

Morris Township Complete and Green Streets Policy

Policy Coordination and Preparation

The Township of Morris is working to develop an integrated and connected multimodal transportation system of Complete and Green Streets that serves all neighborhoods and populations. Towards this end:

1. All transportation projects shall result in Complete and Green Streets that allow safe, environmentally sound, economically viable, accessible, and convenient travel along and across streets for users of all ages and abilities and for all modes of transportation, including, but not limited to, motorists, bicyclists, pedestrians, scooter users, wheelchair users, emergency vehicles, and public transportation vehicles and their passengers, delivery trucks and movers of commercial goods.

The Township is committed to meet the following goals:

- a. Environment: Improve air and water quality; reduce flooding; mitigate traffic congestion.
 - b. Safety: Identify and implement measures to address road fatalities, reduce crash severity and injury, and improve personal safety.
 - c. Economic: Stimulate economic growth and prosperity.
 - d. Health: Increase opportunities for physical activity and social connectivity with the goal of promoting overall individual and community wellness.
 - e. Equality: Implement policies and distribute funding and other resources fairly and responsibly in all neighborhoods within the municipality. And which includes improvements to motorized and non-motorized vehicle transportation systems and preserves the rights of individuals to pass and re-pass within the public right of way.
2. This policy shall apply to all public and/or private transportation projects, including those using grants or funds awarded by federal, state, regional, county, municipal, or any other public agency. This shall include new construction, reconstruction, rehabilitation, and private development projects of highways, roads, multiuse paths, sidewalks, and streets.
 3. The Transportation Advisory Committee and the Township Engineer shall routinely work in coordination with each other and adjacent jurisdictions, and any other relevant advisory committees/teams, to create Complete and Green Streets and to ensure consistency with the Township Master Plan, The Township Traffic Calming Policy and any other existing Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, Pollution Prevention Plans, and Historic Preservation Plans. The Transportation Advisory Committee may establish a Complete and Green Streets sub-committee.
 4. The Township of Morris Administration shall ensure procedures, policies, plans, documents, training programs, performance measures and other guidance documents are consistent with this policy. The Township of Morris Administration will identify areas where tenets of this

policy will need to be incorporated. This includes, but is not limited to, funding, planning, designing, operating, and maintaining transportation infrastructure.

5. Transportation projects shall include, when appropriate, sustainable design elements, including, but not limited to:
 - a. Green stormwater infrastructure practices
 - b. Traffic calming
 - c. Shade trees and other vegetation
 - d. Rain gardens
 - e. Bioswales
 - f. Permeable pavements — including those made from recycled materials such as rubber, concrete, glass, and plastic.
6. Transportation projects shall be consistent with the Township Master Plan and shall include, where appropriate, pedestrian and bicycle design elements and transit amenities, including but not limited to, curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, chicanes, roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.
7. The Township Engineering Department shall utilize the most current editions of guides, manuals, and best practices on street design, historic preservation, construction, operations, and maintenance that apply to bicycle, pedestrian, transit, stormwater, and highway facilities. All manuals, standards, and guidelines shall be made publicly available online.
8. The Transportation Advisory Committee will have the opportunity to review and comment, once a conceptual design is completed, within a set time period, on all roadway, bicycle, and pedestrian-related improvement projects approved by the governing body.
9. The Township Engineer shall lead the implementation of this Policy and formally coordinate with the various departments and Administration with advice and input from the Planning Board, Transportation Advisory Committee, and other boards, committees, and commissions, when appropriate to ensure the successful implementation of the Complete and Green Streets Policy.

Public Participation

1. The Township Engineering Department shall be responsible for soliciting input from governmental entities and professionals regarding implementation of the Complete and Green Streets Policy, as part of the design process, including the following stakeholders:
 - a. Municipal and County Elected Officials
 - b. Law Enforcement Agencies
 - c. Public Works Officials
 - d. Planners
 - e. Engineers
 - f. Transportation Professionals
 - g. Emergency Medical Services Representatives

- h. Public Health Professionals
 - i. Fire Department Representatives
 - j. Education Representatives
2. The Township Engineering Department, with the assistance of the Transportation Advisory Committee, shall be responsible for soliciting input from the public regarding implementation of the Complete and Green Streets Policy, as part of the design process, with the following, but not limited to, stakeholders:
 - a. Civic and Advocacy Groups
 - b. Community Members, including Persons with Disabilities, Senior and Youth Organizations.
 - c. Business and Developer Community members
 - d. Morris Township residents
 3. Public Participation may include the use of formal surveys to solicit public opinion. The Transportation Advisory Committee may assist in the collection of public input by utilizing online surveys and neighborhood questionnaires to collect information from affected residents. Information from residents may also be received during the public comment period of Transportation Advisory Committee meetings. Public comments received by the Transportation Advisory Committee shall be provided to the Township Engineer for review as part of the planning process for a project.
 4. The Township Engineering Department and the Transportation Advisory Committee may identify existing processes or recommend new processes that allow for public participation and input into transportation projects from the stakeholders.

Exceptions

1. A transportation project may not be required to accommodate the needs of a particular user group if the Township Engineer determines that:
 - a. The use of the transportation facility by the user group is prohibited by law.
 - b. Regulatory compliance requirements preclude the specific accommodation.
 - c. There is a demonstrated absence of both a current and future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years).
 - d. The adverse impacts of implementing this Complete Streets Policy significantly outweigh the benefits.
 - e. A particular project is cost-prohibitive after exhausting all possible funding sources.
2. Engineering judgement directs that elements of the policy and its implementation contradict accepted engineering design standards and requirements.

Program Reporting

1. The Transportation Advisory Committee shall establish recommended benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads, and streets.
2. The Transportation Advisory Committee shall assign appropriate responsibility to its members to collect and monitor data to determine the degree to which the recommended benchmarks have been achieved. Benchmarks may include but are not limited to:
 - a. Public engagement initiatives.
 - b. Projects consistent with the Master Plan.
 - c. Mileage of new and existing bicycle infrastructure, (e.g., bicycle lanes, bike parking, paths, and boulevards).
 - d. Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities).
 - e. Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian buttons).
 - f. Number of new and existing street trees.
 - g. Number of green street practices (e.g., rain gardens, bioswales, permeable pavement).
 - h. Number of new and existing pedestrian and bicycle lighting improvements.
 - i. Bicycle and pedestrian counts.
 - j. Commute mode percentages (e.g., drive alone, carpool, transit, bicycle, walk).
 - k. The number and percentage of designated transit stops accessible via sidewalks and curb ramps.
 - l. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation.
 - m. The percentage of children walking or bicycling to school.
3. The Transportation Advisory Committee shall provide a report on an annual basis to the Township Committee to allow the Committee to evaluate implementation of the Complete and Green Street Policy and may offer suggestions for improvement to the existing policy. Each annual report shall include the data collected pursuant to Program Reporting, as well as a list of ongoing and completed transportation projects during that fiscal year. All benchmarks and reports shall be made publicly available online.

Effective Date

The Complete and Green Streets Policy shall take effect at the date of adoption of the resolution authorizing same. It shall not apply to any transportation project for which a preliminary design has been completed on or before said effective date.

Key Terms & Definitions

Complete Streets: An integrated transportation network designed to enable safe and convenient travel and access along and across streets for all users of all ages and abilities, including pedestrians, bicyclists, motorists, movers of commercial goods, and transit riders, and all those who seek to exercise their right to pass and repass within the public right of way.

Green Streets: Streets with landscaped features installed in the rights-of-way that capture and allow stormwater runoff to soak into the ground, while still preserving the primary function of a street as a conduit for pedestrians, bicyclists, motorists, and transit riders. Stormwater runoff is excess water generated from rain and snowmelt events that flow over impervious surfaces, such as paved streets, parking lots, and building rooftops, and does not soak into the ground.

1. **Green Stormwater Infrastructure:** An approach to managing stormwater by infiltrating it in the ground where it is generated using vegetation or porous surfaces, or by capturing it for later reuse. Infiltration is when water falls to the earth as precipitation and seeps into the soil.
2. **Green Street Stormwater Infrastructure Practices:** Includes types of green infrastructure techniques used to manage stormwater, including but not limited to:
 - a. Street tree trenches/boxes: utilize soil, gravel, and plants to infiltrate and filter stormwater runoff from impervious surfaces.
 - b. Bioswales: shallow channels that convey, slow down, and infiltrate stormwater runoff.
 - c. Vegetated curb bump outs: a vegetated curb extension that protrudes into the street either mid-block or at an intersection, creating a new curb some distance from the existing curb.
 - d. Permeable pavement: a stormwater drainage system that allows rainwater and runoff to move through the pavement's surface to a storage layer below, with water eventually seeping into underlying soil. Types of permeable pavement include pervious concrete, porous asphalt, interlocking concrete pavers, and grid pavers.

Traffic Calming: The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming objectives include:

1. Achieving slow speeds for motor vehicles.
2. Reducing collision frequency and severity.
3. Increasing the safety for non-motorized users of the street(s).
4. Reducing the need for police enforcement.
5. Enhancing the street environment (e.g., streetscaping).
6. Encouraging water infiltration into the ground using Green Street stormwater infrastructure practices.
7. Increasing access for all modes of transportation and reducing cut-through motor vehicle traffic.

Transit Amenities: Include seating, shelter and shade, wayfinding signage, trash and recycling cans, lighting, route information, bike infrastructure (lockers, racks, fix-it stations, depots, bikeshare, etc.).

Transportation Facility: A facility consisting of the means and equipment necessary for the movement of people or goods; any road, bridge, tunnel, overpass, mass transit facility, vehicle parking facility, or similar commercial facility used for the transportation of persons or goods together with any buildings, structures, parking areas, appurtenances, and other property needed to operate such facility; however, a commercial or retail use or enterprise not essential to the transportation of people or goods shall not be considered a transportation facility.

Transportation Project: Any public and/or private land development, project, program, or practice that affects the transportation network or occurs in the public right-of-way, including any new construction, reconstruction, rehabilitation, private development projects, of highways, roads, and streets. It shall not include routine maintenance that does not change the roadway geometry or operations, or other functions such as mowing, sweeping, and minor repairs of any private or public street or roadway within a jurisdiction including alleys, bridges, frontage roads, and other elements of the transportation system.