



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



Introduction

Background

Existing Conditions

Proposed Project

Public Comment



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

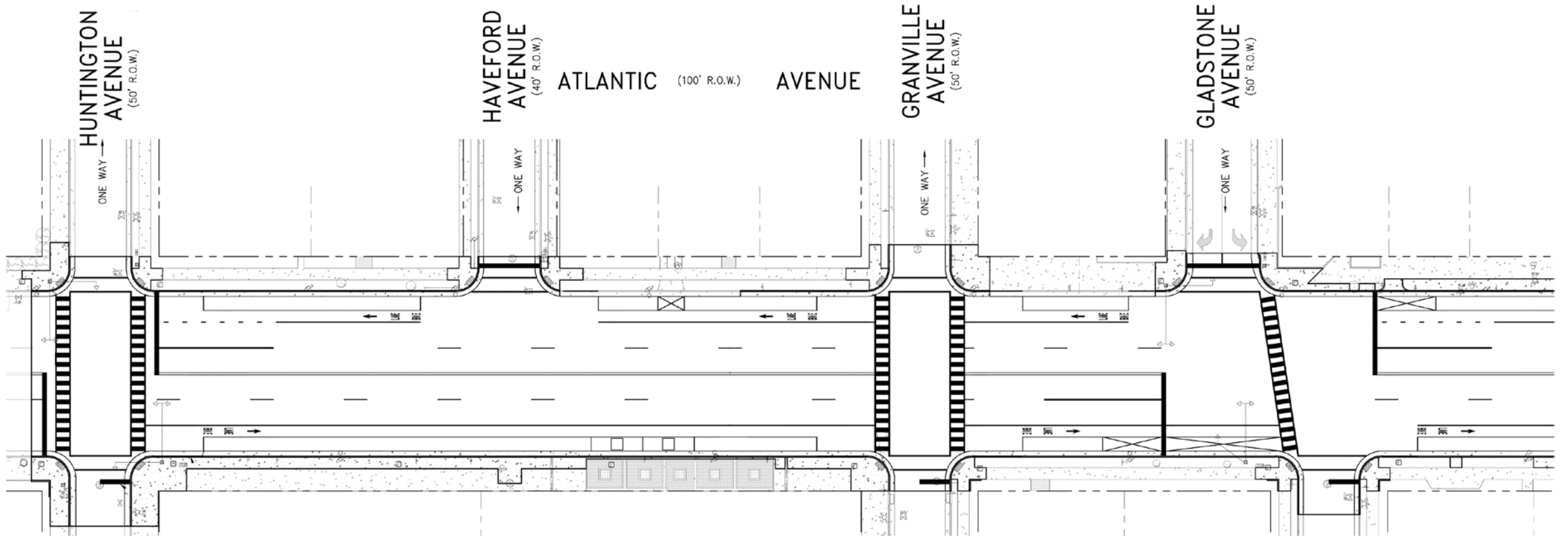
Existing Conditions

Proposed Project

Public Comment



Existing Conditions



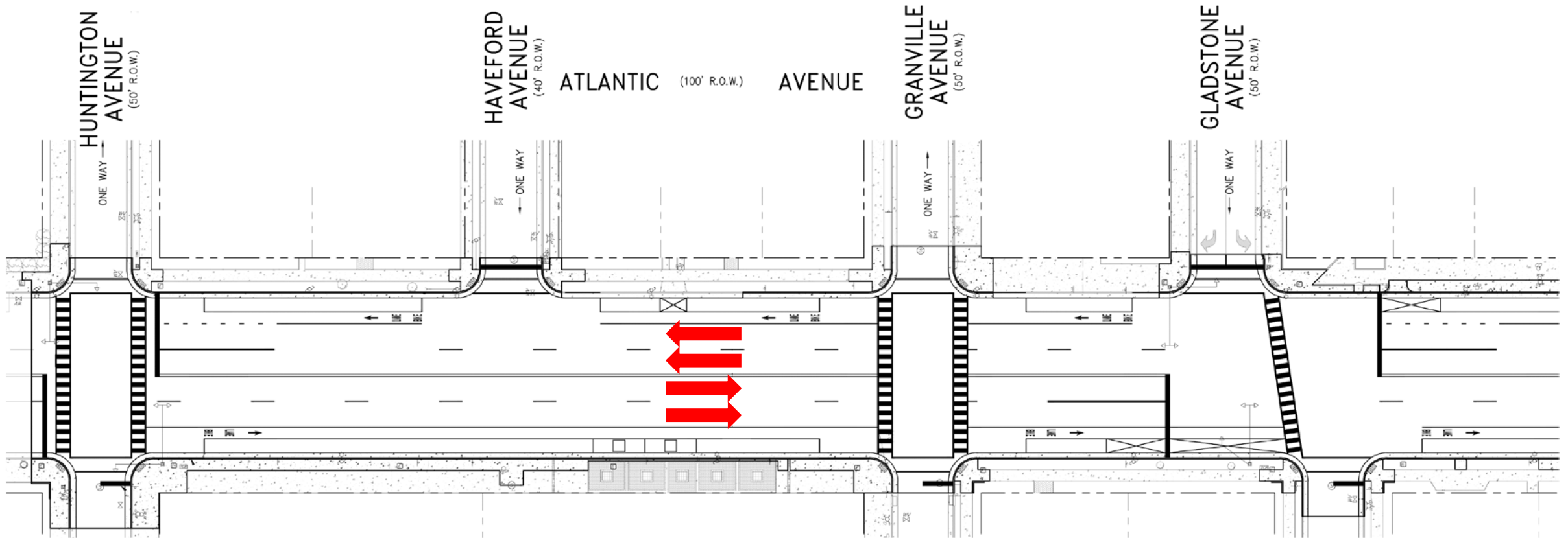
← Longport

Ventnor →

Atlantic Avenue Road Diet



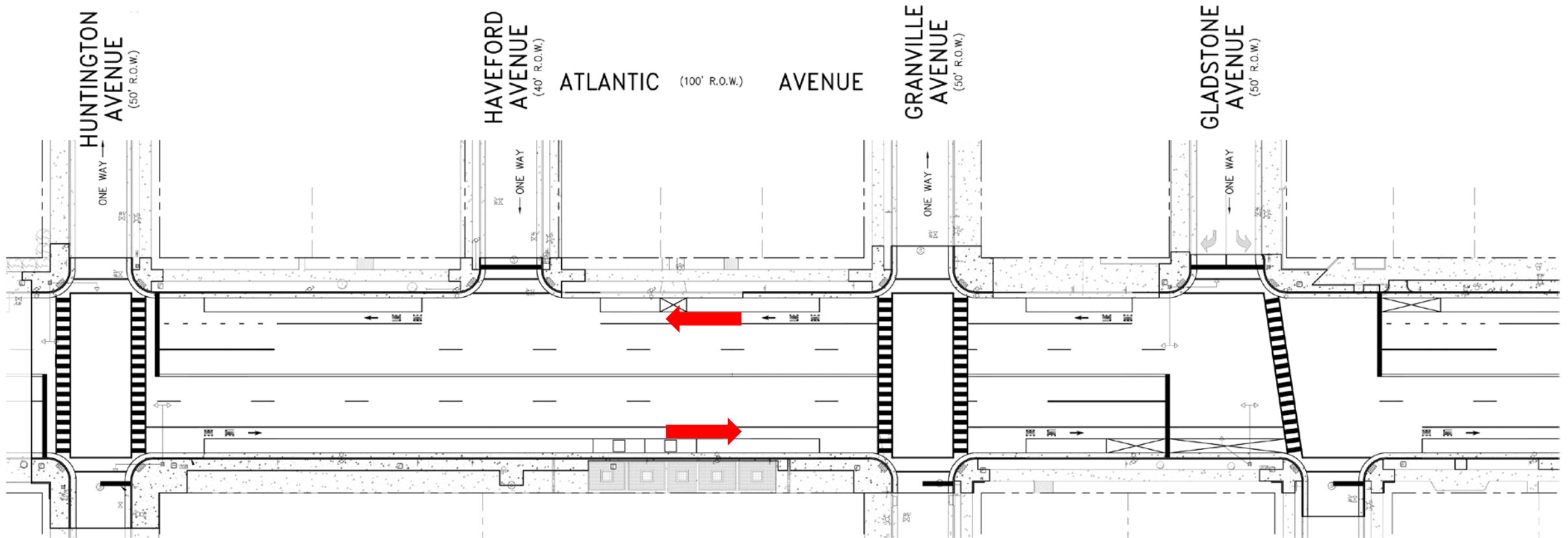
Existing Conditions



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



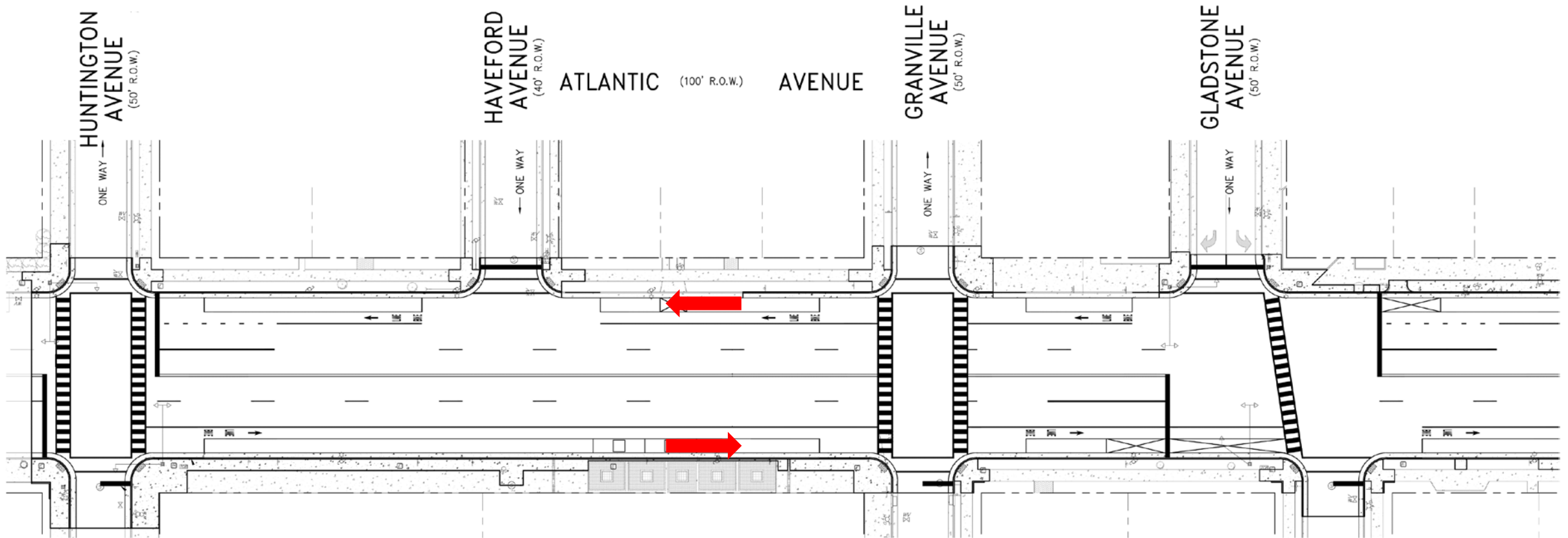
Existing Conditions



Bike lanes in each direction, 5' wide



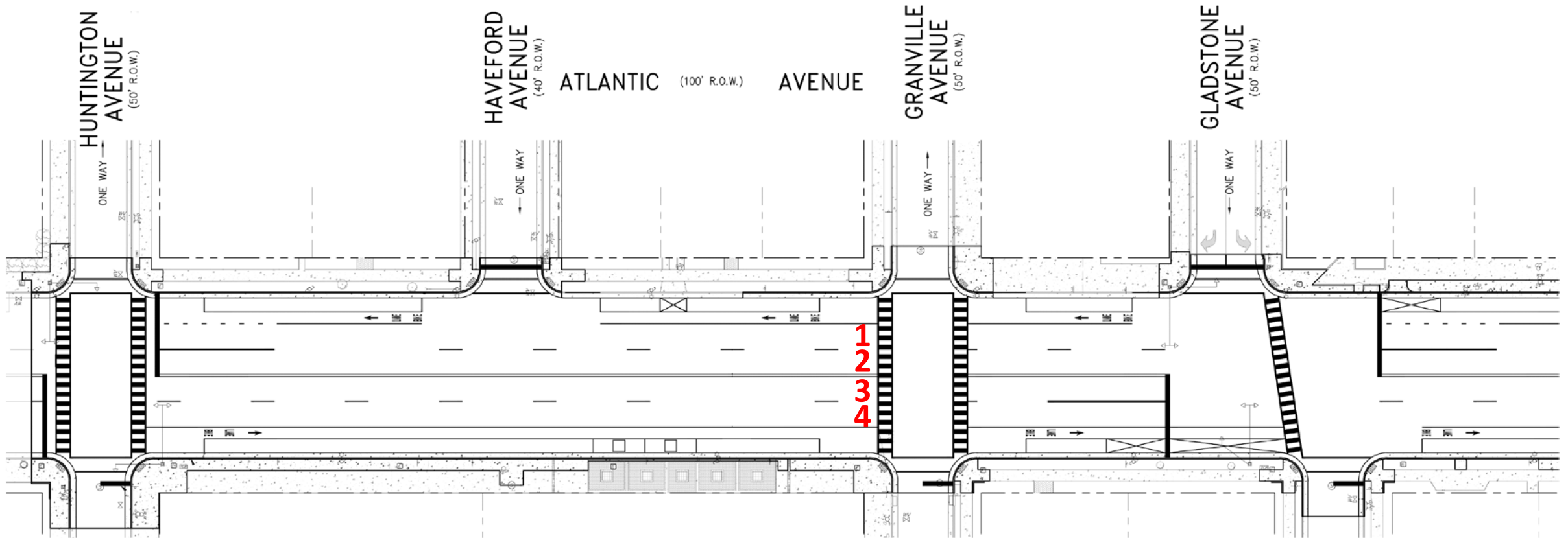
Existing Conditions



Parking lanes in each direction, 8' wide



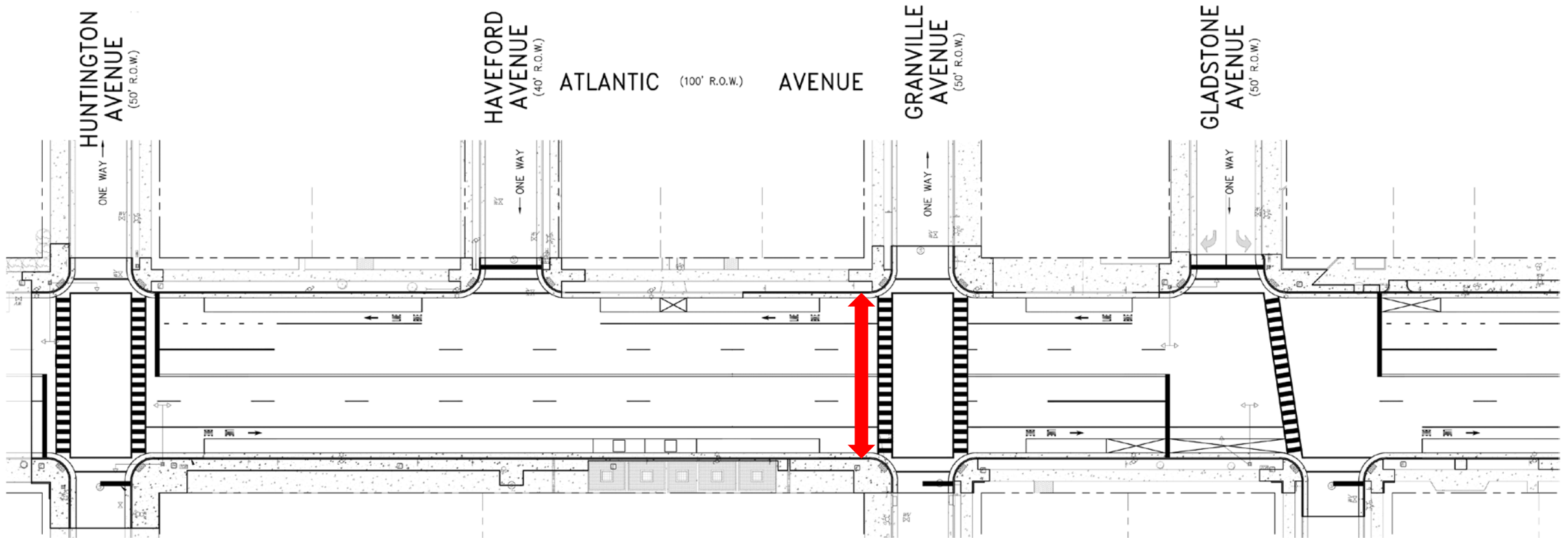
Existing Conditions



Pedestrians must navigate 4 lanes of moving traffic



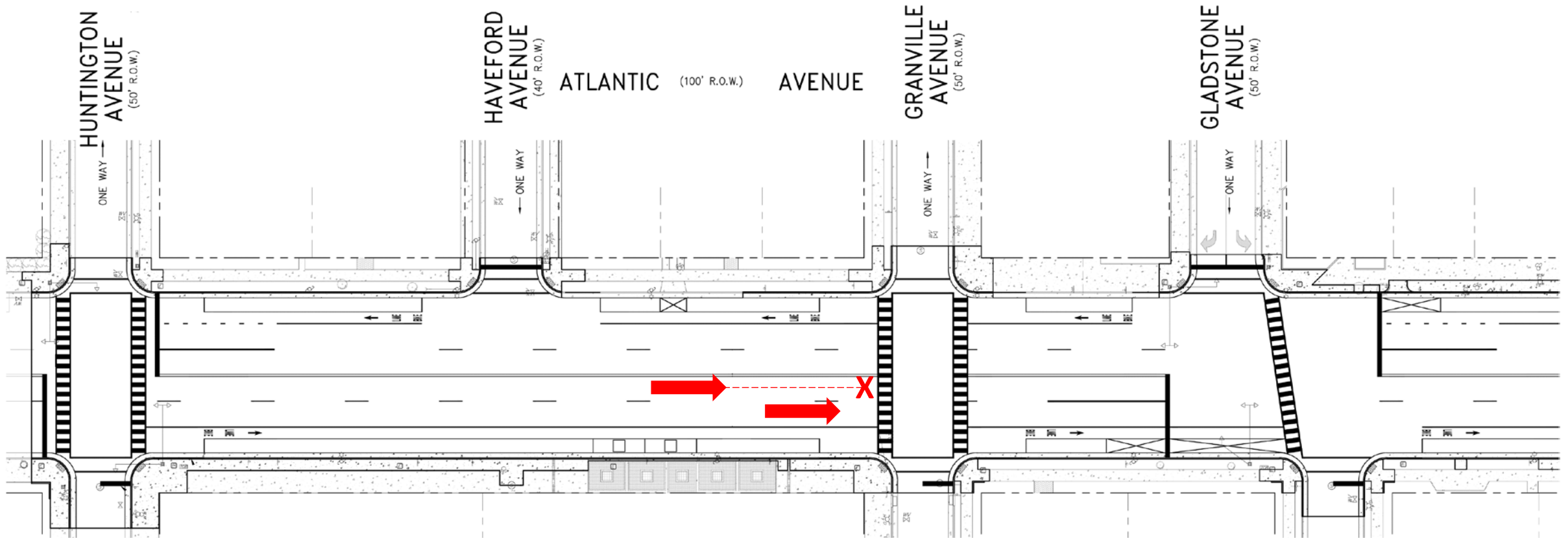
Existing Conditions



Pedestrians must travel 70 feet without in-road refuge



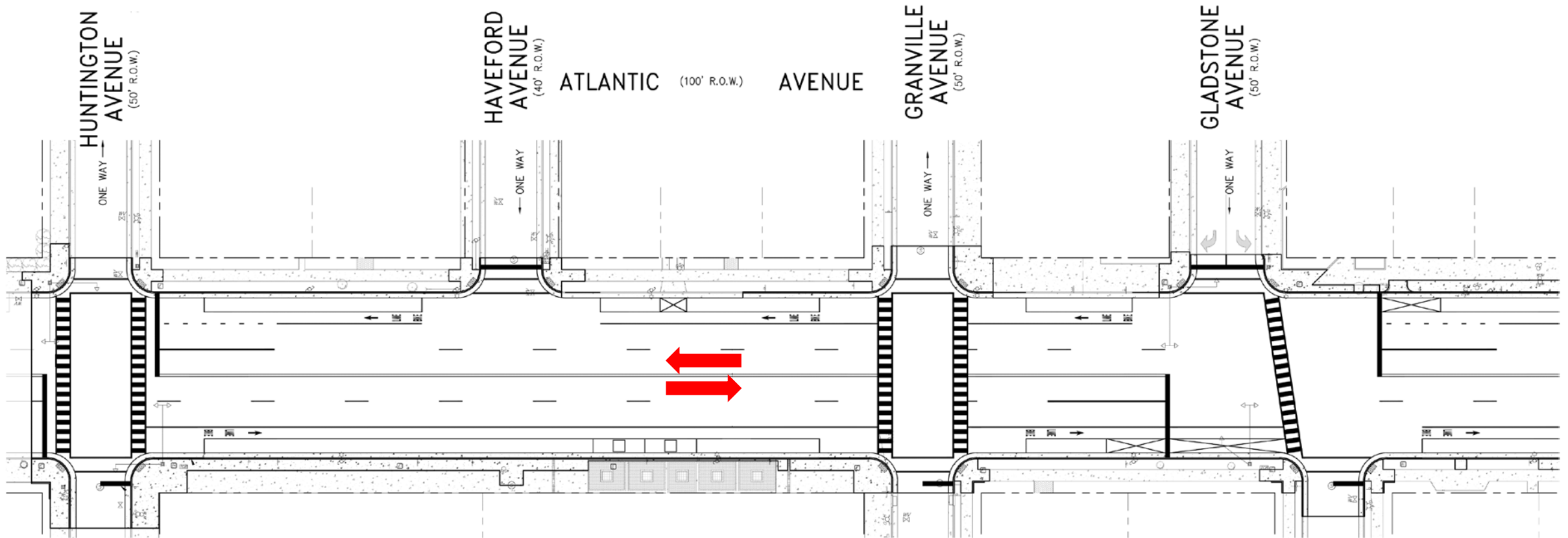
Existing Conditions



Pedestrians must navigate potential multi-lane threat



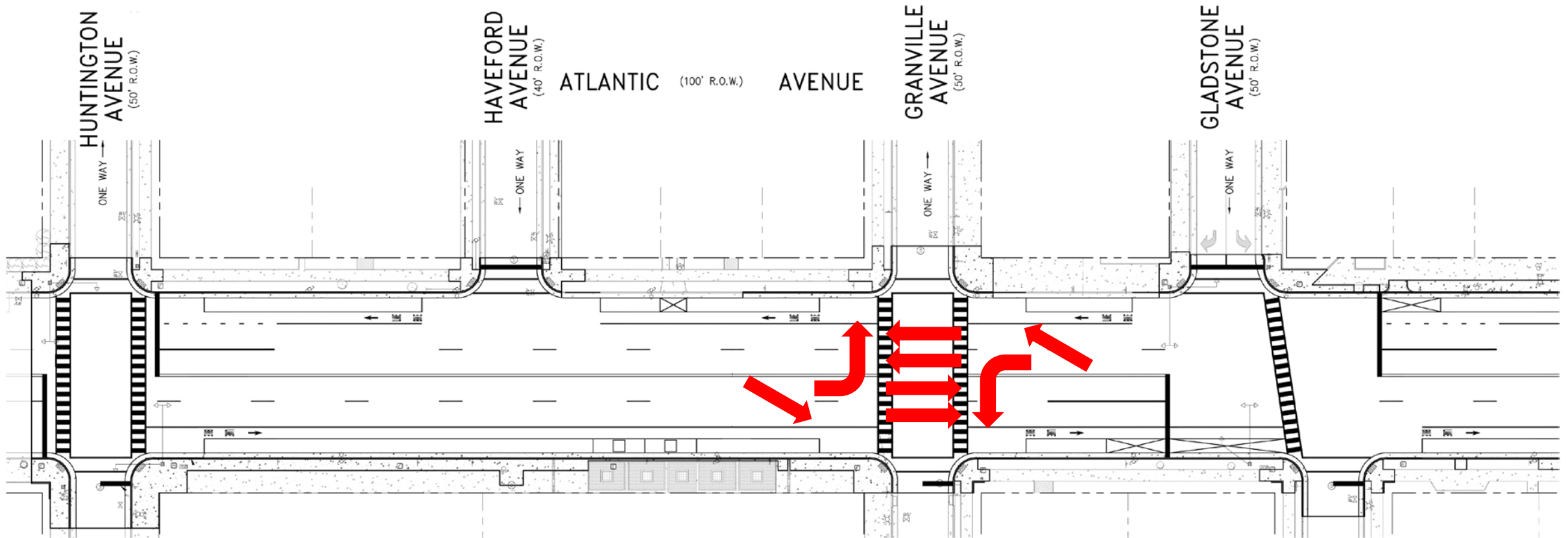
Existing Conditions



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



Existing Conditions



Multiple lanes result in multiple conflict points



Introduction

Background

Existing Conditions

Proposed Project

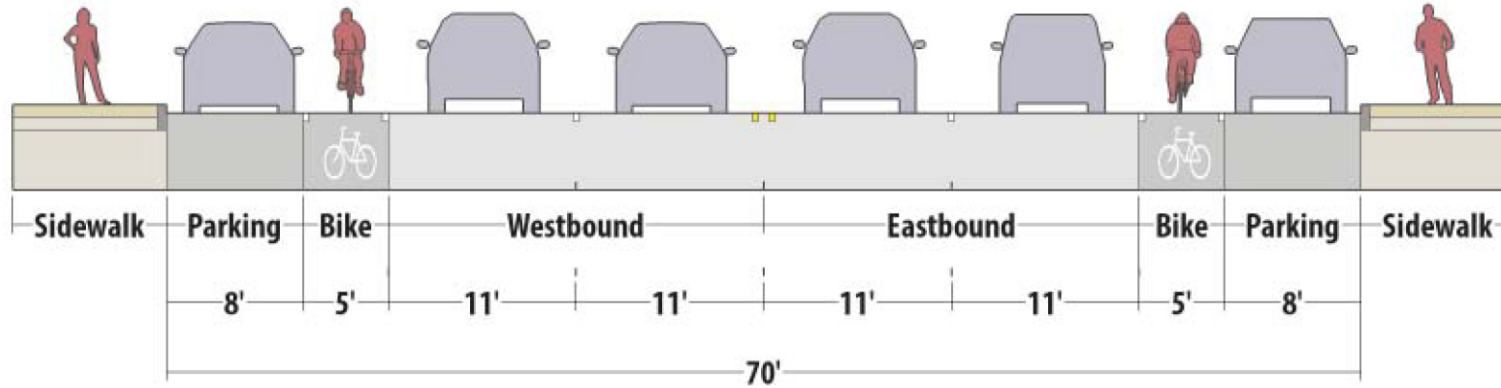
Public Comment



Proposed Project

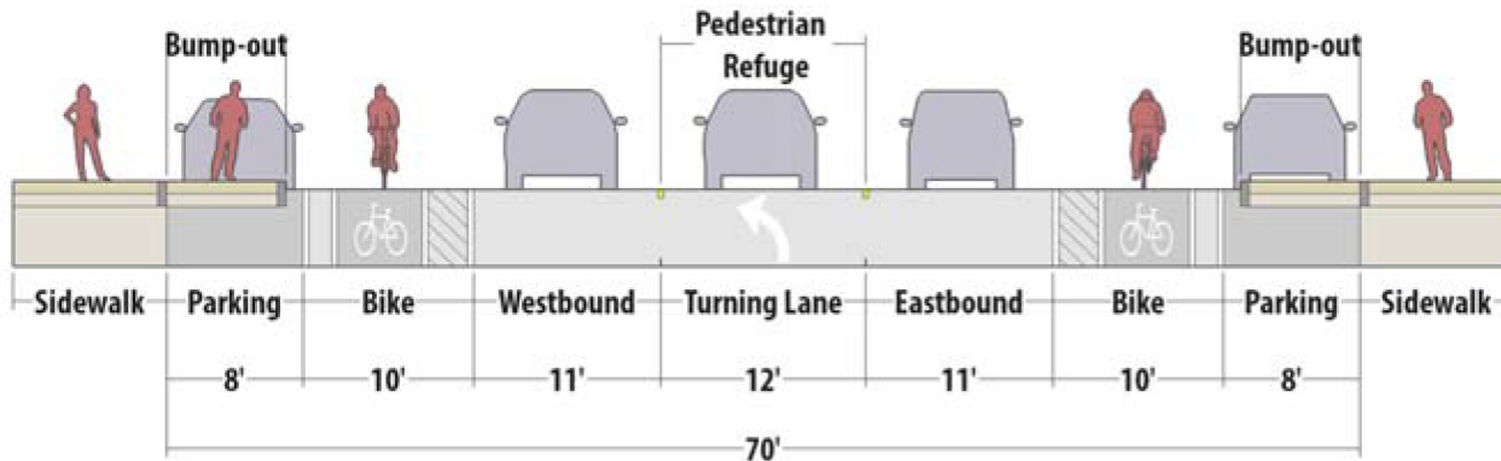
Before

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



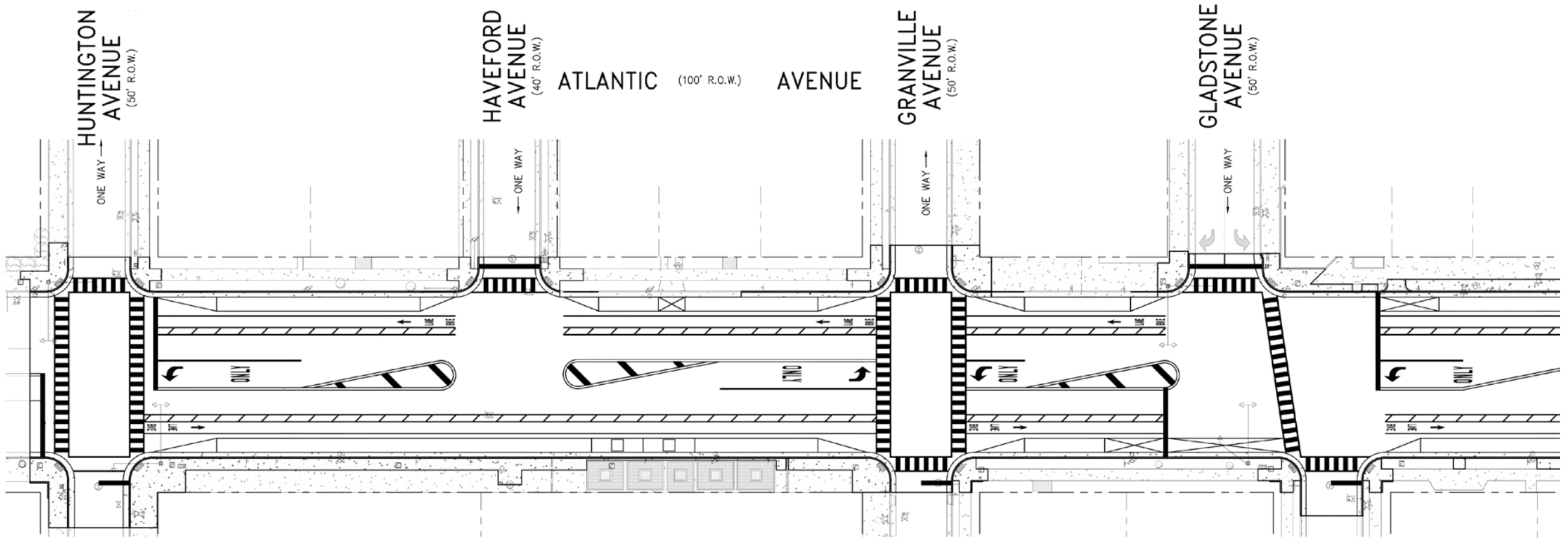
After

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





Proposed Project

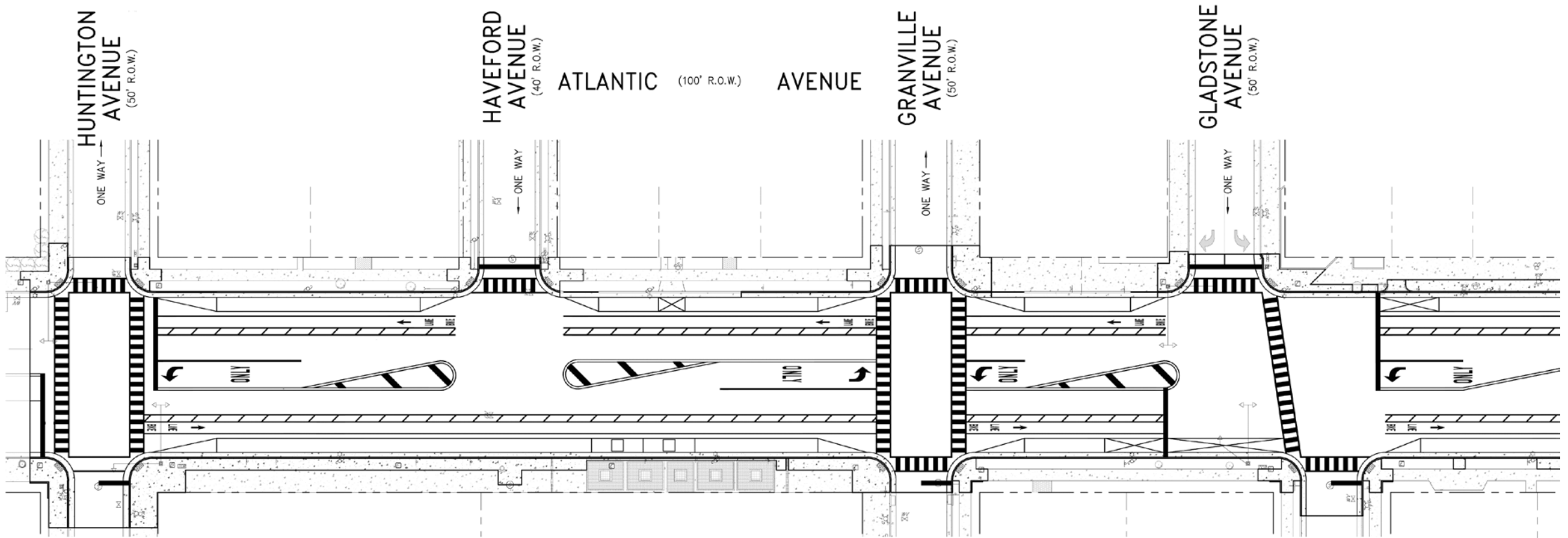


Preliminary concept

Atlantic Avenue Road Diet



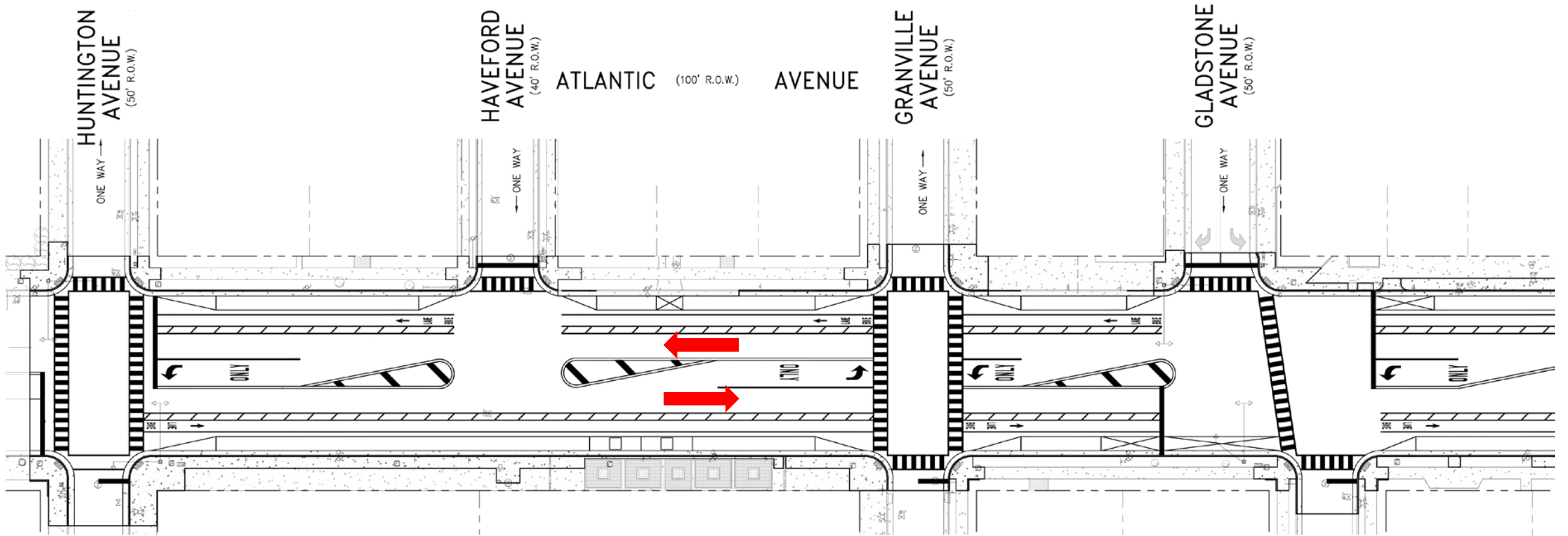
Proposed Project



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



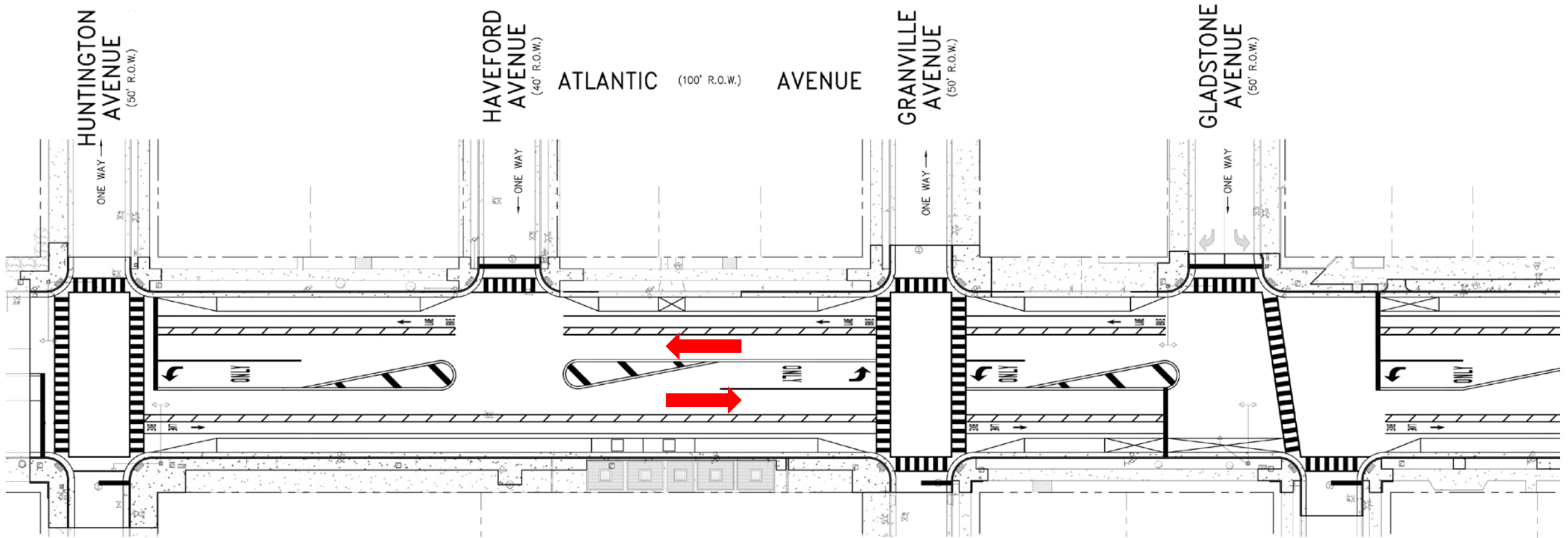
Proposed Project



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



Proposed Project

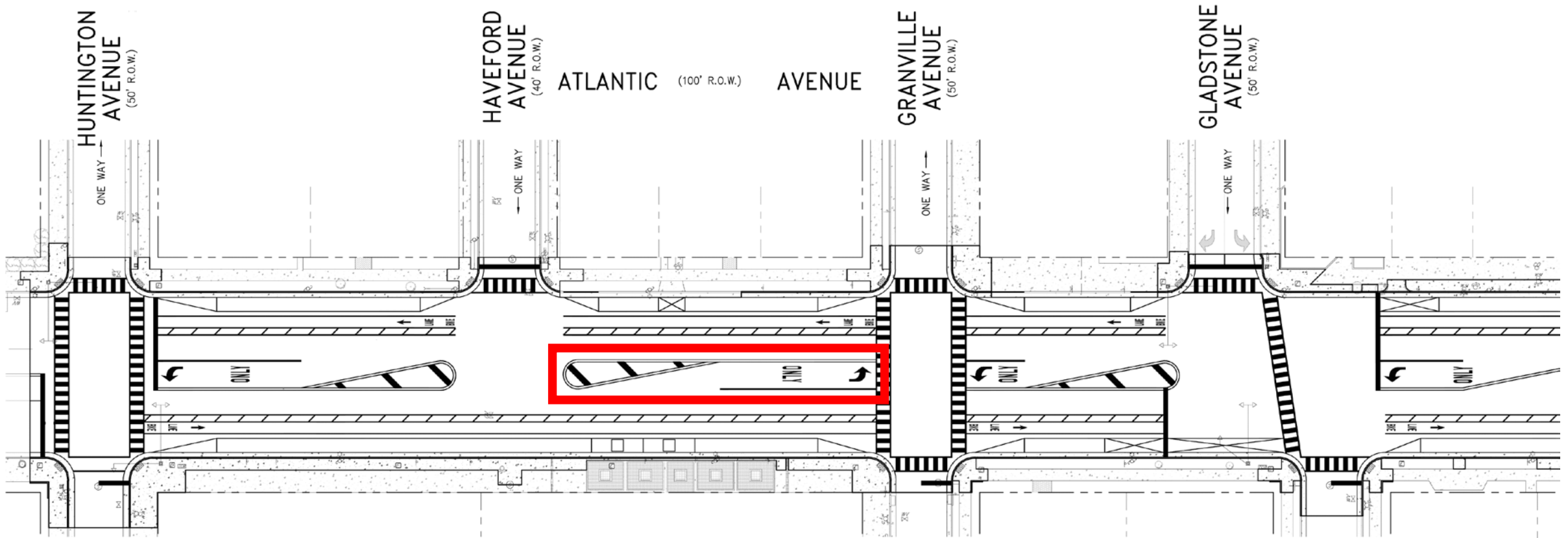


Comparable to Ventnor Avenue

Atlantic Avenue Road Diet



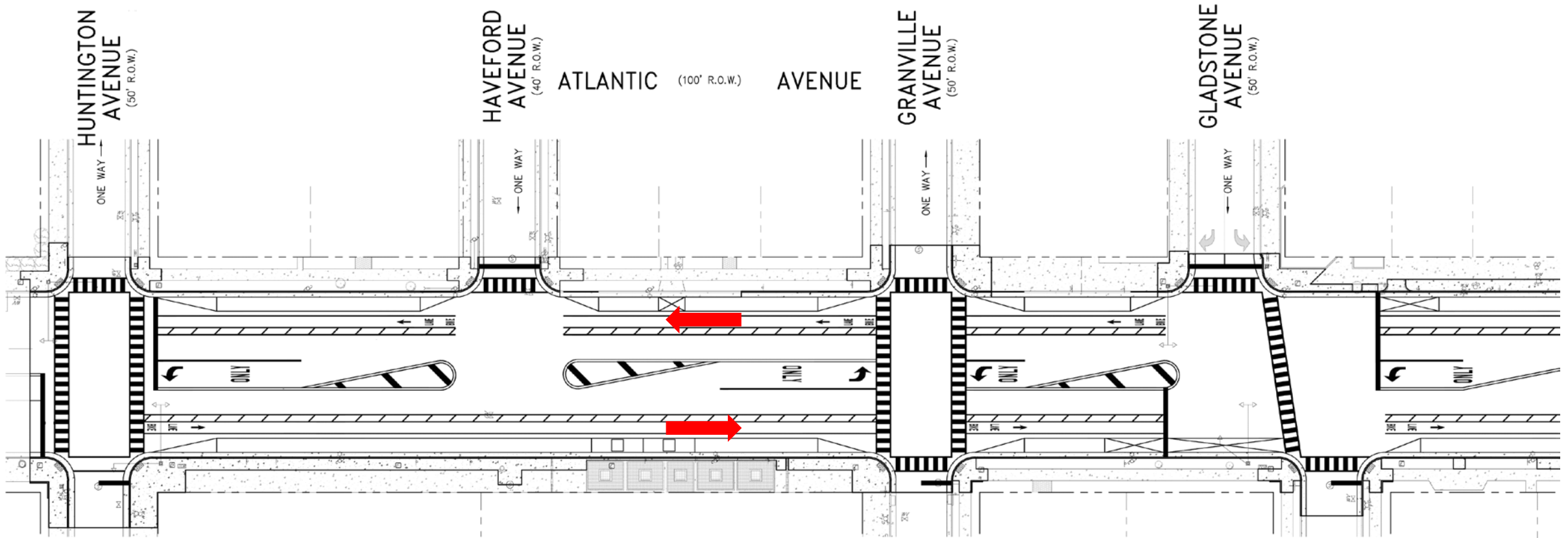
Proposed Project



Center left turn lane and striped median, 12' wide



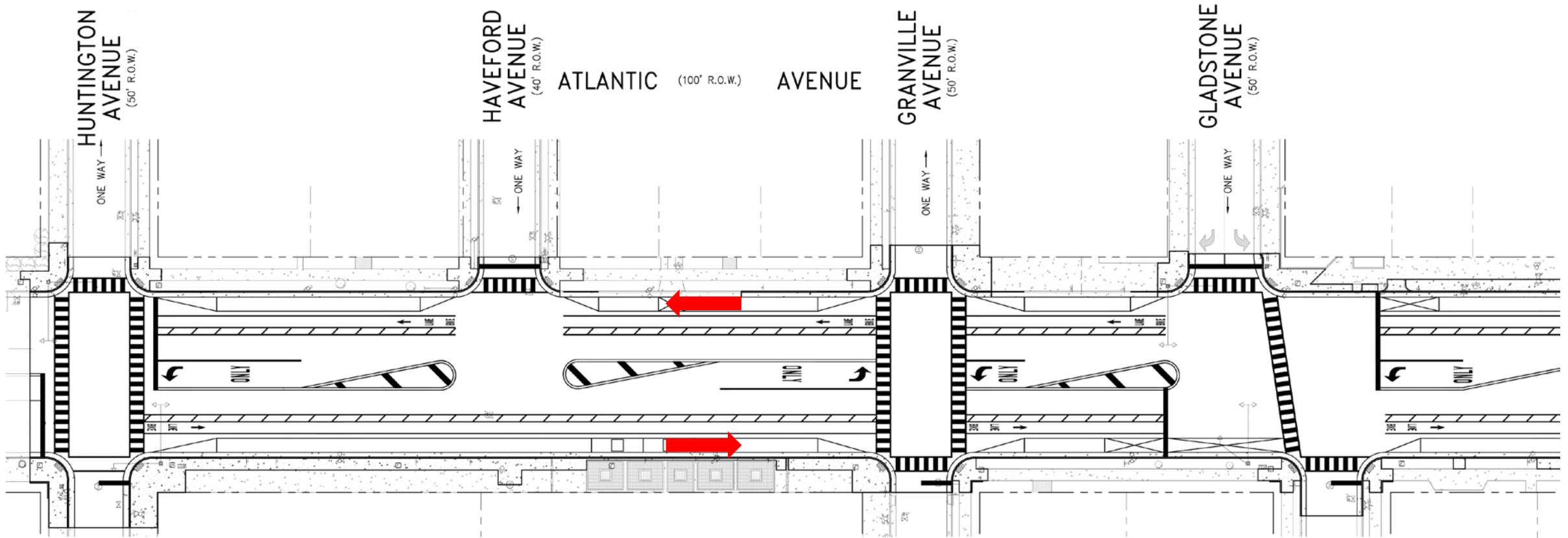
Proposed Project



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



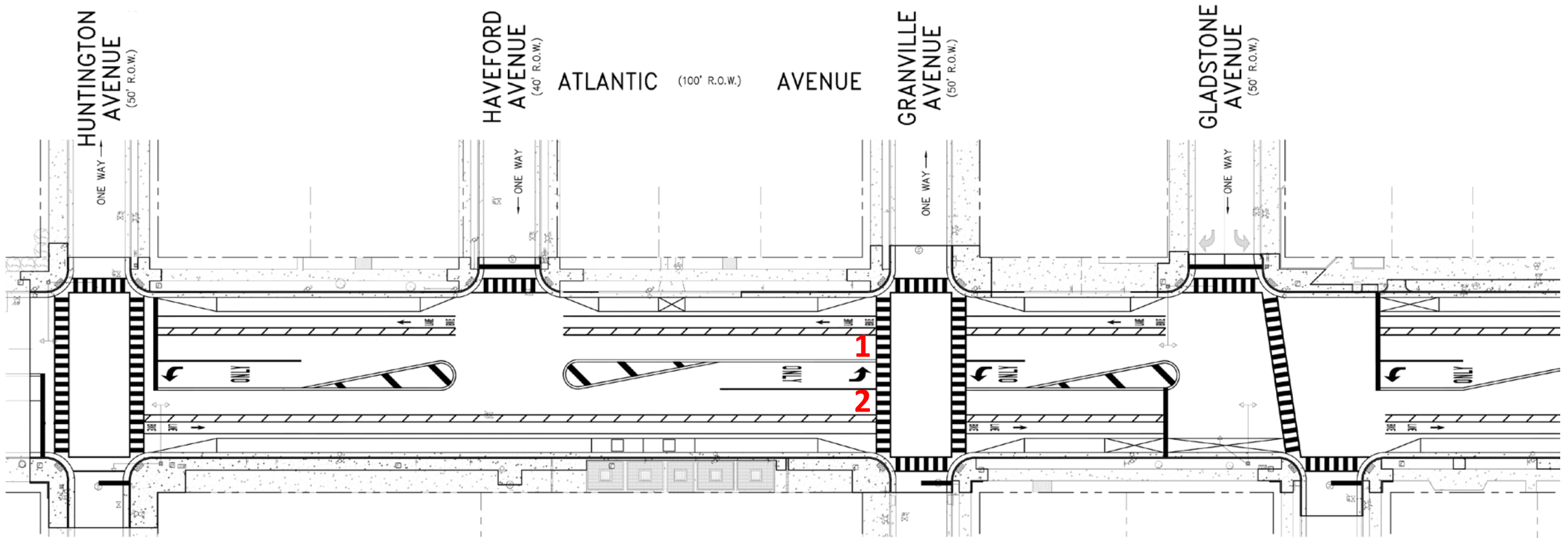
Proposed Project



Parking lanes in each direction, 8' wide



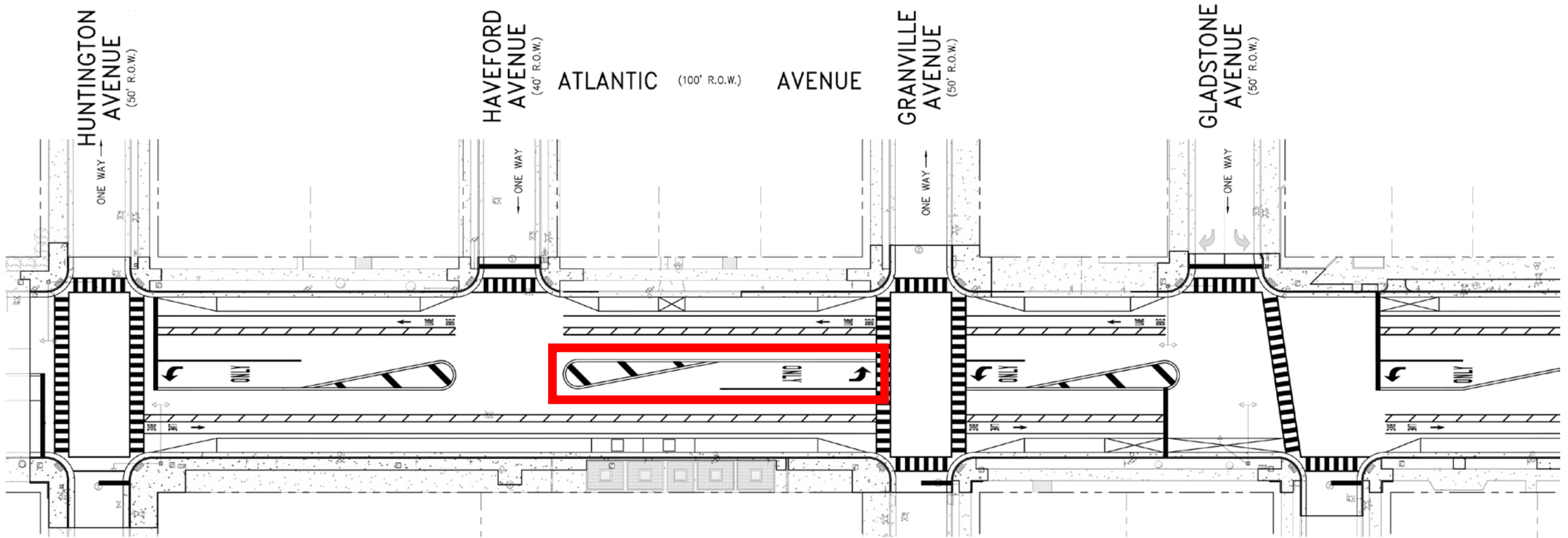
Proposed Project



Pedestrians must navigate 2 lanes of moving traffic



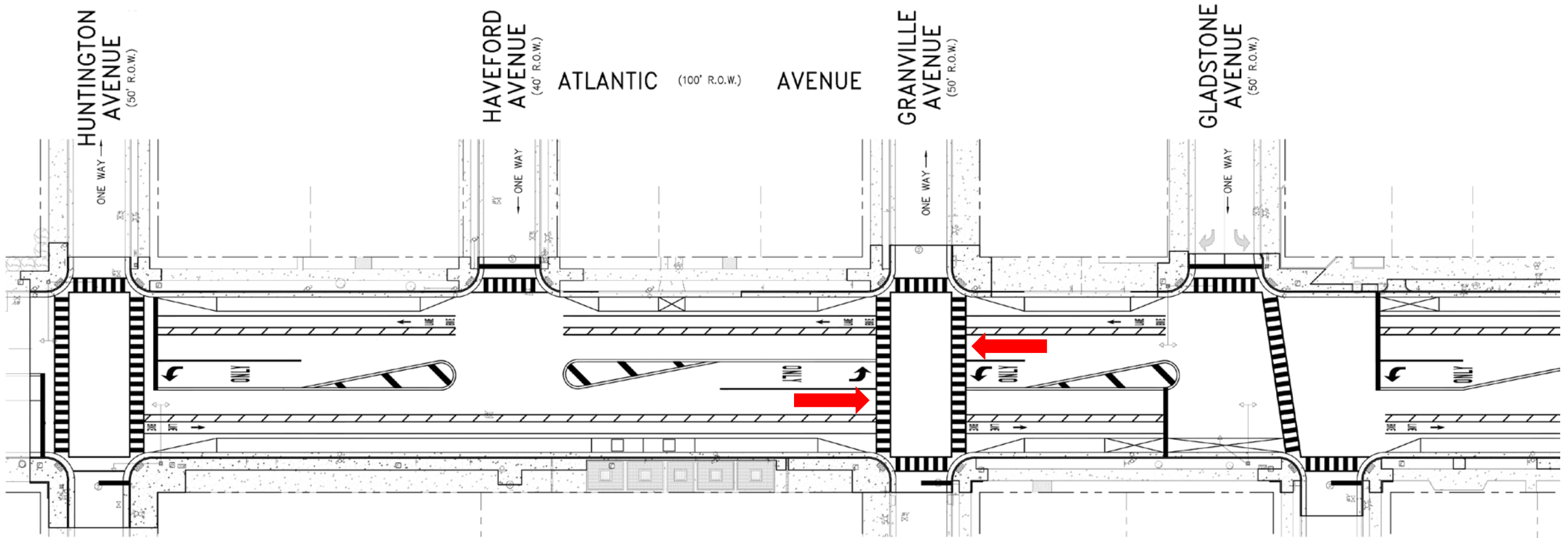
Proposed Project



Striped median provides pedestrian refuge (absent turn lanes)



Proposed Project

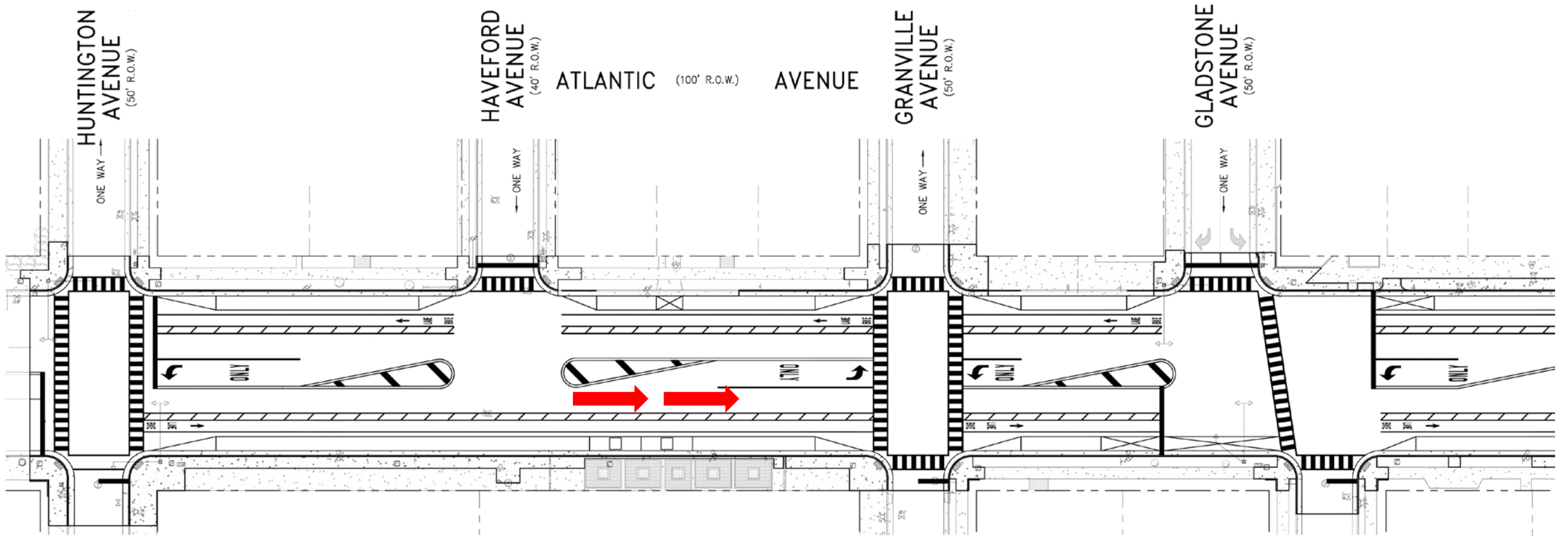


Pedestrian multi-lane threat is eliminated

Atlantic Avenue Road Diet



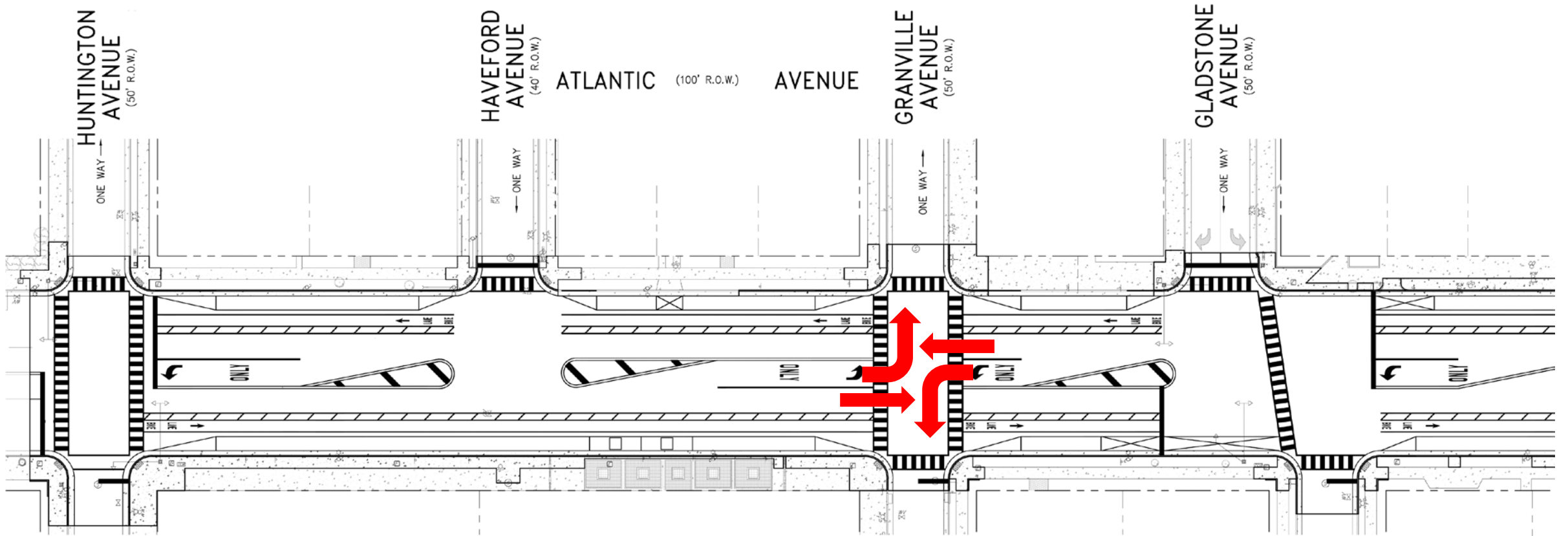
Proposed Project



Speeding is reduced by eliminating a passing lane



Proposed Project



Conflict points and crashes are reduced



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: ± 4 seconds
 - Side Streets: ± 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: ± 6 seconds
 - Side Streets: ± 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



Introduction

Background

Existing Conditions

Proposed Project

Public Comment