



2017 Complete Streets Case Study

Morristown, New Jersey



About

This report was written by Charles Brown, MPA, James Sinclair, and Lisa Cintron, of the Alan M. Voorhees Transportation Center (VTC) at Rutgers, The State University of New Jersey.

The Alan M. Voorhees Transportation Center (VTC) is a national leader in the research and development of innovative transportation policy. Located within the Edward J. Bloustein School of Planning and Public Policy at Rutgers University, VTC has the full array of resources from a major research university on transportation issues of regional and national significance.

The New Jersey Bicycle and Pedestrian Resource Center (BPRC) assists public officials, transportation and health professionals, and the public in creating a safer and more accessible walking and bicycling environment through primary research, education and dissemination of information about best practices in policy and design. The Center is supported by the New Jersey Department of Transportation through funds provided by the Federal Highway Administration.

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Figure 1. Historic buildings and local businesses on South Street.

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Figure 2. Fountain inside the Morristown Green.



Figure 3. Pedestrian walkway between Market Street and Dehart Street.

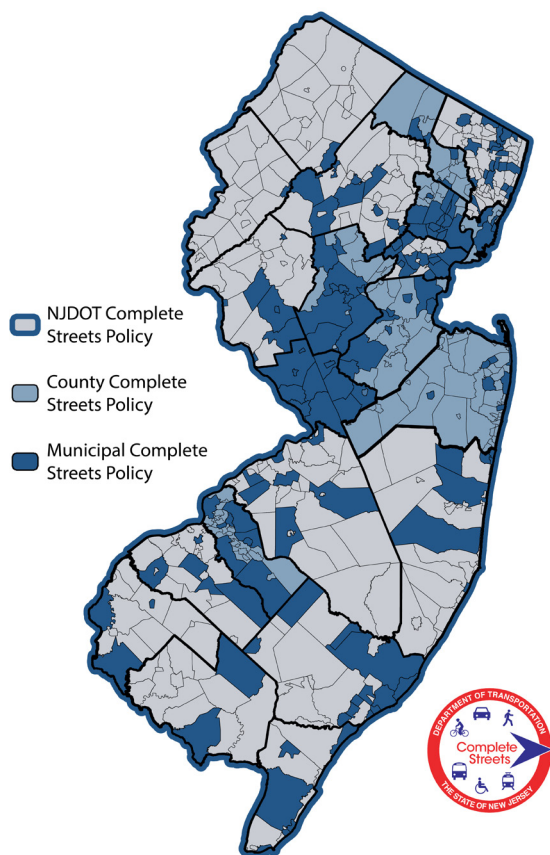
Introduction

In 2009, the New Jersey Department of Transportation (NJDOT) adopted a Complete Streets policy which defined a Complete Street as one designed to provide safe access for all users by implementing a comprehensive integrated multi-modal network of transportation options. The benefits include increased safety for all users, connections between origins and destinations, and the promotion of healthier and more livable communities. Since the policy's adoption, Complete Streets has built momentum throughout the state. As of December 2017, 8 counties and 139 municipalities have followed the lead and adopted their own local Complete Streets policy (Figure 4).

The Bicycle and Pedestrian Resource Center, part of the Alan M. Voorhees Transportation Center at Rutgers University, has developed a series of case studies intended to highlight Complete Streets leaders in New Jersey. The purpose of this report, funded by the New Jersey Department of Transportation, is to highlight the Complete Streets policy and implementation history for the Town of Morristown. The report is based on findings provided in interviews with Council President Stefan Armington, Town Planner Phil Abramson, and Rebecca Karger from Bike and Walk Morristown.

Morristown is a historical municipality that has seen heightened interest in new residential development thanks to its compact, walkable nature. However, regional traffic patterns have resulted in congestion, which in turn has led to drivers speeding through neighborhoods in an attempt to avoid traffic. Even before the term “Complete Streets” was coined, the town was taking steps to calm traffic, encourage walking, and make bicycling safer. The town recognizes that mobility and development are closely tied, and was one of the first municipalities in the state to join the Transit Village program and to adopt a Complete Streets Policy. These steps have ensured that as Morristown continues to attract new development, the pedestrian-friendly environment Morristown is known for is constantly improved.

The report begins with a summary of key findings followed by background information including historical, demographic, transportation, and land use data collected from Census documents. This information is essential in understanding the context of Complete Streets in Morristown. The report then explores the history of the municipal Complete Streets policy, including how the policy was developed. The report looks at multiple aspects of Complete Streets, such as new residential developments, an attractive plaza, traffic calming, bicycling, and advocacy. The report looks at relationships with partners, and then concludes with recommendations suggested by Morristown.



Complete Streets in New Jersey

New Jersey is a national leader in the campaign to complete the streets. According to the National Complete Streets Coalition, New Jersey ranked 1st nationally in terms of local policy adoption in addition to NJDOT's award-winning internal policy.

- 1 statewide award-winning policy
- 8 out of 21 counties have a policy
- 141 out of 565 municipalities have a policy
- 42% of New Jersey residents are covered by a municipal Complete Streets policy
- 52% of New Jersey residents are covered by a county Complete Streets policy

As of February 15, 2017

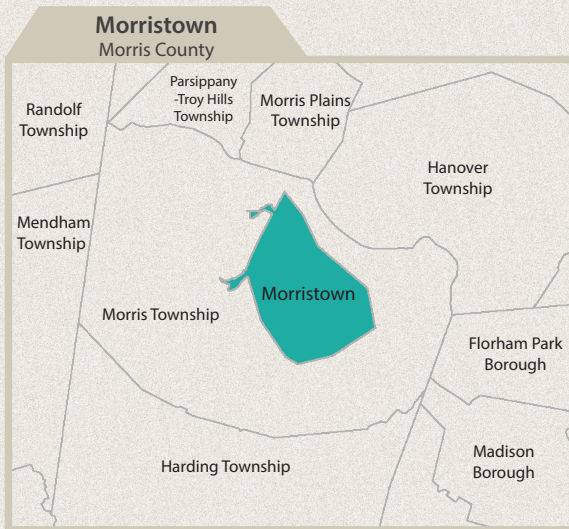
Figure 4. Map of New Jersey showing municipalities with Complete Streets policies.

Morristown, New Jersey

Complete Streets



Background Data, 2015



Population

18,677
RESIDENTS

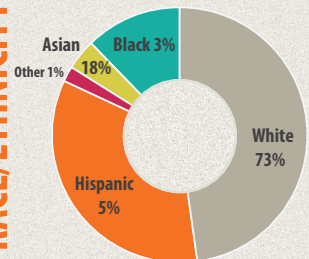
DENSITY



MEDIAN AGE
36.1 Yrs

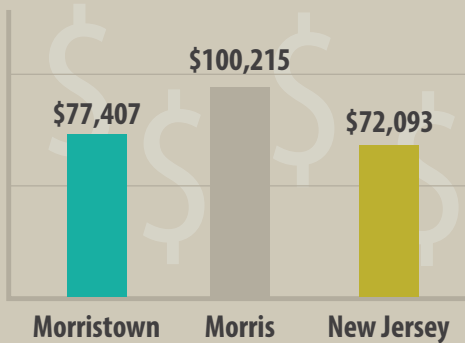
That is 6 years lower than the county and 3 years lower than the state.

RACE/ETHNICITY



Economics

MEDIAN HOUSEHOLD INCOME

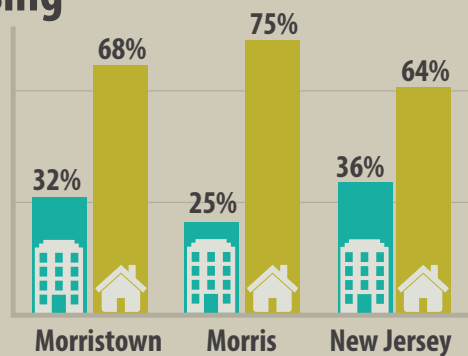


\$27,855 RETAIL SALES PER PERSON

which is 2 times more than the state average

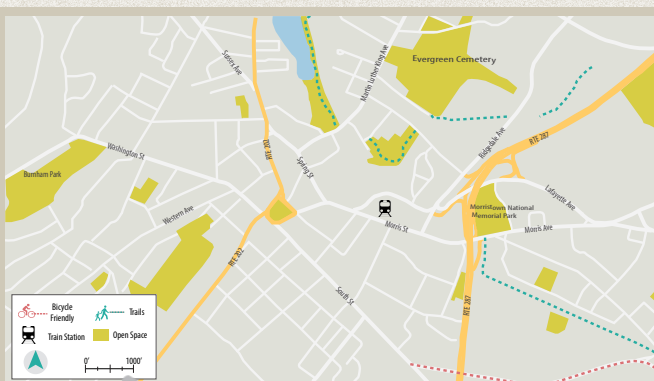
Housing

SINGLE & MULTI-FAMILY HOUSING



\$432,100 Median Home Value

which is slightly more than the state



Commute Mode



Nearly 2 out of 3 residents commute alone in a car

The proportion of walking commutes is
5X Higher
than Morris County



Morristown
25 minutes



Morris County
30 minutes



Alan M. Voorhees Transportation Center | NJ Bicycle and Pedestrian Resource Center

Key Findings

History: Morristown's historic character created a highly walkable municipality, but its importance as a regional transportation center has led to high levels of congestion and cut-through traffic today.

Redevelopment: Complete Streets and redevelopment work hand in hand. Morristown has encouraged dense multi-use development that activates the streets by providing ground floor retail and a steady stream of residents. New residents are attracted by the walkability and transit options provided by the town (Figure 5).

Strong Partnerships: Morristown has successful relationships with NJDOT, Morris County, NJTPA, and TransOptions, which have yielded grants, technical assistance, educational campaigns, and more.

Successes:

- Various traffic-calming projects have slowed traffic, provided wider and safer sidewalks for pedestrians, and enhanced the built environment with new lighting and signage.
- CVS plaza transformed a suburban-style retail development into a community gathering place.
- Redevelopment projects have brought life to the sidewalks through new retailers and provided new wallets through apartment complexes located within walking distance of the commercial core.
- A strong group of local advocates have lobbied for continued bicycle improvements, and successfully provide bicycle education in English and Spanish.
- Morristown has implemented a network of shared-use bicycle facilities, as prescribed by their bicycle plan.

Challenges:

- Regional traffic causes crippling congestion during rush hour, and 40% of vehicles are simply passing through town.
- I-287 divided the town in two, and created a network of high-speed feeder routes that are hostile to bicycle and pedestrian activity.
- Planned trail extensions have stalled due to disagreements between Morristown and NJ Transit.

Next steps: Morristown plans to continue calming speeds by investing in road diets, bump-outs, and other proven infrastructure improvements. Future development, including a hotel, will provide the town with even more walkable destinations for current and future residents. Downtown, new bicycle parking will make it easier for residents and visitors to bicycle to restaurants and shops. Work still needs to be done on extending regional trails and improving bicycle and pedestrian access to the train station.



Figure 5. Sidewalk dining near the Morristown Green.

Background

The Town of Morristown is known for its rich history, especially in the context of the American Revolutionary War. The centrally located Morristown Green, established in 1715, hosted George Washington's encampment 60 years later and today features monuments to that era. Morristown was incorporated in 1865, and became the county seat for Morris County due to its central location and convenient access to the road network. Now, Morristown is looking towards the future. In 2012, they were one of the first in the state to pass a Complete Streets Policy with an implementation checklist. Today, residents of newly developed luxury apartments in mixed-use buildings can stand on their balconies and look towards the town green, watching as pedestrians navigate the vibrant streetscape lined with restaurants and local boutiques in an environment made possible by the intersection of Complete Streets and economic development.

Location and Transportation

Located 25 miles from Manhattan, Morristown lies in the northeastern section of New Jersey. Within Morris County, the town sits southeast of the geographic center. Morris County, the wealthiest county in New Jersey, is generally more thickly settled to the east, with forests and lower levels of development to the west. The county terrain is generally hilly, with the highest point rising 1,395 feet above sea level. While Morristown only occupies three square miles, this terrain is reflected within the town, which features hills and winding roads in all directions.

Transportation has always defined the town, with a stagecoach line to Jersey City being established in 1798. The railroad was not far behind, connecting Morristown to Newark and the Jersey City ferries to Manhattan by 1838. Today, the “modern” train station, built in 1913, sits three blocks east of the Green. New Jersey Transit's Morristown line (which continues past Morristown to Hackettstown), provides frequent weekday service to Hoboken and New York Penn Station, and hourly service on weekends. Morristown is also served by NJ Transit bus routes 871, 872, 873, 874, 875, 880, which all connect the Morristown train station to surrounding suburbs. The town also operates “The Colonial Coach,” a free shuttle service for local residents. Community Coach also operates service from Headquarter Plaza in downtown Morristown to the New York Port Authority Bus Station on line 77.

US Route 202, designated as such in 1936, connects Morristown to Flemington, Somerville, and Parsippany-Troy, and borders the town green on all sides. In 1973, Interstate 287 opened, cutting through the eastern half of the town. While the new highway brought improved automobile connections to other parts of the state, the increased traffic put extreme pressure on the city streets designed 200 years earlier. Recent studies have found that over 100,000 vehicles pass through Morristown due to these major roadways. Many commuters living west of Morristown cut through the municipality on their way to New York City, Newark, and other employment centers. Additionally, the highway trench severed road connections, and effectively split the town in two (Figure 6).

As shown in Table 1, the percentage of Morristown residents who walk to work (8.1%) is more than double the state percentage (3%) and nearly four times that of Morris County (2.1%). As is the case with New Jersey as a whole, most residents (72.4%) drive alone to work, although less Morristown residents (4.6%) take public transit than is typical in New Jersey (11.2%). Currently, almost no Morristown residents (0%) use a bicycle to commute to work. Nearly 13% of residents do not have access to a vehicle, which is a rate similar to that of statewide trends, but three times higher than that of Morris County.

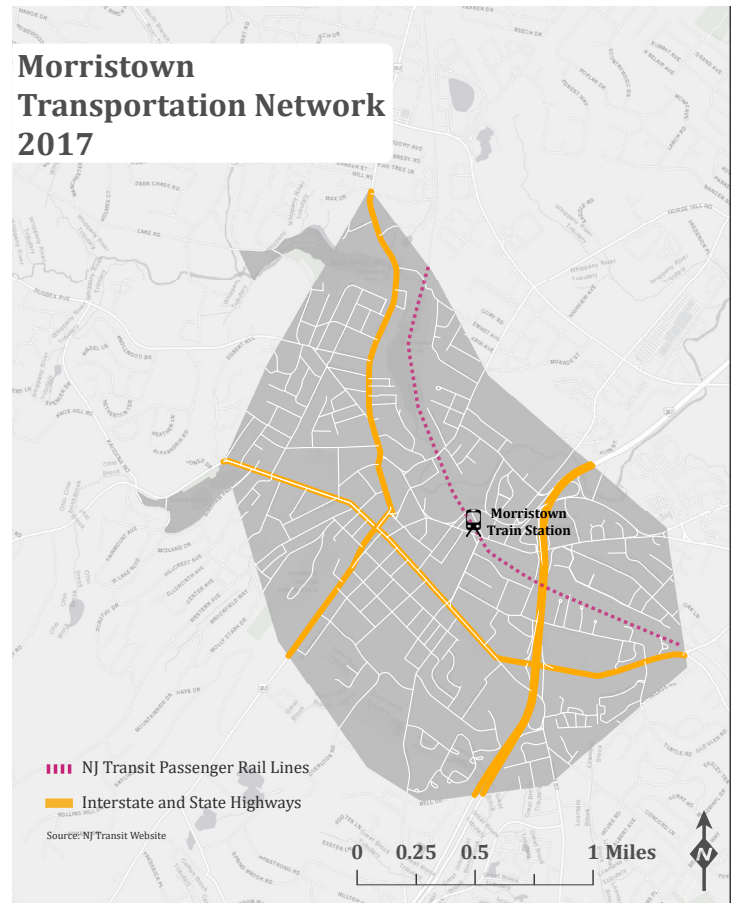


Figure 6. Transportation Network of Morristown 2017.

Table 1. Transportation to Work

	Morristown	Morris County	New Jersey
Drove alone	72.4%	79.3%	71.7%
Carpooled	8.7%	7.1%	8.1%
Public Transit	4.6%	5.2%	11.2%
Bicycle	0.0%	0.2%	0.3%
Walked	8.1%	2.1%	3.0%
Worked at Home	4.4%	5.4%	4.1%
Other	1.8%	0.8%	1.5%
Mean Travel Time to Work (Minutes)	23.8	30.6	31.2

US Census 2016

Table 2. Land Use and Density

Metric	Morristown	Morris County	New Jersey
Population per square mile	6,172.1	1,033.1	1,022.1
Owner-Occupied Housing	39%	75%	64.1%
Median Home Value	\$432,100	\$428,900	\$316,400
Median Rent	\$1,503	\$1,388	\$1,213
Housing Type: Single-family	39.1%	64.2%	64.1%
Multi-family	61.2%	36.1%	35.9%
No vehicle available	12.9%	4.7%	11.6%
Retail sales per capita	\$27,855	\$18,760	\$14,992
Average Walk Score	71 (Very Walkable)	--	--

US Census 2016

As shown in Table 2, Morristown is significantly denser than both the county and New Jersey. Additionally, the majority of residents rent, mostly in multi-family developments. The preponderance of multi-use developments means that Morristown is a retail destination, with shoppers and diners travelling into town from the surrounding municipalities to spend money.

Demographics

The population of Morristown has been surprisingly stable, growing from 11,267 residents in 1900 to 16,189 in 1990, a growth rate of under 1% per year. This changed in the last twenty-five years as the rate of growth has increased, bringing the population to 19,016 for 2016. This growth has been the result of an investment in new higher-density apartment buildings. Today, Morristown is the 10th most populated municipality in the county, and the 140th most populated in the state.

As shown in Table 3, the racial composition of Morristown more closely resembles that of New Jersey as a whole, rather than the rest of Morris County. In New Jersey, 56.7% of residents identify as White Alone, compared to 49.2% in Morristown and 72.5% in Morris County. Black residents comprise 10.4% of Morristown, compared with 3% in Morris County, and 12.7% in New Jersey. The Hispanic population within Morristown is 34.4%, compared with 12.7% in Morris County and 19.3% in New Jersey. The population of Morristown is slightly younger than that of the state, with the average resident being 36.2 years old, compared to 39.4 in New Jersey, and 42.2 for Morris County. While the median income for Morristown households is nearly \$20,000 less than the average Morris County household, it still exceeds that of New Jersey as a whole. Nearly 40% of residents speak a language other than English at home, the majority of whom speak Spanish.

Table 3. Population Characteristics

Metric	MORRISTOWN	MORRIS COUNTY	NEW JERSEY
Total Population	18,677	498,215	8,915,456
Race: White Alone	49.2%	72.5%	56.7%
Black or African American	10.4%	3.0%	12.7%
American Indian/Alaska Native	0.0%	0.1%	0.1%
Asian	4.3%	9.9%	9.1%
Native Hawaiian/Pacific Islander	0.0%	0.0%	0.0%
Two or More races	1.6%	1.6%	1.6%
Hispanic or Latino	34.4%	12.7%	19.3%
Median Age	36.2	42.2	39.5
Median Household Income	83,036	102,798	\$73,702
Persons below poverty line	8.6%	4.6%	10.9%
Language other than English at home	39.3%	24.4%	30.7%
Language other than English at home	46.3%	33.8%	30.7%

US Census 2016

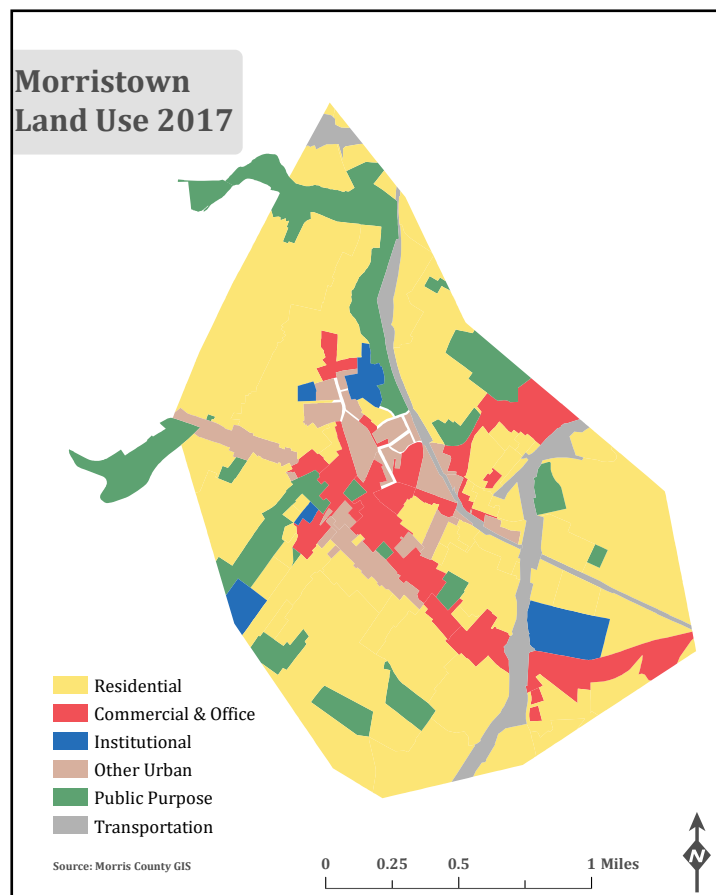


Figure 7. Morristown Land Use 2017.

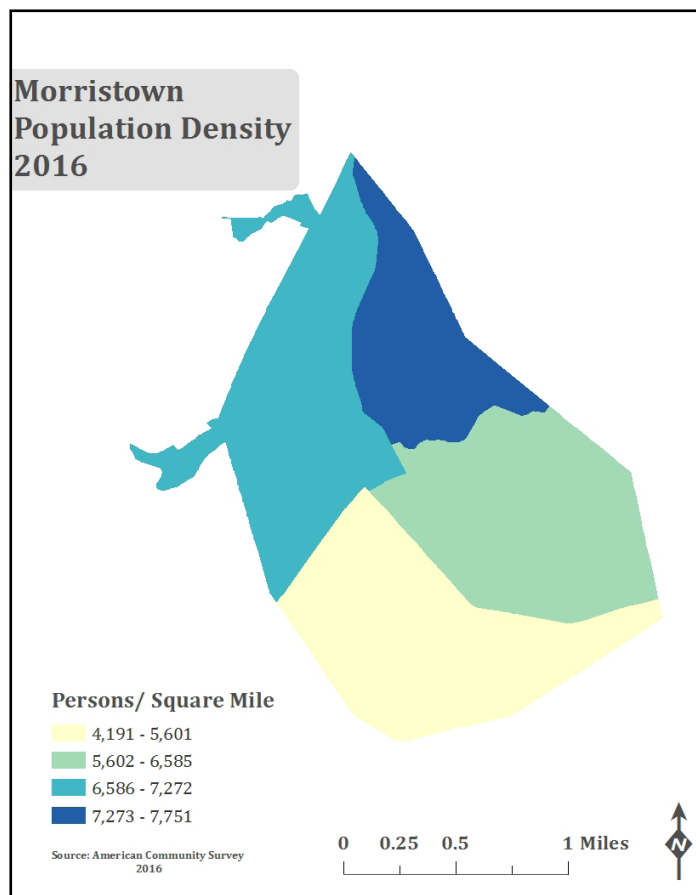


Figure 8. Morristown Population Density 2016.

The Complete Streets Story

Morristown's small size, narrow streets, awkward intersections, and a history of mixed-use development has made the municipality ideal for pedestrian activity (Figure 9). This is reflected in the way current residents get around, with over eight percent commuting on foot, and with 13% of households not owning a personal vehicle. However, the regional importance of Morristown and the direct access to I-287 has resulted in crippling congestion during peak hours, much of it caused by through-traffic. How can Morristown ensure its streets are safe for pedestrians, encourage bicycle use, and manage to keep regional traffic flowing? By designing Complete Streets that respond to the needs of all users.



Figure 9. Pedestrians walking in Morristown.

Passing a Policy

Before passing a Complete Streets Policy, Morristown began to take steps towards incorporating bicycle and pedestrian planning and safety into the transportation network. In 2002, the town passed a traffic-calming ordinance that acknowledged the need for slower vehicle speeds within the municipality. The Morristown Environmental Commission developed a Draft Bicycle Plan in February 2009, and reached out to the New Jersey Department of Transportation for assistance. The NJDOT assistance program allowed the town to work with Michael Baker Inc. to develop an addendum to supplement the existing draft Bicycle Plan through a bicycle compatibility assessment of roadways and intersections using NJDOT guidelines, an analysis of reported bicycle crashes, and the identification of regional and local bicycle facilities and trip generators. The result of this analysis was a series of recommendations for on-road bicycle facility improvements, with preliminary cost estimates. That work was completed in August 2010, and was incorporated into the circulation chapter of the 2013 Morristown Master Plan. Many of those recommendations have since been constructed.

In July 2012, the Morristown City Council passed a Complete Street Policy that was developed by incorporating best practices observed from both the statewide policy and other municipal policies. Specifically, the policy states that “the Mayor and Council of the Town of Morristown wish to implement Complete Streets policy through the planning, design, construction, maintenance, and operations of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities, including youth, families, older adults, and individuals with disabilities.”

To accomplish that goal, the resolution included a Complete Streets Priority Action Plan, which was developed to identify priority actions and improvement areas. Central to this plan was the inclusion of a Complete Streets checklist, which calls for project managers to ensure that the checklist is completed before projects are advanced to the final design stage. The checklist creates structure and transparency when used for publically funded transportation and land use projects. Short, medium, and long-term measures are addressed through the creation of multiple sections that are to be used during concept development, preliminary engineering, construction, and maintenance.

As public reception to both the new policy and the previous bicycle plans was positive, the new Morristown Master Plan (adopted March 2014) included mobility and circulation as a central component. Although circulation is not a required component for a municipal master plan, Morristown understood that housing and land-use policy are entirely tied to transportation. This type of planning was assisted by the “Mobility and Community Form Guide” released by the New Jersey Department of Transportation in 2006, and funded by NJTPA. The first goal of the master plan, “complete pedestrian and bike-friendly streets” makes it clear that planning for bicyclists and pedestrians comes first. The second goal, “create attractive, lively streetscapes that support socializing, walking, biking, and accessibility,” reinforced the relationship between land-use and active transportation. To that end, new development was critical in enhancing the walkability of Morristown.

New Development in a Transit Village

Recent years have shown an increased demand for neighborhoods that offer shops, restaurants and amenities within walking distance of residences, and Morristown's dense layout, historical character, and access to a commuter rail line have proven ideal in attracting new residents. In 1999, Morristown became one of the first municipalities in New Jersey to be designated as a Transit Village. This program, which has since expanded to thirty-three municipalities, creates incentives for municipalities to redevelop or revitalize the areas around transit stations using design standards of transit-oriented development (TOD). The Transit Village program first resulted in the development of "The Highlands at Morristown Station," a \$75 million project which added 217 apartments across the street from the train station.

The success of the transit village program has encouraged developers to bet big on other large mixed-use projects. These projects support the Master Plan by "conveniently connecting residents, workers, and visitors to the various employment, residential, shopping, and recreational opportunities" thanks to the introduction of successful street-level retail, new downtown office space, and apartments within walking distance of existing destinations (Figure 10).

Recently completed and proposed developments include:

- 35-41 Market Street, with 54 apartments and 20,000 square-feet of retail
- Cambria Hotel, at 15 Market Street, with 116 rooms
- Hampshire Co. Development, at Bank and Market Street, with 43,000 square-feet of office space
- Metropolitan Lofts, at 11 DeHart Street, with 59 residential units and 1,100-square-feet of retail space
- Modera 44, at Prospect Street between Clinton and Early Streets, with 268 apartments
- Modera 55, at Prospect and Early Streets, with 185 rental units

The developers know that walkability sells, and these various projects support Complete Streets by creating new retail destinations, generating walking trips by new residents, revitalizing streets by replacing long-abandoned properties, and introducing new sidewalk amenities. In the case of the Modera development, green infrastructure has been introduced as sidewalks have been constructed alongside a new traffic-calmed roadway. Although new bicycle infrastructure has not been developed in conjunction with these projects, bicycle storage is an advertised amenity.

While most of the new development has been dense and urban in nature, one new controversial project, a CVS, provides an example of how a suburban-style project can be modified to work for all users.



Figure 10. Modera 44, on left, and Modera 55, on right, under construction in 2017 with green infrastructure along sidewalk.

CVS Plaza

The Morristown Master Plan listed “attractive, lively streetscapes” as a central goal. Specifically, the plan stated that “parklets and well-designed plazas and sidewalk areas offer aesthetic enhancements to the streetscape, provide an economical solution to the need for increased public open space in compact urban areas, and can support local businesses with increased foot traffic and activity.” Would a national chain, known for erecting identical buildings designed for highway strip-malls agree?

In 2012, CVS proposed building a new store on Spring Street and Speedwell Avenue (Route 202), a short walk from the Morristown Green. Residents were eager to welcome a new pharmacy to the site of a long-vacant car dealership and Blockbuster Video Store, but concerns were raised that the development was not compatible with a pedestrian-friendly design. CVS demanded that they be able to build a large parking lot, a roadway surrounding the building, and a drive-thru, as is typical for their suburban footprints.

After months of negotiation, an agreement was reached that both satisfied CVS and also met the goals of the master plan. CVS would be allowed to build their inner-roadway, but it would be flanked by an attractive pedestrian plaza, and deemed a low speed, shared street. The Morristown Master Plan describes an attractive plaza as one that “incorporates amenities like seating, plantings, bike parking, and public art. They can become venues for eating lunch or meeting up with friends, as well as for street fairs, farmers’ markets, or other outdoor events.” To meet this goal, CVS hired a local landscape architect who commissioned a plaza that would “include banquettes and tables made of wood from the demolished structures, a funky water fountain, red umbrellas, and space for a mobile food vendor and maybe a fresh produce stand.”

Additionally, the sidewalks surrounding the property would be widened, new trees planted, and new pedestrian amenities installed. Bicyclists would get new parking racks, and motorists would see less congestion as CVS was required to pay for traffic-light synchronization, and upgrade traffic signals (Figure 11).



Figure 11. CVS Plaza, Speedwell Avenue and Spring Street.

Regional Traffic

Although Morristown has less than 20,000 residents, rush hour traffic can rival that of the largest cities. This is because Morristown was born as a regional center with important road connections – connections that today pump over one hundred thousand vehicles through the town every day. Although the construction of Interstate 287 helped put Morristown on the map, the design of the highway and the connecting on-ramps are the source of many of today's transportation challenges. Motorists exiting the highway are served with wide, high-speed ramps that feed them into the local network. With no transition, motorists expect to continue driving at high speeds. The highway itself has split the town with limited crossing options, increasing the distance bicyclists and pedestrians must take to move from one side of town to the other.

In 2017, Morristown used a software program called “Streetlight” in an attempt to better understand congestion and traffic patterns. The software uses an enormous dataset of anonymized readings from mobile devices and tracks the movement of vehicles entering and exiting a study area in order to determine how much traffic is localized versus how much traffic simply passes through an area. According to the company, the data they use accounts for 23% of travel activity within the US and Canada. Using the software, georeferenced “gates” were set to measure incoming and outgoing traffic. This analysis found that 40% of the total vehicle traffic in Morristown is simply passing through town.

Complete Streets includes automobiles, and as the county seat, Morristown cannot unilaterally act in ways that will block the vehicles and simply shift the cars onto the neighboring municipalities. However, Morristown has taken steps to ensure that these vehicles are not endangering residents as they pass through town by installing a series of projects intended to slow speeds.

Road Diets and Traffic Calming

MacCulloch Avenue

Before the term “Complete Streets” existed, Morristown took steps to calm speeding cut-through traffic on MacCulloch Avenue, between Route 202 and James Street, by installing sidewalk extensions at intersections. Additional safety measures were installed in the next decade, including a \$500,000 project to add a raised intersection paved with brick, and a smaller project which added a small textured median. These projects have been successful in slowing down vehicles and making the corridor more visually attractive.

Morris Avenue

In 2010, Morris Avenue, which carries traffic eastbound from I-287, was given a reduced speed limit and had a lane replaced with a shoulder in order to accommodate bicyclists, slow down drivers, and provide safer crossings for pedestrians. Morristown worked with Morris County, who maintains the road, to make this popular modification (Figure 12).



Figure 12. Road diet and improved crosswalk signage. Morris Avenue, looking west towards Washington Place.

Washington Avenue

In 2017, work began on a \$350,000 traffic-calming project on Washington Avenue, a long and straight residential street that has been used as a cut-through between Morris Avenue and Normandy Parkway. Designed by Arterial LLC, a plan was developed to slow traffic while retaining the historical nature of the street and preserving access for emergency vehicles. The new design includes “gateways” at both ends of the street, to better inform drivers that they are entering a residential neighborhood. Additionally, curb bump-outs have been installed at various locations along the block to visually narrow the street and intersections feature improved crosswalks (Figure 13, Figure 14, Figure 15).

Martin Luther King Avenue

In 2015, Morristown began looking at ways to make improvements along Martin Luther King Avenue in order to motivate property improvements and reinvestment. The Avenue runs from Spring Street, downtown, north to Hanover Avenue. The designs recommended by the community during an outreach process emphasized shifting the priority from automobile speeds towards safety and pedestrian comfort. In July 2017, Morristown received \$1.5 million in Transportation Alternatives Program grants from NJTPA to move forward with Phase 2 of the project. The work, which began construction at the end of 2017, included a much wider sidewalk, narrower travel lanes, pedestrian and bicycle wayfinding, new lighting, and traffic calming measures.

Future projects

Looking to the future, Morristown will be working with NJDOT to evaluate a road diet on Speedwell Avenue (Route 202) from Sussex Avenue to the town border. This project was suggested by NJDOT, and the town is interested in making improvements. Another plan is for Corey Road, which today varies in width along its short length. Planners are looking at incorporating a bicycle lane by implementing a road diet in to next paving cycle. Additionally, the town is always looking at ways to slow speeds on neighborhood roads, using a variety of tools.



Figure 13. Curb extensions on Washington Avenue and West Valley View Road.



Figure 14. New sidewalks and high visibility crosswalks on Washington Avenue and West Valley View Road.

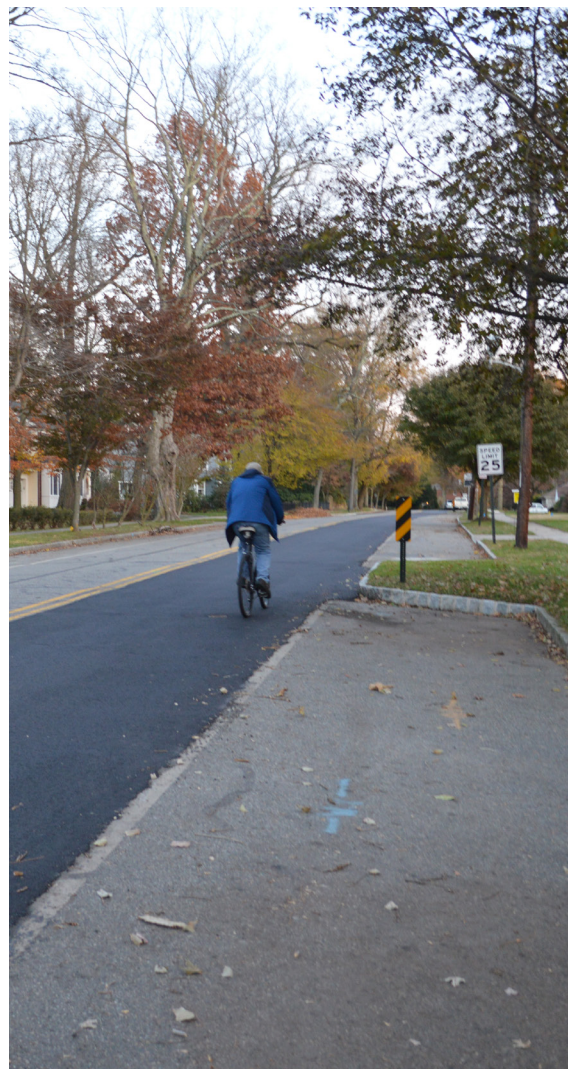


Figure 15. A bicyclist passes a curb-extension used to narrow the roadway to encourage lower speeds.

Bicycling

Developing a strong bicycling culture has been a challenge for Morristown. The geography of the town, with narrow roads and difficult hills, has never been conducive to bicycling for utilitarian purposes. It may also seem counterintuitive, but the compressed nature of the town has also hindered bicycle use, as most trips can be completed on foot. This is reflected in the mode-share statistics that show eight percent of residents commute by walking, while zero percent rely on a bicycle. However, it is important to note that while few commute by bicycle, it is common to see residents use bicycles for errands or recreational purposes. Those who use a bicycle for errands are typically observed riding on sidewalks, something that the town plans on addressing in 2018 by adding sidewalk stencils that will direct riders to the roadway.

Limited roadway space has made it difficult for Morristown to add dedicated bicycle infrastructure. The Morristown Bicycle Plan analyzed conditions throughout the municipality and recommended a series of improvements that did not include exclusive bicycle lanes. However, the plan did recommend the inclusion of “Bicycles May Use Full Lane” signage in addition to sharrows (shared-lane markings) that are intended to remind road users that bicyclists may ride in the center of the lane. Morristown was the first municipality in the state to deploy that signage, which sends a stronger message than “Share the Lane” signage that typically accompanies sharrows. Additional recommendations in the Bicycle Plan included the modification of centerlines and widened shoulders to better accommodate bicyclists. Many of those recommendations have since been implemented. While those improvements have not resulted in a greater bicycle-commute mode-share, the sharrows support recreational “weekend warriors” who pass through Morristown on their way to idyllic country roads, historic farms, and wilderness areas.

In regards to off-road bicycling, Morristown has an excellent trail system that connects to green space in adjacent communities. The Patriots’ Path, which runs across the northern side of Morristown, extends more than 20 miles east and west. The Traction Line Trail runs north to south along the NJ Transit railroad tracks in the southern part of Morristown, and provides bicycle and pedestrian access to Madison. Plans have been developed to extend these paths and improve connections into the downtown core.

One low-cost improvement Morristown is looking forward to making is a rapid expansion to the amount of bicycle parking downtown. The town will be installing bicycle racks that attach to existing parking meters, with at least one hundred new racks arriving in 2018. To start, the racks will be located where a survey found existing demand for bicycle parking. The eventual goal is for a bicycle rack every 200 feet (Figure 16, Figure 17, Figure 18).



Figure 16. Bicycle parking in front of CVS.



Figure 17. Indoor bicycle parking in Modera 44.



Figure 18. Sidewalk bicycle parking on South Street.

Partners and Relationships

Strong partnerships and working relationships have been shown to be critical in moving Complete Streets projects forward in New Jersey. Municipalities in New Jersey do not control all their streets, as the county and state may have jurisdiction over important routes. This is especially relevant at intersections, where multiple jurisdictions can overlap. Additionally, the town alone cannot fund major infrastructure projects, and depends on the assistance of an array of grants. As such, all the stakeholders must work together to plan a connected network of routes that serve all users. Additionally, local residents can be integral in directing limited funding to important priorities.

Advocacy Groups

Bike and Walk Morristown is a local advocacy group that has pushed to improve infrastructure within Morristown, while also hosting group rides, group walks, and providing education and outreach to residents. The group began pushing for improvements in bicycle infrastructure by hosting “critical mass” rides through town, in which large groups of bicyclists rode together to promote awareness of bicycling. The rides were successful, and helped encourage the town to move forward with shared-lane markings and signage. However, it was observed that many attendees were not local, so the group has deemphasized the event and shifted focus to planning group rides that better serve the local community. Rather than simply creating a recreational option, future group rides will be designed to educate riders on how to reach specific destinations, such as the supermarket, post office, or the school. For pedestrians, the group hosts frequent “dog walks.”

Recently, the group has partnered with “Wind of the Spirit,” a group that “aims to ensure justice and inclusion for immigrant communities through community organizing and advocacy, legal services, and health and safety initiatives.” Close to forty percent of Morristown households speak a language other than English at home, and Spanish speakers make up a large component of that population. Working together, the two groups provided a Spanish language version of “Traffic 101,” a full day bicycle safety education course. Moving forward, the groups have begun providing shorter (1-hour) sessions aimed at the Spanish-speaking community on bicycle safety (Figure 19). The two groups have also worked together on giving away lights and helmets to riders.



Figure 19. Poster for a bicycle safety course taught in Spanish.

Government Partners

Morristown has successfully leveraged their good working relationship with the New Jersey Department of Transportation, NJTPA, Morris County, and the regional Transportation Management Association (TMA) TransOptions. According to Morristown, the strong support for Complete Streets at NJDOT has been essential for obtaining the help needed to develop new plans. For example, the bike plan would not have been possible without the assistance of NJDOT and their consultant. Unfortunately, while NJDOT has been a critical partner, the process to improve Route 202, which is a defining roadway within the town center, has been slow moving. Likewise, while the town stated that they work well with Morris County on many matters, the county has taken little initiative to complete their own roadways within the town. One bottleneck has been a two-year delay in adding new shared-lane marking to county roadways within the municipality.

Morristown has also found success and challenges in working with New Jersey Transit. As mentioned previously, the Transit Village program resulted in the development of “The Highlands at Morristown Station,” a \$75 million project which added 217 apartments across the street from the train station in 2009. That development revitalized an important intersection and set the stage for future development within the portion of Morristown designated as a “transit village.” However, the same agency has put up roadblocks in moving forward with other proposals. A plan was developed by the New Jersey Bicycle Coalition (a statewide advocacy group) to build a secured bicycle parking station (“bike depot”) by using six unused parking spaces in the Highlands garage, but the agency has been unwilling to allow the project to move forward. In 2015, NJDOT awarded the Morris County Park Commission \$669,000 in Transportation Alternatives Program funding to extend the Patriots’ Path to downtown Morristown, but progress on that project has stalled due to concerns raised by NJ Transit on the proximity of the proposed path to their rail line. Additionally, the Morristown train station is surrounded by pedestrian-unfriendly surface parking, rather than a welcoming entrance plaza. This gives passengers arriving to town a poor first impression, and also may discourage ridership. The town also noted that plans to improve lighting for pedestrians under the tracks were delayed as there was no process within New Jersey Transit to permit the town to upgrade the lighting on their own accord.

The Morris School District, which serves Morristown, Morris Township, and Morris Plains, has proved to be a challenging partner to work with in promoting bicycling and walking among children in Morristown. While many school districts have successful partnerships with TMAs to develop a bicycling culture, the Morris School District actually bans students from bicycling to school. According to the district, traffic patterns make bicycling dangerous, and thus it is prohibited. Although both the elementary school and the high school are centrally located in a walkable environment, Frelinghuysen Middle School is accessed via Route 650, a four-lane high-speed roadway without sidewalks.

Advice to Other Municipalities

For passing a Complete Streets policy, Morristown recommends grabbing a proven policy and moving quickly from there. They noted that a “Complete Streets Champion” is important in raising awareness of the benefits that Complete Streets can bring. Additionally, champions are valuable in moving Complete Streets forward with implementation, ensuring that projects do continue to move through the pipeline, and reminding officials of previous commitments.

Complete Streets and redevelopment are closely tied together in Morristown. One successful strategy used by Morristown has been working with the developers to see what improvements are financially possible. It is easier to work together when both sides of the table are operating from the same set of assumptions. For example, if the town knows that the developer has a certain amount of money available for street improvements, a plan can be put together that best completes the street within that budget.

Morristown acknowledges that improvements have not come as quickly as may be desirable. Redevelopment projects can take over a decade to plan and build, and improvements to roadways have been gradual. To that end, Morristown recommends perseverance in the long-term scope of Complete Streets implementation.

Unexpected objection to a safety project can grind projects to a halt. One way to avoid unexpected delays is to ensure that the public is well-informed on the proposed changes. For example, the Washington Avenue project hit turbulence when residents discovered the construction would require removal of some trees. If the residents had been informed on why the trees were being removed, and provided details on how the trees would be replaced, the backlash may have been avoided. Objection to street projects can also come from motorists who are concerned changes will make congestion even worse. To that end, Morristown recommends developing plans that take into account regional travel needs, which in a suburban area, are trips primarily completed by car.

Attractive streetscapes are an important component to Complete Streets, and a suggestion was to develop standards for materials to be used along every corridor. For example, by developing a standard look to street furniture, lighting, and paving materials, the town can guarantee that various projects will end up creating a uniform look, regardless of when they are completed. Providing a standard blueprint to work with also assists planners with application grants. Developers also benefit, as they do not have to reinvent the wheel for every new project. Additionally, having a published guide strengthens the position of the municipality with any negotiations.

Finally, while funding is always a constraint, Morristown is pleased with the range of grants available. They noted that if a municipality dedicates resources to applying for grants, the money will come. Morristown has been successful in receiving a wide range of grants, which support tree planting, traffic enforcement, sidewalk widening, trails, repaving, and more.

Conclusion

Morristown has always been a walkable town, and a strong master plan ensures that future development will only make walking and bicycling an even better choice. The town is pleased with the way new development and Complete Streets together have made the town an attractive destination for both visitors and new residents. As new development projects break ground, they add to the sidewalk network and reinforce the perception that Morristown is a lively community where walking is the best way get around. Like Somerville and Hoboken, Morristown aims to attract future residents through expanded housing, a strong retail scene, and a reputation as an urban oasis just minutes from rolling country hills.

The safety benefits from Complete Streets have also been undeniable. Traffic calming projects have slowed speeding vehicles, and wider sidewalks provide safe walking space. However, there is still work to be done, especially in regards to bicycling and transit. Fortunately, Morristown's elected officials are strong supporters of Complete Streets, and an engaged community will ensure that work does not stop on making Morristown a fantastic place to live in or visit.



Figure 22. Bicyclists on South Street.

Alan M. Voorhees Transportation Center

Edward J. Bloustein School of Planning and Public Policy
Rutgers, The State University of New Jersey
33 Livingston Avenue
New Brunswick, NJ 08901



Complete Streets Case Study: Appendices

Morristown, New Jersey



**TOWN OF MORRISTOWN
RESOLUTION NO. R- 105 -2012**

**RESOLUTION ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY FOR
THE TOWN OF MORRISTOWN**

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities, promoting healthy lifestyles; creating more livable communities, reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, on-street bike facilities, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Mayor and Council of the Town of Morristown wish to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, and transit users of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Town of Morristown adopts the Morristown Complete Streets Policy.

BE IT FURTHER RESOLVED that the Planning and Engineering Divisions within the Departments of Public Works should make Complete Streets practices a routine part of everyday operations, should approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

BE IT FURTHER RESOLVED that the Planning Board, the Zoning Board of Adjustment and the Redevelopment Entity, along with their respective planning and engineering professionals, shall incorporate this Complete Streets policy into its reviews of major site plan and redevelopment projects; that all initial planning and design studies, environmental reviews, and other project reviews for projects requiring funding or approval by the Town of Morristown should: (1) evaluate the effect of the proposed project on safe travel by all users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.

BE IT FURTHER RESOLVED that an advisory committee is hereby created, and may be composed of appropriate local, county, state administrative officials and members of the public appointed by the Mayor to recommend a Priority Action Plan of short and long-term steps, planning, and policy adoption necessary to create a comprehensive and integrated transportation network serving the needs of all users; to assess

potential obstacles to implementing Complete Streets in the Town of Morristown; and to develop proposed revisions to all appropriate plans, zoning, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including the Morristown Master Plan, to integrate, accommodate, and balance the needs of all users in all projects.

BE IT FURTHER RESOLVED that the advisory committee shall work to incorporate the goals and objectives of the Complete Streets Policy into the Morristown Master Plan – the Unified Land Use and Mobility Plan for the Town of Morristown, which is proposed to integrate local land-use development goals and regulations with transportation policies and investment strategies.

BE IT FURTHER RESOLVED that the advisory committee should report on the matters within its purview to the Town Council within one year, and annually, following the date of adoption of this Resolution.

ATTEST:

ADOPTED:

MATTHEW K. STECHAUNER,
TOWN CLERK

MICHELLE DUPREE HARRIS
COUNCIL PRESIDENT

I do hereby certify the above to be a true and exact copy of a Resolution duly passed and adopted by the Town Council of the Town of Morristown at the Regular meeting of the Town Council held on July _____, 2012 in the Morristown Council Room, 200 South Street, Morristown, New Jersey, beginning at _____ P.M., prevailing time.

DATED: July _____, 2012

Matthew Stechauner, Town Clerk

Morristown, NJ Complete Streets Policy

Introduction

A Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options. The benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities, promoting healthy lifestyles; creating more livable communities, reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, on-street bike facilities, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

Complete Streets Policy

Morristown's Complete Streets Policy promotes a comprehensive, integrated, connected multi-modal transportation network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers. The policy is built around ten (10) main goals and calls for the establishment of an Priority Action Plan and Project Checklist to address pedestrian, bicyclist and transit accommodations with the presumption that they shall be included in each transportation and land use project that utilizes public funds, unless supporting documentation against inclusion is provided and found to be justifiable.

As adopted by the Mayor and Town Council, Morristown's Complete Streets policy encompasses the following goals:

- 1) Create a comprehensive, integrated, connected multi-modal transportation network by facilitating connection to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
- 3) Develop an established procedure (the Checklist) for Town officials to evaluate transportation projects, major site plan reviews and redevelopment plans, and to ensure that adequate consideration of bicycle, pedestrian and transit needs are incorporated into the planning, design, construction, and maintenance of projects. The Checklist shall also be applied to resurfacing projects.
- 4) Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- 5) Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

6) Bicycle and pedestrian facilities shall be designed and contracted to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

7) The provision of bicycle improvements on local, county and state roadways will be compatible with the Morristown Bicycle Plan Addendum, September 2010.

8) Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.

9) Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or populations groups with limited transportation options.

10) Improvements shall comply with Title VII Environmental Justice, Americans with Disabilities Act (ADA) and complement the context of the surrounding community.

Exemptions

Exemptions to the Complete Streets Policy shall be presented for final decision to the Mayor and Council in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

- a) Non-motorized users are prohibited on the roadway.
- b) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- c) Detrimental environmental or social impacts outweigh the need for these accommodations.
- d) Cost of accommodations is excessively disproportionate to cost of project.
- e) The safety or timing of a project is compromised by the inclusion of Complete Streets.
- f) An exemption other than those listed above must be documented with supporting data and must be approved by the Mayor and Council.

Complete Streets Priority Action Plan

The Complete Streets Priority Action Plan is an accompaniment to Morristown's Complete Streets Policy and has been developed to identify priority actions and improvement areas for decision-makers, and town engineering and planning managers to focus their attention and propose Complete Street alternatives in adherence to the policy. The Action Plan is intended to be a working document, with additional actions and policy recommendations to be identified by the Complete Streets Committee in their annual report to the governing body.

-
1. Adopt the Morristown Bicycle Plan, dated September 2010 (Planning Board).
 2. Coordinate with Morristown Police Department to evaluate the safety of Morristown streets and walkways for school-aged children, including high school students, to walk or ride to school. Develop a draft walking and bicycling to school policy for school-aged children and present to Morris School District.
 3. Facilitate in creation of long-term mobility plans and policy documents as may be prepared by the Town of Morristown Planning & Engineering Divisions. This will include, but is not limited to the identification of roadway segments/intersections with particularly challenging bicycle, pedestrian and motor vehicle circulation and facilitate redesign concepts or processes that support Complete Streets.
 4. Identify and collaborate with Town staff in pursuit of grants and outside funding programs that may facilitate development of complete streets infrastructure in Morristown.

Complete Streets Checklist

The following checklist is an accompaniment to Morristown's Complete Streets Policy and has been developed to assist in project planning, design and development of proposed alternatives, as well as construction and maintenance of publicly funded projects in adherence to the policy. The Checklist also includes provisions for evaluation of Planning Board, Board of Adjustment and Redevelopment applications.

Being in compliance with the policy means that Project Managers and designers plan for, design, and construct all transportation projects to provide appropriate accommodation for bicyclists, pedestrians, and transit users on Morristown's roadways, including local, county and state roads. It includes people of all ages and abilities. The checklist applies to all roadway and development projects that include public funds, and is intended for use on projects during the earliest stages of the Concept Development or Preliminary Engineering Phase so that any pedestrian or bicycle considerations are included in the project budget. Evaluation of privately funded transportation and land use projects should consider the incorporation of complete streets facilities, though strict adherence to the policy is not required.

The Project Manager is responsible for completing the checklist and must work with the Designer to ensure that the checklist has been completed prior to advancement of a project to Final Design.

Using the Complete Streets Checklist

When completing the checklist, a brief description is required for each **"Item to be Addressed"** as a means to document that the item has been considered and can include supporting documentation. The Checklist shall be applied to all new publicly funded transportation and land use projects with the exception of:

- Sidewalk repairs
- Bicycle facility roadway markings, striping or signage

- Installation of bike racks or street furniture
- Installation ADA curb ramps

CONCEPT DEVELOPMENT CHECKLIST

Instructions:

For each box checked, please provide a brief description of how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Existing Bicycle, Pedestrian and Transit Accommodations</i>	Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility? Examples include (but are not limited to): Sidewalks, public seating, bike racks, and transit shelters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Bicycle and Pedestrian Operations</i>	Has the existing bicycle and pedestrian suitability or level of service on the current transportation facility been identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
	crossing been collected/provided?				
<i>Existing Transit Operations</i>	Are there existing transit facilities within the study area, including bus and train stops/stations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the transportation facility on a transit route?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there existing or proposed bicycle racks, shelters, or parking available at this transit stations? Are there bike racks on buses that travel along the facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Traffic Calming Measures</i>	What percentage of traffic exceeds the posted speed limit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there any existing traffic calming measures, including neck-downs, shoulder striping, midblock crosswalks, speed humps or tables, raised crosswalks, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the speed limit adequately signed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Motor Vehicle Operations</i>	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Truck/Freight Operations</i>	Are there existing concerns within the study area, regarding truck/freight safety, volumes, or access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Access and Mobility</i>	Are there any existing access or mobility considerations, including ADA compliance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Land Usage</i>	Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Major Sites</i>	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Streetscape</i>	Are there existing street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Plans</i>	<p>Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area?</p> <p>Examples include (but are not limited to):</p> <ul style="list-style-type: none"> • SRTS Travel Plans • Municipal or County Master or Redevelopment Plan • Local, County and Statewide Bicycle and Pedestrian Plans • Sidewalk Inventories • MPO Transportation Plan • NJDOT Designated Transit Village 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

TOWN PLANNER SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The plan or roadway improvement accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

PRELIMINARY ENGINEERING CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Bicyclist, Pedestrian, and Transit Accommodations</i>	<p>Does the proposed project design include accommodations for bicyclists?</p> <p>Examples include (but are not limited to):</p> <p>Bicycle facilities: bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities(Sharrows); bicycle safe inlet grates</p> <p>Bicycle amenities: Call boxes (for trail or bridge projects); drinking fountains (also for trail projects); secure long term bicycle parking (e.g., for commuters and residents); and secure short term bicycle parking.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<p>Does the proposed project design address accommodations for pedestrians?</p> <p>Examples include (but are not limited to):</p> <p>Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
	wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction). Pedestrian amenities: Shade trees; public seating; drinking fountains				
	Have you coordinated with the corresponding transit authority to accommodate transit users in the project design? Transit facilities: Transit shelters, bus turnouts Transit amenities: public seating, signage, maps, schedules, trash and recycling receptacles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Bicyclist and Pedestrian Operations</i>	Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Transit Operations</i>	Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access support transit usage and users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Motor Vehicle Operations</i>	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Neighborhood Traffic</i>	Does the proposed design incorporate traffic calming measures to address excessive motor vehicle speeds and/or neighborhood cut through traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Truck/Freight Operations</i>	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Access and Mobility</i>	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? Examples include (but are not limited to): Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Land Usage</i>	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special zoning districts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Major Sites</i>	Can the proposed design support the major sites, destinations, and trip generators within or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
	proximate to the project area, including prominent landmarks, <i>commercial</i> , cultural and civic institutions, and public spaces?				
<i>Streetscape</i>	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Design Standards or Guidelines</i>	<p>Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities?</p> <p>Examples include (but are not limited to):</p> <p>American Association of State Highway and Transportation Officials (AASHTO) – <i>A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide; New Jersey Department of Transportation (NJDOT) – Bicycle Compatible Roadways & Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

TOWN ENGINEER SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Approved Project Plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

CONSTRUCTION CHECKLIST

The purpose of this section is to ensure that project sponsors are maintaining adequate access for all users during the construction of their project, which may be done via keeping some facilities open for traffic or via providing clear detour routes.

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Maintenance of Traffic</i>	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Detours</i>	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

CONSTRUCTION OFFICIAL SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The construction maintenance of traffic plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

MAINTENANCE CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Street Cleaning</i>	Does the street cleaning include the shoulder or roadway to the curb?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are the sidewalks cleaned on a regular basis?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Snow Removal</i>	Does snow plowing block push snow into crosswalks, blocking clear access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Does the Town shovel out crosswalks or enforce residential requirements to clean snow from the crosswalk right of way?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PUBLIC WORKS SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Town's roadway maintenance and snow removal plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

PLANNING BOARD, BOARD OF ADJUSTMENT & REDEVELOPMENT CHECKLIST

Instructions:

The Planning Board, Board of Adjustment & Redevelopment Checklist should be applied to all major applications and redevelopment projects that include commercial, retail, office and multi-family residential land uses. This checklist is intended to inform board members and professionals as to how well the proposed plans accommodate pedestrians, bicyclists and handicapped persons.

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
<i>Existing Bicycle and Pedestrian Accommodations</i>	Will bicyclists or pedestrians regularly access the property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there accommodations for bicyclists and pedestrians at or within close proximity to the site? Examples include: bicycle parking, changing rooms, sidewalks, ADA ramps, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Handicap Accessible</i>	Does the property accommodate handicapped (including visually impaired) persons?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

TOWN/BOARD PLANNING CONSULTANT SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The proposed site plan accommodates bicyclists and pedestrians as set forth in Morristown's Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

Alan M. Voorhees Transportation Center

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