



TRANSPORTATION
ADVISORY
COMMITTEE (TAC)

MOBILITY SURVEY



Morris Township Committee
Presentation
Survey Results
5/19/21

Transportation Advisory Committee's purpose, powers and duties*

- Explore, study and make advisory recommendations regarding ways to improve travel and transportation (walking, bicycling, driving, and parking) in Morris Township. Factors to be taken into consideration are safety, convenience, accessibility and connectivity ...
- **Develop methods to obtain and utilize resident input and ensure residents have opportunities to ask questions, make suggestions, contribute actively**, and have access to information they need to better understand various issues, situations and decisions.
- **Evaluate concerns/requests** regarding sidewalks, traffic calming, traffic flow, bike lanes, alternative transportation programs, public transportation, special transportation needs...
- **Address ways to improve transportation** in each of the four (4) major categories: walking (sidewalks and trails), bicycling (programs, routes, and pathways), driving (traffic volume, congestion and violation concerns), and parking.

Mobility Survey Research Project (Nov.' 20)

Focus on Personal Mobility (walking, running, bicycling)

Safety, convenience, accessibility, and connectivity

Recognize Major Trends in the Township

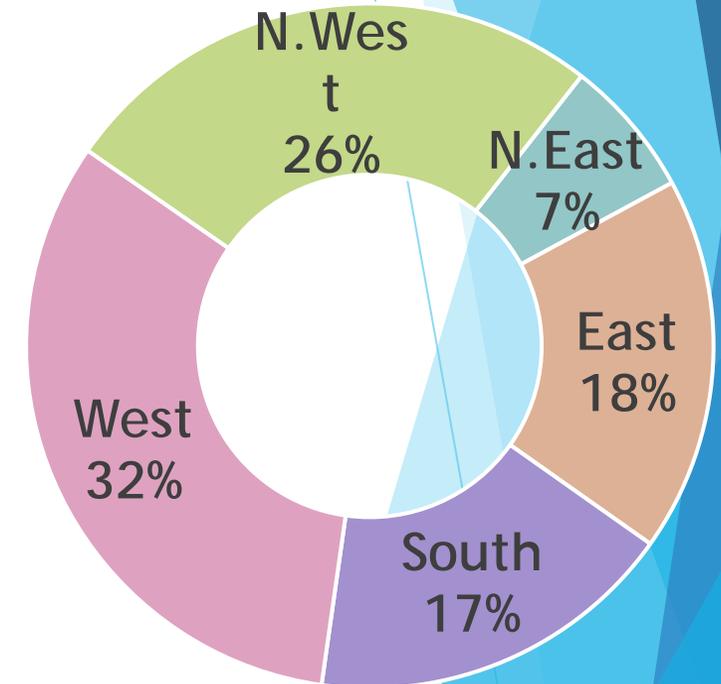
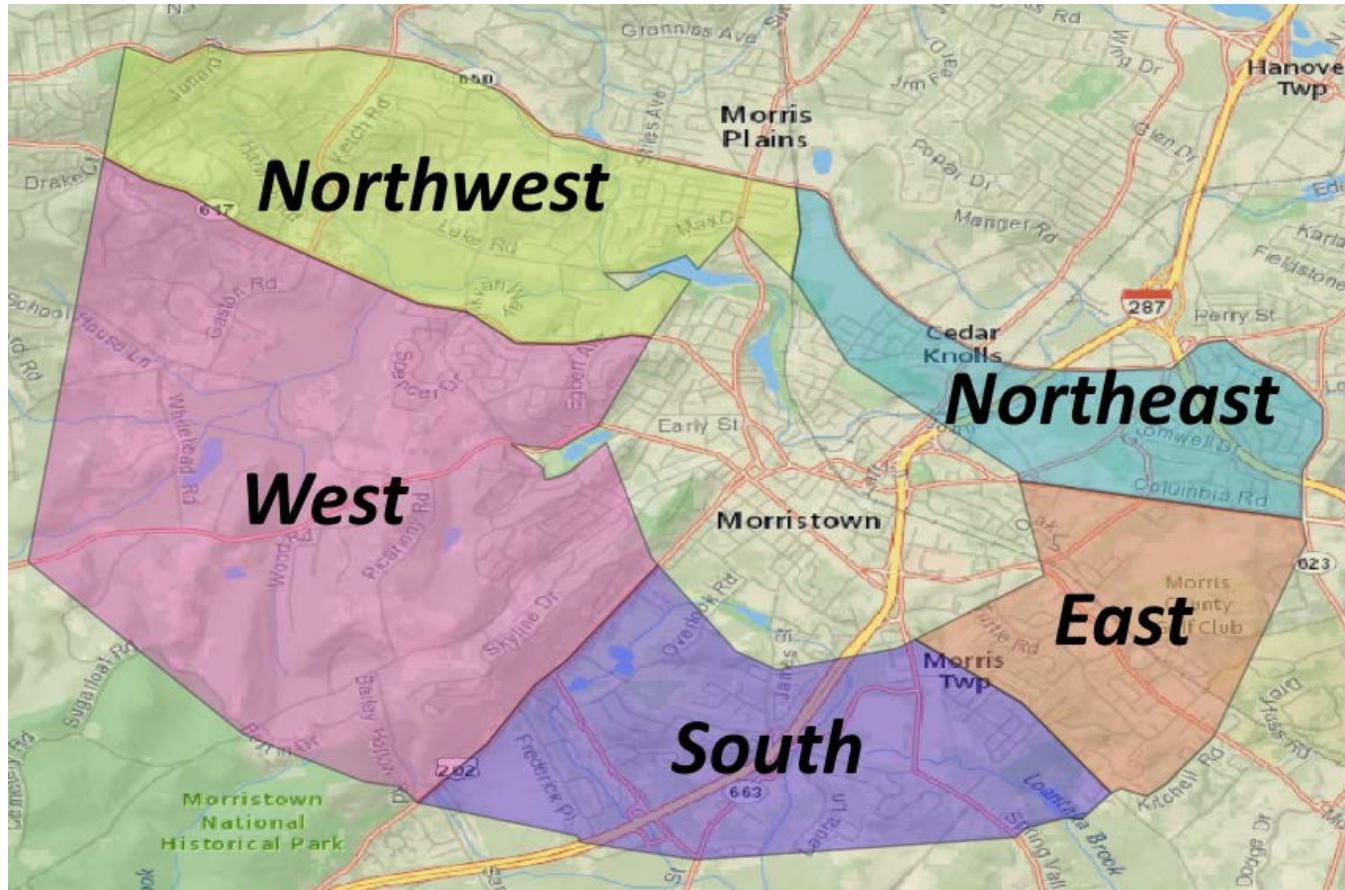
- ▶ Significantly more vehicles/traffic now vs. when our roads were originally built
- ▶ Personal mobility has significantly increased along with our residents' needs**trend continues to rise**

Research Survey Purpose

- ▶ To collect feedback from resident households
- ▶ How households use the Township's roads, paths, and trails for recreation
- ▶ What issues residents face with the current infrastructure
- ▶ Recommend improvements for safety, convenience, accessibility, and connectivity

Survey Method and Statistics

- Online Survey administered through Township emails and websites (**Convenience Sample**)
- Response: Total sample size (n = 734 Households)
- Distribution across Census Tracts



Mobile Activity and Frequency

Significant number of adults and children are on-the-move

	Walking/Hiking	Running	Biking/Skating/etc.
At least one adult in the household has engaged in the activity	96%	39%	44%
At least one kid (<18) in the household has engaged in the activity (among all households with kids <18)	92%	43%	77%

Safety, Access, and Convenience Problems exist in all 5 Tracts

Walking, Running, Biking Difficulty!
76% Moderately/Strongly Agree

Recreational travel around the Township is generally safe

Strongly disagree	
Moderately disagree	

	Northeast	East	South	West	Northwest	
	15%	6%	5%	9%	5%	7%
	24%	20%	18%	14%	23%	19%

Bikers and pedestrians are generally given the Right-of-Way by vehicles

Strongly disagree	
Moderately disagree	

	17%	10%	9%	13%	13%	12%
	28%	27%	24%	25%	27%	26%

Certain walkways, intersections, roads and paths are difficult for walking, running, or biking due to vehicle traffic

Moderately Agree	
Strongly Agree	

	24%	30%	41%	33%	42%	36%
	57%	38%	37%	42%	38%	40%

Pinpointing Problems in Need of Solutions

- Significant and consistent across Tracts is the need for Sidewalks/Paths [esp. for Kids and Bikers/Skaters]
- South, West, and NorthWest need more room [Over 40% Narrow Streets]
- NorthEast needs Traffic relief

	Northeast	East	South	West	Northwest	713
Narrow lanes/streets						
Moderate problems	17%	21%	30%	21%	21%	22%
Significant problems	8%	12%	9%	16%	14%	13%
Critical problems	6%	5%	5%	7%	5%	6%

- 41% Narrow Streets

	Northeast	East	South	West	Northwest	713
Car/truck/bus traffic						
Moderate problems	31%	27%	38%	34%	32%	32%
Significant problems	15%	14%	11%	15%	18%	15%
Critical problems	21% ↑	8%	5%	8%	8%	8%

- 56% Traffic

	Northeast	East	South	West	Northwest	713
Not enough sidewalks and/or paths						
Moderate problems	31%	30%	34%	24%	23%	27%
Significant problems	10%	20%	18%	22%	27%	22%
Critical problems	23%	12%	14%	18%	18%	17%

- 66% Not Enough Sidewalks/Paths

- ★ Significantly higher Critical Problems on Not Enough Sidewalks and/or Paths for Kids
- ★ Significantly Significant Problems on Not Enough Sidewalks and/or Paths for Bikers/Skaters

Have you or members of your household encountered any safety, convenience, or access problems related to the following issues?

Pinpointing Problems in Need of Solutions

- Sidewalk/Path Improvements raising flags in NorthEast, NorthWest, and West
- NorthEast and NorthWest in relatively higher need for Crosswalks
- NorthEast needs better Connectivity

Northeast	East	South	West	Northwest	713
-----------	------	-------	------	-----------	-----

Poor quality of sidewalks and/or paths

- 52% Poor Quality

Moderate problems	19%	24%	31%	23%	21%	24%
Significant problems	13%	13%	12%	22%	24%	18%
Critical problems	21%	5%	3% ↓	11%	16% ↑	10%

Intersections, cross-walks, or bus stops

- 39% Crosswalks/Bus Stops

Moderate problems	19%	19%	27%	26%	24%	24%
Significant problems	15%	11%	6%	8%	12%	10%
Critical problems	10%	5%	2%	4%	8%	5%

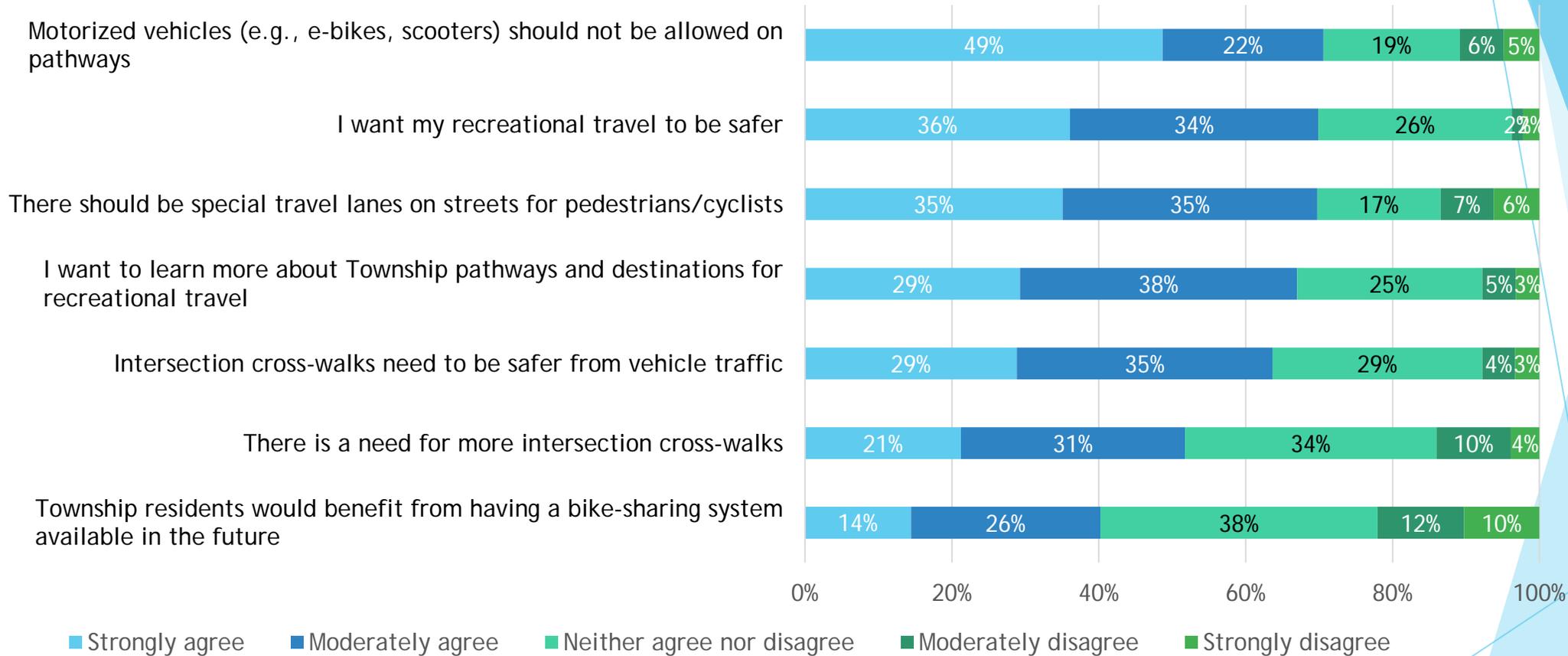
- 38% Connections

Connections to destinations of interest

Moderate problems	10%	20%	25%	21%	20%	20%
Significant problems	17%	9%	9%	12%	12%	11%
Critical problems	17%	7%	5%	5%	8%	7%

Have you or members of your household encountered any safety, convenience, or access problems related to the following issues?

Mobility Priorities



Challenging Issue – Personal Safety and Vehicle Speed

**Insight: Our residents view themselves living in ‘neighborhoods’ .
And they want more assurance for their mobile safety and access.**

“YOU ALREADY KNOW HOW HARD, OVER THE YEARS, PEOPLE IN THIS NEIGHBORHOOD HAVE TRIED TO GET SPEED BUMPS, CROSSWALKS ETC to make it safer here! If you don’t know, look up the history! It’s dangerous to walk a baby in a carriage on the street in this neighborhood.”

“The speeding and lack of safety on our road has been brought up many times with no changes. I really hope to see improvements in the upcoming year. I do not feel safe allowing my 7-year-old to Walk/Scooter/ or Bike on it. **This is very Dangerous since cars speed and may not see children behind a parked car.** Their bus stop is across the street and 1 house down and I do not feel safe to let them go by themselves in the morning during "rush" hour.”

“The streets are fairly well maintained but the speed limit is 35 mph so it’s a little scary when more than one car is passing us. **Our neighborhood has tried for over 30 years to lower the speed limit to no avail.** Any help with that would be appreciated.”

“it is just a matter of time before someone gets hurt or killed. There is no side-walk so **people walk on the road or through the brush with traffic going by at 50 mph.** There needs to be a sidewalk!”

“I don’t feel safe sending my kids out unsupervised. The streets are too narrow and **cars speed through with very little regard for pedestrians.**”

“It’s **very dangerous how fast these cars pass here** and given the circumstances due to Covid more people are walking around and are actively outside”

“Very popular walking route but gets very narrow with high-speed traffic.”

“The speed limit should be much lower especially since there is a Little League Field & Playground”

“...incredibly dangerous as cars are flying down...”

Challenging Issue - Personal Mobility and Vehicle Traffic-Speed At Odds

- ▶ Our data show significantly high perceptions about danger and risk while walking, running, biking, etc. in our neighborhoods due to increasing number of cars-trucks and road speeds
 - ▶ There are significantly more vehicles in the Township now vs. when our roads were originally built
 - ▶ Vehicles adhere to speed and traffic laws (thanks to our Police, however, they are bigger and faster
 - ▶ But residents' personal mobile activity is curtailed and stymied. They are calling for their 'neighborhoods' to be safer
- ▶ We have narrow roads, a lack of sidewalks, no speed bumps, and unsafe intersections (safe for 20 years ago but no longer)

Need for a Paradigm Shift ...fundamental change in approach (and underlying assumptions) to create a smarter balance between Traffic/Speeds and Personal Mobility
Need to Send a Signal...Morris Township embraces the spirit of community safety.
It preserves and cherishes personal mobility and family safety in and around its neighborhoods.

Summary Analyses

Desire for personal mobility and family safety in and around its neighborhoods

Walkways, intersections, roads and paths are difficult for walking, running, or biking

- ▶ Lack of convenient and safe roads/paths/trails
- ▶ Need for traffic calming considerations as part of all future reconstructions, including curbs, plantings, chokers, raised intersections, speed tables, etc.
- ▶ Arterial and collector streets would like to be used by pedestrians and cyclists but in most cases acting more as barriers (crowded, traffic, speed issues, etc.)
- ▶ Need for more information is needed on bikeways, paths, sidewalks, destinations, and connections within and outside the Township. Information should include maps re: the paths and trails in the area, including access points, parking, type of paths, and walk/bike rules.

TAC Recommendations

- Strategic and immediate actions be budgeted this year to show responsiveness to citizen requests, while remaining fiscally responsible
- Phased approaches to change, starting with 'easy-wins' and temporary installations to gauge citizen response proceeding to permanent changes
- All initiatives be undertaken with the goal of each adding to a more connected Township network of safer, confidence-building routes to parks, fields, schools, pools, township hall, shopping and mass transit while mitigating vehicle speed/traffic concerns
- More information (with safety guidelines) be available on bikeways, paths, sidewalks, destinations, and connections within and outside the Township. Create informational material including maps re: the paths and trails in the area, including access points, parking, type of paths, and walk/bike rules.

Going Forward

- ▶ **New Policy for the Township** - Need for consistent, well understood policy for request, recommendation, and implementation

e.g., A customized 'Complete & Green Streets' type policy - a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

- ▶ Applied toward
 - ▶ Traffic Calming Measures
 - ▶ Improved Safety for Crosswalks, Streets, Sidewalks, Paths
- ▶ **Open Communications** – All projects be openly communicated to Township residents
 - ▶ Township TAC website that includes
 - ▶ All projects approved, in the planning stages, or 'on the board next in line' awaiting further study
 - ▶ "Open Listening" – A dynamic way for residents to report observations and recommendations ("Where and What")

Consolidated TAC Recommendations (Bike/Walk/Drive/Parking)

Bike Sub-Committee

- ▶ Lake and Lake Valley Road - **Lane narrowing and sharrows** for speed/traffic mitigation and pedestrian/bike safety:
 - ▶ the Lake/Lake Valley section includes from Mill Road to Patriot's Path on Lake Valley
 - ▶ from Burnham to Inamere on Lake in order to improve access to the path sections
 - ▶ access to the new park on Lake Valley and the pool on Inamere
- ▶ Lake and Lake Valley Intersection - **Paint curb extension, square the corners:** the current curvature at the intersection promotes a vehicle/pedestrian/bike crosswalk problem.
- ▶ Summer Experiment - Loantaka Bike/Walking Loop
- ▶ Tall Timber/Summit **path extensions** to Frelinghuysen School/Parks/Fields
- ▶ Delmar Avenue - Used as a cut-through road and people speed. **Needs proper sidewalks for children and pedestrians to walk on safely.** Consider:
 - ▶ More traffic calming
 - ▶ Re-stripe with shoulders, crossings

Driving Sub-Committee

- ▶ Implement a formal Morris Township **Traffic Calming Policy**
- ▶ Develop and Implement a **Complete Streets Policy**
- ▶ ****The two policies above should be developed in conjunction with one another to incorporate all aspects of each together.**
- ▶ Publish a **"Public Road Project"** list on the Morris Township website
- ▶ Apply the Traffic Calming Policy referenced above to the below five roads
 - ▶ There should be a list of criteria that must be met for a street to qualify for traffic calming
 - ▶ Based on the survey, these roads drew the most responses and are most likely to qualify
 - ▶ Armstrong
 - ▶ Delmar
 - ▶ Blackberry
 - ▶ Hillcrest
- ▶ Perform a **traffic study of Hanover Ave.**
 - ▶ it's time to revisit w. Morris Plains

Consolidated TAC Recommendations (Bike/Walk/Drive/Parking)

Walking Sub-Committee

- ▶ Based on data collected through the TAC (2020) survey and TAC members tract analysis recommendations (Feb. TAC 2021 meeting)
- ▶ Collect, update, and adapt trail/path information and place it (or link to it) at a centralized location on the Township website
 - ▶ Township, County, Federal and nearby municipalities
 - ▶ Access and Parking
 - ▶ Rules of the Road
- ▶ A sidewalk along Normandy Parkway and Normandy Heights from Madison Ave to the Morris Museum
- ▶ Complete the sidewalk between Woodcrest and Woodruff Road and add a Whippany Road crosswalk at Woodruff Rd
- ▶ Fill Madison Ave sidewalk gaps between Madison Ct and Punch Bowl Rd
- ▶ Fill sidewalk gaps at the Ketch Rd - Lake Rd intersection

Parking Sub-Committee

- ▶ Map parking locations for trails, parks and other recreation areas where feasible for residents to view before visiting recreation facilities, whether they are Township or County-owned.

Appendix

Common Issues - Education Short Term Goals

Location	Issue	Solution
Township Wide	Sidewalk reconstruction	<p>Information posted township's website</p> <ul style="list-style-type: none"> • Whose responsibility to repair, maintain, shovel • Costs to install • Written policy needed on how sidewalk decisions are made
Township Wide	Trails location with parking and access	<p>Create a Rules of the Road Document on the township's website</p> <p>Clothing - wear white at night</p> <p>Which side of road to walk on (if you're walking on the street)</p> <p>Rules when bikes and pedestrians share a path</p> <p>Rules of riding/walking on road vs path</p> <p>What about bikes on sidewalks? Discuss possible need for local policy?</p>
Township Wide	Road reconstruction	<p>Share info on the township's website:</p> <ul style="list-style-type: none"> • about tentative schedule re: when given roads will be paved • how road paving concerns (including potholes) can be reported

Common Issues - Education Long Term Goals

Location	Issue	Solution
Township Wide	Sidewalks	Share info with households (pamphlet or on the calendar) <ul style="list-style-type: none">• Sidewalk repair month reminder• Don't forget to shovel your sidewalk!• Tips for sidewalk maintenance
Township Wide	Trail locations with parking and access	Create a Rules of the Road Document <ul style="list-style-type: none">• Rules at the path entrances• Pamphlet distributed in the Spring at Township events and facilities• Updated maps links in the document• Updated maps at trailheads
Township Wide	Roads	Share info with households (pamphlet or on the calendar) <ul style="list-style-type: none">• Road reconstruction schedule on the calendar• How to report potholes?

South Tract Recommendations

▶ Short Term (2021)

Location	Issue	Solution
James St.	The sidewalk on James St. coming from Morristown ends at the corner of Sherwood Dr.	Complete the project to extend the sidewalk connection on James St. from the corner of Cottonwood Dr. through the 287 overpass extending to Southgate Pkwy.
Southgate Pkwy	Road is dangerous for bikers/walkers	Complete the project to redesign Southgate parkway to make a safer connection for bikers/walkers between James St. and South St.
Loantaka Park with links to <ul style="list-style-type: none"> ○ Woodland School ○ Ginty ○ Town Hall 	Casual bike riders often don't know the bike safety laws/rules which creates a dangerous environment when sharing roads/paths with walkers/bikers/drivers.	<ul style="list-style-type: none"> ○ Protected walking/bike loop Loantaka-Woodland School-Ginty-Town Hall ○ Create an educational graphic on bicycle riding safety that is geared towards the casual bike rider and post signs on location, flyers on social media, and deliver via email to township residents.

North West Tract Recommendations

► Short Term (2021)

Location	Issue	Solution
Delmar	Used as a cut-through road and people speed. Needs proper sidewalks for children and pedestrians to walk on safely.	<ul style="list-style-type: none"> ○ More traffic calming ○ Re-stripe with shoulders, crossings ○ Consider “One Way”
Lake Road crossings <ul style="list-style-type: none"> ○ Inamere ○ Buckley/Ketch 	<ul style="list-style-type: none"> ○ Inamere has sight and speed problems ○ Buckley to Stonehenge is dangerous for walking and biking ○ Need crossover (Ketch and Lake intersection) 	<ul style="list-style-type: none"> ○ Flashing cross walk at Lake-Inamere. ○ Crosswalk at Ketch and Lake intersection.
Speedwell Crosswalks <ul style="list-style-type: none"> ○ Hanover ○ Kennedy 	<ul style="list-style-type: none"> ○ Hanover intersection is treacherous for crosswalk walking/biking. ○ Kennedy crosswalk has speed and sight problems 	Re-striping and Flashing lights at crosswalks.

West Tract Recommendations

▶ Short Term (2021)

Location	Issue	Solution
General	Lack of centralized, easily accessible information on trails and pathways	Collect, update, and adapt information currently existing on MorrisTwp.com and place it (or link to it) from a centralized location on the website.
General	There is no consistent, well understood policy for request, recommendation, and implementation of traffic calming measures	Using other municipalities' efforts as models and encouraging public input, develop traffic calming policy and procedures for adoption by the Township Committee
Sussex Ave	Sidewalk gap on Sussex Ave limits safe pedestrian connections between Patriots Path, Streeter complex, local neighborhoods and Morristown	Follow through on Patriots Path to Sunderland Drive sidewalk projects that are already underway

East Tract Recommendations

► Short Term (2021)

Location	Issue	Solution
<p>Various locations along Woodland Avenue and Normandy Parkway. Also, Madison Avenue (county road)</p>	<ul style="list-style-type: none"> ○ Need connection to Ginty Field complex and Loantaka Reservation trail. Inability to cross Woodland Ave. to reach Ginty Field complex and Loantaka Reservation trail due to lack of crosswalks. ○ Normandy and Kenilworth not well marked crosswalk. ○ Madison Ave needs crosswalk near bus stops (both sides of street) which are just west of Pitney Place. Many people cross here for bus and to walk to train station. 	<ul style="list-style-type: none"> ○ Create crosswalks across Woodland Avenue at Old Glen Road and Kitchell Road. ○ Better markings on existing crosswalks. Use solar powered crosswalk signs at Normandy Parkway & Kenilworth Rd. ○ Create crosswalk closer to traction line entrance.
<ul style="list-style-type: none"> ○ Access to Traction Line at Normandy Parkway. ○ Also other walking/biking trails. 	<ul style="list-style-type: none"> ○ This access point for the traction line is not marked despite being a convenient point for nearby large neighborhoods to access the traction line. The stairs seem to be okay but could use regular maintenance. ○ Residents want more information and directions to reaching paths and trails. Many said they are unaware of them and would welcome information and maps. 	<ul style="list-style-type: none"> ○ Add a sign indicating the Normandy Pkwy entrance to the traction line. ○ Ask NJ Transit to maintain the staircase for pedestrian use. ○ Create informational material including maps re: the paths and trails in the area, including access points, parking, type of paths, and walk/bike rules.
<p>Loantaka Reservation walking/biking trail, as well as all trails and streets throughout the East tract used by both pedestrians and bicyclists.</p>	<ul style="list-style-type: none"> ○ Casual bike riders often don't know the bike safety laws/rules which creates a dangerous environment when sharing roads/paths with walkers/bikers/drivers. With more people outside walking and biking, this is becoming more of a problem. ○ Children don't know safety precautions. 	<ul style="list-style-type: none"> ○ Create an educational graphic on bicycle riding safety that is geared towards the casual bike rider. ○ Post on Township website; post signs in locations used for biking/walking; deliver via email to residents ○ Sponsor a "share the path" poster contest for school children.

North East Tract Recommendations - Enforcement

► Short Term (2021)

Location	Issue	Solution
Fairchild neighborhood area and on Lake Valley Road	Speeding, not stopping at red light or stop sign	Enforcement/ticketing
Heritage Lane, Chimeny Ridge Dr, Powder Horn Dr	Safety, paving and Park Maintenance	Parking signage and enforcement
Oak Park, Woodruff, and Cromwell Road	Safety, speeding	Enforcement/ticketing Signage?

North East Tract Recommendations - Engineering

► Short Term (2021)

Location	Issue	Solution
Monroe and MLK boulevard and Monroe and East Hanover	Dark	Street lights
Lohman and Wyndmoor and Normandy Heights	Connection to path at Columbia Park	Sidewalk repaving, bike path or paint or plastic bike lane
Whippany Rd to Arboretum (Woodcrest Dr to Woodruff)	No sidewalk	Sidewalk (small gap)
Old Turnpike Road between Shepherd Lane and Barberry road.	Not safe to walk at night	Street lights