

# Walkable Community Workshop

held: September 16<sup>th</sup>, 2009

**Washington's Headquarters  
Neighborhood,  
Morristown, NJ**



prepared by:  
**County of Morris**  
**Department of Planning & Development**  
**Division of Transportation**  
**January 2010**

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# *Walkable Community Workshop Summary*

## *Washington's Headquarters Neighborhood*

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### **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 five (5) workshops have been completed including:

- Town of Dover – November 2006
- Washington Township – December 2007
- Borough of Lincoln Park – April 2008
- East Hanover (Hanover Park Regional High School Safety Committee) – April 2009
- Washington's Headquarters Neighborhood, Morristown – September 2009

The intent of the Walkable Community Workshop is to educate attendees on how to identify common barriers, benefits, and solutions to enhance pedestrian safety, mobility, and accessibility. The half-day workshop does this by reviewing common deficiencies using a presentation of examples, then viewing conditions first hand in a defined study area via a field walk. Attendees then propose solutions to address their specific concerns seen in the field. The results of the workshop 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:

- Incorporating of walking facilities in community planning and redevelopment efforts throughout the region.
- Incorporation of sidewalks into the transportation network.
- 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 workshop attendees include 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. The workshops are also intended to train staff and other professionals on how to conduct similar assessments in other locations. Appendix A includes a flyer that gives a brief description of the workshop. The flyer was distributed as part of each invitation.

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 blue-print for local communities to implement short, medium, and long-term improvements locally by working with internal departments and to seek out funds through state and regional transportation funding agencies for planning and construction of the recommendations.

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#### **II Workshop Methodology**

The half-day workshop consists of four parts: 1) an initial briefing by local stakeholders; 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 B.

Each workshop begins with an initial briefing by a local representative, such as the mayor, police chief, county planner, or representatives from the department of public works—among other groups. Appendix C outlines the project team and list of workshop attendees.

During the initial 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 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.





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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 educates and encourages 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.



### **III Local Insights**

In 2003, at the request of local residents, Morris County conducted a traffic study along Morris Avenue, Morristown to address neighborhood concerns of speeding traffic, cut-through traffic, and traffic back-ups along the I-287 exit ramp. The earlier study implemented a temporary treatment to address these concerns where the number of travel lanes were reduced from three to two and merged the I-287 ramp into traffic. The County evaluated speed limits before and after the installation of the temporary treatment and found that the change did reduce travel speeds and eliminated the back-up on the highway ramp. However, a vocal group of neighborhood residents rejected making this design change permanent, deciding that the benefit did not outweigh the inconvenience they experienced. Their feedback indicated that the lane reduction on Morris Avenue caused delays in traffic trying to exit from the side streets, presumably due to fewer gaps in traffic, and residents decided that the delay was longer than desired.

The Washington Headquarters Neighborhood Association representatives contacted the Morris County DOT again in 2008 to determine what more could be done to address pedestrian deficiencies in their neighborhood. The request came in response to concerns of traffic speeds, traffic volumes, and lack of pedestrian and bicycle accessibility in the area. Upon coordinating with neighborhood representatives and town officials it was agreed that a Walkable Community Workshop would be a suitable program to assist them with establishing priorities of importance.

The Washington Headquarters Neighborhood Association and Morris County DOT proceeded to conduct a Walkable Community Workshop on Wednesday September 16, 2009 from 9:00 am until 12:30 pm. Denise Chaplick from the MCDOT was the workshop facilitator, and Aaron Turner was the lead representative from the Washington Headquarters Neighborhood Association. The First Church of Christ, Scientist served as the hosts for this event. A listing of project team contacts and workshop attendees is included as Appendix C.

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### **IV Findings & Recommendations**

#### **A. Summary of Existing Conditions**

The majority of the study area is located in the Town of Morristown and includes two roads; Morris Avenue from Ford Avenue to Lindsley Drive, and Washington Avenue, from Morris Avenue to Olmstead Road. The eastern limits of the study corridor extends (briefly) into Morris Township. Lindsley Drive is also included as it intersects Whippany Road and Columbia Turnpike. A vicinity map of the study area is included as Figure 1.



Morris Avenue is a County Route (CR 510) under the jurisdiction of Morris County and is classified as an Urban Principal Arterial roadway. Heading east along Morris Avenue, the road transitions from two lanes at the intersection of Ford Avenue to three travel lanes, each 14 feet wide, just beyond the entry ramp to northbound I-287. East of Ford Avenue, Morris Avenue operates as a one-way (eastbound) road with a posted speed limit of 25 mph and is an estimated 42 feet wide.



Morris Avenue (eastbound) and Lafayette Avenue (westbound) function as one-way couplets that service ramps to and from I-287.

As Morris Avenue continues east it crosses municipal boundaries into Morris Township. At this point the road splits and changes names becoming Whippany Road (CR 511) to the north and Columbia Road (CR 510) to the south. The eastern limits of the study area end as these two roads split and intersect with Lindsley Drive.

The primary land use along Morris Avenue is single family residential housing, but there are also several major destinations including National and State historic and heritage sites such as Morristown's National Historical Park properties (Washington Headquarters Museum & Ford Mansion) and Acorn Hall, Westin Hotel and Restaurant, as well as an access point to a non-motorized trail facility (Traction Line) that is heavily used. Also, immediately to the east of Morris Avenue there are several employment centers, Morris Museum, and Frelinghuysen Arboretum, and immediately to west is I-287 and the Morristown Train Station. Additionally there are hundreds of apartment units located in the immediate vicinity of the study area. To the south is Jacob Ford Village Apartments, and to the northeast is Lindsley Arms Apartments.

The second street included in the study area is Washington Avenue. Washington Avenue is a two-lane road with on-street parking, a posted speed limit of 25 mph, and has an estimated width of 38 feet. Washington Avenue is a local road under the jurisdiction of Morristown and extends across municipal borders into Morris Township for approximately 500 feet at the eastern end. The primary land use along Washington Avenue is single family residential.

Lindsley Drive is located in Morris Township and serves to connect circulating traffic around the one-way couplets by intersecting with both Whippany Road and Columbia Turnpike.

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The Washington Headquarters neighborhood is located within easy walking distance to many of the area destinations including the Morristown Train Station, which is 0.43 miles away, and within the limits of Morristown's Transit Village. Also, Morris Avenue and Washington Avenue have continuous sidewalk networks along each side of the road and include several crosswalks. In addition to the sidewalks, the size and scale of the neighborhood's houses, lot layouts, adjoining street design, and nearby trail facility promote a walking environment.

However, there are several obstacles that discourage and disrupt the walkable scale and pedestrian accessibility in the neighborhood including missing sidewalks (Morris Township), traffic speeds, volumes, cut-through traffic, alignment of highway ramps, wide roads and intersections, as well as large corner radii.

The posted speed limit on both Morris Avenue and Washington Avenue is 25 mph. However, motorists appear to increase their travel speeds above the posted speed as Morris Avenue transitions from two to three travel lanes, and as traffic enters and exits from the I-287 ramps. Many commuters utilize the I-287 Morris Avenue exit to reach area employment centers located just beyond the Washington Headquarters neighborhood, and many select Washington Avenue as a cut-through to reach Madison Avenue.



The exit ramp from I-287 onto Morris Avenue poses several problems for pedestrians. Although the ramp is stop controlled the design allows vehicles to merge or yield, and they typically perform a rolling stop, only looking to their left for oncoming vehicular traffic before proceeding.

Additionally, as the road splits and crosses the municipal boundary into Morris Township sidewalks end abruptly. Also the wide travel lanes throughout the corridor promote higher speeds. This combined with a confusing traffic circulation pattern leaves drivers little time to react when needed. These, and the other deficiencies described, create a lack of pedestrian accessibility and safety causing a clash between the needs of the neighborhood drivers and pedestrians, and highway users.

Another issue brought to our attention during the workshop was the issue of wrong-way driving along Morris Avenue. Several local residents described this as a common occurrence where they have observed cars driving down Morris Avenue in the wrong direction on a weekly basis. From what they described, drivers miss the northbound entrance ramp onto to I-287, proceed down Morris Avenue, turn around on one of the side streets, and return down Morris Avenue in the wrong direction back to the I-287 ramp.



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It would appear that drivers are disoriented and confused due to the one-way traffic orientation of Morris Avenue and Lafayette Avenue and poor visibility of roadway warning and wayfinding signs to nearby destinations. The area is especially confusing for drivers who are unfamiliar with the area and do not realize they can turn around using the one-way couplets or proceed further east to Lindsley to turn around.

Washington Avenue experiences cut-through traffic and excessive speeds from traffic entering Morris Avenue from I-287. These conditions bring an especially negative impact along this corridor given the land use is largely residential (single family homes and apartments) where many families and children walk to area destinations.

Morris County Division of Transportation conducted traffic counts along Morris Avenue and Washington Avenue in October 2008. Morristown conducted a speed study along Washington Avenue in May 2009. Results can be found under Appendix D.

### **1. Needs/Issues/Opportunities**

Many neighborhoods that have highway ramps coming directly into them typically experience impacts that jeopardize pedestrian accessibility. Based on feedback from workshop attendees, and our in-field observations, we found some of the major obstacles that inhibit pedestrian safety and access within the study area of the Washington Headquarters Neighborhood include:

- Heavy traffic volumes (during peak travel times)
- Inconsistent travel speeds (higher than posted travel speeds - observed)
- Cut-through traffic onto local streets
- Wide roadway and travel lanes
- Fast turning traffic at ramps
- Rolling stops off ramp
- Gaps in sidewalks
- Obstacles located within existing sidewalk
- Faded crosswalks
- Lack of pedestrian scale lighting
- Inconsistent scale of roadway (compared to others in neighborhood)
- One-way roadway geometry
- Disoriented and harried drivers
- Inconsistent and confusing signs

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:

- Morris Avenue & Ford Avenue
- Morris Avenue & Ramps to/from I-287
- Morris Avenue & Washington Avenue
- Columbia Road & Lindsley Drive
- Washington Avenue & Valley View Drive
- Washington Avenue & Olmstead Road



## Walkable Community Workshop Summary Washington's Headquarters Neighborhood



Figure 1



## Walkable Community Workshop Summary

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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 width of Morris Avenue increases the amount of time pedestrians are exposed to traffic.
- The wide travel lanes on Morris Avenue promote higher travel speeds increasing the likelihood of pedestrians being seriously injured during a crash.
- The alignment of the entry/exit ramps to/from I-287 are designed with large turning radii allowing for fast free flow turns.
- The exit ramp onto Morris Avenue from I-287 has a stop control. This design and the one-way designation promote rolling stops. This ramp design endangers pedestrians because motorists typically look left for oncoming traffic, but do not look to the right, where pedestrians cross.
- Traffic entering Morris Avenue from the exit ramp have limited visibility of oncoming traffic and must extend themselves beyond the stop bar and into the crosswalk obstructing pedestrian accessibility.
- Overgrown vegetation obstructs sidewalks and warning and wayfinding signs throughout the study area.
- Motorists do not expect to encounter pedestrians or cyclists immediately upon exiting from the highway ramp. Especially crossing at the top of an entry/exit ramp.
- Motorists tend to maintain a higher rate of travel speed in the area given they have just exited a highway.
- Several of the existing crosswalks are faded and difficult for motorists to see.
- Many motorists "cut through" the neighborhood without realizing it is a residential area.
- Corridor is dark due to lack of lighting.
- Conflicts exist between pedestrians and vehicular traffic due to turning traffic, speeds, wide crossings, lack of visibility and awareness, faded crosswalks, confusing and obstructed signs.
- The existing pedestrian signals at intersection of Morris Avenue and Ford Avenue need to be upgraded to include count down signals.
- The design of the roadway and ramps are not consistent with the posted speed limit and surrounding land uses.
- Cyclists do not have a convenient connection to/from the surrounding neighborhood and downtown Morristown to the Traction Line pathway. The one-way roadway configuration forces cyclists to ride on the sidewalks or in the street in the wrong direction.
- The lack of sidewalks (Morris Twp.) does not meet ADA requirements and forces individuals to into the street.



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### Issue Area: Comfort

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

- The lack of pedestrian scale lighting does not adequately illuminate the area especially at existing intersections, ramps and crosswalks.
- Sidewalks are missing along Whippany Road and Columbia Road in Morris Township.
- Lack of connectivity discourages walking and biking to major destinations and recreation within close proximity.
- Traffic is fast and unpredictable especially at exit/entry ramps where pedestrians and vehicles intersect.

### Issue Area: Convenience

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

- Wide and difficult crossings, lack of sidewalk, excessive traffic, and threatening speeds discourage walking to major destination points along the corridor and limit pedestrian access, mobility, and safety.
- Higher traffic volumes make it difficult for adjacent property owners to exit from side streets during peak hour travel times.
- The one-way roadway configurations make it inconvenient for residents, visitors, and cyclists to reach nearby destinations.
- Due to a lack of sidewalks pedestrians are not safely and conveniently accommodated through the corridor.

### 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.*

- The scale of the roadway and ramps is not designed in context with the surrounding neighborhood and land uses.
- There are gaps in the sidewalks network and there are several obstructions within existing sidewalks.
- Visibility is compromised by vegetation and road alignment.
- Existing crosswalks are limited and faded.
- Excess volume is caused by traffic exiting I-287.
- Commuter traffic uses Washington Avenue as a cut through street.
- It is not immediately apparent that traffic exiting from the highway is entering a residential neighborhood where speed limits are lower and pedestrian and cyclists should be expected.
- The one-way roadway configuration is confusing for visitors and others unfamiliar with the neighborhood.
- The warning and wayfinding signs are disorienting for visitors and others unfamiliar with the neighborhood. Many are missing, redundant, or not in place.





# Walkable Community Workshop Summary

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### B. Summary of Priority Recommendations

Of all the ideas and recommendations discussed, the Washington Headquarters Neighborhood stakeholders agreed that the following improvements should have the highest priority. The text below outlines specific details of each and Figure 2 provides a brief summary along with the main safety benefit, projected timeframe, and agencies involved. A complete listing of the working group's recommendations, comments, and feedback can be found in Appendix E.



#### 1. I-287 Entry & Exit Ramps

The residents attending the workshop expressed their desire to address the negative impacts affecting their neighborhood caused by the influx of traffic from the I-287 ramps. They felt that the daily traffic from I-287 severely disrupts, diminishes and generally has a negative affect on the quality of life in the neighborhood, especially toward pedestrian safety and mobility. Their immediate desire is to eliminate the “traffic dump” into their neighborhood by closing the exit ramp from I-287 onto Morris Avenue. They proposed redirecting the traffic to a more appropriate exit that can accommodate the existing traffic volumes and speeds.

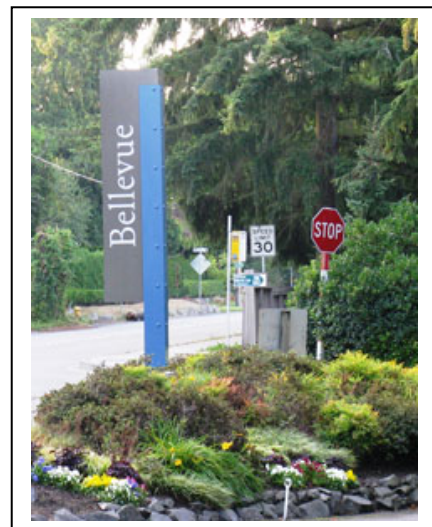


Understanding that this type of proposal is grandiose, and would require significant funding, extensive study, as well as substantial coordination with state, regional, and local agencies, the group discussed a more practical solution to address this concern.

The more practical solution suggests realigning the I-287 exit ramp to be designed at a right angle with Morris Avenue. The design and realignment of the ramp should consider the following:

- Reducing lane width of ramp\*
- Reducing corner radii
- Improving visibility onto Morris Ave.
- ADA compatible curb ramps\*
- High visibility crosswalks\*
- Pedestrian scale lighting\*
- Reinforce stop control by providing “Stop Ahead” in-road striping
- Rumble Strips on ramp
- Gateway treatments (landscaping, public art, and wayfinding and warning signs\*)

\* Also proposed as part of ramp redesign from Morris Avenue onto I-287 northbound.





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#### **2. Signs & Markings**

The second priority for improvement focuses on recommendations to enhance in-road markings that will bring increased awareness to the 25 mph speed limit, presence of pedestrians, and surrounding residential land use, as well as better orient traffic. Additionally, an overhaul of the existing warning and directional signs is desired to provide drivers and others users improved guidance through the one-way couplets and orientation to nearby destinations. These include:



##### **Morris Avenue**

- In-road markings highlighting the 25 mph speed limit
- In-road arrows markings indicating the direction of travel lanes on Morris Avenue and from side streets indicating turns allowed (reinforcing one-way direction).
- Improve markings by installing in-road arrows designating lane assignments on Morris Street (especially between Ridgedale Ave & Ford Avenue to I-287 north and southbound).
- Improve advanced warning signs by including mast arms on poles throughout corridor that include directional signs, pedestrian crossing locations, lane assignments, and destination information.
- Stripe lane transitions on Morris Avenue bridge over I-287.
- Reduce the width of the existing travel lanes on Morris Avenue.
- Stripe curb extensions at intersecting streets.



##### **Washington Avenue**

- Marking should be used to narrow the width of existing travel lanes. This can be accomplished by striping a parking lane or striping a wide center median. (See Appendix F for examples)
- Stripe curb extensions at intersecting streets.

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#### **3. Reduce Speeds & Cut Through Using Traffic Calming**

Beyond signs and marking, additional features, such as traffic calming measures should be considered to reduce travel speeds and deter cut through traffic. Changing the physical features of the roadway is the most effective way to change a driver's behavior. Calming traffic in the area will provide increased compatibility and safety between drivers, pedestrians, and cyclists. The following traffic calming measures should be considered:



#### **Morris Avenue**

- Force turn-island on Morris Avenue forcing traffic in the eastbound left lane to turn left onto I-287 entry ramp.
- Reduce the number of travel lanes on Morris Avenue from 3-lanes to 2-lanes (11' wide). The remaining roadway space (approximately 18') can be utilized to accommodate increased pedestrian and bicycle accommodations.
- Install raised intersection on Morris Avenue at the terminus of the exit ramp from I-287.
- Expand existing center medians in the area of Kary Way/Woodside Road/Columbia Road/Lindsley Drive to reduce width of travel lanes and incorporate pedestrian and bicycle accommodations.



#### **Washington Avenue**

- Install a half-closure at the intersection of Morris Avenue and Washington Avenue to discourage cut-through traffic.
- Redesign the intersection of Washington Avenue and Morris Avenue to be aligned at a right angle.
- Install curb extensions at selected mid-block locations.
- Install raised intersections at selected intersecting streets.



Many of the traffic calming treatments mentioned here can be constructed using temporary features such as quick curb, barrels, bollards, planters, and decorative blocks. This approach allows for a fairly quick installation at low cost to test the impacts of the treatments before final installation.



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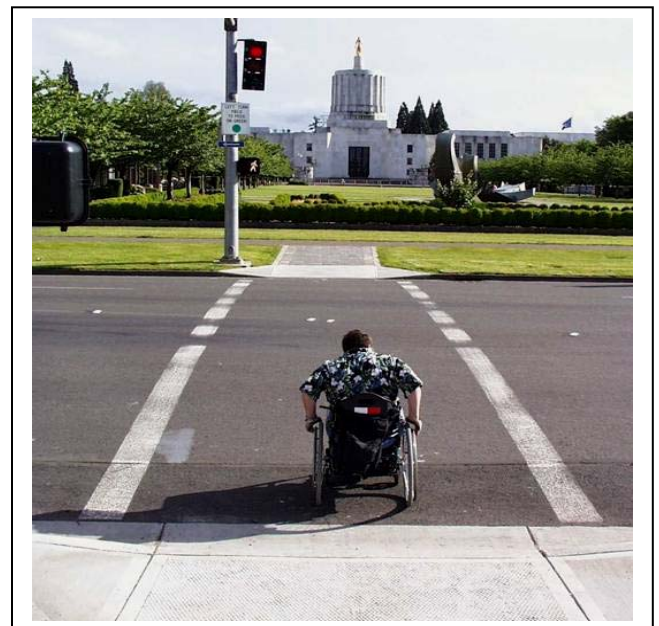
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#### **4. Increase Pedestrian Accessibility**

The sidewalks in the study area end as they transition into Morris Township. Efforts should be continued to implement sidewalks in this area. Morris Township should consider updating their policies and ordinances to ensure sidewalks are installed as part of new development and road improvements to promote walking and increase pedestrian safety and accessibility.

The installation of sidewalks is often contentious and rejected by adjacent property owners because they are reluctant to take on the responsibility of maintenance and concerns over liability. However, the greater good of pedestrian safety and ADA accessibility that sidewalks provide should not be disregarded based on individual valuation and unfounded concerns of liability.

In order to overcome these apprehensions, Morristown, Morris Township, and the Washington Headquarters Neighborhood Association should work together to educate residents regarding the benefits and legalities of providing safe walking environments. Additionally, these groups should also work together to organize an established Pedestrian Plan that supports the installation of sidewalks and details a maintenance program to address and overcome these obstacles. Often times these types of programs are a combined effort between local communities, neighborhood associations, and residents.



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Figure 2

PRIORITY RECOMMENDATIONS			
Project / Location	Safety Benefit	Timeframe	Government Agency Responsible
<b>I-287 Entry &amp; Exit Ramps</b>	Improves pedestrian safety and visibility by reinforcing stop control and slows the speed of turning traffic to minimizing conflicts between pedestrians and vehicles.	Medium to Long	NJDOT, Morris County, Morristown
<b>Signs &amp; Markings</b>	Improves driver's awareness of lane assignments, speed limit, one-way orientation, pedestrian crossings and provides guidance to area destinations.	Short to Medium	NJDOT, Morris County, Morristown, Morris Township
<b>Reduce Speeds &amp; Cut Through Traffic Calming</b>	Reduces traffic speed and volume, pedestrian exposure, severity of crashes, while also improving pedestrian safety and visibility. Provides opportunity to incorporate gateway type treatments.	Short, Medium & Long	NJDOT, Morris County, Morristown, Morris Township
<b>Increase Pedestrian Accessibility</b>	Improves pedestrian safety and access	Short, Medium & Long	Morristown & Morris Township

Timeframe:

Short = < One Year

Medium = One to Two Years

Long = > Two Years

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. The above recommendations are conceptual ideas that are potential solutions to address issues and concerns in the study area. The recommendations were based on observed conditions and anecdotal feedback from stakeholders. Therefore, further study and analysis is required to determine what treatments are most appropriate.

Additionally, although the above recommendations are the result of a Morris County program, this does not obligate the county to evaluate, construct, or advance the recommendations outlined here. The recommendations are intended as a starting point.



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#### **V Next Steps**

In addition to completing the above physical improvements, additional efforts should be pursued by the local communities and neighborhood association to support and complement the goals of improving pedestrian safety and mobility. These activities should be ongoing in order to be effective. Some examples include:

- Education
  - Utilize variable message signs to make drivers aware of the posted speed limit and stage speed limit signs to provide feedback to drivers as to what their current speeds are.
  - Publicize goals and objectives as well as progress of improvements using media announcements, press releases, websites through Towns and Neighborhood Association resources.
- Enforcement
  - Set up focused police enforcement in neighborhood, issuing warnings then tickets to all violators (vehicles, bikes, and pedestrians). Create a standard where the neighborhood is widely known as a “no speeding area”.
- Encouragement
  - Develop programs that encourage and engage walking, such as parking cash-out incentives and exercise programs for area employees, identifiable walk to school routes, and discounts or souvenirs to individuals who walk to area cultural and heritage destinations.
- Evaluation
  - Collect and communicate statistics regarding pedestrian safety and mobility pre and post improvements, such as:
    - Crash data (including pedestrians)
    - What types of crashes are most common in area?
    - Speed study
    - Traffic volumes (including pedestrians)
    - Origin/destination study
  - Monitoring the impacts of improvements made will be imperative to show their success.

#### **VI Post Workshop Update**

- Upon completing the workshop the Town of Morristown conducted a preliminary investigation, in the form of a speed study, to determine if speed humps are appropriate along Washington Avenue. At the time of preparing this report, the town's initial finding concluded that speed humps are appropriate. However, further evaluation and public outreach is needed to determine if they are the most appropriate solution for this location.

## **APPENDICES**

## Appendix A

# Walkable Community Workshop

## Washington's Headquarters Neighborhood

***Wednesday September 16, 2009***  
***9:00 am to 12:30 pm***  
***First Church of Christ, Scientist***  
***(Corner of Morris Ave and Washington Ave)***

### ***Focus area for this workshop: Washington Ave and Morris Ave***

The Washington's Headquarters Neighborhood Association's Traffic Calming 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.**

**25 Max Participants – Please confirm your attendance by September 10 (Morris Ave and Washington Ave residents will be given preference).**

**RSVP: Aaron Turner 201-602-0105 or email [aaronyeatts@yahoo.com](mailto:aaronyeatts@yahoo.com)**



**Appendix B**  
**Agenda**

**Washington's Headquarters Neighborhood  
Association  
Walkable Community Workshop**

**September 16<sup>th</sup>, 2009**

<b>Agenda Activity</b>	<b>Time Allotted</b>
1. Welcome & Introductions by Morris County	10 min. - 9:00-9:10
2. Elements of a Walkable Community <ul style="list-style-type: none"><li>• Barriers, benefits and real world examples</li><li>• Site Introduction and Review</li></ul>	60 min. - 9:10-10:10
3. Walking Audit <ul style="list-style-type: none"><li>• In field assessments</li></ul>	60 min. - 10:10-11:10
4. Design Solutions (Breakout Sessions) <ul style="list-style-type: none"><li>• Small team working groups</li></ul>	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](http://www.morrisdot.org), [www.njtpa.org](http://www.njtpa.org), [www.walkinginfo.org](http://www.walkinginfo.org).*

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### **Appendix C**

#### **Project Team & Attendee Listing**

Staff members from the Morris County Division of Transportation, Washington Headquarters Neighborhood Association, and the town of Morristown 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  
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Aaron Yeatts Turner, Resident  
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Rebecca Feldman, Councilwoman  
Town of Morristown  
973.656.9026  
[r-feldman@townofmorristown.org](mailto:r-feldman@townofmorristown.org)

Websites that may be helpful include:

New Jersey Department of Transportation  
[www.state.nj.us/transportation](http://www.state.nj.us/transportation)

North Jersey Transportation Planning Authority  
[www.njtpa.org](http://www.njtpa.org)

Active Living by Design  
[www.activelivingbydesign.org](http://www.activelivingbydesign.org)

Pedestrian and Bicycle Information Center  
[www.walkinginfo.org](http://www.walkinginfo.org)

Morris County Division of Transportation  
[www.MorrisDOT.org](http://www.MorrisDOT.org)

## *Walkable Community Workshop Summary*

### *Washington's Headquarters Neighborhood*

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#### **Attendee Listing**

<b>Name</b>	<b>Organization</b>
Stefan Armington	Morristown Resident
Cathy Bachmann	Morristown Resident
Ursula Clay	WHNA Resident
Anne Degraaf	Morristown National Historic Park
Kristin Ferrara	Morristown Resident
Patty Gallagher	WHNA Resident
John & Val Irwin	WHNA Resident
Jeff Hartke	Town of Morristown Engineering
Jessica Kelly	WHNA Resident
Karen Ann Kurlander	Acorn Hall
Agnes Neider	WHNA Resident
Rebecca Feldman	Morristown Councilwomen & WHNA Resident
Deb Regan	WHNA Resident
Ted Ritter	NJTPA
Samantha Rothman	WHNA Resident
Richard Russo	WHNA Resident
Diane Seuffert	WHNA Resident
Tom Kenny	Morris Township
Bill Riviere	NJDOT
Allison Wilson	WHNA Resident
Aaron Turner	WHNA Resident
Denise Chaplick	Morris County DOT

# Walkable Community Workshop Summary

## Washington's Headquarters Neighborhood

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### Appendix D

#### Traffic Volume & Speed Study

#### Washington Headquarters Neighborhood

##### Traffic Counts - October 2008

Source: Morris County Division of Transportation

1. Morris Ave between Washington Place and Tiffany Rd

ADT: 10,613  
AM Peak Hour: 8-9am – 1435  
PM Peak Hour: 5-6pm – 819

2. Morris Ave between Kary Way and Lindsley Dr

ADT: 6,108  
AM Peak Hour: 8-9am – 890  
PM Peak Hour: 5-6pm – 478

3. Washington Ave between Valley View Dr and John Glenn

ADT: 1,773  
AM Peak Hour: 8-9am – 159  
PM Peak Hour: 4-5pm – 151

4. Washington Ave between Olmstead Rd and Normandy Parkway

ADT: 2,351  
AM Peak Hour: 8-9am – 207  
PM Peak Hour: 3-4pm – 192

**ADT (Average Daily Traffic)** - Measures of how busy a road is and represents the number of motor vehicles on an average day of traffic for the month the data was recorded.

#### Speed Study

##### May 18, 2009 to May 22, 2009 (96 hour count)

Source: Town of Morristown

Street	Speed Limit	Direction	ADT	Avg. Speed	Peak Volume	Peak Date	Peak Time	85th Percentile (Mph)	% Exceeding Posted Speed Limit
Washington	25	East	5907	30	53	5/19/2009	8:30 AM	36.4	80.8
Washington	25	West	3445	31	33	5/20/2009	5:00 PM	37.35	85.2
Washington	25	East	5147	32	49	5/20/2009	5:45 PM	38.02	86.4



**Appendix E**  
**Group Recommendations**

**Group #1**

**Morris Avenue**

1. \*Close I-287 Morris Avenue exit ramp to eliminate the “traffic dump” into neighborhood. The exit ramp should be redirected to Hanover Avenue.
2. In lieu of not being able to close and redirect traffic from the Morris Avenue exit ramp, change the terminus of the ramp to be a T-intersection with a traffic signal. Also improve intersection to incorporate entry/gateways signs that identify the area as a historic location and residential neighborhood.
3. In order to reduce speeds along Washington Avenue the following recommendations were suggested including:
  - \*Provide in-road striping announcing posted speed limit
  - \*Provide in-road directional arrows announcing one-way condition
  - Reduce the number of travel lanes
  - Prohibit on street parking
  - Add bike lanes
  - Install raised crosswalk
4. Address existing pedestrian deficiencies to fill in gaps of missing sidewalks, remove existing obstacles on sidewalk, improve visibility at intersections, and install curb ramps where needed.
5. Install traffic cameras to assist with traffic flow.

**Washington Avenue**

1. Consider raised intersection and bike lanes to slow traffic and reduce cut-through traffic

**Group #2**

**Morris Avenue**

1. Provide better signs that orient people to the one-way conditions and area attractions
2. \*Reinforce one-ways with barriers and striping such as ½ closures and in-road arrows
3. Improve the orientation and circulation for all users at the intersection of Lindsley Dr.
4. Increase awareness of pedestrian crossing locations using raised crosswalks and warning signs and signals.

**Washington Avenue**

No recommendations

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# *Walkable Community Workshop Summary*

## *Washington's Headquarters Neighborhood*

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### **Group #3**

#### **Morris Avenue**

1. \*Improve the intersection of I-287 exit ramp at Morris Avenue to include:
  - T-intersection alignment
  - Traffic signal with countdown pedestrian heads
  - Rumble strips along ramp
  - Maintained landscaping Also improve intersection to incorporate entry/gateways signs that identify the area as a historic location and residential neighborhood.
2. The design of Morris Ave. should include:
  - A reduction to two traffic lanes
  - Pedestrian islands
  - In-road stencils of 25mph speed limit
  - Raised intersections
  - Advanced signs of I-287 exit ramp

#### **Washington Avenue**

1. Install speed humps and narrow travel lane width. Consider using temporary paint for trial period.

*\* Indicates highest priority for improvement*

#### **ISSUES/NEEDS**

1. Reduce traffic volumes (minimize cut-through traffic)
  2. Separation of cars and pedestrians
  3. Reduce traffic speeds
  4. Eliminate wrong-way driving
  5. Improve safety
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# Walkable Community Workshop Summary

## Washington's Headquarters Neighborhood

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### Appendix F

#### Sample Improvements



Striped Parking



Striped Center Median



In-Road Arrows



Half Closure



Curb Extensions



Wayfinding Signs