

INTERSECTION IMPROVEMENTS - BRIDGE & BAY AVENUES

EXISTING CONDITIONS

Description & Issues

- Long pedestrian crossing distance across Bridge Avenue increases pedestrian exposure to conflicts.
- Missing detectable warning surfaces at curb ramps.
- Missing sidewalk and large turning radius at the northwest corner of the intersection.
- Standard crosswalks are not as visible to approaching vehicles as continental or ladder style crosswalks.

Existing Intersection



PROPOSED IMPROVEMENTS

Conceptual Design



- Redesign crosswalk to shorten the crossing distance and move stop bar at least 8' behind the crosswalk.
- Add detectable warning surfaces as required by the Americans with Disabilities Act (ADA).
- ▲ Restripe as high visibility crosswalks to improve visibility.
- Add 6' median refuge. NJDOT Pedestrian Planning and Design Guidelines call for a refuge for any crossing longer than 60'.
- Add new curb ramps with detectable warning surfaces
- ✳ Complete sidewalk and reduce curb radius to limit turning speeds, shorten the crossing distance, and increase pedestrian visibility.
- ⚡ Remove / relocate striping.

Design Guidance & Examples

- Add pedestrian countdown signal heads to all legs of the intersection.
- Consider prohibiting right turns on red.

Example of Median refuge



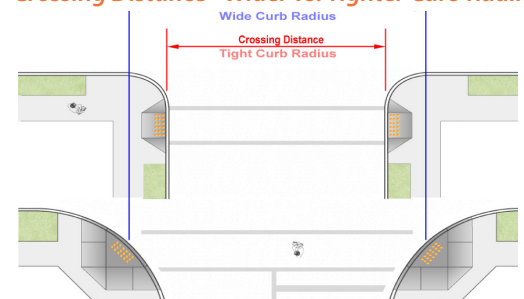
Source: NACTO.org

High Visibility Crosswalks Increase Motorist Yielding



Source: RBA

Crossing Distance - Wider vs. Tighter Curb Radii



Source: RBA