



Local Safety Action Plan

Morris County

Adopted: September 24, 2025



This report has been prepared under the direction of the North Jersey Transportation Planning Authority (NJTPA), in coordination with Morris County, with financing by the Federal Transit administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

**Board of County Commissioners
Morris County, New Jersey**

RES-2025-790

Adopted: September 24, 2025

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA) created in 1982 is the federally authorized Metropolitan Planning Organization (MPO) in the 13-county northern New Jersey Region; and

WHEREAS, the NJTPA oversees transportation improvement projects, provides a forum for interagency cooperation and public input, sponsors and conducts transportation studies, and assists county planning agencies; and

WHEREAS, the NJTPA invited Morris County to participate in creating a Local Safety Action Plan to help focus resources on the most critical safety needs and actions to reduce serious injuries and fatalities, and because local plans are key to the County addressing those needs through safety implementation grants available under the federal Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the Morris County Local Safety Action Plan (LSAP) establishes a framework for achieving the LSAP's goal of zero fatal and serious injury crashes on County and municipal roads by 2050, following the Safe System Approach endorsed by the U.S. Department of Transportation; and

WHEREAS, the LSAP was created based on crash data, and with guidance and feedback from the public and a committee of representatives from the County, municipalities, police departments, and other organizations serving Morris County; and

WHEREAS, the recommendations identified in the LSAP would all require further evaluation and municipal coordination prior to implementation, and depending on the recommendation, would be the responsibility of various levels of government and agencies to implement; and

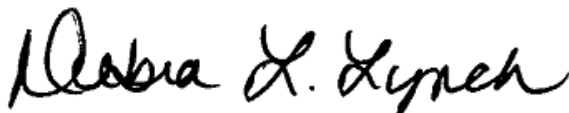
WHEREAS, adopting the LSAP qualifies Morris County and the municipalities within the County to be eligible to apply for Safe Streets and Roads for All (SS4A) implementation, planning, and construction funding grants.

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of the County of Morris in the State of New Jersey hereby adopts the Morris County Local Safety Action Plan.

This resolution shall take effect immediately.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Stephen H. Shaw, Commissioner
SECONDER:	Christine Myers, Commissioner
AYES:	Selen, Shaw, Cabana, Krickus, Myers
ABSENT:	Mastrangelo, Smith

I hereby certify the above to be a true copy of a resolution adopted by the Board of County Commissioners of the County of Morris at a regular meeting on September 24, 2025.



Debra L. Lynch, Clerk of the Board

Executive Summary



Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. From 2017 through 2021, 48 percent of traffic deaths and serious injuries in Morris County occurred on county and municipal roads. Pedestrian and bicyclist crash statistics point to especially alarming safety concerns. The safety analysis conducted for this Local Safety Action Plan (LSAP) showed that, in Morris County, these vulnerable road users are 28 times more likely than vehicle occupants to be killed or seriously injured when involved in a crash on county and municipal roads.

The Morris County LSAP establishes a framework for achieving the goal of **Zero Deaths and Serious Injuries on County and Municipal Roads by 2050**, following the Safe System Approach endorsed by the U.S. Department of Transportation. Morris County partnered with the North Jersey Transportation Planning Authority (NJTPA) to develop this plan. Input from Morris County officials and residents informed this plan throughout its development. Representatives from the county, municipalities, and police departments, as well as engineers, planners, and educators formed a Local Implementation Group (LIG) to advocate for the county's safety needs and oversee the LSAP's direction.

Public engagement played a key role in developing this plan. This ensured the plan considered public

input on the types of crashes the plan should prioritize, as well as the critical locations and potential solutions. Engagement consisted of an in-person pop-up outreach event, virtual public workshop, and a survey and map on the project website that allowed users to share the types and locations of transportation safety concerns in the county.

This safety plan focuses on roadways owned and maintained by Morris County and its municipalities. The LIG directed this plan to focus on common crash types and to develop strategies to address them. These crash types are aggressive driving, drowsy and distracted driving, intersections, and pedestrians and bicyclists. Combined, these four crash categories account for 44 percent of all deaths and serious injuries on county and municipal roads.

To identify the most important safety locations, the LIG considered High Injury Network maps, locations of concern noted by the community, and locations identified as being "at risk" for crashes based on roadway characteristics. Future strategies addressing these crashes should focus on proven safety countermeasures, a set of solutions that are known to reduce fatal and serious injury crashes to help achieve the LSAP goal. These strategies will incorporate Complete Streets policies and design approaches, by which streets are designed and built to accommodate all roadway users. In addition,

this LSAP focuses on the following approaches to implementing safety strategies:

- Large-scale safety improvement projects, such as intersection reconfigurations, road diets, and shared-use path construction.
- Quick-build demonstration projects that show how a future long-term improvement could look using temporary, low-cost materials. Examples include bike lanes, mini

roundabouts, and paint markings on roads.

- Safety add-on projects where low-cost safety improvements are included in non-safety-focused roadway projects. Examples include installing wider roadway edge lines and oversized road signs while repaving roadways.

Data analysis, stakeholder input, and public feedback were used to identify 18 priority locations, shown in Table ES-1.

Table ES-1. Morris County Priority Location Summary

Priority Location	Location Type	Municipality	Jurisdiction
CR-513 (Green Pond Rd): 0.32 miles south of Deerhaven Ln to NJ 23	Segment	Jefferson Twp	County
CR-510 (Mendham Rd) from Old Mendham Rd to Dellwood Ave	Segment	Morris Twp	County
Ridgedale Ave: East Hanover Ave to Morris St	Segment	Morris Twp/ Morristown Town	Municipal
CR-615 (Howard Blvd) from U.S. Route 46 to I-80	Segment	Roxbury Twp /Mount Arlington Boro	County
Ridge Rd from Jennings Rd to Russia Rd	Segment	Jefferson Twp	Municipal
CR-647 (Green Village Rd) from Stafford Dr to Main St	Segment	Madison Boro	County
CR-202 (Main Rd): Twaits Rd to eastern intersection of Whitehall Rd	Segment	Montville Twp	County
Flocktown Ln from Warwick Dr to Walnut Dr	Segment	Washington Twp	Municipal
CR-650 (West Hanover Ave) from Stiles Av to American Rd	Segment	Morris Plains Boro /Morris Twp	County
CR-510 (Morris St) from Lafayette Ave to Woodside Rd	Segment	Morristown Town	County
Lake Shore Drive from Hamilton Rd to Califon Rd	Segment	Parsippany-Troy Hills Twp	Municipal
CR-617 (Sussex Tpke): Sandy Lane to Brookside Rd	Segment	Randolph Twp	County
CR-617 (Sussex Ave) at Craig Rd	Intersection	Morris Township	County
Ann St at Schuyler Pl	Intersection	Morristown Town	Municipal
CR-618 (Boulevard) at Fanny Rd	Intersection	Mountain Lakes Boro/Boonton Town/Boonton Twp	County
Briarcliff Rd at Dartmouth Rd	Intersection	Mountain Lakes Borough	Municipal
CR-656 (Millbrook Ave) at Quaker Church Rd	Intersection	Randolph Township	County
CR-643 (South Morris St) at Byram Ave	Intersection	Dover Town	County

Safety strategies for these locations, including short-term recommendations like improved striping and signage, and long-term solutions like curb bump outs and intersection geometry improvements for intersections are detailed in the Action Toward Implementation section of this plan (see Table 3).

The benefits of this safety plan go beyond identifying emphasis areas and prioritizing safety strategies; it is a blueprint for addressing travel safety. Various

departments at the county and municipal level, as well as other agencies such as Avenues in Motion, are key to continued work towards zero deaths through their leadership and ongoing partnerships. Morris County will work with municipalities to advance recommended strategies through project development, community initiatives, and grant applications by focusing on priority locations and emphasis areas.

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Introduction to Zero: Our Goal and Our Commitment



The Morris County Local Safety Action Plan (LSAP) identifies and prioritizes road safety improvements in the county's 39 municipalities. This LSAP establishes a comprehensive framework for Morris County to achieve the goal of **Zero Deaths and Serious Injuries on County and Municipal Roads by 2050** based on the U.S. Department of Transportation-endorsed Safe System Approach. This goal emphasizes the principle that even one fatality or serious injury is unacceptable and preventable. To reach this target it is essential to address all aspects of traffic safety, including road user behavior, vehicle safety and technology, road infrastructure, and post-crash care. This comprehensive approach provides multiple layers of protection for road users and fosters a proactive safety culture, prioritizing safety in all transportation-related decisions.

Addressing fatalities and serious injuries on all roads is a vital step towards achieving the goal of zero deaths and serious injuries, both in the state and across the country. **This LSAP specifically targets the roads and intersections under the jurisdiction of Morris County and local agencies. This plan outlines strategies and practical solutions that address the most pressing safety needs within Morris County, serving as a guiding**

document for local agencies, policymakers, and stakeholders.

When endorsed by Morris County, this plan meets eligibility requirements for the Safe Streets and Roads for All (SS4A) competitive grant program, which provides access to new or additional funding for local agencies for additional safety planning and for construction.

The Safe System Approach

The Safe System Approach to road safety acknowledges human error as inevitable and aims to address those errors on the road to eliminate traffic deaths and serious injuries. It emphasizes creating multiple layers of protection (through engineered road improvements, effective law enforcement, public education, and policy measures), so that when mistakes occur, the likelihood of deaths and serious injuries is minimized. The five elements of the Safe System Approach are safe road users, roads, vehicles, speeds, and post-crash care (FHWA 2024).

The Safe System Approach is woven into every element of the Morris County LSAP. This LSAP incorporates data-driven identification of high-risk areas and prioritizes solutions, such as quick-build demonstration projects, engineering enhancements, Complete Streets initiatives, and targeted enforcement and educational campaigns. By grouping these efforts under the LSAP, county and municipal partners can create a transportation network that addresses immediate safety concerns and sets the stage for long-term improvements, moving steadily toward the goal of zero deaths and serious injuries on roadways.

Spotlight on Safety

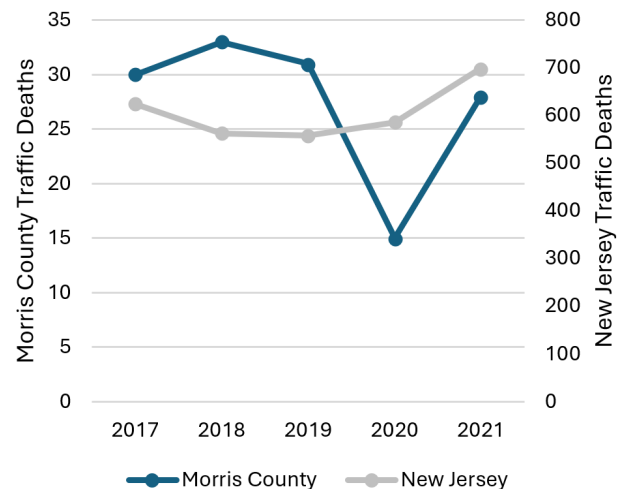


Morris County Crash Trends

Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. In 2021, 699 people lost their lives in crashes in New Jersey, an increase of 75 deaths compared to 2017 (NJDOT 2023). The trend in traffic-related deaths in the state speaks to a nationwide crisis as the number of lives lost on public roadways continues to increase. In comparison, Morris County has experienced a modest downward trend in traffic fatalities over the same period (Figure 1). Traffic deaths across the county have been decreasing since 2018. The jump in traffic deaths from 2020 to 2021 reflects broader pandemic-related traffic trends though 2021 still represents an overall decrease in deaths from 2017. While total deaths are not of the same magnitude as statewide numbers, each life lost represents a person who did not make it home safely. Each life lost to traffic crashes represents a permanent mark on a family, a community, and the county.

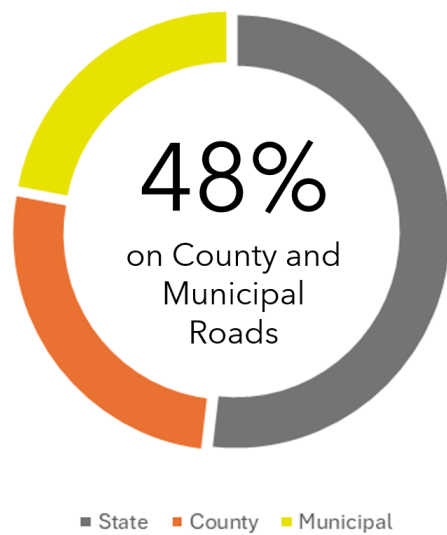
Data plays a crucial role in the effort to eliminate traffic deaths and serious injuries. By following a data-driven approach, traffic safety partners from

Figure 1: Traffic Deaths in Morris County and New Jersey – All Roads



all communities in Morris County can direct resources most efficiently, prioritizing the most crucial locations, targeting crash types, and ultimately, identifying effective strategies and actions needed to achieve zero. This LSAP focuses on the roadways owned and maintained by Morris County and municipalities within the county. Almost 50 percent of all traffic deaths and serious injuries in Morris County occurred on county and municipal roads between 2017 and 2021, underscoring the importance of this plan's focus on these roadways (Figure 2).

Figure 2: Traffic Deaths and Serious Injuries by Roadway Ownership 2017-2021



From 2017 through 2021, 50 people died and another 212 were seriously injured in traffic crashes occurring on county and municipal roads in Morris County. The types of crashes and factors impacting traffic safety reflect the diversity of the communities across the county. Crashes involve motor vehicles, pedestrians, and bicyclists. Factors contributing to these crashes include a range of driver behaviors, such as distracted driving and speeding. Refer to Appendix B for more Morris County crash statistics.

Pedestrians and bicyclists are **28x** more likely than vehicle occupants to be killed or seriously injured on county and municipal roads in Morris County when involved in a crash.

Emphasis Areas

Utilizing data, local expertise, and public input to identify Morris County’s foremost safety challenges, the Local Implementation Group (LIG) selected four emphasis areas to be addressed in this LSAP. By grouping related safety concerns into these emphasis areas, county and municipal agencies

Morris County Crash Statistics
(county and municipal roadways, 2017-2021)



can develop more effective and coordinated solutions. Morris County’s emphasis areas are **aggressive driving, intersections, distracted and drowsy driving, and crashes involving pedestrians and bicyclists**. The emphasis areas prioritize the most pressing traffic safety issues facing the county; however, all deaths and serious injuries need to be addressed over time to realize the goal of zero deaths on county and municipal roads by 2050. While emphasis areas capture distinct aspects of traffic safety, all elements of the Safe System Approach are considered in the reduction of emphasis area fatalities and serious injuries.

Aggressive Driving

Drivers who engage in aggressive behavior disregard road safety laws and pose a danger to others. This type of driver behavior is characterized by making unsafe lane changes, following too closely, speeding excessively, flashing lights, driving on the shoulder to pass, or driving across barriers.

18 Deaths and 94 Serious Injuries Resulting from Aggressive Driving

(county and municipal roadways, 2017-2021)

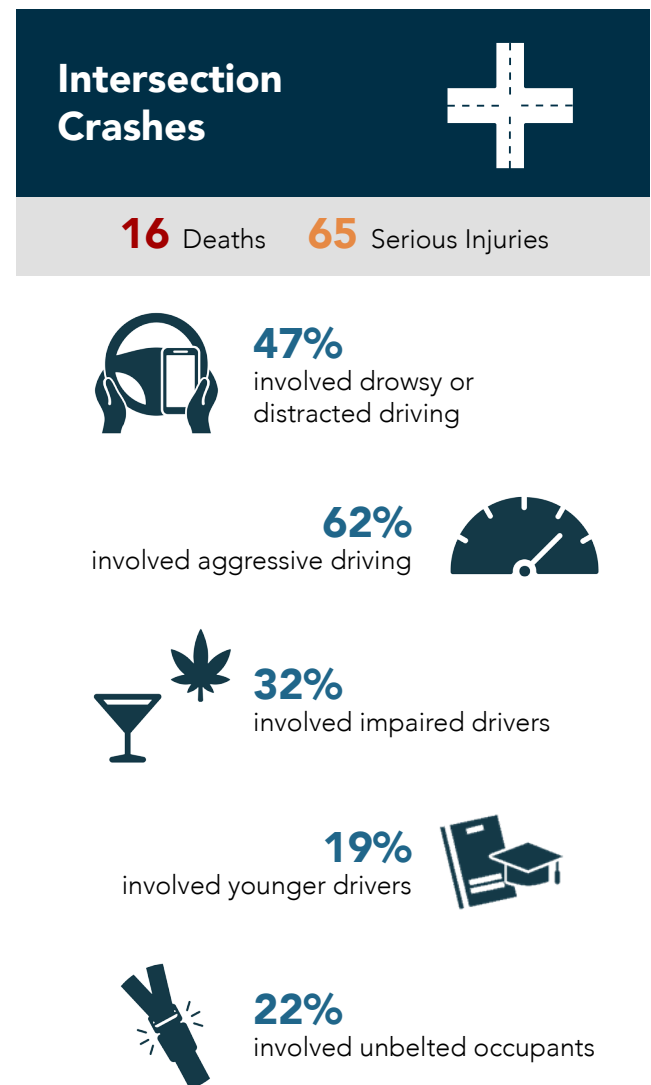


Intersection Related

Intersections are necessary for connecting road users from one point to another. However, where roads intersect, paths conflict and can result in crashes among vehicles, pedestrians, or bicyclists. Intersection related crashes pose significant danger and contribute to many traffic fatalities and serious injuries. Driver distractions at intersections can increase with the perception that it is safer to conduct tasks other than driving when a vehicle is temporarily stopped. Other dangers stem from factors such as driver error, poor visibility, and intersection design.

16 Deaths and 65 Serious Injuries Resulting from Intersection Related Crashes

(county and municipal roadways, 2017-2021)

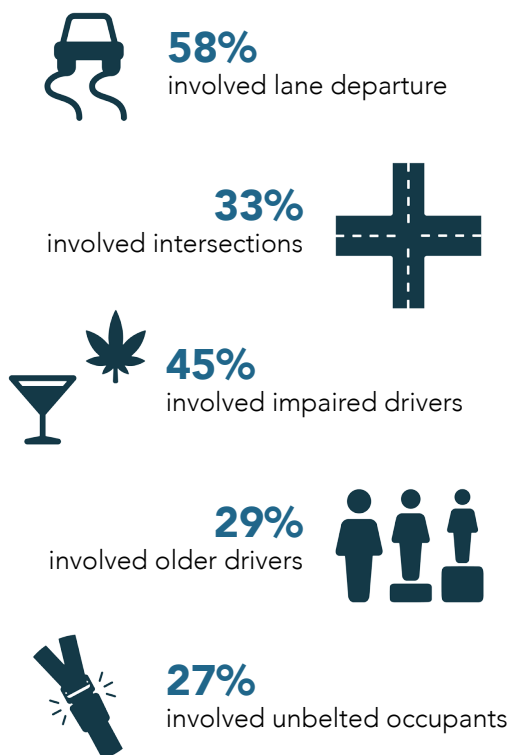


Drowsy and Distracted Driving

Drowsy and distracted crashes are primarily the result of driver sleep deprivation, general fatigue, electronic devices, passengers, distractions outside of the vehicle, and general inattentiveness. A focused driver can assess circumstances and perceive certain risks associated with their surroundings; however, when a driver's focus is diminished, the chance of a crash increases.

17 Deaths and 98 Serious Injuries Resulting from Drowsy and Distracted Driving

(county and municipal roadways, 2017-2021)

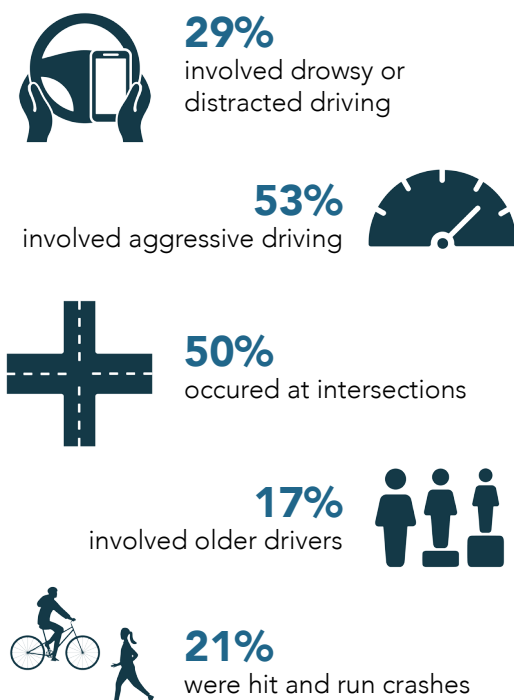


Pedestrians and Bicyclists

Walking and bicycling can be great alternatives to driving. However, pedestrians and bicyclists are more susceptible to serious injuries and death than vehicle occupants when involved in a collision with a motor vehicle. Pedestrian and bicyclist crashes occurred in a variety of settings in Morris County between 2017 and 2021, underscoring the complex nature of addressing these crashes. Pedestrian and bicyclist crashes occurred in town centers, in suburban residential areas, and around commercial developments. These circumstances speak to the need to address driver behavior, for Complete Streets approaches, and a variety of interventions focusing on safe travel for all road users.

15 Deaths and 41 Serious Injuries Resulting from Pedestrians and Bicyclists Involved Crashes

(county and municipal roadways, 2017-2021)



Morris County residents most frequently drive for their daily commute, with more than 69 percent reporting that they drive alone to work (U.S. Census Bureau 2024). However, the tendency to travel by car does not present a complete picture of traffic safety in the county. While pedestrians and bicyclists account for approximately 21 percent of all deaths and serious injuries in crashes on county and municipal roads, they are **28 times more likely than vehicle occupants to sustain fatal or serious injuries when involved in a crash.**

Demographic Factors

A demographic analysis of Morris County informed the selection of strategies to ensure that the plan addresses safety and to support outreach to all county residents. The demographic analysis incorporated factors from the U.S. Census Bureau's American Community Survey for municipalities and census tracts in the county and using Title VI factors. The demographic data for Morris County reveals a balanced gender ratio, with youth making up 21 percent of the population, closely aligned with residents aged 65 and older, making up 18 percent. Notably, 31 percent of the population identifies as a minority, while 12 percent of households are classified as low income. Additionally, the foreign-born population accounts for 19 percent, and 8 percent of residents have limited English proficiency. This analysis identified that 48 percent of all fatal and serious injury crashes in Morris County occurred in areas with Title VI factors that are higher than the county average. Refer to Appendix B for more information on Morris County demographics.

Priority Locations

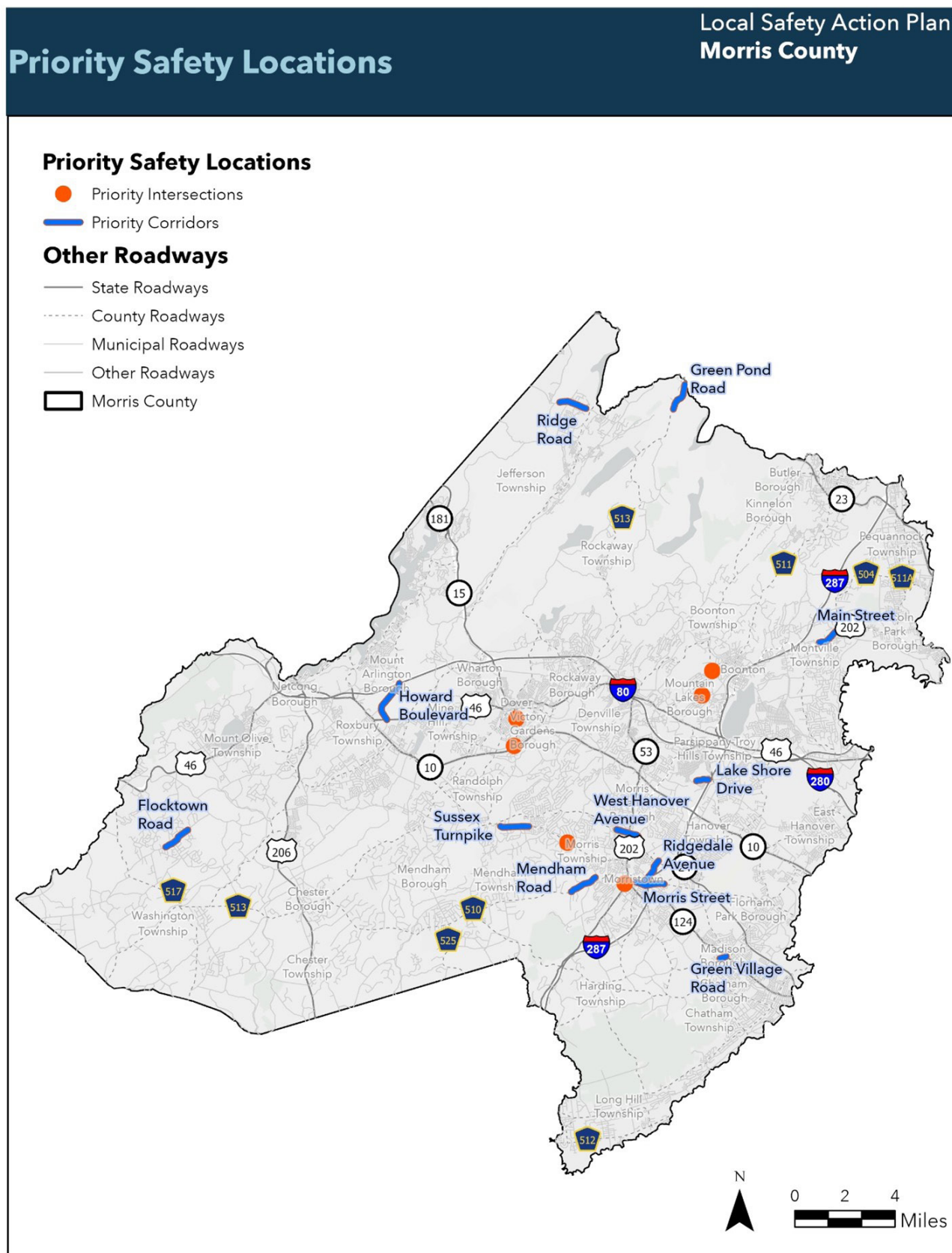
The basis for defining priority locations for the safety plan began with the development of a High Injury Network (HIN). The HIN identifies roadways and intersections with high frequencies of fatal and serious injury crashes, as well as the crash type. The HIN excludes state jurisdiction routes because this locally led LSAP focuses on the roadways and intersections that the county and municipal partners own and maintain. Refer to Appendix C for more information on HIN development. Once the base HIN was established, priority locations were identified from the HIN based on input from the LIG and through a public web map which allowed community members to identify locations of concern throughout the county. Through outreach events and map feedback, community members indicated that difficult intersections and roadways with limited facilities for bicycles and pedestrians, roadways with poor lighting and poor overall conditions, and speeding/aggressive/distracted drivers were concerns in Morris County. Specific locations of concern gathered from in-person and virtual outreach events helped to prioritize locations for the plan. In many instances, public concerns regarding safety issues and locations coincided with locations on the HIN. Corridors and intersections are considered priority locations if they have a fatal and serious injury crash history, LIG recommendations, or public feedback. Table 1 and Figure 3 show the list of priority locations.

Table 1: Morris County Priority Locations

Priority Location	Municipality	Jurisdiction	Crashes (2019-2021) ¹		Applicable Emphasis Areas			
			Fatal	Serious Injury	Aggressive Driving	Intersection	Drowsy/Distracted	Pedestrian/Bicyclist
CR-513 (Green Pond Road) from 0.32 miles south of Deerhaven Lane to NJ 23	Jefferson Township	County	2	1	✓			
CR-510 (Mendham Road) from Old Mendham Road to Dellwood Avenue	Morris Township	County	1	1				✓
Ridgedale Avenue from East Hanover Avenue to Morris Street	Morris Township/ Morristown Town	Municipal	1	1	✓			
CR-615 (Howard Boulevard) from U.S. Route 46 to I-80	Roxbury Township/ Mount Arlington Borough	County	1	1			✓	
Ridge Road from Jennings Road to Russia Road	Jefferson Township	Municipal	1	0	✓			
CR-647 (Green Village Road) from Stafford Drive to Main Street	Madison Borough	County	1	0			✓	
CR-202 (Main Road) from Twaits Road to eastern intersection of Whitehall Road	Montville Township	County	1	0			✓	
Flocktown Lane from Warwick Drive to Walnut Drive	Washington Township	Municipal	1	0	✓			
CR-650 (West Hanover Avenue) from Stiles Avenue to American Road	Morris Plains Borough/Morris Township	County	0	1				✓
CR-510 (Morris Street) from Lafayette Avenue to Woodside Road	Morristown Town	County	0	1			✓	✓
Lake Shore Drive from Hamilton Road to Califon Road	Parsippany-Troy Hills Township	Municipal	1	0		✓	✓	
CR-617 (Sussex Turnpike) from Sandy Lane to Brookside Road	Randolph Township	County	0	1		✓		
CR-617 (Sussex Avenue) at Craig Road	Morris Township	County	1	0	✓	✓	✓	✓
Ann Street at Schuyler Place	Morristown Town	Municipal	1	0	✓	✓	✓	✓
CR-618 (Boulevard) at Fanny Road	Mountain Lakes Borough/Boonton Town/Boonton Township	County	1	0	✓	✓		✓
Briarcliff Road at Dartmouth Road	Mountain Lakes Borough	Municipal	1	0	✓	✓		✓
CR-656 (Millbrook Avenue) at Quaker Church Road	Randolph Township	County	0	0		✓		
CR-643 (South Morris Street) at Byram Avenue	Dover Town	County	0	1	✓	✓	✓	✓

Note: 1.) Crash data from 2019 to 2021 was utilized for the Network Screening Analysis.

Figure 3: Morris County Priority Locations



Action Toward Implementation



The LSAP goal of **Zero Deaths and Serious Injuries on County and Municipal Roads by 2050** will be accomplished by implementing proven safety strategies on roadways throughout Morris County. Safety partners must focus on strategies encompassing roadway improvements, driver behaviors, and planning and policy. Different strategy types address the five elements of the Safe System Approach in different ways. By focusing on all components of the Safe System Approach, traffic safety best practices can be effectively implemented in key locations and align with county-wide initiatives to eliminate deaths and serious injuries. This safety plan offers a range of approaches to implementing recommended strategies including site-specific actions at priority locations and county-wide efforts through systemic installations, educational initiatives, enforcement activities, and policy changes. Table 2 presents the types of strategies identified as effective for improving safety in Morris County. Refer to Appendixes D and E for additional information on selected strategy types, existing programs and resources, and implementation approaches.



Table 2: Morris County Selected Strategy Types by Safe System Approach Element

Safe System Approach Elements					Selected Strategy Types
Safe Road Users	Safe Roads	Safe Vehicles	Safe Speeds	Post-Crash Care	
	X		X		Install pavement and shoulder improvements, along with signs.
	X				Install barriers (median or roadside) to mitigate crashes caused by a vehicle departing from the roadway.
X	X		X		Install roadway treatments or signs to reduce or enforce the speed limit.
X	X		X		Improve intersection visibility and provide advanced warning of an intersection.
	X		X		Improve safety at signalized intersections by adjusting signal phasing and timing.
	X		X		Improve safety at unsignalized and signalized intersections by reconfiguring the layout.
X	X		X		Improve roadway infrastructure to increase safety for active transportation, transit, and other vulnerable road users.
	X				Improve intersection geometry (road alignment and sight distance), signalization, and pavement markings.
X	X				Improve the safety of active transportation, transit, and other vulnerable road users through education, outreach, enforcement, and implementation of programs and policies.
X			X		Provide visible enforcement and partner with employers to target high-risk driver behaviors.
X	X			X	Improve post-crash care, emergency response, and traffic incident management.
		X			Coordinate with local agencies to equip fleet vehicles with safety technologies and to match the vehicle's purpose with its appropriate size.
	X		X		Implement Complete Streets policies and projects.

Site-specific Recommendations

There are several approaches to implementing safety strategies. In most cases, road owners, local leaders, and implementing agencies should undertake further evaluation for suitability for each priority location and recommendation. Long-term actions, such as site-specific, large-scale roadway projects, are an essential aspect of the future of safety in Morris County; however, these projects can take years to progress through the appropriate design, permitting, and construction phases and may require external funding through grants or other programs. Low-cost actions offer a path to quick implementation through installation of projects that do not require extensive planning or engineering, are generally lower in cost, and can be implemented to a significant degree within a three-to-five-year timeframe. A best practice for implementation is to consider a combination of short-term strategies that can be implemented quickly while working towards long-term safety improvements. **The strategy recommendations summarized in Table 3 and detailed in the following section are intended to provide options to consider for short-term improvements leading to long-term safety improvements at priority locations. These locations and the listed recommendations would all require further evaluation prior to implementation.** In addition to the short- and long-term site recommendations in Table 3, there is a column for recommended potential follow-up studies. Study types include Road Safety Audits and Complete Streets Technical Assistance through NJTPA, referred to in the table as a Complete Streets Corridor Review.

Table 3: Morris County Site-Specific Recommendations

Priority Location	Municipality	Jurisdiction	Crashes (2019-2021)		Short-Term Recommendations	Long-Term Recommendations (with appropriate follow-up study)	Follow-Up Study
			Fatal	Serious Injury			
CR-513 (Green Pond Road) from 0.32 miles south of Deerhaven Lane to NJ 23	Jefferson Township	County	2	1	• Install advanced warning signs for Deerhaven Lane intersection • Install stop bar at Deerhaven Lane intersection • Install rumble strips on centerline and/or edge lines • Install Safety edge treatment during repaving • Install 8-inch edge lines • Install Vehicle Speed Feedback sign • Install reflective pavement markers	• Remove trees, vegetation, utility poles, and other fixed objects from to improve sight lines, where appropriate • Provide continuous corridor lighting	Road Safety Audit
CR-510 (Mendham Road) from Old Mendham Road to Dellwood Avenue	Morris Township	County	1	1	• Install stop bars at both Old Mendham Road intersections • Install rumble strips on centerline and/or edge lines • Install 8-inch edge lines • Install Vehicle Speed Feedback sign • Install reflective pavement markers	• Remove trees, vegetation, utility poles, and other fixed objects to improve sight lines, where appropriate • Realign intersections of Old Mendham Road and Washington Valley Road to remove skew angle • Install guardrail along horizontal curves and verify existing guardrail meets applicable standards	Road Safety Audit
Ridgedale Avenue from East Hanover Avenue to Morris Street	Morris Township/ Morristown Town	Municipal	1	1	• Install lane lines south of railroad, or delineate parking • Install reflective pavement markers on centerline • Install Vehicle Speed Feedback sign • Install retroreflective backplates at all signals • Upgrade standard crosswalks to high visibility crosswalks • At Abbett Avenue intersection: install pedestrian refuge pushbutton on west leg	• Perform road-diet (4 lanes to 3) northeast of Abbett Avenue to potentially include protected bike lanes or two-way left turn lane • Complete sidewalk connections through corridor	Complete Street Corridor Study Revisit prior Road Safety Audit Report
CR-615 (Howard Boulevard) from U.S. Route 46 to I-80	Roxbury Township/ Mount Arlington Borough	County	1	1	• Install reflective pavement markers on centerline • Install rumble strips on centerline • Install Vehicle Speed Feedback sign	• Install roadway lighting • Evaluate signal warrant at BJ's Wholesale Club • Install shoulder where there is none • Install road diet converting from 4 lanes to 2 through lanes and a two-way left turn lane and a shoulder	Road Safety Audit
Ridge Road from Jennings Road to Russia Road	Jefferson Township	Municipal	1	0	• Install Safety edge treatment during repaving • Install 6-inch edge lines • Install reflective pavement markers on centerline • Install Vehicle Speed Feedback sign • Install advanced warning intersection sign for White Rock Boulevard • Install stop bar for Rudmar Road, Crystal Road, and Jennings Road intersections • Install stop sign and stop bar for north leg of White Rock Boulevard • Install advanced curve warning signs	• Convert School House Road intersection to All-way Stop, or fully signalized • Install continuous roadway lighting	Complete Street Corridor Study
CR-647 (Green Village Road) from Stafford Drive to Main Street	Madison Borough	County	1	0	• Install 8-inch edge lines • Install reflective pavement markers on centerline • Upgrade standard crosswalks to high visibility crosswalks - at Kings Road and Route 124 • Upgrade decorative/pedestrian lighting to overhead lighting	• Remove trees, vegetation, utility poles, and other fixed objects from to improve sight lines, where appropriate • Restrict parking on north side of Green Village Road and install dedicated buffered bike lane • Install pedestrian pushbutton at Tudor House at Madison mid-block crossing • Install curb bump outs and a Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at Wilmer Street	Road Safety Audit

Priority Location	Municipality	Jurisdiction	Crashes (2019-2021)		Short-Term Recommendations	Long-Term Recommendations (with appropriate follow-up study)	Follow-Up Study
			Fatal	Serious Injury			
CR-202 (Main Road) from Twaits Road to eastern intersection of Whitehall Road	Montville Township	County	1	0	- Install rumble strips on centerline and/or edge lines - Install Safety edge treatment on shoulders during repaving - Install 8-inch edge lines - Install reflective pavement markers on centerline - Install Vehicle Speed Feedback sign - Install stop bar where missing	- Convert pull-in parking to parallel parking along both sides of US-202 with curb extensions - Evaluate speed limit and install traffic calming measure such as speed tables in front of Towaco Station	Complete Street Corridor Study
Flocktown Road from Warwick Drive to Walnut Drive	Washington Township	Municipal	1	0	- Install Safety edge treatment on shoulders during repaving where not curbed - Install 6-inch edge lines - Install reflective pavement markers - Install Vehicle Speed Feedback sign - Restripe roadway to reduce lane widths where existing lanes are greater than 10 feet wide - Install thermoplastic warning strips on approach to stop signs at Naughtright Road	- Install continuous roadway lighting - Install signal at Naughtright Road - if warranted or consider converting 2-way to all-way stop - Evaluate installing continuous sidewalks near residential area - north of Naughtright Road	Road Safety Audit
CR-650 (West Hanover Avenue) from Stiles Avenue to American Road	Morris Plains Borough/ Morris Township	County	0	1	- Upgrade standard crosswalks to high visibility crosswalks - Install 8-inch edge lines - Install reflective pavement markers - Install Vehicle Speed Feedback sign - Install retroreflective signal backplates at Burnham Road, Speedwell Avenue, and American Road intersections - Install stop bar at Gordon Place intersection	- Install protected bike lanes west of Speedwell Avenue connecting to existing bike lanes on Speedwell Avenue at Max Drive - Reduce lane widths east of Speedwell Ave and install protected bike lanes/ bike boulevard	Complete Street Corridor Study
CR-510 (Morris Street) from Lafayette Avenue to Woodside Road	Morristown Town	County	0	1	- Install 8-inch edge lines - Install reflective pavement markers on centerline - Install Vehicle Speed Feedback sign - Install retroreflective signal backplates at Lafayette Avenue/Pine Street, Lackawanna Place/Elm Street, Ridgedale Avenue, Taft Lane/Ford Avenue intersections - Upgrade standard crosswalks to high visibility crosswalks	- Install protected bike lanes - Install physical curb bump outs at Tiffany Rd, Harding Road, and Washington Place - Install pedestrian refuge island at existing crosswalk at Kind St - Convert painted parking restrictions to physical curb bump outs west of Elm Street - Carry forward recommendations from recently completed Road Safety Audit	Complete Street Corridor Study
Lake Shore Drive from Hamilton Road to Califon Road	Parsippany-Troy Hills Township	Municipal	1	0	- Install 6-inch edge lines - Install Vehicle Speed Feedback sign - Install stop bar at intersections where missing - Install high-visibility crosswalks where crosswalk warning signs are present	- Install/upgrade speed tables - Restripe roadway to include bike lanes and reduce lane widths	Complete Street Corridor Study
CR-617 (Sussex Turnpike) from Sandy Lane to Brookside Road	Randolph Township	County	0	1	- Install stop bar at Musiker Avenue, Mt Freedom Road, Arthur Lane, Brookview Circle, Washington Valley Road, and Elaine Court intersections - Install 8-inch edge lines - Install Vehicle Speed Feedback sign - Install delineators along guardrail where present - Install reflective pavement markers	- Install shoulder where none is present - Evaluate pedestrian and bicycle connection between Washington Valley Road and Mount Freedom Road	Complete Streets Corridor Study Speed Study

Priority Location	Municipality	Jurisdiction	Crashes (2019-2021)		Short-Term Recommendations	Long-Term Recommendations (with appropriate follow-up study)	Follow-Up Study
			Fatal	Serious Injury			
CR-617 (Sussex Avenue) at Craig Road	Morris Township	County	1	0	- Install stop bar at Craig Road - Install intersection advanced warning signs (W2-2) Stripe dedicated left and right turn lanes on Craig Road	- Remove trees/vegetation on southeast corner to improve visibility - Install dedicated eastbound right-turn lane to visually narrow intersection - Reduce corner curb radii	Road Safety Audit
Ann Street at Schuyler Place	Morristown Town	Municipal	1	0	- Install retroreflective signal backplates - Stripe south leg pedestrian crosswalk as high emphasis crosswalk to match other crossings - Install stop bar on south leg (private property coordination) - Install Right-Turn and Left-Turn Prohibition Arrow (R3-1,R3-2) on signal mast arms for northbound and southbound approaches, respectively - Retime signal with leading pedestrian interval	Install curb bump outs on Ann Street to reduce crossing distance and narrow intersection	Complete Street Corridor Study
CR-618 (Boulevard) at Fanny Road	Mountain Lakes Borough/ Boonton Town/ Boonton Township	County	1	0	- Prohibit right turns from Elcock Avenue - Relocate sign for Community Professional Group	- Restrict access to 45 Elcock Avenue (Thomas Brackin, Inc. Insurance & Real Estate) to only one access point (most likely the most northern access) - Install signal, if warranted - Convert to a roundabout - Extend Elcock Avenue to Brackin Insurance and separate from County Route 618 with curb and vegetation. Connect Sheridan Road to Boulevard. Close access at Ely Place and reroute traffic to Fairview Avenue.	Road Safety Audit
Briarcliff Road at Dartmouth Road	Mountain Lakes Borough	Municipal	1	0	- Install stop sign and stop bar at Briarcliff Middle School exit - Restrict access to Briarcliff Middle School to Bellvale Road only, except for buses as required - Install speed humps - Install school signs in area - Install ped crossing signs at the intersection	- Install signal - Convert to a roundabout - Consider providing overhead lighting at the intersection	Road Safety Audit
CR-656 (Millbrook Avenue) at Quaker Church Road	Randolph Township	County	0	0	- Install stop bar for south leg - Install dual over-sized stop signs on each leg - Install horizontal rumble strips on each leg	- Install signal that includes Route 10 westbound off ramp intersection (coordinate with NJDOT for signal on Route 10 ramp intersection) - Convert to all-way stop - Install northbound dedicated right-turn lane - Install overhead intersection lighting	Road Safety Audit (update to 2015 Study)
CR-643 (South Morris Street) at Byram Avenue	Dover Town	County	0	1	This priority location is in the South Morris Street from Millbrook Avenue/Munson Avenue to Byram Avenue project that is funded by the NJTPA. Additional proposed improvements that will be determined during design to include but not limited to, streetlighting upgrades, curb extensions, Americans with Disabilities Act (ADA)-accessible ramps, review of on-street parking, high-visibility crosswalks, Rectangular Rapid Flashing Beacons, and new traffic signals along the corridor.	Ongoing Study in Preliminary Engineering at time of writing	None

Crash data from 2019 to 2021 was utilized for the Network Screening Analysis.

This section presents recommended short- and long-term actions for each Morris County priority location. Each recommended action includes Applicable Safe System Approach Elements.

Priority Location 1: CR-513 (Green Pond Road) from 0.32 miles south of Deerhaven Lane to NJ 23 (County Jurisdiction)

Municipality: Jefferson Township

Emphasis Areas: Aggressive Driving

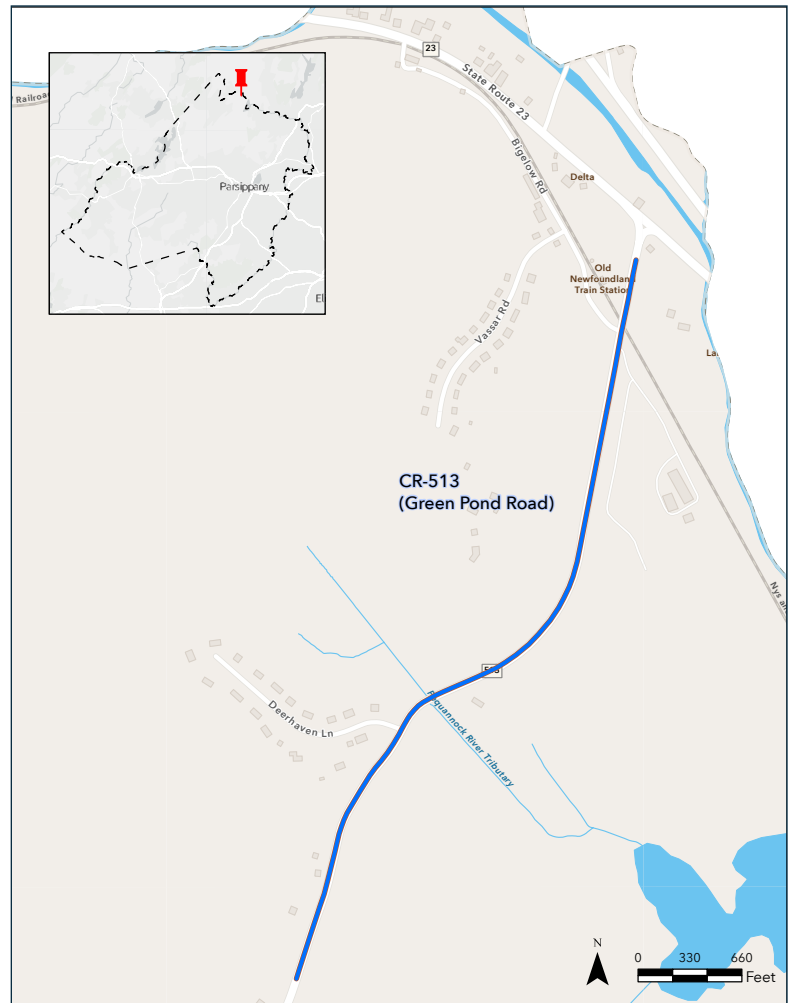
Recommended Short-Term Actions:

- Install advanced warning signs for Deerhaven Lane intersection >Safe Roads, Safe Road Users
- Install stop bar at Deerhaven Lane intersection >Safe Roads, Safe Road Users
- Install rumble strips on centerline and/or edge lines >Safe Speeds, Safe Roads
- Install Safety edge treatment during repaving >Safe Speeds, Safe Roads
- Install 8-inch edge lines >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install reflective pavement markers >Safe Speeds, Safe Roads

Recommended Long-Term Actions:

- Remove trees, vegetation, utility poles, and other fixed objects to improve sight lines, where appropriate >Safe Roads
- Provide continuous roadway lighting >Safe Speeds, Safe Roads, Safe Road Users

Figure 4: Priority Location 1: CR-513 (Green Pond Road) from 0.32 miles south of Deerhaven Lane to NJ 23



Priority Location 2: CR-510 (Mendham Road) from Old Mendham Road to Dellwood Avenue (County Jurisdiction)

Municipality: Morris Township

Emphasis Areas: Aggressive Driving and Pedestrian/Bicyclist

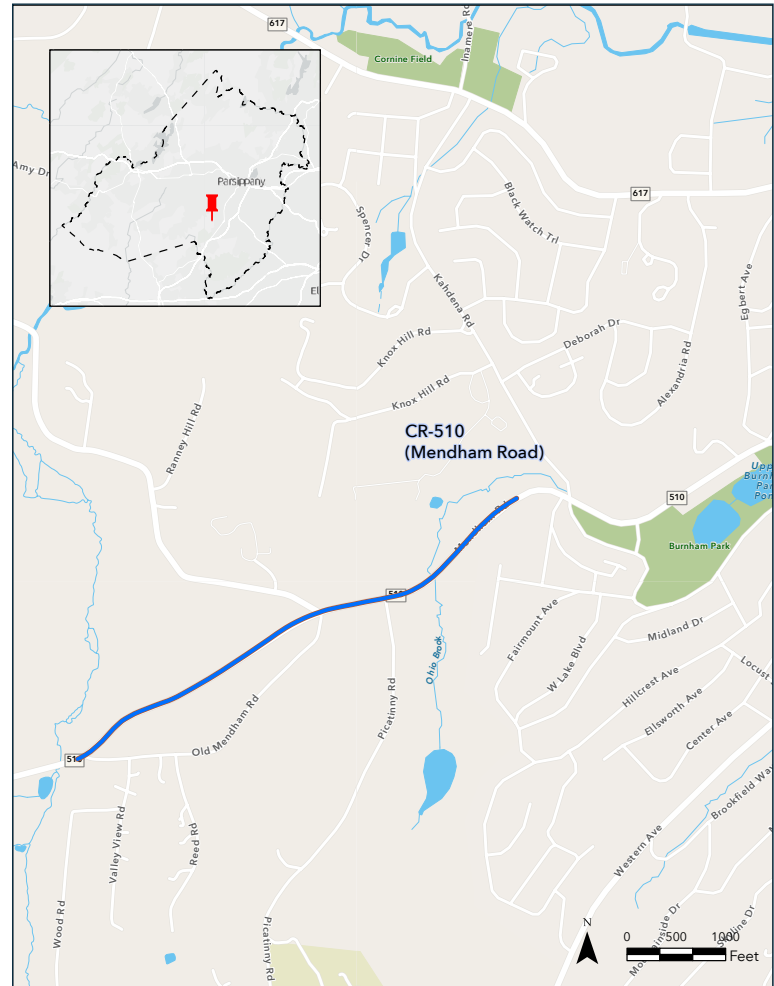
Recommended Short-Term Actions:

- Install stop bars at both Old Mendham Road intersections >Safe Roads, Safe Road Users
- Install rumble strips on centerline and/or edge lines >Safe Speeds, Safe Roads
- Install 8-inch edge lines >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install reflective pavement markers >Safe Speeds, Safe Roads

Recommended Long-Term Actions:

- Remove trees, vegetation, utility poles, and other fixed objects to improve sight lines, where appropriate >Safe Roads, Safe Road Users
- Realign intersections of Old Mendham Road and Washington Valley Road to remove skew angle >Safe Roads, Safe Road Users
- Install guardrail along horizontal curves and verify existing guardrail meets applicable standards >Safe Speeds, Safe Roads, Safe Road Users

Figure 5: Priority Location 2: CR-510 (Mendham Road) from Old Mendham Road to Dellwood Avenue



Priority Location 3: Ridgedale Avenue from East Hanover Avenue to Morris Street (Municipal Jurisdiction)

Municipality: Morris Township/Morristown Town

Emphasis Areas: Aggressive Driving

Recommended Short-Term Actions:

- Install lane lines south of railroad or delineate parking >Safe Roads
- Install reflective pavement markers on centerline >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install retroreflective backplates at all signals >Safe Roads, Safe Road Users
- Upgrade standard crosswalks to high visibility crosswalks >Safe Speeds, Safe Roads, Safe Road Users
- At Abnett Avenue intersection: install pedestrian refuge pushbutton on west leg >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Perform road-diet (4 lanes to 3) northeast of Abnett Avenue to potentially include protected bike lanes or two-way left turn lane. >Safe Speeds, Safe Roads, Safe Road Users
- Complete sidewalk connections through the corridor >Safe Roads, Safe Road Users

Figure 6: Priority Location 3: Ridgedale Avenue from East Hanover Avenue to Morris Street



Priority Location 4: CR-615 (Howard Boulevard) from U.S. Route 46 to I-80 (County Jurisdiction)

Municipality: Roxbury Township/Mount Arlington Borough

Emphasis Areas: Drowsy/Distracted Driving

Recommended Short-Term Actions:

- Install reflective pavement markers on centerline >Safe Speeds, Safe Roads
- Install rumble strips on centerline >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install roadway lighting >Safe Speeds, Safe Roads, Safe Road Users
- Evaluate signal warrant at BJ's Wholesale Club >Safe Roads
- Install shoulder where there is none >Safe Speeds, Safe Roads
- Install road diet converting from 4 lanes to 2 through lanes and a two-way left turn lane and a shoulder >Safe Speeds, Safe Roads

Figure 7: Priority Location 4: CR-615 (Howard Boulevard) from U.S. Route 46 to I-80



Priority Location 5: Ridge Road from Jennings Road to Russia Road (Municipal Jurisdiction)

Municipality: Jefferson Township

Emphasis Areas: Aggressive Driving

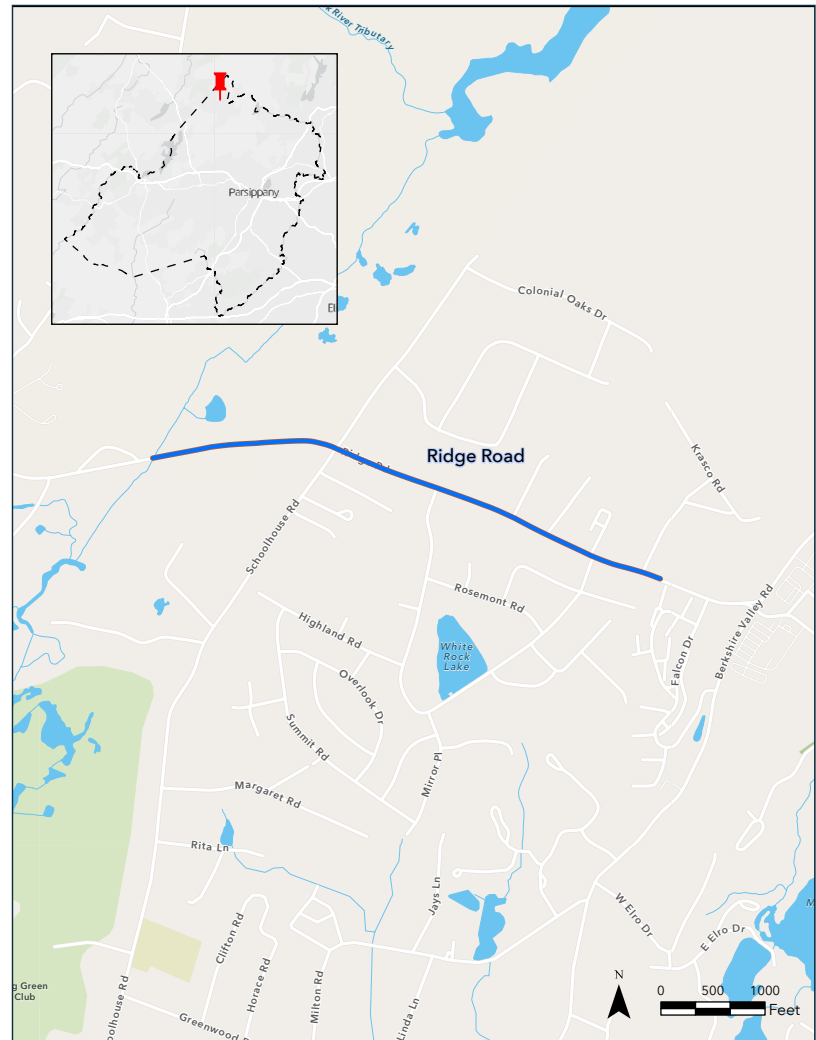
Recommended Short-Term Actions:

- Install safety edge treatment during repaving
- Install 6-inch edge lines >Safe Speeds, Safe Roads
- Install reflective pavement markers on centerline >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install advanced warning intersection sign for White Rock Boulevard >Safe Roads, Safe Road Users
- Install stop bar for Rudmar Road, Crystal Road, and Jennings Road intersections >Safe Roads, Safe Road Users
- Install stop sign and stop bar for north leg of White Rock Boulevard >Safe Roads, Safe Road Users
- Install advanced curve warning signs >Safe Speeds, Safe Roads

Recommended Long-Term Actions:

- Convert School House Rd intersection to All-way Stop, or fully signalized >Safe Roads, Safe Road Users
- Install continuous roadway lighting >Safe Speeds, Safe Roads, Safe Road Users

Figure 8: Priority Location 5: Ridge Road from Jennings Road to Russia Road



Priority Location 6: CR-647 (Green Village Road) from Stafford Drive to Main Street (County Jurisdiction)

Municipality: Madison Borough

Emphasis Areas: Drowsy/Distracted Driving

Recommended Short-Term Actions:

- Install 8-inch edge lines >Safe Speeds, Safe Roads
- Install reflective pavement markers on centerline >Safe Speeds, Safe Roads
- Upgrade standard crosswalks to high visibility crosswalks - at Kings Road and Route 124 >Safe Roads, Safe Road Users
- Upgrade decorative/pedestrian lighting to overhead lighting >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Remove trees, vegetation, utility poles, and other fixed objects to improve sight lines, where appropriate >Safe Speeds, Safe Roads
- Restrict parking on north side of Green Village Road and install dedicated buffered bike lane >Safe Speeds, Safe Roads, Safe Road Users
- Install pedestrian pushbutton at Tudor House at Madison mid-block crossing >Safe Roads, Safe Road Users
- Install curb bump outs and a Rectangular Rapid Flashing Beacon at the pedestrian crossing at Wilmer Street >Safe Roads, Safe Road Users

Figure 9: Priority Location 6: CR-647 (Green Village Road) from Stafford Drive to Main Street



Priority Location 7: CR-202 (Main Road) from Twaits Road to eastern intersection of Whitehall Road (County Jurisdiction)

Municipality: Montville Township

Emphasis Areas: Drowsy/Distracted Driving

Recommended Short-Term Actions:

- Install rumble strips on centerline and/or edge lines
>Safe Speeds, Safe Roads
- Install safety edge treatment on shoulders during repaving >Safe Speeds, Safe Roads
- Install 8-inch edge lines >Safe Speeds, Safe Roads
- Install reflective pavement markers on centerline >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install stop bar where missing >Safe Roads

Recommended Long-Term Actions:

- Convert pull-in parking to parallel parking along both sides of US-202 with curb extensions >Safe Speeds, Safe Roads, Safe Road Users
- Evaluate speed limit and install traffic calming measures such as speed tables in front of Towaco Station >Safe Speeds, Safe Roads, Safe Road Users

Figure 10: Priority Location 7: CR-202 (Main Road) from Twaits Road to eastern intersection of Whitehall Road



Priority Location 8: Flocktown Road from Warwick Drive to Walnut Drive (Municipal Jurisdiction)

Municipality: Washington Township

Emphasis Areas: Aggressive Driving

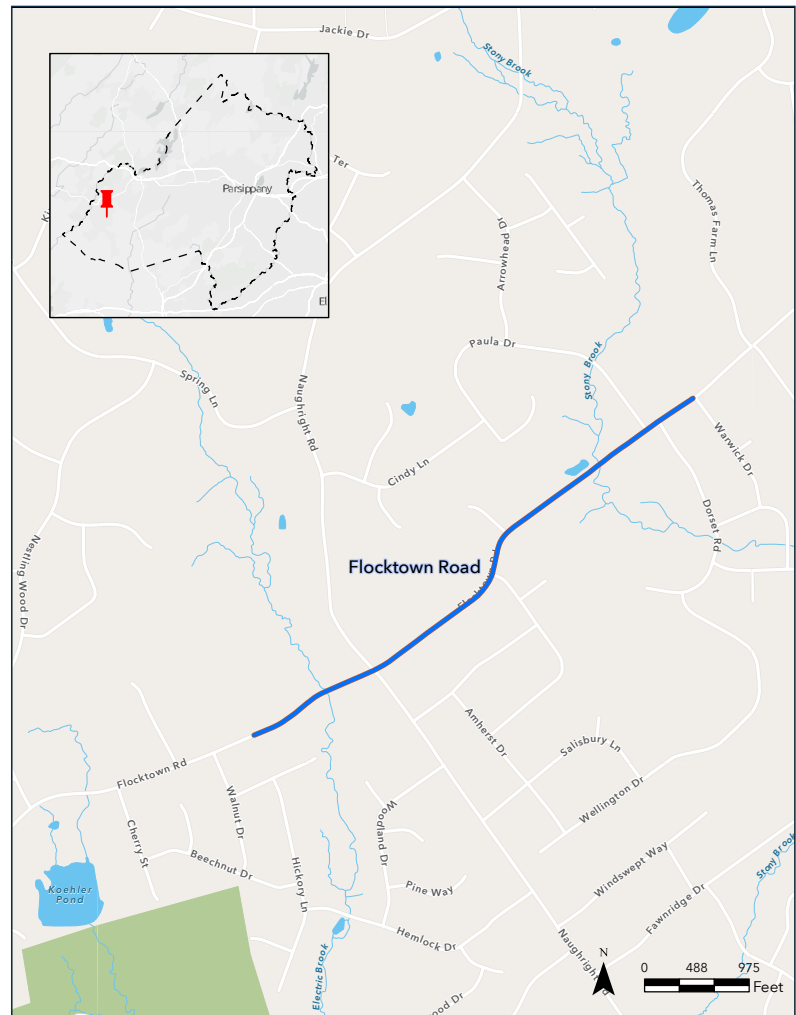
Recommended Short-Term, Low-Cost Actions:

- Install safety edge treatment on shoulders during repaving where not curbed >Safe Speeds, Safe Roads
- Install 6-inch edge lines >Safe Speeds, Safe Roads
- Install reflective pavement markers >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Restripe roadway to reduce lane widths where existing lanes are greater than 10 feet wide. >Safe Speeds, Safe Roads, Safe Road Users
- Install thermoplastic warning strips on approach to stop signs at Naughtright Road >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install continuous roadway lighting >Safe Speeds, Safe Roads, Safe Road Users
- Install signal at Naughtright Road - if warranted or consider converting 2-way to all-way stop >Safe Speeds, Safe Roads, Safe Road Users
- Evaluate installing continuous sidewalks near residential area - north of Naughtright Road. >Safe Speeds, Safe Roads, Safe Road Users

Figure 11: Priority Location 8: Flocktown Road from Warwick Drive to Walnut Drive



Priority Location 9: CR-650 (West Hanover Avenue) from Stiles Avenue to American Road (County Jurisdiction)

Municipality: Morris Plains Borough/Morris Township

Emphasis Areas: None

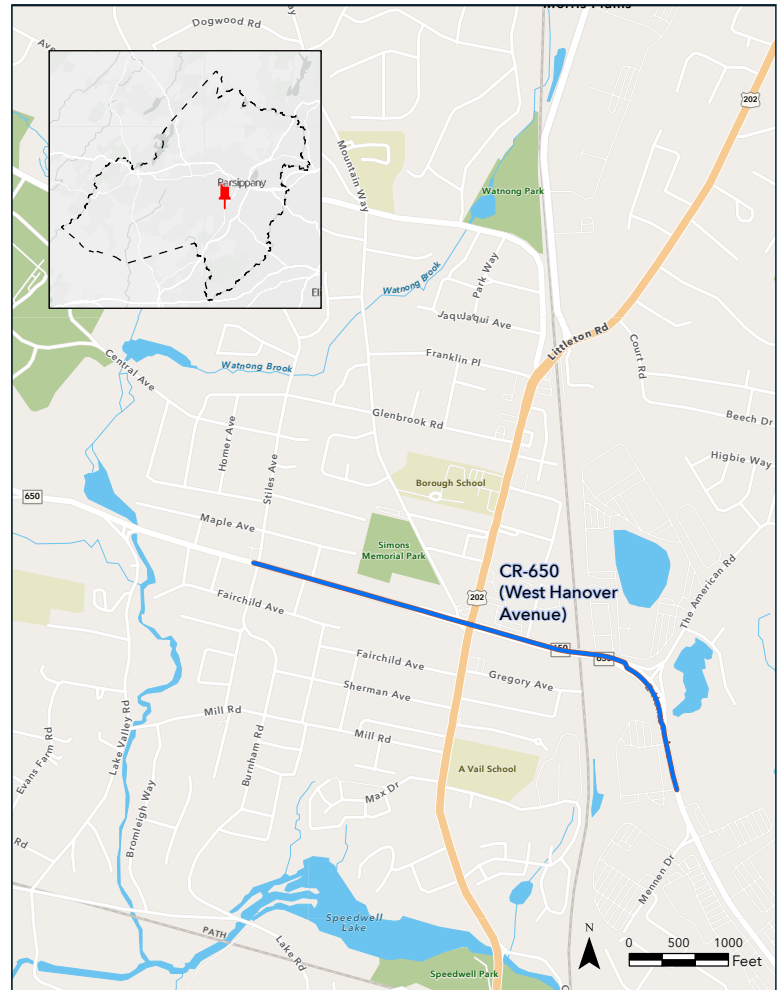
Recommended Short-Term, Low-Cost Actions:

- Upgrade standard crosswalks to high visibility crosswalks >Safe Roads, Safe Road Users
- Install 8-inch edge lines >Safe Speeds, Safe Roads
- Install reflective pavement markers >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install retroreflective signal backplates at Burnham Road, Speedwell Avenue, and American Road intersections >Safe Speeds, Safe Roads, Safe Road Users
- Install stop bar at Gordon Place intersection >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install protected bike lanes west of Speedwell Avenue connecting to existing bike lanes on Speedwell Avenue at Max Drive >Safe Speeds, Safe Roads, Safe Road Users
- Reduce lane widths east of Speedwell Avenue and install protected bike lanes/bike boulevard >Safe Speeds, Safe Roads, Safe Road Users

Figure 12: Priority Location 9: CR-650 (West Hanover Avenue) from Stiles Avenue to American Road



Priority Location 10: CR-510 (Morris Street) from Lafayette Avenue to Woodside Road (County Jurisdictions)

Municipality: Morristown Town

Emphasis Areas: Drowsy/Distracted Driving

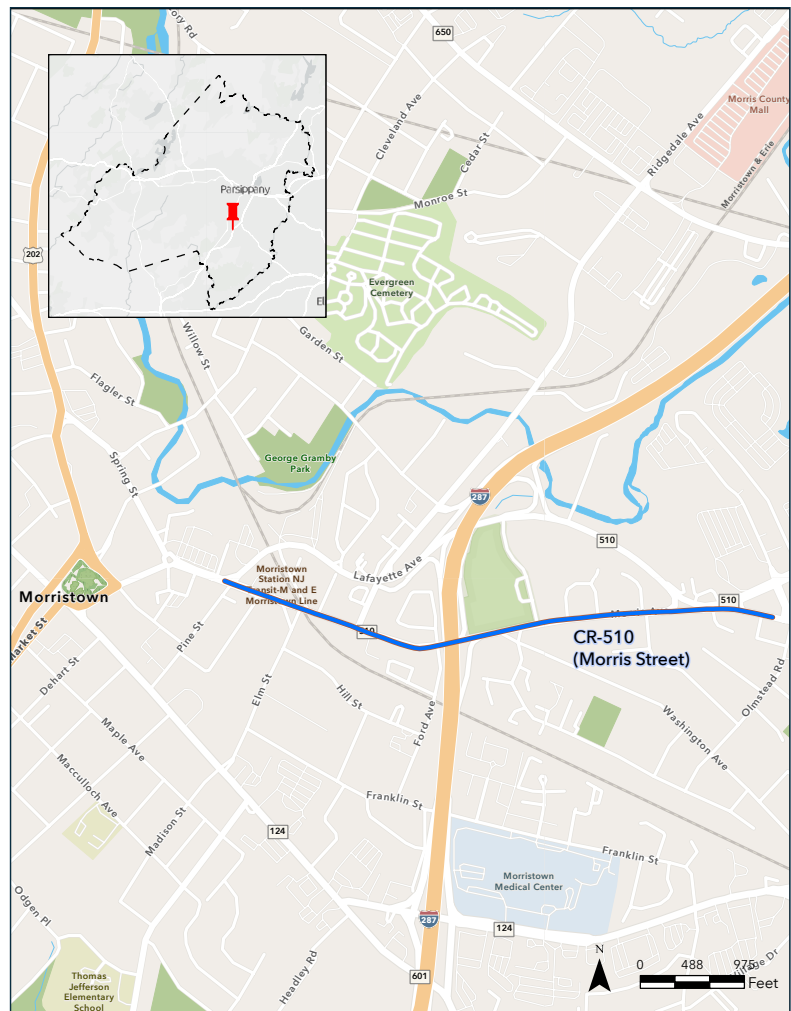
Recommended Short-Term, Low-Cost Actions:

- Install 8-inch edge lines >Safe Speeds, Safe Roads
- Install reflective pavement markers on centerline >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install retroreflective signal backplates at Lafayette Avenue/Pine Street, Lackawanna Place/Elm Street, Ridgedale Avenue, Taft Lane/Ford Avenue intersections >Safe Roads, Safe Road Users
- Upgrade standard crosswalks to high visibility crosswalks >Safe Speeds, Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Carry forward recommendations from recently completed Road Safety Audit.
- Install protected bike lanes >Safe Speeds, Safe Roads, Safe Road Users
- Install physical curb bump outs at Tiffany Road, Harding Road, and Washington Place >Safe Speeds, Safe Roads, Safe Road Users
- Install pedestrian refuge island at existing crosswalk at Kind Street >Safe Speeds, Safe Roads, Safe Road Users
- Convert painted parking restrictions to physical curb extensions west of Elm Street >Safe Speeds, Safe Roads, Safe Road Users

Figure 13: Priority Location 10: CR-510 (Morris Street) from Lafayette Avenue to Woodside Road



Priority Location 11: Lake Shore Drive from Hamilton Road to Califon Road (Municipal Jurisdiction)

Municipality: Parsippany-Troy Hills Township

Emphasis Areas: Aggressive Driving and Drowsy/Distracted Driving

Recommended Short-Term Actions:

- Install 6-inch edge lines >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Speeds, Safe Roads, Safe Road Users
- Install stop bar at intersections where missing >Safe Roads, Safe Road Users
- Install high-visibility crosswalks where crosswalk warning signs are present >Safe Speeds, Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install/upgrade speed tables >Safe Speeds, Safe Roads, Safe Road Users
- Restripe roadway to include bike lanes and reduce lane widths >Safe Speeds, Safe Roads, Safe Road Users

Figure 14: Priority Location 11: Lake Shore Drive from Hamilton Road to Califon Road



Priority Location 12: CR-617 (Sussex Turnpike) from Sandy Lane to Brookside Road (County Jurisdictions)

Municipality: Randolph Township

Emphasis Areas: Aggressive Driving

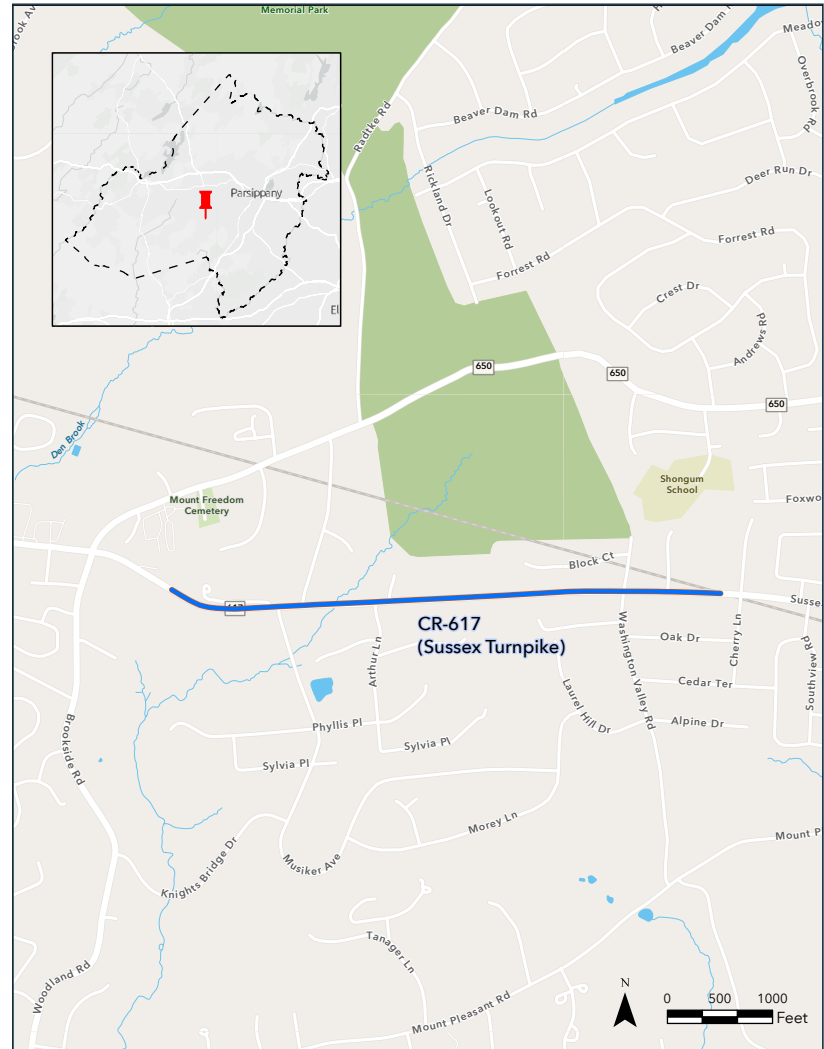
Recommended Short-Term Actions:

- Install stop bar at Musiker Avenue, Mount Freedom Road, Arthur Lane, Brookview Circle, Washington Valley Road, and Elaine Court intersections >Safe Roads, Safe Road Users
- Install 8-inch edge lines >Safe Speeds, Safe Roads
- Install Vehicle Speed Feedback sign >Safe Roads, Safe Road Users
- Install delineators along guardrail where present >Safe Speeds, Safe Roads, Safe Road Users
- Install reflective pavement markers >Safe Speeds, Safe Roads

Recommended Long-Term Actions:

- Install shoulder where none is present >Safe Speeds, Safe Roads
- Evaluate pedestrian and bicycle connection between Washington Valley Road and Mount Freedom Road >Safe Roads, Safe Road Users

Figure 15: Priority Location 12: CR-617 (Sussex Turnpike) from Sandy Lane to Brookside Road



Priority Location 13: CR-617 (Sussex Avenue) at Craig Road (County Jurisdiction)

Municipality: Morris Township

Emphasis Areas: Aggressive Driving, Drowsy/Distracted Driving, Pedestrian/Bicyclist, and Intersection

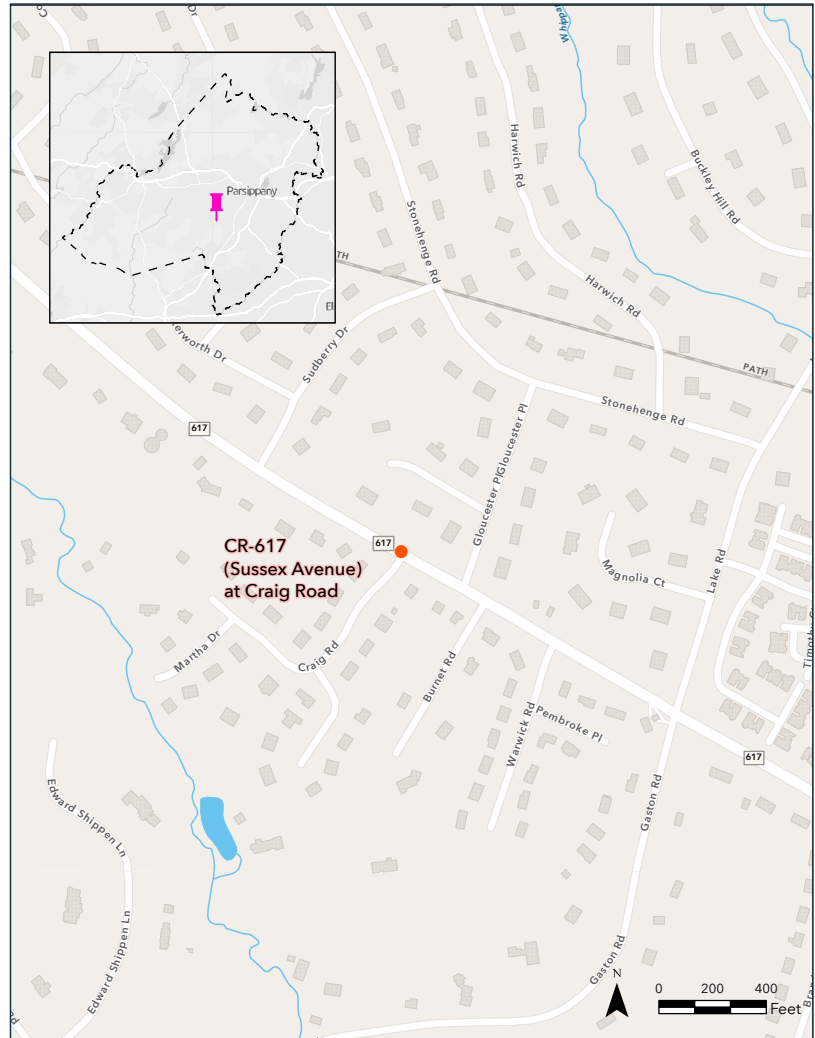
Recommended Short-Term, Low-Cost Actions:

- Install stop bar at Craig Road
>Safe Roads, Safe Road Users
- Install intersection advanced warning signs (W2-2) >Safe Roads, Safe Road Users
- Stripe dedicated left and right turn lanes on Craig Road >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Remove trees/vegetation on southeast corner to improve visibility >Safe Roads, Safe Road Users
- Install dedicated eastbound right-turn lane to visually narrow intersection >Safe Speeds, Safe Roads, Safe Road Users
- Reduce corner curb radii >Safe Roads, Safe Road Users

Figure 16: Priority Location 13: CR-617 (Sussex Avenue) at Craig Road



Priority Location 14: Ann Street at Schuyler Place (Municipal Jurisdiction)

Municipality: Morristown Town

Emphasis Areas: Aggressive Driving, Drowsy/Distracted Driving, Pedestrian/Bicyclist, and Intersection

Recommended Short-Term, Low-Cost Actions:

- Install retroreflective signal backplates >Safe Roads, Safe Road Users
- Stripe south leg pedestrian crosswalk as high emphasis crosswalk to match other crossings >Safe Roads, Safe Road Users
- Install stop bar on south leg (private property coordination) >Safe Roads, Safe Road Users
- Install Right-Turn and Left-Turn Prohibition Arrow (R3-1, R3-2) on signal mast arms for northbound and southbound approaches, respectively >Safe Roads, Safe Road Users
- Retime signal with leading pedestrian interval >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install curb bump outs on Ann Street to reduce crossing distance and narrow intersection >Safe Speeds, Safe Roads, Safe Road Users

Figure 17: Priority Location 14: Ann Street at Schuyler Place



Priority Location 15: CR-618 (Boulevard) at Fanny Road (County Jurisdiction)

Municipality: Mountain Lakes Borough/Boonton Town/Boonton Township

Emphasis Areas: Aggressive Driving, Pedestrian/Bicyclist, and Intersection

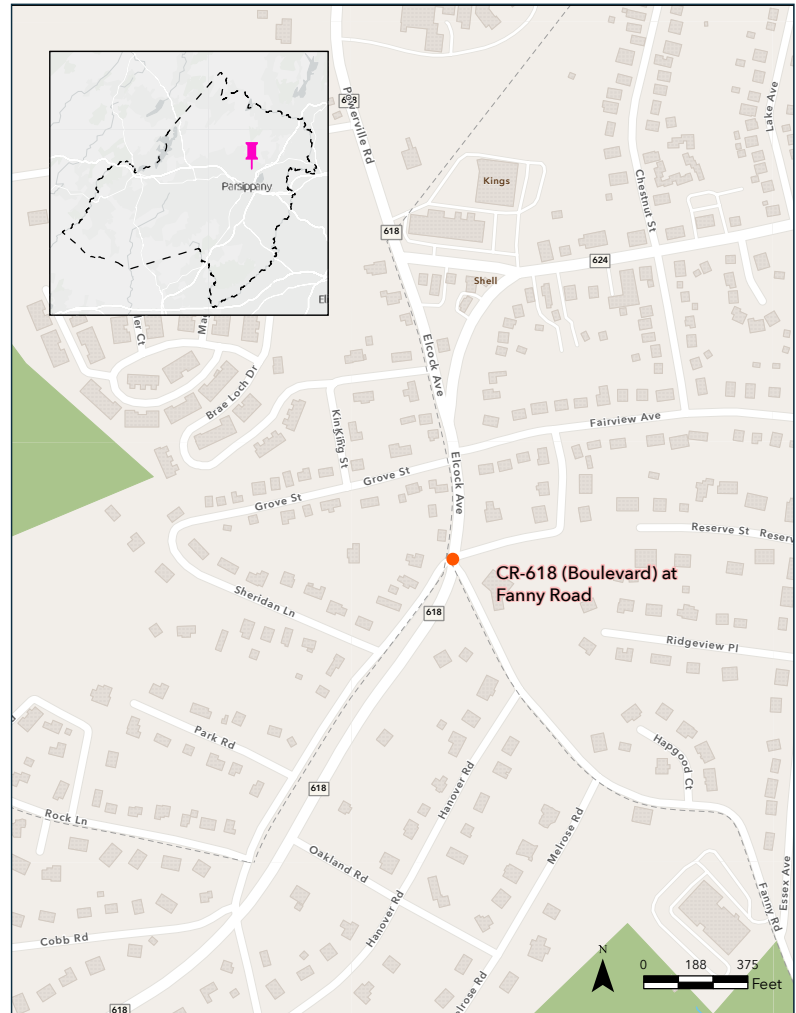
Recommended Short-Term, Low-Cost Actions:

- Prohibit right turns from Elcock Avenue >Safe Roads, Safe Road Users
- Relocate sign for Community Professional Group

Recommended Long-Term Actions:

- Restrict access to 45 Elcock Avenue (Thomas Brackin, Inc. Insurance & Real Estate) to only one access point (most likely the most northern access)
- Install signal, if warranted >Safe Roads, Safe Road Users
- Convert to a roundabout >Safe Speeds, Safe Roads, Safe Road Users
- Extend Elcock Avenue to Brackin Insurance and separate from County Route 618 with curb and vegetation. Connect Sheridan Road to Boulevard. Close access at Ely Place and reroute traffic to Fairview Avenue.

Figure 18: Priority Location 15: CR-618 (Boulevard) at Fanny Road



Priority Location 16: Briarcliff Road at Dartmouth Road (Municipal Jurisdiction)

Municipality: Mountain Lakes Borough

Emphasis Areas: Aggressive Driving, Pedestrian/Bicyclist, and Intersection

Recommended Short-Term, Low-Cost Actions:

- Install stop sign and stop bar at Briarcliff Middle School exit >Safe Roads, Safe Road Users
- Restrict access to Briarcliff Middle School to Bellvale Road only, except for buses as required
- Install speed humps >Safe Speeds, Safe Roads, Safe Road Users
- Install school signs in area >Safe Roads, Safe Road Users
- Install ped crossing signs at the intersection >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install signal, if warranted >Safe Roads, Safe Road Users
- Convert to a roundabout >Safe Speeds, Safe Roads, Safe Road Users
- Consider providing overhead lighting at the intersection >Safe Speeds, Safe Roads, Safe Road Users

Figure 19: Priority Location 16: Briarcliff Road at Dartmouth Road



Priority Location 17: CR-656 (Millbrook Avenue) at Quaker Church Road (County Jurisdiction)

Municipality: Randolph Township

Emphasis Areas: None

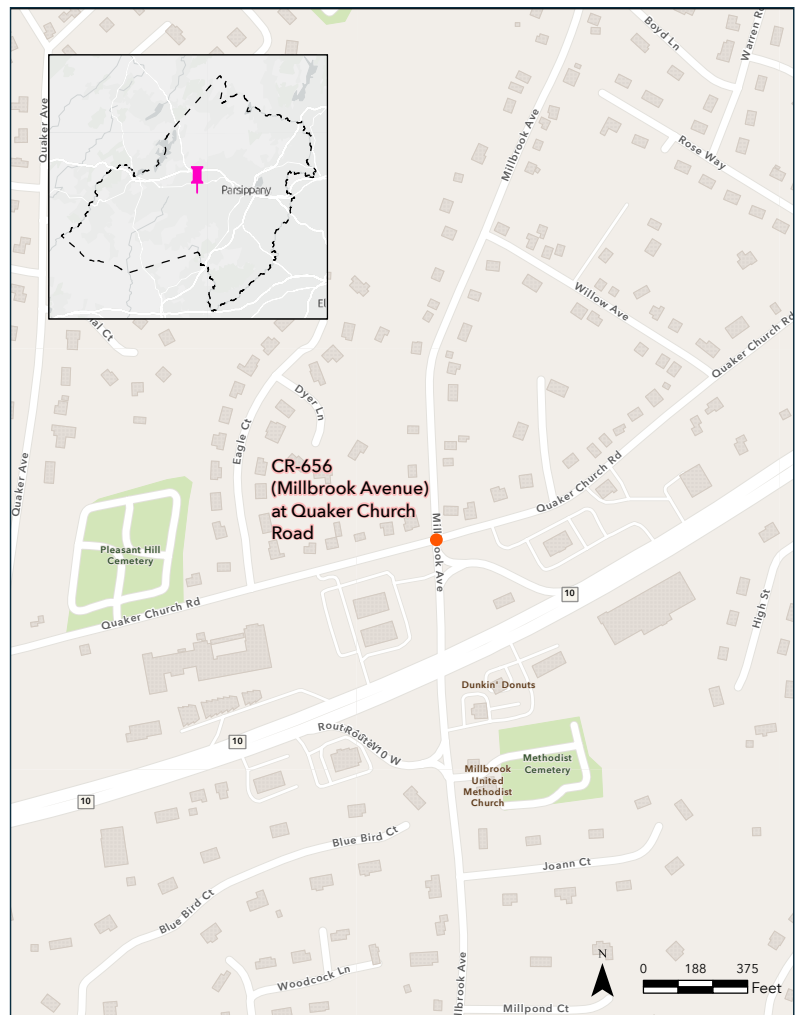
Recommended Short-Term, Low-Cost Actions:

- Install stop bar for south leg >Safe Roads, Safe Road Users
- Install dual over-sized stop-signs on each leg >Safe Roads, Safe Road Users
- Install horizontal rumble strips on each leg >Safe Roads, Safe Road Users

Recommended Long-Term Actions:

- Install signal that includes Route 10 westbound off ramp intersection (coordinate with NJDOT for signal on Route 10 ramp intersection) >Safe Roads, Safe Road Users
- Convert to all-way stop >Safe Roads, Safe Road Users
- Install northbound dedicated right-turn lane >Safe Roads, Safe Road Users
- Install overhead intersection lighting >Safe Speeds, Safe Roads, Safe Road Users

Figure 20: Priority Location 17: CR-656 (Millbrook Avenue) at Quaker Church Road



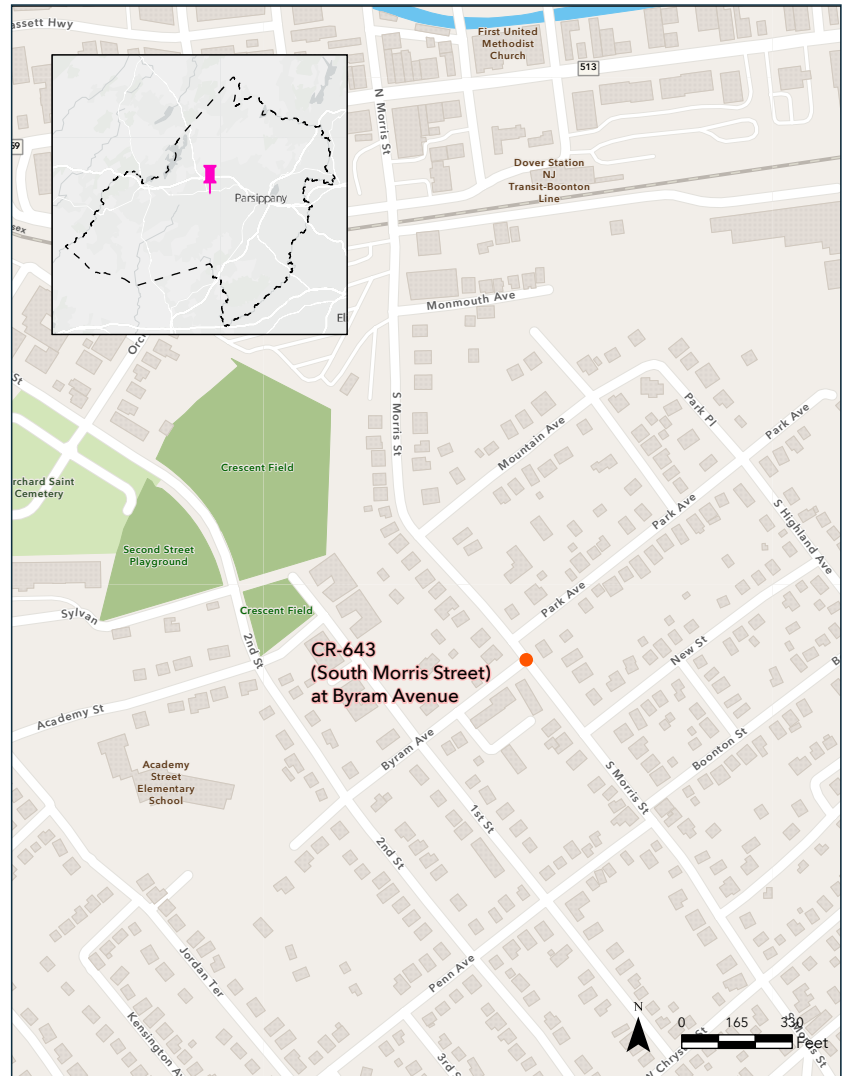
Priority Location 18: CR-643 (South Morris Street) at Byram Avenue (County Jurisdiction)

Municipality: Dover Town

Emphasis Areas: Aggressive Driving, Drowsy/Distracted Driving, Pedestrian/Bicyclist, and Intersection

This priority location is within the South Morris Street from Millbrook Avenue/Munson Avenue to Byram Avenue project funded by the NJTPA. Additional proposed improvements that will be determined during design include, but are not limited to, streetlighting upgrades, curb extensions, Americans with Disabilities Act (ADA)-accessible ramps, review of on-street parking, high-visibility crosswalks, Rectangular Rapid Flashing Beacons, and new traffic signals along the corridor.

Figure 21: Priority Location 18: CR-643 (South Morris Street) at Byram Avenue



Advancing these recommendations will require review of recommended actions and coordination with county and municipal partners throughout Morris County. Short-term improvements may be achieved through a variety of approaches, including quick-build demonstration projects and safety add-ons to other projects. The county and municipalities may be able to leverage existing resources through the NJTPA and New Jersey Department of Transportation (NJDOT) for assistance with implementing these recommendations.

Quick-Build Demonstration Projects

Quick-build demonstration projects are short-term projects that show proof of concept. They are designed to be built and tested quickly to demonstrate their effectiveness before committing to permanent changes. They involve the use of temporary or modular solutions. Examples include bike lanes, traffic-calming measures, and parklets. Resources like the NJTPA Complete Streets [Demonstration Library](#) can be used to support the broader implementation of some of the short-term projects identified for priority locations. These projects can allow Morris County and partnering municipalities to accomplish the following:

- Test innovations: Implement and assess new design ideas or technologies in real-world settings.
- Reduce costs and disruption: Address safety issues without extensive construction work using low-cost, rapid deployment approaches.
- Gather data: Collect empirical evidence on the performance of a safety intervention to help justify its full-scale implementation.
- Engage stakeholders: Demonstrate tangible improvements to the public and decision-makers, building support for longer-term investments.

Safety Add-on Projects

Infrastructure and routine maintenance projects can include low-cost countermeasures, including

many of the short-term actions identified for priority locations, to supplement the non-safety focus. For example, scheduled maintenance efforts like repaving are an opportunity to upgrade edge lines from a standard width to wider striping or include safety edge at minimal additional cost. By including safety improvement add-ons, all partner agencies in Morris County can continually work together to help achieve zero traffic deaths and serious injuries.

Additional Locations of Concern

Addressing traffic safety issues at priority locations is a critical step towards eliminating fatalities and serious injuries in the future. However, some locations throughout Morris County have been noted as having traffic safety issues but are not considered priority locations. These include locations under state jurisdiction and county and municipal roadways identified by stakeholders or the public. County and municipal agencies should submit inquiries or requests for safety improvements on or near state facilities through the NJDOT Office of Community and Constituent Relations (OCR). Requests submitted through the intake form at <https://dot.nj.gov/transportation/contact/> are processed by OCR and directed to the appropriate NJDOT team for technical review and follow-up.

State Jurisdiction Locations

While this plan focuses on county and municipal roads, safety partners and community members have noted the following locations under NJDOT jurisdiction as having significant traffic safety issues. These locations may be candidates for improvements or further studies through partnerships with NJDOT. County and municipal

agencies should submit inquiries or requests for safety improvements on or near state facilities through the NJDOT Office of Community and Constituent Relations (OCR). Requests submitted through the intake form at <https://dot.nj.gov/transportation/contact/> are processed by OCR and directed to the appropriate NJDOT team for technical review and follow-up.

- U.S. Route 202 between Spring Street and County Route 617, Town of Morristown
- U.S. Route 202 between Court Road and County Route 650, Morris Plains Borough
- U.S. Route 46 at County Route 637, Parsippany-Troy Hills Township
- NJ-124 between U.S. Route 202 and County Route 601, Town of Morristown
- NJ-24 between I-287 and County Route 511 overpass, Hanover Township

County and Municipal Locations

Safety partners and community members have identified the following locations on county and municipal roads. Unlike priority locations, these were not identified as having a history of fatalities or serious injuries from the development of the HIN. These locations may be candidates for low-cost improvements or warrant further study.

- County Route 632 from Cedar Street to Garfield Avenue, East Hanover Township
- River Road from County Road 646 to County Route 647, Chatham Borough/Township
- Pleasant Hill Road from County Route 513 to Selma Boulevard, Randolph Township
- Grannis Avenue from Cleveland Avenue to Park Way, Morris Plains Borough

County-Wide Recommendations

In addition to addressing priority locations, implementing county-wide strategies is encouraged to comprehensively reduce traffic deaths and serious injuries. County-wide strategies are valuable because agencies can coordinate to expedite implementation, and the public experiences uniform changes across the transportation network. County-wide strategy recommendations include systemic infrastructure actions, education and outreach, and policy and planning initiatives.

Systemic Infrastructure: Intersections

While it is critical for local agencies to work together in addressing priority locations, the approach is considered reactive, when improvements are made only after crashes have occurred. For Morris County to eliminate deaths and serious injuries, a complementary and proactive approach to identifying locations for improvement is also necessary. Beyond the priority locations, systemic analysis takes a broader approach to addressing safety across the county and local road network. Systemic safety improvements embody the Safe System Approach principal “safety is proactive” and the systemic analysis is the data driven approach to identifying locations for proactive improvements.

Effective implementation of systemic countermeasures focuses on the widespread installation of low-cost infrastructure improvements. This focus on infrastructure improvements requires supporting analysis to focus on an infrastructure-related crash type. Of the four emphasis areas in this plan, intersection crashes have the most promise of benefitting from a systemic approach and were selected as the focus on the systemic analysis. Intersection crashes account for 32 percent of traffic deaths and serious injuries and typically involve other driver behaviors making intersection infrastructure improvements

covers many of the emphasis areas.

Therefore, the study team analyzed all intersection crashes on county and municipal roads to understand the types of roadways most at risk for these crashes. The systemic analysis identified three priority intersection types where partner agencies can install low-cost safety improvements to proactively reduce the risk and severity of intersection crashes. The three priority intersection types are presented in Figure 22. The county and municipal roads within each of these groups are shown in Figure 23. This approach works with location-specific strategies to implement safety measures more broadly, as resources allow.

Recommended Systemic Intersection Actions

- Where appropriate or currently lacking the following infrastructure:
- Installation of signal backplates
- Installation of reflective strips on warning/approach signs
- Installation of In-lane intersection warning markings
- Installation of high-visibility crosswalks
- Retime signals with leading pedestrian interval (LPI) or All Red phase.
- Upgrade existing pedestrian signals to include countdown timers

Figure 22: Proactive Intersection Priority Roadway Types

Systemic Priority 1: Signalized Four Approach Intersections on Multilane Roads

- Four or more approaches
- At least one approach has three or more lanes

Systemic Priority 2: Signalized Three Approach Intersections on Two-Lane Roads

- Three approaches where all have two lanes
- At least one approach has a functional classification of Minor Arterial or higher

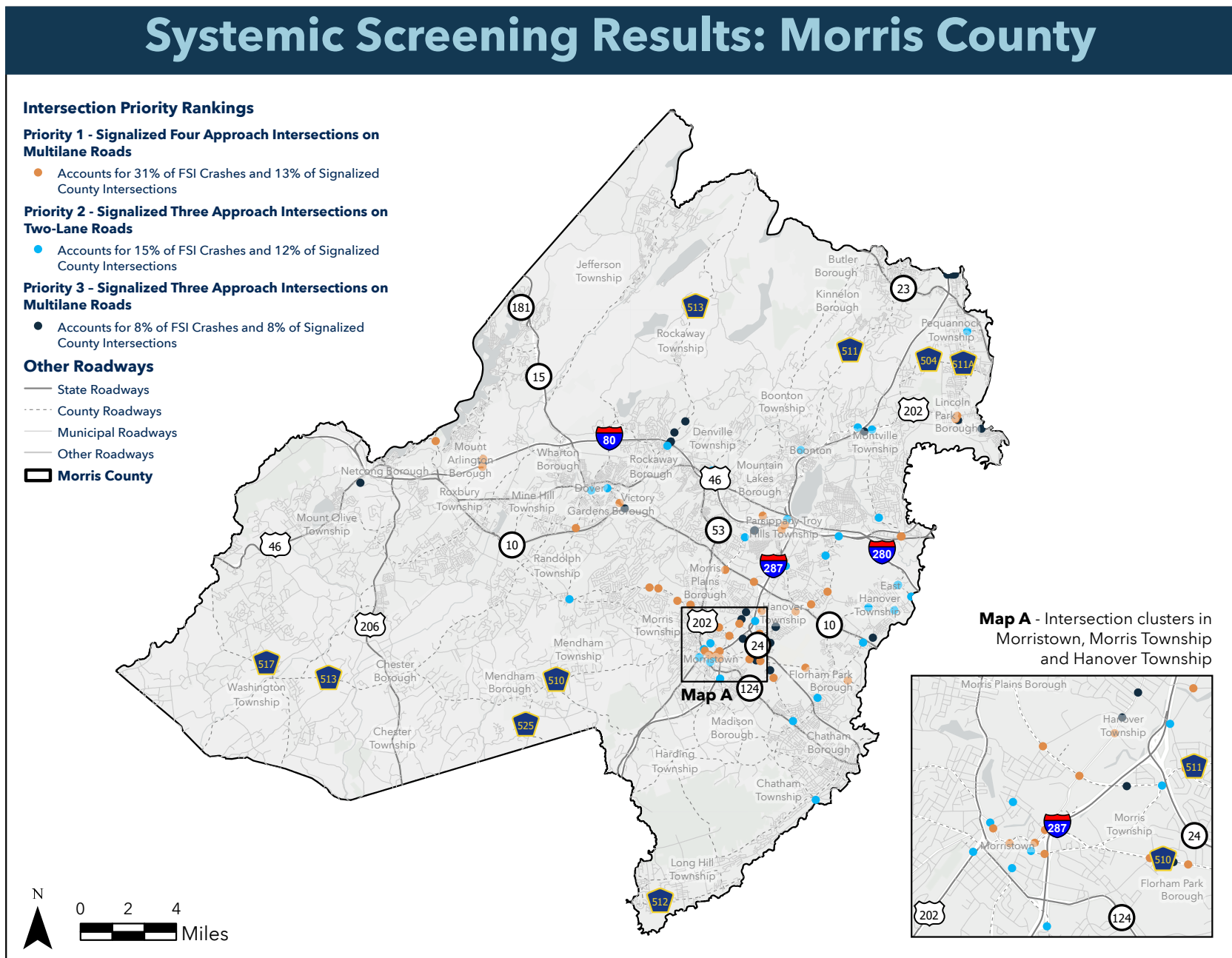
Systemic Priority 3: Signalized Three Approach Intersections on Multilane Roads

- Three approaches
- At least one approach has three or more lanes



The Morris County LSAP establishes a framework for achieving Zero Deaths and Serious Injuries on County and Municipal Roads by 2050.

Figure 23: Morris County System Screening Results



Education and Outreach

Shaping attitudes and behaviors is key to reducing fatalities and injuries and complementing infrastructure improvements. A comprehensive strategy for implementing countermeasures recognizes that no single solution can address every high-risk area and encourage a positive behavioral shift. For instance, locations with frequent speeding-related crashes can benefit from a dual approach—combining educational and enforcement measures with engineering solutions to create a more effective and balanced plan to reduce crashes and improve safety outcomes. Initiatives often require consistent reinforcement through marketing campaigns to emphasize safety plan goals and foster community participation. Implementing the following education strategies can address the Safe System Approach element, Safe Road Users:

- Develop community-based network of safety stakeholders to leverage existing Street Smart NJ, National Highway Traffic Safety Administration safety educational materials.
- Expand student education and engagement through contests, social media, student groups, and law enforcement presentations on traffic safety.
- Promote public education campaigns to raise awareness about the benefits of multimodal transportation and road safety.

Assessment

A continued assessment of Morris County's roadways will be essential to implementing the recommended strategies within this plan. The county and municipalities should continue to assess priority and other locations throughout the county to move forward with specific projects. Recommended assessment strategies include the following:

- Utilize the NJTPA Complete Streets Demonstration Project Library to test safety strategies and engage the public on

alternative safety approaches.

- Conduct speed studies to determine locations for potential speed management interventions including lowering speed limits (along with speed limit evaluation policy recommendation), roadway narrowing, speed feedback signs, curb bump-outs, chicanes, speed enforcement campaigns in areas with a history of speeding, and other speed management techniques.
- Conduct Walkable Community Workshops to promote public education campaigns to raise awareness about the benefits of multimodal transportation and road safety.

Policy and Planning

Policy is an essential part of the plan implementation, with updated regulations and design standards ensuring that projects reflect the principles of the Safe System Approach. By integrating these policies into routine operations, local agencies can institutionalize safety as a core element of transportation planning. With this approach, improvements are not isolated efforts; instead, they are embedded within a comprehensive framework that supports long-term safety goals. **The following is a list of potential policy recommendations that may be considered:**

- Evaluate speed limits considering roadway context, crash history, geometric and other factors based on current best practices.
- Focus county and municipal fleet vehicles on appropriate sizes with advanced driver assistance and safety features.
 - Explore vehicle purchasing standards to use the smallest vehicles fit-for-duty. Safer vehicles are an important part of eliminating fatalities and serious injuries from crashes, especially for pedestrians and cyclists. Vehicle size and weight are two factors that influence the impact of a crash. Research from the Volpe Center indicate that taller and heavier vehicles increase the

risk of death and serious injury. Taller hoods and thick pillars obscure the driver's view of pedestrians while the height and shape of the vehicle's front end can strike the pedestrian in their torso rather than their legs. This can lead to more serious injuries. County and municipal governments can right-size new vehicle purchases by assessing if larger and heavier vehicles are necessary for their intended purpose.

- Implement safety technology in government fleets such as crash prevention, speed limiters and driver monitoring. Applying vehicle-based tools to manage driver speeds and speeding is another strategy in the Safe System Approach. New technology is available for setting limits on the speed of vehicles to ensure drivers operate them safely. Intelligent Speed Assist technology can issue warnings to the driver, such as lights, sounds or vehicle vibrations, to more active interventions such as pedal resistance and limiting top speeds based on the road's speed limit. This technology is available in some new vehicles as well as for existing vehicles. County and municipal governments could pilot these technologies in their vehicle fleets. Deploying these technologies puts a demand signal on the market and increases their popularity with the public. Successful piloting of this technology can then be expanded to contract fleets in the private sector.
- Advance Morris County and municipal Complete Streets policies.
- Align future plans with the Morris County Safety Action Plan by including the following in new transportation plans or updates to existing plans:
- In planning documents, explain clearly that the goal of safety improvements is to eliminate fatal and serious injury collisions.
- Emphasize or acknowledge that humans

will inevitably make mistakes, and the transportation system and guiding policies should be designed to accommodate these mistakes.

- Explicitly state or acknowledge that humans are vulnerable. The transportation system should be designed to account for human vulnerability by reducing speeds and separating vulnerable road users (pedestrians and bicyclists) from vehicular traffic to prevent fatal and serious injuries.
- Continue and strengthen partnerships with state agencies.

Complete Streets

Complete Streets is a transportation policy and design approach that ensures streets are planned, designed, operated, and maintained to accommodate all users safely. A street is considered complete if it facilitates the safe movement of users of all ages, abilities, and transportation modes. Complete Streets builds on various safety strategies for comprehensive improvements, including multimodal infrastructure, traffic-calming measures, pedestrian and bicycle safety improvements, and context sensitivity.

This includes designing streets with features such as the following:

- **Sidewalks, bike lanes, and crosswalks** to ensure pedestrian and cyclist safety.
- **Traffic-calming measures**, such as narrower lanes, roundabouts, or speed humps to reduce vehicle speeds.
- **Accessible design** for individuals with disabilities, such as curb ramps or tactile paving.
- **Public transit infrastructure**, such as bus stops with shelters and well-lit waiting areas.

These elements are integrated to create a physical environment that supports safe, equitable, and efficient movement for everyone, minimizing risks and enhancing usability.

Engaging Our Community



This LSAP development included engagement with residents to address community transportation safety needs. Central to this effort is the LIG, which emphasizes that roadway safety is a shared responsibility. The LIG's involvement informed the strategies, while public engagement events provided platforms for community members to share their concerns and ideas. This comprehensive approach reflects both expert insights and the experiences of residents in Morris County.

The LIG identified emphasis areas for the LSAP based on common characteristics and frequent fatal and serious injury crashes. By identifying emphasis areas, the Plan is aiming to develop short-term improvements that will reduce the number of crashes.

LIG

Morris County Administration / Commissioners
Jefferson Township
Morris County Department of Public Works
Randolph Township
Morris County Office of
Planning and Preservation
Dover Town
Morris County Department of Human Services
Morristown Town
Morris County Police Chiefs Association
Victory Gardens Borough
Morris County Prosecutor's Office
Wharton Borough
Morris County Sheriff's Office
Netcong Borough
Morris County NAACP
Mount Olive Township
County Superintendent of Schools
Parsippany-Troy Hills Township
Northern Jersey Safe Kids
Boonton Town
Avenues in Motion
New Jersey Safe Routes to School
Morris County Organization of Hispanic Affairs
New Jersey Vision Zero Alliance

Public Engagement

Outreach Events

Public engagement was vital for the development of the safety plan. Outreach events ensured that broad public input was considered on the types of crashes the plan should prioritize and the critical locations and potential solutions. In-person outreach efforts included a pop-up community outreach event at the Morristown Festival on the Green on September 29, 2024 (Figure 24). Through an online web map, community members were asked to provide feedback on the traffic safety culture within the county and identify locations that needed safety improvements. A virtual workshop was also held on May 29, 2025. The workshop presented the initial findings from the LSAP development, including emphasis areas, priority locations, and strategies to gauge community sentiments on implementation focus.

Digital Engagement

The project website featured a Travel Safety Survey, which gauged responses about driver behavior, and the Safety Location Survey Map, which measured locations of particular concern for residents. More than 400 completed the survey, highlighting concerns about aggressive driving, distraction, and speeding, and strategies to enhance regional mobility. Responses to the Safety Location Survey Map indicated notable clusters



Figure 24: Morristown Festival on the Green Pop-up Event

of concern in Parsippany-Troy Hills Township, Town of Morristown, and Morris Plains Borough, highlighting concerns about aggressive driving and speeding. Complete virtual engagement summaries are provided in Appendix A.

Survey Snapshot

The survey responses highlighted travel mode preferences, key safety concerns, potential emphasis areas, and strategies to enhance safe mobility. Respondents indicated that their preferred means of transportation were personal vehicles, walking, biking, and transit (train or bus). Figure 25 presents the top three recommendations based on the survey results, which indicate general agreement with the emphasis and focus areas of this LSAP. Figure 26 presents the locations for specific feedback points by travel mode.

Figure 25: Morris County Safety Survey Key Findings

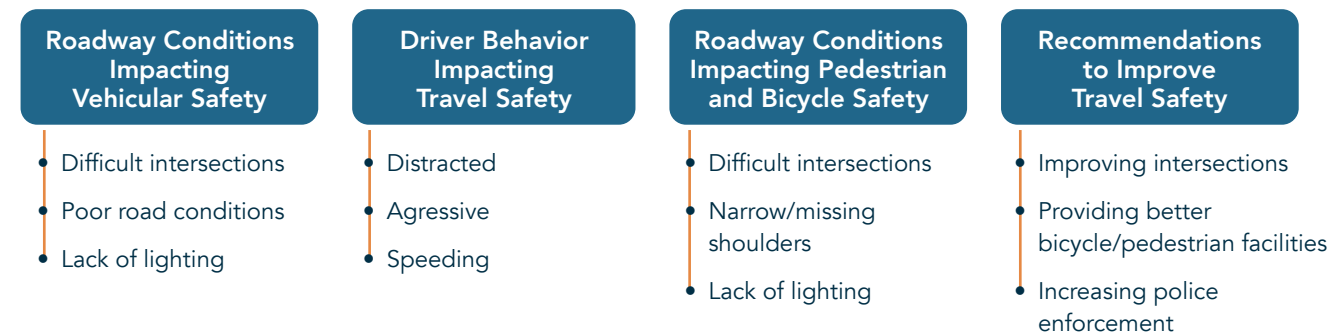
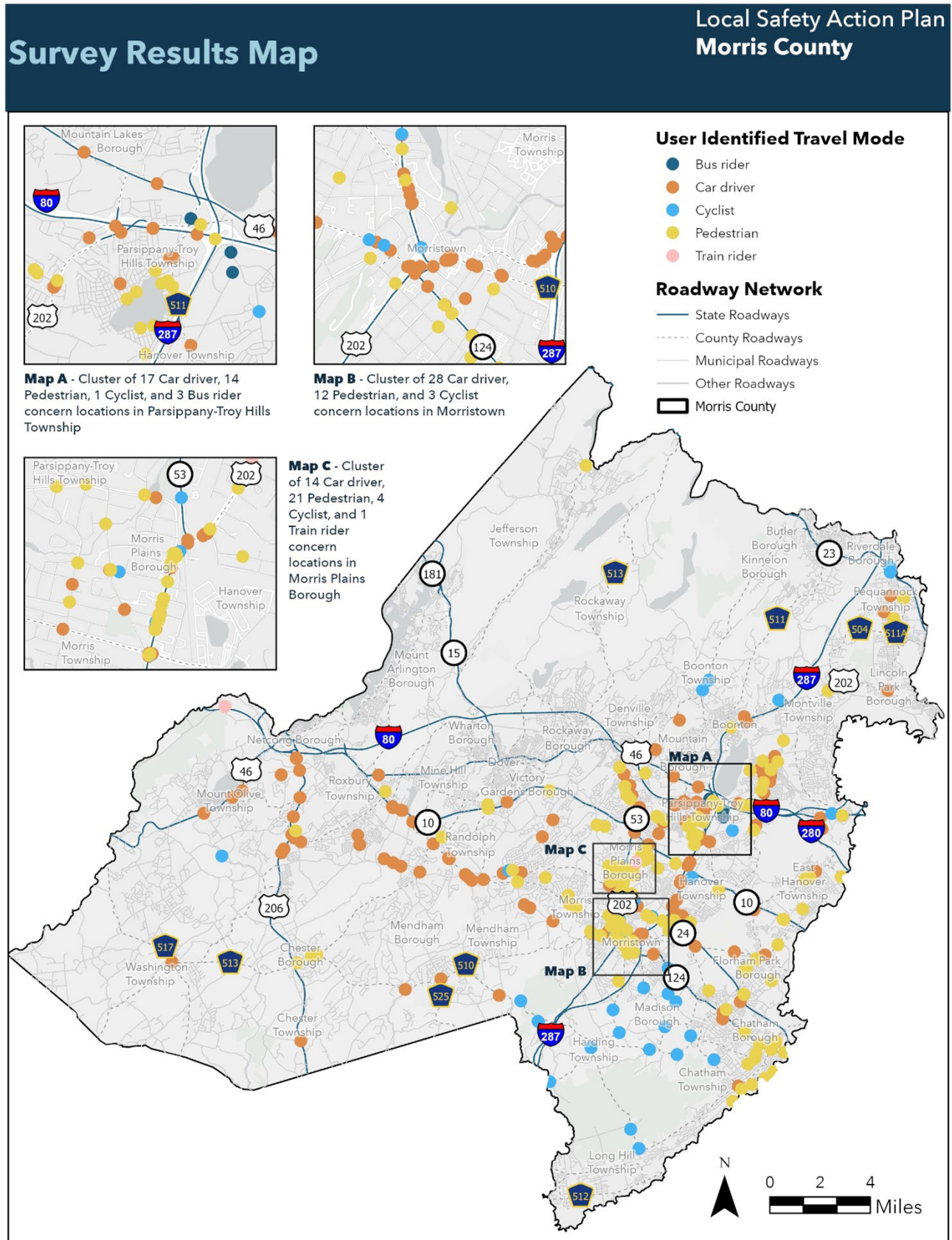


Figure 26: Morris County Survey Response Top Recommendations



Next Steps



The Morris County Department of Public Works' Division of Engineering & Transportation will work on implementing the plan on roads under the county's jurisdiction. Improvements are subject to approval by the Morris County Board of County Commissioners. Municipal support is also required, therefore the county would coordinate with the municipalities where any project would potentially occur.

The Morris County Board of Transportation, appointed by the County Commissioners, meets quarterly to advise the Division on its activities. The Board of Transportation will advise and help guide the county's work on implementing this plan's recommendations.

Defining Actions and Performance Measures

Defining Specific Actions

The recommended actions provided in this safety

plan may be broken into smaller actions or divided among different agencies. A priority location may benefit from dedicated phased actions with short-term improvement being installed while complimentary studies or planning efforts take place to work toward a long-term permanent solution. Morris County will use the plan to identify recommendations and prioritize projects; impacted municipalities will be contacted to determine if they would support such actions.

Identifying Action Owners

At a high level, it is understood that Morris County agencies will be responsible for actions on their roadways with municipal partners taking charge of forwarding action on their respective roadways. The county will consider all of the partners that can be brought to the table for county-wide strategies or when larger actions are broken into smaller or intermediate steps.

Assigning and Tracking Performance Metrics

While the ultimate measure of progress for this plan is the number of traffic fatalities and serious injuries, incremental progress must be measured through the efforts put into implementing the recommended strategies of this plan. Progress needs to be measured by metrics specific to each action item. There may be more than one performance measure for a given strategy/action. Table 4 shows an example of three different action items, owners, and performance metrics related to improving roadway delineation. This example can be used as a model to delineate the actions, owners, and performance measures for each strategy when taking the next steps towards zero deaths and serious injuries.

Table 4: Example Assignments and Tracking of Performance Metrics

Strategy	Action	Owner	Performance Measure
Install pavement and shoulder improvements to reduce instances of lane departure.	1A. Install wider edge lines at priority lane departure locations.	Counties and municipalities	Percentage of priority locations with wider edge lines installed
	1B. Advocate for local agencies to implement wider edge lines.	Counties and municipalities	Number of agencies installing wider edge lines
	1C. Install wider edge lines on county and municipal roads when repaving activities occur.	Counties and municipalities	Miles of wider edge lines installed

Resources for Implementation

It is encouraged to consider implementation, planning, and other resources available through NJTPA, NJDOT, Federal Highway Administration and others. The following key resources can help move recommendations into actions. Refer to Appendix E for more implementation resources.

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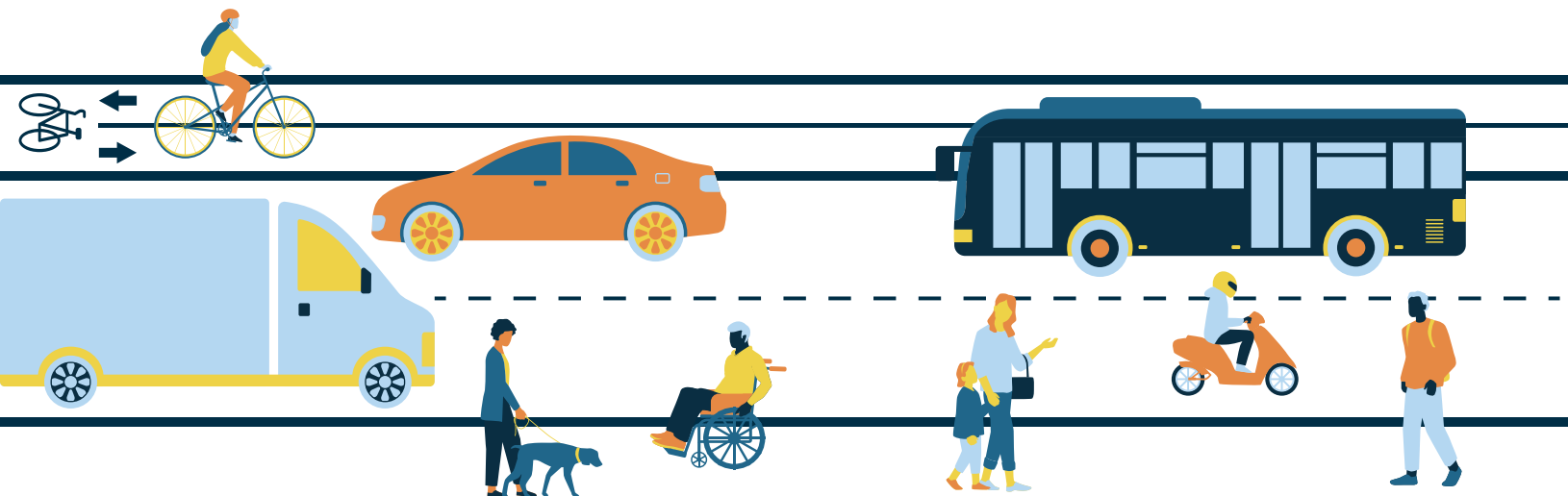
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Local Safety Action Plan

Morris County

September 2025