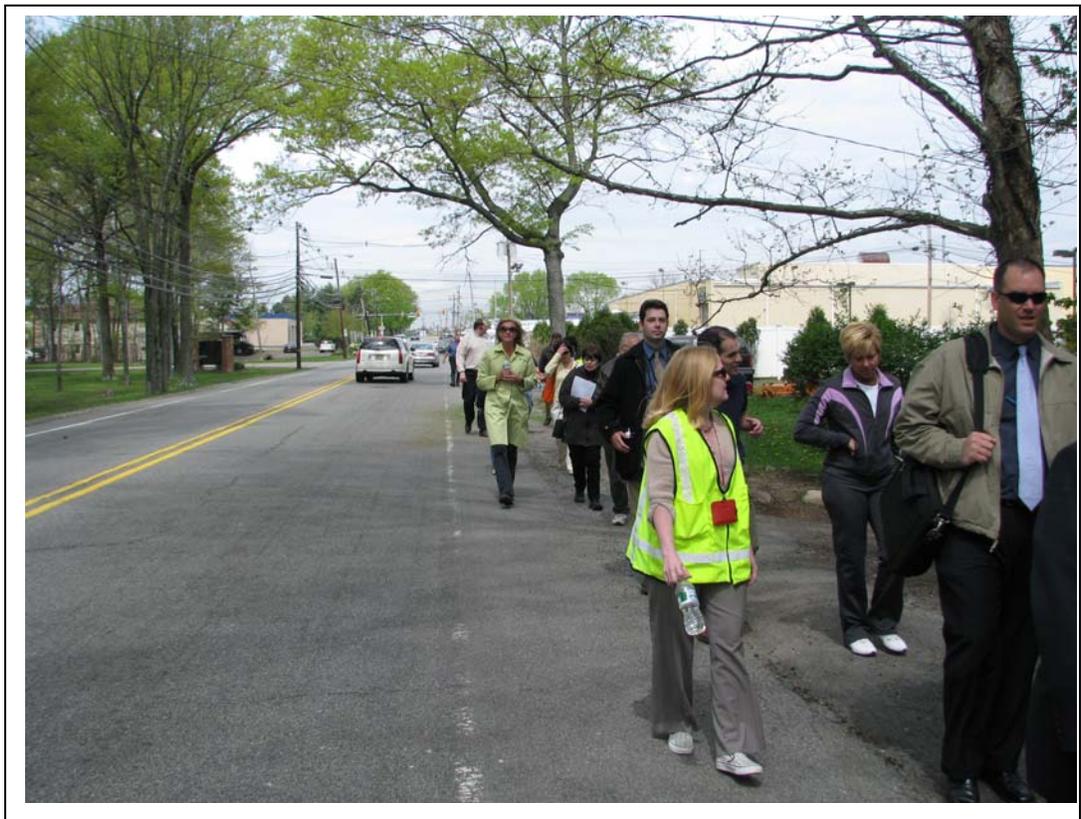


Walkable Community Workshop

held: April 30, 2009

**Hanover Park Regional High School
Safety Committee,
Township of East Hanover, NJ**



prepared by:
County of Morris
Department of Planning & Development
Division of Transportation

July 2009

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Walkable Community Workshop Summary

Hanover Park Regional High School

I Purpose of the Workshop

The Morris County Division of Transportation (MCDOT) began conducting the Walkable Community Workshops in the fall of 2006. Since that time a total of four (4) workshops have been completed including: Dover November 2006, Washington Township December 2007, Borough of Lincoln Park April 2008, and Hanover Park Regional High School Safety Committee, East Hanover, April 2009.

The workshops are designed to educate and instruct advocates, residents, and professionals to identify barriers to walking and improve pedestrian safety. MCDOT representatives work with local representatives and municipal officials to develop a diverse list of stakeholders including local leaders, planners and engineers, interested business owners, and residents. Appendix A includes a flyer that gives a brief description of the workshop. This was included as part of each invitation. A listing of workshop participants is included as Appendix B.

Each workshop consists of four parts: 1) an initial briefing by local stakeholder(s); 2) a presentation by MCDOT representatives on best practices of walkable communities; 3) a guided walking audit of a study area identified by the local host and facilitator; and 4) small group sessions from which recommendations for improvements are made. An agenda is included as Appendix C.

The outcome of each workshop is to identify and prioritize specific improvements that will increase safety and accessibility for pedestrians. The workshops serve as a catalyst for local communities to implement the improvements themselves by developing problem statements to seek funding through NJTPA and NJDOT for planning and construction of the recommendations.

II Workshop Methodology

Each workshop begins with an initial briefing by a local representative stakeholder, such as the mayor, police chief, county planner, or representatives from the department of public works—among other groups. During this briefing the workshop facilitator is alerted to existing pedestrian safety hazards, locations of walkable destinations (libraries, schools, municipal buildings, shopping, employment centers, and parks), existing plans for infrastructure improvements, and any other considerations relevant to the outcome of the workshop. The workshop facilitators also get a chance to ask questions of the local representatives during this informal briefing. The briefing may include a walk of the study area (time and weather permitting) or it may be conducted with aid of an aerial map of the township and walking audit area.

Approximately one hour of the workshop is devoted to a PowerPoint presentation highlighting elements of a walkable community. The presentation begins with an overview of typical barriers and benefits to walking. Also discussed are the reasons people commonly cite for not walking. Those reasons form the basis of the second part of the presentation in which best practices of walkable communities are described. The example solutions consider a range of options from simple short-term to more complex longer-term solutions. The final portion of the presentation is dedicated to implementation



Walkable Community Workshop Summary

Hanover Park Regional High School

strategies. Presented are: public health rationale for increasing pedestrian safety and levels of physical activity, economic benefits to individuals and communities of becoming more walkable, and the relationship between walkability and improved quality-of-life. Each presentation is customized to reflect local conditions and concerns.

A walking audit follows the presentation. The walk follows a defined study area designated by local representatives and varies from an individual intersection to a corridor where each participant records their observations and ideas. The purpose of the walking audit is to apply the concepts and solutions discussed during the earlier presentation to identify specific problems, as well as to point out positive features that increase pedestrian safety. The facilitator stops at various points along the route and asks the group to make observations, and to suggest remedies. Attention is paid to pedestrian safety, comfort, convenience, and access and design which include the ease of crossing the road, the quality of the walking experience, driver behavior, and connectivity between destinations—among others.

The third part of the workshop is devoted to a 30 minute group mapping exercise. The participants divide into small groups and gather around maps of the study area. The groups note the location of specific problems observed and develop potential solutions. The groups are encouraged not to be constrained in the scope of their suggestions or to worry about jurisdiction or cost of improvements. The groups are instructed to think beyond physical improvements, and are encouraged to consider comprehensive approaches, such as a program that educate and encourage more walking to school, work and to businesses in the area.

Finally, each group is asked to present its recommendations to the group at large. This is an interactive portion of the workshop and other participants are encouraged to comment on the suggestions presented. Once each group has presented, the facilitator moves the participants to identify a consensus of what are the highest priority improvements of those discussed.



Walkable Community Workshop Summary

Hanover Park Regional High School

III FINDINGS & RECOMMENDATIONS

A. Summary of Existing Conditions

1. Local Insights

The Hanover Park Regional High School Safety Committee initiated interest in improving pedestrian safety and accessibility in response to a pedestrian vehicle crash that occurred on January 3rd, 2008 within feet of the High School along Mt. Pleasant Avenue, County Route 610.

The Hanover Park Regional High School is located along Mt. Pleasant Avenue (CR 610) in the Township of East Hanover. The High School serves grades 9 through 12 for student from East Hanover and Florham Park and had a population of just under 900 students in the 2008/2009 school year.

The school was designed as a “California Style” campus, which features low rise buildings, open corridors, and courtyards. The school itself is difficult to see from the road due to its considerable set back from the road and buffer of large trees. The design achieved its goal of making the school secluded, so much so, that few people realize that a school is located here.

The High School fronts along Mt. Pleasant Ave., a two-lane road that is approximately 30 feet wide with a posted speed limit of 25mph within the school zone and 35mph elsewhere. The existing road right-of-way is an estimated 66 feet wide. Mt. Pleasant Ave extends for approximately 1.3 miles running immediately parallel to the south of State Route 10, and terminates back into State Route 10, east of the intersection of Champion Boulevard, and west of the intersection of New Murray Road. A list of roadway site details, including traffic volumes can be found in Appendix D.

Motorists are directed to use Mt. Pleasant Ave. as a connector road to reach River Rd from eastbound State Route 10 due to left turn restrictions from Route 10, causing excess through traffic along Mt. Pleasant Ave.



Walkable Community Workshop Summary Hanover Park Regional High School

The High School is situated amongst a variety of land uses including big-box retail, commercial, industrial, professional, recreational, and residential centers. Although the school is within close proximity to these destinations they are not easily accessible for pedestrians primarily due to the lack of sidewalks. However, there are several other factors contributing to the deficient conditions jeopardizing pedestrian accessibility in and around the area of the High School Campus including:

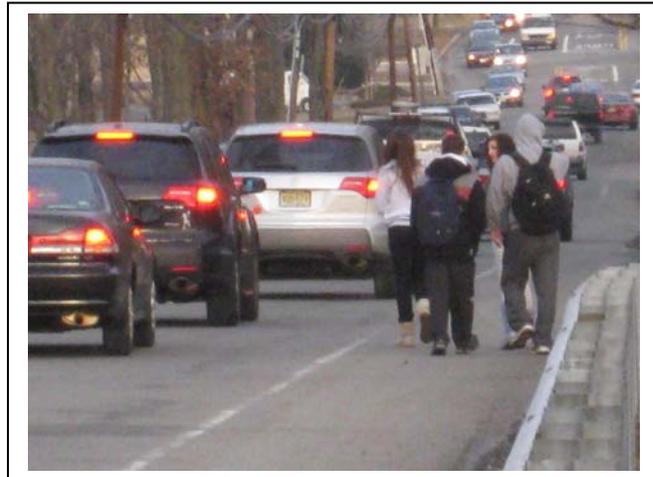
- High volume and hurried nature of drop-off/pick-up areas (on campus)
- Inexperience of teenager drivers
- Exposure to vehicular traffic
- Limited visibility and awareness of school
- Noncompliance to posted speed limits
- Lack of pedestrian facilities and ADA compliance

As with most schools, arrival and dismissal times have become a chaotic and sometime dangerous affair because of the increased numbers of parents and students driving to school. This trend causes increased delays and congestion in and around school zones. For Hanover Park Regional, as buses and cars begin to backup in front of the school they block the entrance and exits perpetuating the gridlock. Through traffic on Mt. Pleasant also gets caught up in the schools congestion. In order to bypass the school traffic, through traffic uses the shoulder of the road encroaching into the area where students are typically walking.

These congested conditions cause conflicts amongst drivers, but are a much more dangerous threat to pedestrians. Especially as many students continue to walk to the High School from nearby neighborhoods and from ad-hoc satellite parking located in nearby shopping centers.

Parking on campus of the Hanover Park Regional HS is limited and spaces are assigned to students by a lottery system. For those students who continue to drive even though they do not have a parking space on campus typically seek out parking in adjacent shopping centers then walk. This usually involves having to cross Route 10 and Mt. Pleasant Avenue to get to the school.

It should be noted that beyond regular school hours the campus operates at various times throughout the day and night to host academic, athletic, and art events. Of particular concern are evening events that draw large crowds that cause overflow parking to occur along Mt. Pleasant Avenue. These conditions create hazardous situations for both motorists and pedestrians due to limited space and visibility along in street.



Walkable Community Workshop Summary
Hanover Park Regional High School

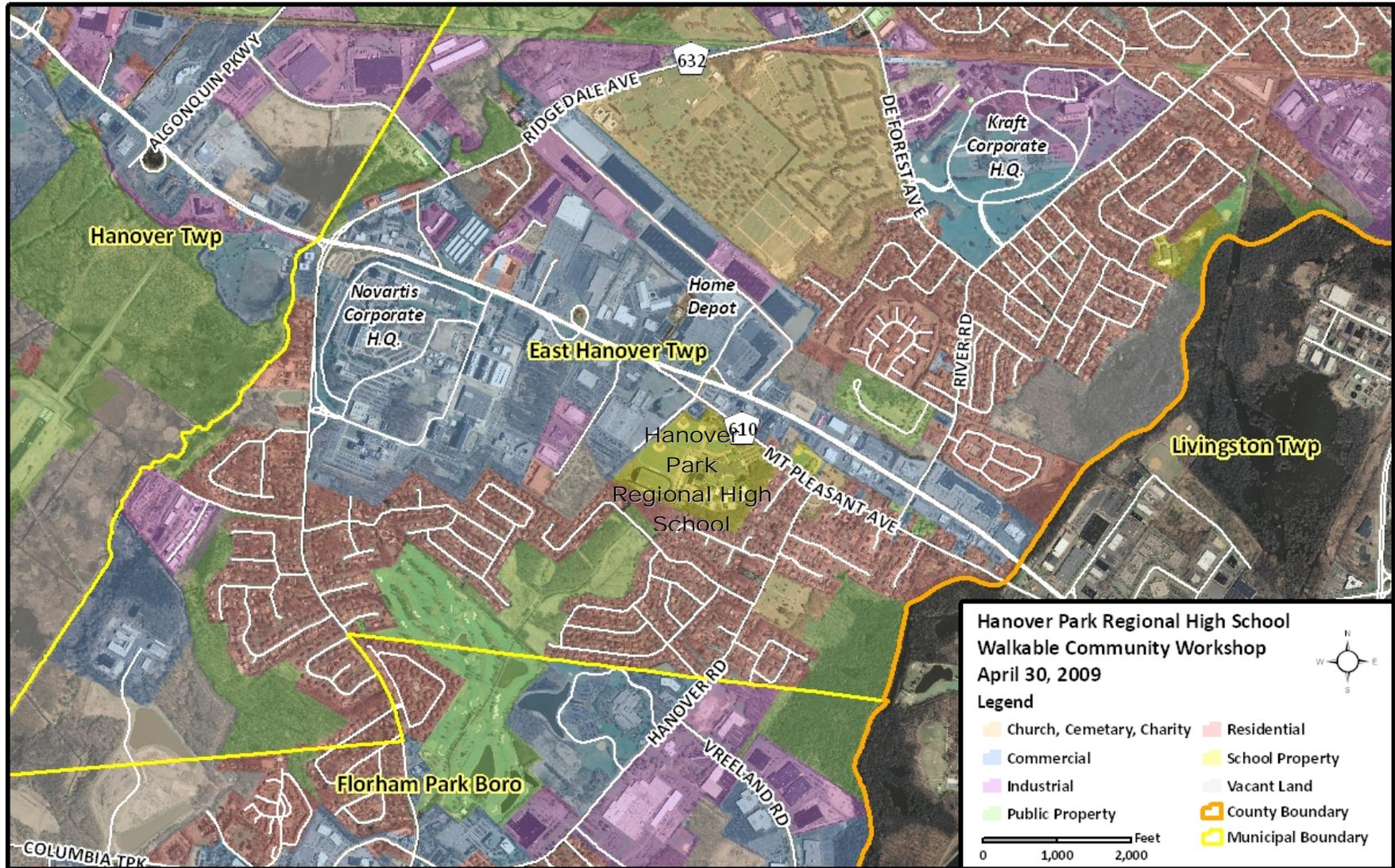


Figure 1

Walkable Community Workshop Summary *Hanover Park Regional High School*

The western side of the school property is near the intersection of Mt. Pleasant Road and New Murray Road. This is a high volume multi-lane intersection that serves as a jughandle to/from Route 10, as well as access to a shopping center along westbound Route 10. This intersection also contains a heavily utilized NJ Transit bus stop, which mainly serves employees working in the area. However there are limited pedestrian facilities leading to or at this transit stop.



In addition to the High School there are several other community destinations along and in the immediate area of Mt. Pleasant Avenue. These destinations would also benefit from improved pedestrian accessibility including the Senior Center, ball fields, playground, movie theaters, churches, shopping, restaurants, bus stops, and housing. Many of the high school students can be seen walking to these nearby destinations.



The Safety Committee's commitment and enthusiasm to address pedestrian deficiencies prompted Morris County DOT to conduct several site visits where preliminary short and long-term recommendations were identified. See Appendix E for an outline of recommendations.

One of the most immediate efforts coordinated was the reduction of the posted speed limit from 35mph to 25mph within the school zone along Mt. Pleasant Avenue. The school zone is the length of the school property fronting the roadway. See Appendix F regarding details of the speed limit reduction.



Another recommendation made by Morris County DOT was for the Safety Committee to conduct a Walkable Community Workshop with local stakeholders to develop a priority listing of improvements. However, prior to conducting the Workshop, Morris County DOT requested that the Safety Committee secure the endorsement of the East Hanover Township Council to support the development and implementation of improved pedestrian accessibility along Mount Pleasant Avenue. Appendix G details Morris County's letter requesting East Hanover Township's support. Subsequently, the East Hanover Township Council agreed to support these efforts at the November 12, 2008 council meeting. Appendix H details the meeting minutes.

Walkable Community Workshop Summary

Hanover Park Regional High School

Hanover Park Regional Safety Committee and Morris County DOT proceeded to conduct a Walkable Community Workshop on Wednesday April 30, 2009 at the high school from 9:00 am until 12:30 pm. Denise Chaplick from the MCDOT was the workshop facilitator, and the Hanover Park Regional High School Safety Committee served as the host for this event. Mr. Edward Franko, Principal and Acting Superintendent of Schools, and Kim Jensen, Safety Committee Chair, provided an initial briefing outlining the Safety Committee and school's primary concerns.

The intent of the Walkable Community Workshop is to education attendees on common barriers, benefits, and solutions of pedestrian safety, mobility, and accessibility. The ½ day workshop does this by reviewing common deficiencies in a classroom style setting, then viewing these first hand in a defined study area via a walk. Attendees then apply general mitigation measures, as seen earlier in the workshop, to address their concerns. The results of the works identify the group's top priorities for improvement and recommended solutions.

The workshop also strives to advance a number of mutual goals that have been identified by state, regional and county policies that strive to improve safety and accessibility for pedestrian travel including:

- Incorporation of walking facilities in community planning and redevelopment efforts throughout the region.
- Incorporation of sidewalks into the transportation network of all communities.
- Improved access to existing and new transit stations and stops, retail/commercial centers, schools and parks.
- Completion of links between residential areas and nearby shopping, schools, employment and recreational centers by towns and counties.
- Promotion of safe walking through information campaigns to school children, law enforcement agencies and community organizations.

The workshops are aimed to serve as a catalyst for local communities to implement the improvements among themselves and to develop problem statements and pursue funding from state and regional agencies for planning, design, and construction. The workshop is also intended to train staff and other professionals on how to conduct similar assessments in other locations.



Walkable Community Workshop Summary Hanover Park Regional High School

2. Needs/Issues/Opportunities

There is a general lack of pedestrian accessibility in and around the Mt. Pleasant Avenue corridor. The area is primarily developed to accommodate motor vehicles with a focus on access to adjacent businesses and employment centers located along Route 10.

The major obstacles inhibiting pedestrian safety and access within the study area include the lack of sidewalks, curb ramps, faded crosswalks, pedestrian scale lighting, wide intersections with fast turning traffic, inconsistent speed limits, access management issues, and disconnected land uses. All of which contribute to the corridors deficient state of pedestrian safety and mobility.

The Walkable Community Workshop established a study area that would be evaluated as part of the workshop. The limits of the study area include Mt. Pleasant Avenue from the intersection of eastbound Route 10 to the intersection of Hanover Road. The section of New Murray Road between Route 10 and Mt. Pleasant Avenue is also included as part of the study area.

The majority of workshop participants joined the walking audit where the group made numerous stops along the route. Particular attention was paid to the following locations and concerns:

- Major intersections in the study area include:
 - Mt. Pleasant Avenue (east limit) & Route 10
 - Mt. Pleasant Avenue & New Murray Road
 - Mt. Pleasant Avenue & Hanover Road
 - New Murray Road & Route 10
- Major concerns include:
 - Lack of sidewalks
 - Lack of curb ramps
 - Lack of crosswalks
 - Limited visibility of existing crosswalks
 - Entrance/Exit to High School
 - Presence and visibility of school
 - Awareness of school zone speed limit
 - Wide crossings at intersection
 - Exposure to traffic Circulation within school campus (outside study area)
 - Volume of cut through traffic (including trucks)
 - Lack of pedestrian scale lighting
 - Poor condition of existing transit stops
 - Awareness of transit stop locations
 - Conflicting turning traffic (esp. at driveways)



Walkable Community Workshop Summary
Hanover Park Regional High School



Figure 2

Walkable Community Workshop Summary

Hanover Park Regional High School

The findings of the walking audit are as follows.

Issue Area: Safety

Ensuring safety is the primary consideration for walkable communities. Crossings must be safe and well-marked. Motor vehicles must travel at appropriate speeds.

- The overall lack of sidewalks and encroachment of adjacent land owners force pedestrians to walk in the roadways increasing their exposure to vehicular traffic.
- The lack of curb ramps limits pedestrian accessibility and does not meet ADA standards.
- Pedestrians currently cross Mt. Pleasant Avenue mid-block at entry/exit driveways to the school.
- Poor visibility of existing crosswalks locations
- Corridor is dark due to lack pedestrian scale lighting
- Conflicts exist between pedestrians and turning vehicular traffic due to speeds, wide crossings, lack of visibility and awareness, and faded crosswalks
- Congestion forces motorists to use shoulders.
- Inaccessible existing pedestrian signal heads.
- Upgrade existing pedestrian signal heads to include count down signals to provide clear guidance as to when to cross.
- Speed Limits. Although the speed limit in the school zone has been reduced, more needs to be done in order to change behaviors that are effective to reduce travel speeds.
- Pedestrians are exposed to traffic through the corridor.



Issue Area: Comfort

Aesthetics are an important determinant in the decision whether to walk. A well-designed pedestrian space encourages more walking.

- Lighting. Limited amount of and high overhead lighting does not adequately illuminate the area for pedestrians.
- Sidewalks are missing along the entire corridor.
- Several property owners have encroached into right-of-way reducing the size of the existing shoulder.
- Lack of maintenance has led to debris in shoulders and overgrown trees and landscaping causing obstructions for pedestrians.
- Lack of connectivity discourages walking to major destinations within close proximity.
- The presence of the High School or lower posted speed limit is not apparent with the school zone.



Walkable Community Workshop Summary

Hanover Park Regional High School

Issue Area: Convenience

Good routes and short distances between destinations encourage trips on foot and by bicycle.

- Lack of sidewalk discourages walking to major destination points along the corridor.
- It is not noticeable that a school is located along the corridor or that speed limits are lower.
- Adjacent land uses are not cohesive or connected.
- Quality of bus stops is in poor and deteriorating condition.
- Corridor is dark.
- Lack of pedestrian facilities limits pedestrian access, mobility, and safety.
- Pedestrians currently cross Mt. Pleasant Avenue mid-block to access school driveways.
- Intersections do not adequately accommodate pedestrians to safely and conveniently cross.



Issue Area: Access & Design

The pedestrian space must reflect the various levels of mobility. Proper design benefits all users, and allows all to participate in the community.

- Sidewalks are not present and there are obstructions and debris in several locations throughout the study area.
- Curb ramps with truncated domes are not present, does not comply with the Americans with Disabilities Act (ADA).
- Existing crosswalks were extremely limited and faded at all intersections.
- Access management. There is a high volume of traffic using exit/entry driveways during peak hours causing congestion in front of the school.
- Excess volume is caused by through traffic directed to use Mt. Pleasant Avenue to get to River Road from Route 10.
- Intersections do not adequately accommodate pedestrians to safely and conveniently cross.



B. Summary of Priority Recommendations & Next Steps

Of all the ideas and recommendations discussed, the Hanover Park Regional High School stakeholders agreed that the following improvements should have the highest priority. A complete listing of the working group's recommendations, comments, and feedback can be found in Appendix I.

Walkable Community Workshop Summary

Hanover Park Regional High School

1. **Sidewalks, crosswalks, and curb ramps.** Providing consistent sidewalks, crosswalks, and curb ramps increases safety, accessibility, and minimizes conflicts along the corridor and at intersections for pedestrians walking to and from surrounding destinations. The following improvements are recommended:

- Install sidewalks along both sides of Mt. Pleasant Avenue for the entire length
- Install high visibility ladder-style crosswalks on all legs of each intersection along Mt. Pleasant Avenue
- Install curb ramps at all intersections to provide fully accessible intersections
- Remove obstacles from pedestrian way by removing encroachments, overgrown vegetation, and debris.
- Investigate the need to provide mid-block crosswalks at school entry/exit driveways.



2. **Increase Awareness of School & School Zone.** Increase the awareness of the High School's presence and the School Zone's reduced speed limit by providing engineering, education, enforcement, and evaluation solutions. This can be achieved by providing:

- Engineering
 - In road striping "School Zone"
 - Flashing beacons highlighting school zone
 - Driver Feedback Sign (shows drivers speed limit)
 - Redesign of school driveways to increase awareness and visibility of schools location and to reduce the speed of turning vehicles.
 - Modify design of Mt. Pleasant Avenue and develop programs to reduce congestion and back ups in front of school caused by peak school traffic.
 - Modify design of land in front of school abutting Mt. Pleasant Avenue to increase the awareness and visibility of schools location and to reinforce slower speed limit. This can include treatments as simple as flags and banners to public art, and fencing.



Walkable Community Workshop Summary

Hanover Park Regional High School

- Education (On going)
 - Student & parent training regarding rules of the road and pedestrian rights-of-way
 - Press releases by Safety Committee
- Enforcement (On going)
 - Focus police enforcement in school zone, issuing warnings then tickets to both vehicles and pedestrians
- Encouragement
 - Develop programs that encourage and engage walking, such as establishing PE credits for days walked to school, tracking carbon footprints by reducing greenhouse gas contributions by walking to school.
- Evaluation
 - Collect and communicate statistics regarding pedestrian activity
 - How many students walk to school
 - How many students walk to nearby destinations
 - How many crashes involve pedestrians

3. Increase Pedestrian Scale Lighting.

Increase pedestrian scale lighting throughout the Mt. Pleasant Avenue corridor. The existing lighting does not adequately light walking conditions

- #### 4. Direct Traffic at School Entry.
- Provide a school safety officer or other patrolman at entry/exit of school to direct traffic access during morning and afternoon peak periods.

East Hanover Township should also review and update their current ordinances to ensure sidewalks are installed as part of new development to promote walking, and increase pedestrian safety and accessibility.

Although the focus of the Walkable Community Workshop was limited to Mt. Pleasant Avenue there were additional recommendations made during the County's initial site visits to improve the overall circulation and access with the school campus.



Walkable Community Workshop Summary ***Hanover Park Regional High School***

The Hanover Park Regional High School District should coordinate within the Safety Committee and East Hanover Township to complete a comprehensive Circulation Study for the Hanover Park Regional High School campus. The study should include all travel modes. Details regarding these recommendations are included as part of Appendix E.

It should be noted that the walkable community workshop was conducted over a half-day period and did not involve in-depth evaluation or engineering analysis of existing conditions. Accurate survey data/mapping, additional field evaluation and/or engineering analysis is required prior to advancing the majority of recommendations outlined here. Although the roadway right-of-way appears to be adequate to accommodate the addition of sidewalks, there is a concern regarding this improvement would have on any existing wetlands. This issue will need to be investigated further as the planning and design processes move forward.

PRIORITY RECOMMENDATIONS			
Project / Location	Safety Benefit	Timeframe	Government Agency Responsible
Sidewalks, crosswalks, and curb ramps	Improves consistency and safety of network by providing accessibility between primary destinations. Minimizes conflicts with vehicles.	Short, Medium & Long	East Hanover Township, Hanover Park Regional High School District & Morris County
Increase Awareness of School & School Zone	Reduces pedestrian exposure, crashes, and travel speeds, while also improving pedestrian safety and visibility.	Short, Medium & Long	East Hanover Township, Hanover Park Regional High School District & Morris County
Increase Pedestrian Scale Lighting	Improves pedestrian visibility	Short to Medium	East Hanover Township & Hanover Park Regional High School District
Direct Traffic at School Entry	Improves access and reduces congestion. Reduces pedestrian exposure, crashes, vehicle travel speeds, and conflicts with turning traffic.	Short to Medium	East Hanover Township & Hanover Park Regional High School District

Timeframe:

Short = < One Year

Medium = One to Two Years

Long = > Two Years

IV POST WORKSHOP UPDATE

Upon completing the workshop East Hanover Township Engineer, Birdsall Services Group, submitted a Transportation Enhancement grant application to NJDOT seeking funds to construct a sidewalk, signs, pedestrian scale lighting, and potential crosswalk locations along Mt. Pleasant Avenue in front of Hanover Park Regional High School. Appendix J contains a letter to Morris County Engineer regarding this request. At the time of preparing this report grant award notices have not been announced.

APPENDICES

Appendix A

Walkable Community Workshop
Hanover Park Regional High School
Thursday April 30, 2009
9:00 am to 12:30 pm
Board of Education Office Building
75 Mt Pleasant Ave, East Hanover, NJ

The Hanover Park Regional High School Safety Committee and the Morris County Division of Transportation invites you to attend a half-day workshop to advance a number of mutual goals that have been identified by state, regional and county policies that strive to improve safety and accessibility for pedestrian travel. These include:

- Incorporating walking and biking in community planning and redevelopment efforts throughout the region. Planned improvements should conform to the best practices specified by NJDOT.
- Incorporation of sidewalks and bike routes into the transportation network of all urban and suburban communities.
- Improved access to existing and new transit stations and stops, retail/commercial centers, schools and parks.
- Completion of links between residential areas and nearby shopping, schools, employment and recreational centers by towns and counties.
- Promotion of safe biking and walking through information campaigns to school children, law enforcement agencies and community organizations.

The workshop focuses on identifying issues and concerns affecting pedestrian travel and develops and prioritizes specific solutions that will increase safety and accessibility for pedestrians. Potential solutions included engineering improvements such as addressing missing sidewalk links, traffic signals, crosswalks, signage and traffic calming, as well as non-engineering solutions such as enforcement and educational initiatives. The workshops are intended to serve as a catalyst for local communities and county representatives to implement the improvements among themselves and to develop problem statements, which can be submitted to NJTPA for funding of the recommendations, and to train staff members to conducting similar assessments in other locations.

25 Max Participants – Please confirm your attendance.

RSVP: Kim Jensen 973-377-4600 or email kjencon@yahoo.com

Ed Franko 973-887-0320 or email efranko@hpreg.org



Walkable Community Workshop Summary
Hanover Park Regional High School

Appendix B
Project Team & Attendee Listing

Staff members from the Morris County Division of Transportation and Hanover Park Regional High School Safety Committee assisted to complete this event.

If you would like further information regarding this workshop or other related efforts, please contact:

Denise Chaplick, AICP/PP
Morris County Division of Transportation
973-829-8101
dchaplick@co.morris.nj.us
www.MorrisDOT.org

Kim Jensen, Chairperson
Hanover Park Regional High School Safety Committee
973-377-4600
kjencon@yahoo.com

Ed Franko, Principal,
Acting Superintendent
Hanover Park Regional High School
(973) 887-0320
efrankdo@hpreg.org

Steven DeRosa, Safety Committee Liaison
East Hanover Township Council
973-428-3000

Other websites that may be helpful include:

New Jersey Department of Transportation
www.state.nj.us/transportation

North Jersey Transportation Planning Authority
www.njtpa.org

Active Living by Design
www.activelivingbydesign.org

Pedestrian and Bicycle Information Center
www.walkinginfo.org

Walkable Community Workshop Summary

Hanover Park Regional High School

Attendee Listing

Name	Organization	E-mail
Stephen DeRosa	East Hanover Twp. Council Liaison Hanover Park Regional H.S.	byrd8364@aol.com efranko@hpreg.org
Ed Franko	Acting Superintendent/Principal	sjhansen@ehpolice.com
Stan Hansen	East Hanover Twp. Police Chief	kjencon@yahoo.com
Kim Jensen	Safety Committee - Chair	jazzmogul@aol.com
Stephanie Akers	Jazzercise Pres Church	Cbluett@hpreg.org
Chris Bluett	East Hanover Twp. Transportation	TheBoyClan@aol.com
Sharon Boy	Florham Park Parent	jcaravella@transoptions.org
Joseph Caravella	TransOptions	jgiurintano@birdsall.com
James Giurintano	East Hanover Twp. Engineer Florham Park Superintendent Rep & Parent	linda.guerin@fpks.org
Linda Guerin	Hanover Park Regional H.S. Student	cbhealey@optonline.net
Joe Guerin	Florham Park Recreation Comm.	jay.jayaraman@honeywell.com
Chris Healey	Corporate HSER, East Hanover Parent	
Jay Jayaraman	Hanover Park Regional H.S. Student	
Heidi Jensen	Mt Pleasant Resident	64 Mt Pleasant Ave.
Magaret Kotulski	Florham Park Recreation Dir	alieb@florhamparkboro.net
Adam Lieb	East Hanover Twp. Parent	barbmarchitto@optonline.net
Barb Marchitto	NJDOT Rep	william.riviere@dot.state.nj.us
William Riviere	Hanover Park Regional H.S. Teacher	ipfarrer@hpreg.org
Lori Pfarrer	Hanover Park Regional H.S. Student	
Phil Rega	East Hanover Twp. Parent	crm98@optonline.net
Doris Salzberg	East Hanover Twp. PTA Parent	scerbo@optonline.net
Diana Scerbo	Florham Park Eng, Parent	Msgaramella@florhamparkboro.net
Mike Sgaramella	Hanover Road Resident	5 Hanover Rd.
Rose/John Tomaro	NJTPA	kvilacoba@njtpa.org
Karl Vilacoba	Florham Park Parent	g.v.vogt@verizon.net
Sue Vogt	East Hanover Twp. Recreation	Lindal@easthanovertownship.com
Linda Lurz	Florham Park Traffic Safety	
Serg. Michael Voitcu	Florham Park Police	
LT Louis Bianco	Morris County Eng	ddellagiacoma@co.morris.nj.us
Debra Dellagiacoma	Morris County DOT	dchaplick@co.morris.nj.us
Denise Chaplick		

Appendix C
Agenda

Hanover Park Regional High School
Walkable Community Workshop
by: Morris County

APRIL 30th, 2009

Agenda Activity	Time Allotted
1. Welcome by Ed Franko Principal Hanover Park Regional H. S. & Introductions by Morris County	10 min. - 9:00-9:10
2. Elements of a Walkable Community <ul style="list-style-type: none">• Barriers, benefits and real world examples• Site Introduction and Review	60 min. - 9:10-10:10
3. Walking Audit <ul style="list-style-type: none">• In field assessments	60 min. - 10:10-11:10
4. Design Solutions (Breakout Sessions) <ul style="list-style-type: none">• Small team working groups	30 min. - 11:10 - 11:40
5. Presentation of Recommendations	30 min. - 11:40-12:10
6. Priorities, Action Plan and Funding	15 min. - 12:10 - 12:25
7. Next Steps, Questions and Wrap up	5 min. - 12:25-12:30
8. Adjourn	12:30

For information on this and other regional transportation and pedestrian safety programs, visit: www.morrisdot.org, www.njtpa.org, www.walkinginfo.org,

Appendix D Site Details

Mt. Pleasant Avenue & Hanover Park Regional High School

- Right-of-Way is 66' wide.
- Roadway width is 30' wide (per 1961 plans).
- Roadway is under Morris County jurisdiction.
- The Mt. Pleasant Avenue / New Murray Road intersection is under NJDOT jurisdiction. Any design changes at that intersection would have to be approved by NJDOT.
- Because left turns are prohibited along Route 10, Mt. Pleasant is used in order to make a left turn onto River Rd.
- Most of the area adjacent to the roadway on the high school property is shown as wetlands.
- Church at the intersection of Mt. Pleasant and Hanover Road is interested in having sidewalks and pedestrian signals installed due to difficulties their parishioner's have in crossing Mt. Pleasant.
- Speed limit in School Zone (immediately in front of school) has been reduced from 30mph to 25mph. Motorists, students, and parents were notified.
- On campus parking is limited. Students not awarded parking on-campus park off site and walk to campus, typically crossing Route 10.
- The campus is heavily utilized for sporting, academic, and art event before and after regular school hours.
- Many students walk to area destinations and must cross Route 10 for work, food, and/or social events.
- Major transit stops are located along Mt Pleasant and intersection of Route 10/New Murray Rd./Mt. Pleasant.
- Winter of 2008 a pedestrian/vehicle crash occurred, no serious injuries were reported.

Traffic Counts (October 2008)

1. Mount Pleasant Ave between New Murray Rd and Selmar Terrace (just west of Hanover Rd.)

AADT: 11153

AM Peak Hour: 8-9am – 726

PM Peak Hour: 1-2pm – 910

2. Mount Pleasant Ave between Hanover Rd and River Rd

AADT: 15095

AM Peak Hour: 8-9am – 1178

PM Peak hour: 5-6pm – 1145

Annual average daily traffic (AADT) is a measure of the total volume of vehicle traffic on a highway or road for a year divided by 365 days. AADT is a useful and simple measurement of how busy the road is.

Appendix E Site Visit Recommendations - June 2008

FROM: Denise Chaplick AICP/PP, Morris County DOT
Chris Vitz, Morris County Engineering

DATE: June 24, 2008

RE: EAST HANOVER HIGH SCHOOL SITE VISIT
PEDESTRIAN SAFETY ASSESSMENT, HELD JUNE 19, 2008

The following is a summary of discussions, field observations, ideas and recommendations to improve overall pedestrian safety and accessibility to/from the East Hanover High School including:

Per Chris Vitz:

- The Mt. Pleasant Avenue right of way is 66; wide. From our plans the roadway overall width was 30' (per 1961 plans). Ample space is available to add sidewalks to both sides of Mt. Pleasant Avenue. However wetlands issues would need to be investigated further to determine if installation of sidewalks is possible. Sidewalks fall under municipal jurisdiction, so the Township would have to head that effort.
- The Mt. Pleasant Avenue / New Murray Road intersection is under NJDOT jurisdiction. Any design changes at that intersection would have to be approved by NJDOT.
- The Finish Line Car Wash application (2003-10-18-SP-1) on the corner of Mt. Pleasant Avenue and New Murray Road was approved by Morris County without sidewalk.
- The High School site plan application (2006-10-2-SP-1) denotes the wetland limits. Most of the area adjacent to the roadway on the high school property is shown as wetlands. The High School has an existing NJDEP permit (done for the site plan). No changes to the on-site circulation was proposed nor was any sidewalk.
- In 2005 the church at the intersection of Mt. Pleasant and Hanover Road asked us to look at the installation of sidewalks and pedestrian signals due to difficulties their parishioner's have in crossing Mt. Pleasant Avenue. Because the signal is owned and maintained by the Township, sidewalk installations fall under the municipality's jurisdiction so the project did not move forward. The school's concerns are nearly the same as the church's. The Township would need to be involved financially to implement any sidewalk and signal changes. The County could possibly participate in the signal equipment upgrades and provide the design work.

Recommendations for the High School;

- The internal roadway nearest Mt. Pleasant Avenue between the western the central driveways should have its direction of flow reversed so that traffic will flow from west to east. I would also recommend this become the student drop off area for those being brought to school in vehicles other than school busses. This would keep the passenger vehicle traffic separated from the bus traffic. It would also make the internal circulation less confusing.
- Add sidewalks on the school property itself to get pedestrians from the face of the school to specific locations on Mt. Pleasant Avenue. This will keep pedestrians out of driveways and parking areas.
- Contact the Township to begin the process of designing and installing sidewalks along Mt. Pleasant Avenue and at the intersection of Mt. Pleasant and Hanover

Walkable Community Workshop Summary

Hanover Park Regional High School

Road. Signal upgrades to Mt. Pleasant / Hanover Road and Mt. Pleasant / New Murray Road should be included in that discussion.

County participation

- The County will replace the existing school speed limit signs and adjust the school zone limits once the NJDOT approves the new speed limits. I anticipate an August approval of the new speed limits and will notify the School so they can give advance notice prior to the start of school.
- School advance warning signs were installed at the limits of the school's property. We will remove the incorrect signs nearer to Hanover Road.
- If the Township agrees to signal upgrades at Mt. Pleasant and Hanover Road, the County would perform the design and possibly contribute 50% toward the cost of signal equipment upgrades (subject to Freeholder Board approval).

Per Denise Chaplick

- Safety committee looking to put together a project scope.
- Current numbers of students walking are not known. A pedestrian origin and destination study including counts could be a potential student project.
- Consider extending the limits of school zone beyond the immediate frontage of the property – west to New Murray Road (Burger King) and east to Hanover Road.
- A request has been submitted to NJDOT to reduce the school zone speed limit from 30mph to 25mph.
- Vehicular circulation to/from school should be reconfigured to one-way traffic flow for pick-up and drop-off.
- Relocate long-term bus parking off-site to free up more parking spaces.
- Crosswalks should be installed along Mt. Pleasant Avenue.
- Students cross Mt. Pleasant Avenue and Route 10 to get to jobs, shop, eat, walk home, hang out, and retrieve their cars from parking lots in vicinity.
- The parking lot in the front of the school should:
 - Reorganize and restripe parking spaces for more efficient use yielding more spaces and improved visibility.
 - Introduce physical restrictions such as planters, flexible bollards, or curb stops to prevent drivers from driving where they should not. These should be temporary and moveable. The location should be coordinated closely with the marching band who also utilizes the space for band practice.
 - Restricted access so that it is not used as a cut-through or alternative pick-up/drop-off area.
- School officials and safety committee representatives should be in communication with local municipal officials to make them aware of their needs and become familiar with similar efforts that may be taking place within the municipality.
- School officials and safety committee representatives should be in communication with local businesses or Business Improvement District (BID) to gain their assistance in advancing awareness of pedestrian needs and implementing physical improvements. (They may have community grants available?).
- The intersection of Route 10, Mt. Pleasant Avenue, New Murray Road was redesigned by NJDOT as part of the Varityper development directly to the south of this intersection. The development project has since halted, but the county is checking with NJDOT regarding the status of the intersection redesign.
- In field observations of school and Mt. Pleasant Avenue included:
 - Too many driveways at school, confusing to determine where to go, which is the main entrance, need a hierarchy of importance and signage as to who can do what.

Walkable Community Workshop Summary

Hanover Park Regional High School

- Redesign entry's – add signs.
- Presence of school is not obvious from street; buildings and entry sign are set and obstructed by trees. Bring more attention to drivers that this is a school.
 - Add public art to street frontage – capture drivers attention.
- Drivers entering from Route 10 east bound are unaware of speed limit along Mt. Pleasant Avenue. The existing 30mph speed limit sign is placed too close to exit and is overlooked because driver are paying more attention to making the exit and concentrating on status of traffic signal at intersection of New Murray Road. A speed limit sign does not exist for some distance after that point.
 - Relocate existing or add new speed limit sign to be placed after intersection of New Murray Road.
- Sidewalks are needed along both sides of Mt. Pleasant Avenue.
- Improve visibility and amenities of existing bus stops.
- Improve pedestrian conditions at major intersection.
 - New Murray Road & Mt. Pleasant Avenue.
 - Route 10 & New Murray Road.
 - Hanover & Mt. Pleasant Avenue.
- Mt. Pleasant Avenue is used as a cut-through because of turning restrictions along Route 10. The majority of traffic is headed to River Road to head west or northbound to avoid having to travel to some distance to Walnut Street to be able to turn around.

Morris County DOT agreed to conduct a Walkable Community Workshop with the East Hanover High School Safety Committee in order to prepare a priority listing of improvements for pedestrians in the area. An early fall time-frame was discussed as a tentative date to hold the workshop.

Short-term Recommendations:

- Reorganize internal circulation and parking areas using striping, planters, bollards, signs and enforcement.
- Restrict use of front parking – reduce size of entry.
- Prepare and distribute map of parking areas describing circulation, parking restrictions and parking policies including fines, hours, etc.
- Bring awareness to presence of school along road frontage using banners, public art, etc.
- Meet with municipal and business representatives to discuss needs and common goals.
- Conduct Walkable Community Workshop.

Appendix E - (continued)
Site Visit Recommendations - November 2008

DATE: November 21, 2008

TO: Hanover Park Regional High School Safety Committee

FROM: Denise Chaplick, AICP/PP
Morris County Division of Transportation

RE: NEXT STEPS

As we move forward in assisting the Hanover Park Regional High School Safety Committee with advancing pedestrian safety improvements, I would like to recommend the following next steps:

1. Schedule and conduct a Walkable Community Workshop along Mt. Pleasant Avenue. Safety Committee & Morris County to coordinate. An early spring time-frame is anticipated.
2. Advance recommendations from initial site visit. These are summarized in a memo dated June 24, 2008. The most immediate priorities discussed are listed below.
3. Discuss potential funding options for priority improvements. Safety Committee, Morris County, and East Hanover.
4. Enforce 25mph speed limit within school zone. East Hanover Police Department can begin with warnings and advance to ticketing.
5. Engage students to conduct manual counts of pedestrian and bikes in school zone during peak periods. Safety Committee & Morris County to coordinate.
6. Continue efforts to engage and communicate issues with parents, students, staff, and local leaders. Safety Committee to coordinate.

Walkable Community Workshop Summary Hanover Park Regional High School

PRIORITIES FOR IMPROVEMENT

Improvement	Location	Comment	Responsibility	Preliminary Cost
Flashing Signal	School Zone (entry/exit points)	Flashers can not be added to the existing signs, it is a totally different type of installation	Municipality	\$25-30,000
In-road Markings/Stencils – thermoplastic	Adjacent to School Zone Speed limit signs	Pavement word markings in school zones can say a variety of things including “School Zone”, “25mph”, “Slow” or a combination there of. Following installation guidance outlined in Section 3B.19 of MUTCD. Submit to Morris County for review and approval. See additional comments at end of this document.	Municipality	\$800 each
Pedestrian Scale Lighting	School zone, and near-by intersections	Possibility of tacking onto existing highway scale lighting.	Municipality	\$2,500 each
Sidewalks & Curb	Mt. Pleasant	Install sidewalks along both sides of Mt. Pleasant Avenue	Municipality	\$65 per square yard/\$25.00 per foot for curb
Crosswalks	Mt. Pleasant	Use thermoplastic for longevity	Municipality	\$1,000 each

The above costs are undeveloped and should not be used to prepare estimates. Further engineering and evaluation is required to determine more definitive costs.

IN-ROAD MARKINGS/STENCILS

Word and symbol markings on the pavement may be used as a supplement, but are not required marking. Marking in the travel lane requires a high degree of maintenance and they should be used only as necessary. Letters and numerals should be white and 8 feet or more in height and if the message consists of more than one word, it should read up, i.e., the first word should be nearest to the driver. Where approach speeds are low, somewhat smaller characters may be used.

Oregon Department of Transportation A Guide to School Area Safety July 2006, recommends messages be no more than one lane in width except school messages may extend to the width of two lanes. When a two-lane width is used, the characters should be 10 feet or more in height. SCHOOL is one of the more commonly used markings. See Section 7C.06 of the MUTCD for further guidance.

MAINTENANCE OF MARKINGS

Regulatory and warning signs and pavement markings for school speed zones should be inspected routinely by the road authority. Preferably, inspections should occur before the beginning of each school year or towards the end of the school year to schedule maintenance during the summer. Damaged signs should be replaced.

Walkable Community Workshop Summary Hanover Park Regional High School

Flashing Signal



In-Road Markings – School Zone



In-Road Markings – Speed Limit



Sidewalks & curb



Walkable Community Workshop Summary
Hanover Park Regional High School

Appendix F
School Zone - Speed Limit Reduction

007-00-0000 14:21

MORRIS COUNTY ENGINEERING

F.02



State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08623-0600

JON S. CORZINE
Governor

KRIS KOLLURI
Commissioner

APPROVAL
Resolution No. 8
Speed Limits
Mt. Pleasant Avenue (CR610)
East Hanover Township
Morris County

September 30, 2008

Ms. St. John
Clerk of the Board of Chosen Freeholders
County of Morris
P.O. Box 000
Morristown, New Jersey 07963-0900

Dear Ms. St. John:

Approval is hereby issued for Morris County Resolution No. 8 adopted on April 23, 2008 by the County Board of Chosen Freeholders of the County of Morris establishing speed limits for both directions of traffic along Mt. Pleasant Avenue (CR610) in the Township of East Hanover, County of Morris.

Pursuant to N.J.S.A. 39:4-196, proper signs covering the regulations must be erected and must conform to the current Edition of the "Manual on Uniform Traffic Control Devices" unless otherwise specified by the Commissioner of Transportation.

This approval is issued based on existing physical conditions for the authorized speed limits. In the event the highway is improved in any manner, such as widening, installation of shoulders, the installation of sidewalks, etc. the highway should be resurveyed to determine the reasonable speed limits applicable under the improved conditions.

Please be advised that the power of this office extends to matters of traffic and safety and does not involve any judgment concerning any penalties imposed.

The approval is based on the interests of public safety and the expeditious movement of traffic on public highways pursuant to N.J.S.A. 39:4-9 without regard to the procedural steps taken by the County to adopt the traffic regulation.

Sincerely,

Kris Kolluri

Commissioner

By: **DOUGLAS R. BARTLETT**
Douglas R. Bartlett, Manager
Traffic Engineering and Investigations

C: Christopher J. Vitz, P.E.; Marilyn Snow, East Hanover, Clerk; Stanley Hansen, Chief of Police

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OCT - 6 2008

COUNTY OF MORRIS
ENGINEERING DEPARTMENT

TOTAL F.02

Walkable Community Workshop Summary
Hanover Park Regional High School

Oct 06 08 12:29p

Jensen Construction Co.

5/3-17-0809

p.2
7. 501/001

Handwritten notes:
C. J. Jensen
P. R. Jensen
P. R. Jensen

**BOARD OF CHOSEN FREEHOLDERS
MORRIS COUNTY NEW JERSEY**

RESOLUTION NO. **8**

ADOPTED: April 23, 2008

BE IT RESOLVED by the Board of Chosen Freeholders of the County of Morris as follows:

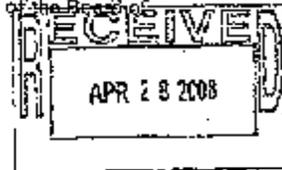
1. That the speed limit (s) for both directions of traffic along Mount Pleasant Avenue (County Route 610) in the Township of East Hanover be as follows:
 - (a.) 35 miles per hour and in the Hanover Park High School Zone the speed limit shall be 25 miles per hour during recess or while children are going to or leaving school during opening or closing hours.
2. Regulatory and Warning signs shall be created and maintained as required by the Commissioner, Department of Transportation on the following basis:
 - (a) Warning signs required because of the physical features of the road to be installed and maintained by the County of Morris.
 - (b) Regulatory signs and other warning signs required, to be installed and maintained by the Township of East Hanover at its sole cost and expense.
3. That all ordinances and/or resolutions or portions thereof inconsistent with this resolution are hereby repealed.
4. That a certified copy of this resolution bearing the Morris County seal shall be forwarded to the Manager, Bureau of Traffic Engineering & Investigations, New Jersey Department of Transportation for approval through the County Engineer's Office and a copy shall also be sent to each of the following:
 - (a) Township of East Hanover
 - (b) Morris County Department of Public Works
5. That this resolution shall take effect immediately.

I hereby certify the above to be a true copy of a resolution adopted by the Board of Chosen Freeholders of the County of Morris at a regular meeting held April 23, 2008.

Handwritten signature: Glenn St. John

Glenn St. John, Clerk of the Board of Chosen Freeholders

SEAL



Walkable Community Workshop Summary
Hanover Park Regional High School

Appendix G
Morris County Requests Township Support

007-00-0000 14:21

MORRIS COUNTY ENGINEERING

F.02



State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08623-0600

JON S. CORZINE
Governor

KRIS KOLLURI
Commissioner

APPROVAL
Resolution No. 8
Speed Limits
Mt. Pleasant Avenue (CR610)
East Hanover Township
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Sincerely,

Kris Kolluri

Commissioner

By: **DOUGLAS R. BARTLITT**

Douglas R. Bartlett, Manager
Traffic Engineering and Investigations

C: Christopher J. Vitz, P.E.; Marilyn Snow, East Hanover, Clerk; Stanley Hansen, Chief of Police

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COUNTY OF MORRIS
ENGINEERING DEPARTMENT

TOTAL F.02

Walkable Community Workshop Summary

Hanover Park Regional High School

As part of Morris County's commitment we would request that the East Hanover Township council support the High School Safety Committee efforts by providing:

- A representative to serve as a liaison to the Committee
- Resolutions and letters of support for grant submittals
- Coordination and information regarding projects in the school area
- Pedestrian improvements as part of the Township's planning and capital improvement projects.

We look forward to working in partnership with you to improve safety within your community. If you have any questions regarding our proposal, please contact me at 973-529-8101.

Sincerely,



Denise Cheslick, AICP/PPP
Principals Planner – Transportation

cc: Kim Jensen, Hanover Park Regional High School Safety Committee
Ed Franko, Principal Hanover Park Regional High School
Paul Ariotta, Superintendent of Schools Hanover Park Regional High School
Chris Vitz, Morris County Div. of Engineering
Deena Cybelski, Morris County Div. of Transportation

Appendix H
Township of East Hanover
Council Endorsement of Workshop

Minutes of the Regular Meeting of the Township Council of the Township of East Hanover held on Wednesday, November 12, 2008 at 7:00 P.M. in the Municipal Building, 411 Ridgedale Avenue, East Hanover, New Jersey.

The Clerk called the meeting to order.

Present: Councilmembers Musco, Colasurdo, DeRosa, Jandoli, and Mayor Pannullo

Also Present: Administrator C. Richard Faduch, Township Attorney Matthew C. O'Donnell, Township Engineer James G'rintano, and Councilman-elect Robert Jocher and Angelo Tedesco

The Mayor led the Pledge of Allegiance and Councilman DeRosa gave the Invocation.

Mayor Pannullo read the Public Announcement in which he stated that the meeting had been advertised, the press notified, and the notice posted on the bulletin board in the Municipal Building.

Adoption of October 7, 2008 Minutes:

Motion by Councilman DeRosa, seconded by Councilman Colasurdo to adopt said minutes.

Aye: Councilmembers Musco, Colasurdo, DeRosa, and Mayor Pannullo

Abstain: Councilman Jandoli

The Mayor congratulated and welcomed Councilman-elect Robert Jocher and Angelo Tedesco to the meeting.

PRESENTATIONS:

• Hanover Park High School Safety Committee

Ed Franko, Principal of Hanover Park High School, first addressed the need for and establishment of a Hanover Park Regional High School Safety Committee. He stated that the necessity became apparent due to a serious accident last year involving a student that was struck by a vehicle while walking along Mt. Pleasant Avenue. This incident was a wake-up call for the school district to take the necessary steps to improve

Walkable Community Workshop Summary

Hanover Park Regional High School

student safety; thus, the Safety Committee was established. Mr. Franko introduced the members in attendance: Paul Arletts, Superintendent of Schools; Kim Jensen, parent volunteer; Denise Chaplick, County Planning Division; Stan Hansen, Chief of Police; and Councilman DeRosa.

Essentially, Mr. Franko advised that the committee has been working with the County to improve overall pedestrian safety and accessibility to and from the high school, and lastly, requested the Council's support to move forward in this endeavor.

Denise Chaplick explained that the County would agree to conduct a Walkable Community Workshop with the Safety Committee in order to recommend improvements for pedestrians in the Mt. Pleasant Avenue area. Secondly, as a follow-up to the workshop, her division would then assist the Safety Committee to acquire funding for the improvements. Ms. Chaplick likewise requested the need for the Council's cooperation.

In conclusion of the presentation, Kim Jensen briefly commented and personally thanked Councilman DeRosa for his support and input. As the go-to person, she urged the Council for their support. Ms. Jensen indicated that the Committee was successful in reducing the speed limit to 25 mph and their plan was for flashing signs as well.

Verbal action by Councilman DeRosa, seconded by Councilman Colorado to move forward to endorse the endeavors of the Hanover Park Regional High School Safety Committee working in conjunction with Morris County DOT, and Planning and Engineering Departments.

Ayas: Councilmembers Museo, Colorado, DeRosa, Jandoli, and Mayor Pannullo

• Certificates for Civic Duty

The Mayor presented certificates to five youngsters that volunteered to handout informative brochures to residential homes with regard to the PS&C power lines.

OLD BUSINESS:

Public Hearing: Ordinance No. 17-2008 - Authorize the Exchange of Lands By & Between the Township & ERKH, LLC

Appendix I

Breakout Group Comments & Feedback

Group #1

- Provide mid-block crosswalks along Mt. Pleasant at entry/exit driveway of school
- Provide Flashing Beacons to bring awareness to school zone and reduced speed limit*
- Install in-road markings “School Zone Ahead” *
- Provide crosswalk where kids come/go to Diner
- Install sidewalks from school to Hanover Road and baseball fields

Group 2

(Short-term)

- Provide Flashing Beacons to bring awareness to school zone and reduced speed limit*
- Provide an Police or Safety Officer that can direct traffic along Mt. Pleasant Ave. in front of school during peak school hours*
- Install more in-road markings such as “School Zone Ahead” and more to increase awareness of school and speed*
- Improve pedestrian crossings at intersection of Mt. Pleasant Ave & New Murray Road and Route 10 & New Murray Road

(Long-term)

- Install sidewalks along both sides of Mt. Pleasant Ave. *
- Install pedestrian scale lighting along Mt. Pleasant Ave.
- Provide pedestrian activated signals with countdown at all signalized intersections
- Enhance design of school entry and exit to set them apart from the roadway
- Reconfigure school frontage and internal lot to incorporate sidewalks

Group 3

- Improve pedestrian crossings at intersection of Mt. Pleasant Ave & New Murray Road and Route 10 & New Murray Road
- Install sidewalks along both sides of Mt. Pleasant Ave. *
- Improve access and amenities at existing bus stop locations
- Provide pedestrian activated signals with countdown at all signalized intersections
- Install pedestrian scale lighting along Mt. Pleasant Ave.
- Provide mid-block crosswalks along Mt. Pleasant at entry/exit driveway of school
- Provide Flashing Beacons to announce school zone*
- Install more in-road markings such as “School Zone Ahead” and more to increase awareness of school and speed*
- Provide ADA accessibility along entire corridor

Group 4

- Install more in-road markings such as “School Zone Ahead” and more to increase awareness of school and speed*
- Provide Flashing Beacons to bring awareness to school zone and reduced speed limit*
- Install sidewalks along both sides of Mt. Pleasant Ave.
- Improve pedestrian crossings at all intersections along Mt. Pleasant Ave.
- Provide traffic calming (speed tables) along Mt. Pleasant at pedestrian crossing locations
- Implement “No Right on Red” at intersection of Mt. Pleasant Ave. & Hanover Road

Walkable Community Workshop Summary

Hanover Park Regional High School

- Add more student parking on school campus
- Designate sidewalks and provide additional parking via re-striping of school parking lot areas
- Install pedestrian scale lighting along Mt. Pleasant Ave. *

** - Indicates highest priority for improvement*

Walkable Community Workshop Summary
Hanover Park Regional High School

Appendix J

Enhancement Grant Letter

000

 **COPI**

BERDSALL SERVICES GROUP

BERDSALL ENGINEERING • TRINISIC & VAN BUREN • L&L ENGINEERING • MORRIS, JOHNSON & ASSOCIATES • PM&C GROUP

Sent via facsimile (973) 539-3161

Morris County Engineering Department
Administration and Records Building
Court Street
Morristown, NJ 07961

May 4, 2009
Project No. 2-10462-000009

Attn: Mr. Stephen Hammond, County Engineer

Re: **Transportation Enhancement Grant Application**
Mount Pleasant Avenue/Hanover Park High School
East Hanover Township, Morris County, NJ

Dear Mr. Hammond:

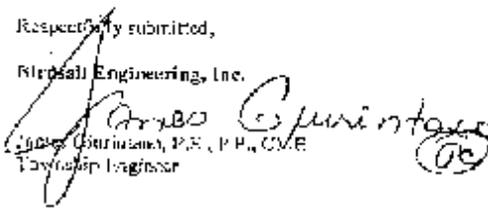
Our office is currently working with the Hanover Park Walkable Community Safety Committee and East Hanover Township to file the above referenced grant application for the construction of pedestrian circulation improvements within the Mount Pleasant Avenue right-of-way (ROW) from New Murray Road to Hanover Road.

The grant application will include the installation of sidewalks within the County ROW as well as illuminated signage, pedestrian scale lighting, and possibly a mid-block cross walk in front of Hanover Park High School.

Since the improvements will be located within the County ROW, East Hanover Township is required to obtain permission from Morris County to file the application. Therefore, we are hereby requesting that Morris County provide the necessary authorization to file the grant application. The application deadline is May 13, 2009 so your attention to this matter will be greatly appreciated. Upon approval of the application, East Hanover will work with your office to ensure the improvements are compliant with County standards.

Should you have any questions, please do not hesitate to contact our office.

Respectfully submitted,

Birdsall Engineering, Inc.

James Czerniak, P.E., P.P., C.M.E.
Township Engineer

cc: C. Richard Paduch
Stephen DeRosa

© 2008 Birdsall Engineering, Inc. All Rights Reserved. Project No. 2-10462-000009. Project Name: Mount Pleasant Avenue Pedestrian Circulation Improvements. Project Location: East Hanover Township, Morris County, NJ. Project Date: 05/04/09.

675 Princeton Drive | Fairfield, NJ 07016 | Tel: 888.335.6330 (24/7) | Fax: 908.400.9124 | www.birdsall.com