



**Conflict points and crashes are reduced**

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## Proposed Project

### Traffic Before (2020 Sat. Peak)

- Level of Service
  - Atlantic Ave: A
  - Side Streets: D or better
- Traffic Signal Green Time
  - Atlantic Ave: 60 seconds
  - Side Streets: 30 seconds
- Average Delay
  - Atlantic Ave:  $\pm 4$  seconds
  - Side Streets:  $\pm 35$  seconds

### Traffic After (2025 Sat. Peak)

- Level of Service
  - Atlantic Ave: A
  - Side Streets: D or better
- Traffic Signal Green Time
  - Atlantic Ave: 75 seconds
  - Side Streets: 30 seconds
- Average Delay
  - Atlantic Ave:  $\pm 6$  seconds
  - Side Streets:  $\pm 55$  seconds
  - Can be improved with actuation

- Emergency Response



## Proposed Project

### Project Costs

- High-value improvements at a relatively low cost (striping)
- Total estimated project cost is approximately \$400,000
- The City has received a NJDOT grant in the amount of \$273,642
- Estimated City cost share is approximately \$125,000
  - Atlantic Ave is due for re-striping independent of Road Diet

### Project Schedule

- Implementation anticipated for Spring 2021
- Factors effecting schedule:
  - Completion of current road work on Atlantic Ave (Clermont to Huntington)
  - Timing of the public outreach and review process
  - Construction contract must be awarded by November 2021
- Anticipated project duration is 4 to 6 weeks





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