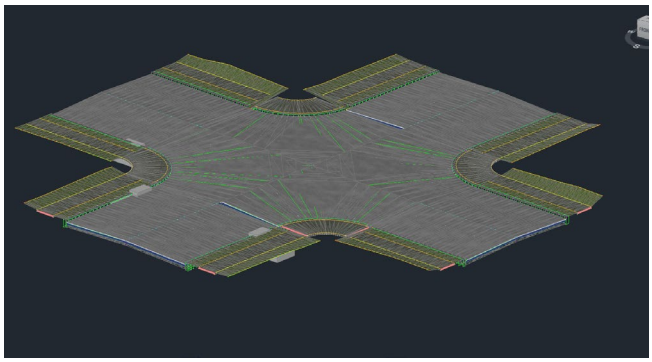

TRAFFIC CALMING

POLICY AND PROCEEDURES

ABSTRACT

This document serves to establish and promulgate the policy of the Township of Morris regarding the deployment of traffic calming measures on those streets for which the Township of Morris has jurisdiction; and set forth uniform application and processing procedures.

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BACKGROUND

Traffic calming involves the planning, design and implementation of mainly physical improvements and features in the public rights of way where the use of roadway facilities, biking facilities and pedestrian facilities, constructed under the guidance of New Jerseys Complete Streets, overlap and create the potential for conflicts and hazardous conditions for users of the facilities within these shared spaces.

Traffic calming provides for improvements to facilities that can increase the awareness of the users of those facilities where shared use of the public rights of way requires that users recognize what actions are required of them to ensure their own safety and the safety of others.

Traffic calming is intended "to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects."[1]

INTRODUCTION

1. Purpose - The purpose of this policy is to establish a transparent and defensible mechanism for implementation of appropriate traffic calming measures within the Township of Morris. The policy is intended to establish a procedure for examining areas within the public rights of way where multiple transportation facilities exist, and which can at times compete for the use of the same space and to determine what if any changes to the facilities are needed to support the efficient and safe use of those facilities concurrently.

2. Goal - The goal of the policy shall be to preserve the public's right to pass and repass within the public rights of way and ensure that right can be exercised safely with the various forms of transportation facilities constructed therein. The policy shall ensure the uses of the facilities within the public right of way are appropriate and shall support the primary function of the facilities. This policy intends to preserve and enhance, where practicable, mobility within the community for all modes of transportation while achieving a reasonable balance between traffic circulation, traffic safety and emergency response.

3. Regulations - Transportation facilities constructed within public rights of way are subject to many overlapping governmental regulations and design standards. These include but are not limited to, ASHTO (American State Highway Transportation Officials), ADA (American with Disabilities Act), NJDOT (New Jersey Department of Transportation), MUTCD (Manual on Uniform Traffic Control Devices), ITE (Institute for Transportation Engineers) and FHWA (Federal Highway Administration). The primary responsibility

under state law for overseeing the design, construction, maintenance, and function of improvements in public rights of way rests with the Township Engineer, appointed by the municipality, and licensed by the State of New Jersey Board of Professional Engineers and Land Surveyors. This traffic calming policy shall also ensure that traffic calming is consistent with the Township Master Plan Traffic Circulation map, (Figure 1) and the Functional Classification map developed by the NJDOT.

4. Roles - Local officials and residents play a role in the implementation of traffic calming. As users of these facilities in public rights of way they can help to identify those issues where traffic calming might provide a measured benefit, improving both safety and function of the facilities. The purpose of this policy is to ensure this input is part of the basis of information included in an engineering traffic study undertaken to implement traffic calming.

5. Engineering Judgement - Implementation of traffic calming measures purely based on the desires and perceptions of residents would create a measurable risk to the users of those facilities. It is the responsibility of the licensed engineer, appointed by the local jurisdiction, to ensure that the design process and governing standards are followed and to ensure that the welfare, health and safety of the public is preserved to the greatest extent possible. This policy seeks to ensure that traffic calming measures are both warranted and professionally designed within the framework of sound engineering judgement.

PUBLIC REQUEST

1. Informal Request - Township of Morris residents of record with concerns about traffic safety on a Township street may request an informal assessment of traffic safety issues. Informal requests shall be handled by the Township Police Department and Engineering Department. As part of the assessment, the departments shall review current and historical data on traffic volumes and speeds, frequency of accidents, history of complaints, sight distances and roadway geometry. The departments will look to implement soft improvements or measures to address the concerns. These measures may include periodic placement of the mobile speed sign, ghost police vehicle, increased enforcement, clearing of obstructions, and pavement markings including lane narrowing. Residents will receive a response from the Township professionals on how the request will be addressed.

2. Formal Request - Township of Morris residents of record may submit in writing a request for a preliminary traffic calming area assessment. Said requests shall be made in writing, signed by two or more residents from different households in the traffic calming area, to any township official or township committee member which shall then be forwarded to the Transportation Advisory Committee (TAC) for consideration. Formal request shall

only be considered after an informal assessment of traffic issues, as outlined above, has been completed. The Township Engineer along with the TAC shall review the formal request to determine if there are any specific prohibitions to traffic calming measures being considered on that street. The review shall also confirm that the preliminary request is consistent with the Township's approved circulation plan or if an amendment to the plan by the Planning Board is recommended. The residents who submitted the formal request shall be notified by the TAC of their findings.

3. Petition - If there are no specific prohibitions the TAC may recommend the implementation of an online petition via the Township's website. Said petition shall constitute a formal request by the residents for traffic calming within the traffic calming area. The petition shall require two thirds (67%) approval of those residents surveyed within the affected traffic calming area. Only one signed petition from the owner of record or resident for one unit as head of household shall be counted. The affected traffic calming area shall be delineated by the Township Engineer as outlined below. The Township Engineer shall identify those traffic calming measures under consideration and include same with the online petition. A notice of the online petition shall be sent by the Township to those residents within the traffic calming area.

4. Recommendation - At the end of the 90-day petition window, with approval of 67% of residents within the affected traffic calming area, the TAC shall issue a report with recommendation to the full Township Committee for a resolution of approval to commence with a formal engineering traffic study to identify and implement traffic calming measures appropriate for the delineated traffic calming area.

PLANNING PROCESS

1. Engineering Traffic Study – An Engineering firm with experience in traffic calming and traffic engineering solutions shall be retained to prepare a detailed engineering traffic study. The study shall be prepared by a New Jersey Licensed Professional Engineer with experience in traffic engineering, the various governing regulations listed above and projects that were completed using the New Jersey Complete Streets Design Guide. The study shall be completed in accordance with the procedures outlined herein. The study shall include an evaluation of warrants, identification of safety issues and recommend plan development using the traffic calming tool box.

2. Preliminary Review – the Township Engineer shall meet with the traffic engineer to review the warrants and preliminary traffic calming measures identified as possible solutions in the study. The preliminary review shall identify any changes prior to public review. The preliminary review shall take into consideration the possibility of temporary installation of traffic calming measures for a determination of effectiveness. In the event the study reveals a serious issue not previously identified as part of the preliminary

request for traffic calming, the Township Engineer may make a recommendation to the Township Committee to abandoned the traffic calming project.

3. Public Review – Upon completion of the preliminary review by the Township Engineer the public will be given an opportunity to view the preliminary traffic study and the recommendations for traffic calming to be implemented. The engineering traffic study will be revised to incorporate public comments which are supported by engineering judgement.

4. Final Review – The Township Engineer and the TAC shall complete a review of the final engineering traffic study and issue a report to the Township Committee making a recommendation to implement the proposed traffic calming measures or abandon the project.

5. Project Approval – The Township Committee shall review the recommendation and make final determination to approve or reject the project. If the project is approved, a schedule shall be established for the project to be completed. Funding sources will be identified, including the possibly of a special assessment on those properties within the traffic calming area that will benefit directly from the project.

TRAFFIC CALMING TOOLBOX

1. Road Safety Audit – The engineering traffic study shall include a road safety audit (RSA). The RSA shall consist of a formal safety performance examination that qualitatively estimates and reports on potential road safety issues. The RSA is intended to confirm that the appropriate warrants exist for the installation of traffic calming in the area of study. This shall include documenting the existing vehicle accidents, speed and volume counts, pedestrian and cyclists counts and any interactions between the users of the facilities where conflicting interactions have been documented.

2. Restrictions – Traffic calming measures shall be installed pursuant to N.J.S.A. 39:4-8.10. Roadway facilities must have fewer than 3000 vehicles per day and a posted speed limit of 30 mph or less. Roads shall be limited to two-way, a maximum of 35’ wide and wholly under municipal jurisdiction. Traffic calming measures shall not be installed on primary emergency routes or evacuation routes, (Figure 2).

3. Identification of appropriate traffic calming measures – The ITE primer, shall be utilized in the engineering traffic study to assist in the determination of the appropriate traffic calming measures to be implemented within the approved traffic calming area, (https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm).

4. Complete Streets – The engineering traffic study shall incorporate concepts and standards that support the various types of uses anticipated as part of New Jersey's Complete Streets policy. "A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected, multi-modal network of transportation options."[2] This guidance can help identify ways of sharing the limited space within the public right of way while achieving a reasonable balance between traffic circulation, traffic safety and emergency response.

5. Acceptable traffic calming applications – Some of the modifications that are acceptable for traffic calming and consistent with governing regulations include but are not limited to: chokers, corner extensions, median islands, raised crosswalks, curb bump outs, lane narrowing, speed tables, speed humps, horizontal chicanes, roundabouts, mini-roundabouts and raised intersections. These are intended to reinforce awareness of drivers of other users within a particular shared area of the roadway.

6. Non-acceptable traffic calming applications – Some of the modifications that, in and of themselves, are not considered acceptable for traffic calming as their use may be inconsistent with governing regulations include but are not limited to: traffic control signs, traffic signals, speed bumps, speed cushions, serpentine chicanes, priority chicanes, radar units, police speed enforcement campaigns, on-street parking, road closures, rumble strips and pavement markings. These include installation of improvements which may redirect a driver's attention away from users within a particular shared area of the roadway, features that would direct the operator of a vehicle into the opposing lane of travel or cause traffic to increase in other locations.

DESIGN CONSIDERATIONS

1. Safety - Traffic calming improvements are to be designed to provide safe and efficient operations for all users of the various transportation facilities contained within the public right of way. The purpose of the traffic calming measure shall not be to create a hazardous condition in the public right of way that requires a user to take corrective action to mitigate the hazard.

2. Maintenance – Traffic calming shall be designed to ensure that maintenance of the facilities can be achieved as part of the regular roadway maintenance that is provided by the Department of Public works. Improvements that require resources outside of the Department's purview shall be avoided.

3. Traffic Flow – Traffic calming shall promote the safe and efficient conveyance of vehicular traffic. Traffic calming measures shall be utilized in a manner that balances the movements of the various users within the shared facilities spaces while ensuring an overall efficient transportation network.

4. Horizontal Alterations – Traffic calming utilizing horizontal traffic calming improvements may be considered in those areas where neighborhood densities exceed 1 unit per acre.

5. Vertical Alterations – Traffic calming utilizing vertical traffic calming improvements may be considered in those areas where neighborhood densities exceed 4 units per acre, school zones and recreation facilities.

6. Emergency Access – Traffic calming shall not be utilized on primary emergency access routes. Consideration shall be given in those areas that are not primary but where traffic calming could impact reasonable response times or cause damage to emergency vehicle equipment.

7. Drainage – Traffic calming improvements must ensure that no adverse drainage conditions are created. These include flooding or excessive spread conditions which would create hazards for users of any of the facilities within the right of way.

8. Cost – Traffic calming measures that are proposed shall take into consideration the value impact to the Township's available funds to install and maintain. Initial capital cost and long-term maintenance cost shall be considered as part of the recommendations for each traffic calming measure that is being considered.

9. Traffic Calming Area – Shall include all parcels contiguous to the roadways that current traffic circulation indicates will be impacted by the traffic calming improvements. The traffic calming area includes the primary roadway wherein traffic calming alterations will be installed and portions of those roadways that are directly connected to the primary road that are likely, based on traffic circulation, to generate traffic that will traverse the traffic calming improvements.

PROJECT EVALUATION

1. Traffic Study - An as-built traffic study shall be completed 6-12 Months following completion of the traffic calming improvements. The study shall be completed by the Engineering Department or by the Township's traffic engineering consultant.

2. Evaluation - The as-built study shall review of the effectiveness of traffic calming measures installed and identify any impacts that are considered unsafe and which may require corrective measures be taken. The study shall confirm that there are no significant impacts to traffic on adjacent streets. The study shall confirm that the traffic calming measures have not created a condition that is considered hazardous to users of any of the transportation facilities within the traffic calming area

3. Acceptance - The as-built traffic study shall make a final determination if the traffic calming measures are satisfactory. If the improvements are considered satisfactory the improvements will be considered accepted by the Township and the improvements shall remain in place for minimum period of 5 years. At the end of the 5-year period residents within the traffic calming area may request a re-evaluation of the traffic calming for the purpose of removal and/or modification by way of a new traffic calming study petition.

LEGAL STANDARD

1. General Public - This policy is intended to ensure that the current legal standards have been met sufficiently to ensure that the Township is not exposed to claims of negligence when implementing traffic calming. Traffic calming cannot create hazardous or dangerous conditions with a substantial risk of injury to the users of the various facilities contained within public rights of way. Users of these facilities within the public right of way are considered under this policy to be the general public.

2. Intended Use - Under this policy it shall be generally held that roadways are for vehicles, bike lanes are for bicycles and sidewalks are for pedestrians. These identified uses shall be considered primary within their respective facilities. Other uses within shall be considered subordinate. Since design standards vary with each use type, the primary use design standard shall govern the facility design. Design standards for subordinate uses can be utilized when they do not conflict with the primary design standard. This policy does not intend to imply that subordinate users are guaranteed the same measure of reasonably expected level of safety as the primary users within that facility.

3. Assumption of Risk – The Supreme Court of New Jersey has held that the generally intended use of a roadway is for vehicles.[3] Bicyclist and pedestrians, as permissive users and not intended users of a roadway facility, assume the risk of road conditions. This includes a roadway shoulder area that the court has held do not have to be maintained as they are generally intended for emergency use and not ordinary travel.[3] When traffic calming is implemented, and the various facilities compete for the shared space, the assumption of risk rest with each facility user. The general public is obligated to acknowledge the potential hazards that may exist from the conflicting uses and accept the possible risks. The use of a public facility for a purpose for which it was not specifically designed would be considered potentially unsafe.

REFERENCES

1. Federal Highway Administration, Traffic Calming ePrimer – Module 2, revised February 14, 2017.
2. New Jersey Department of Transportation Policy Number 703, dated 12/03/09.
3. Casetext, Donald T. Polzo v. County of Essex (A-74/75-10) (066910), Supreme Court of New Jersey, decided January 18, 2012.

FIGURE 1

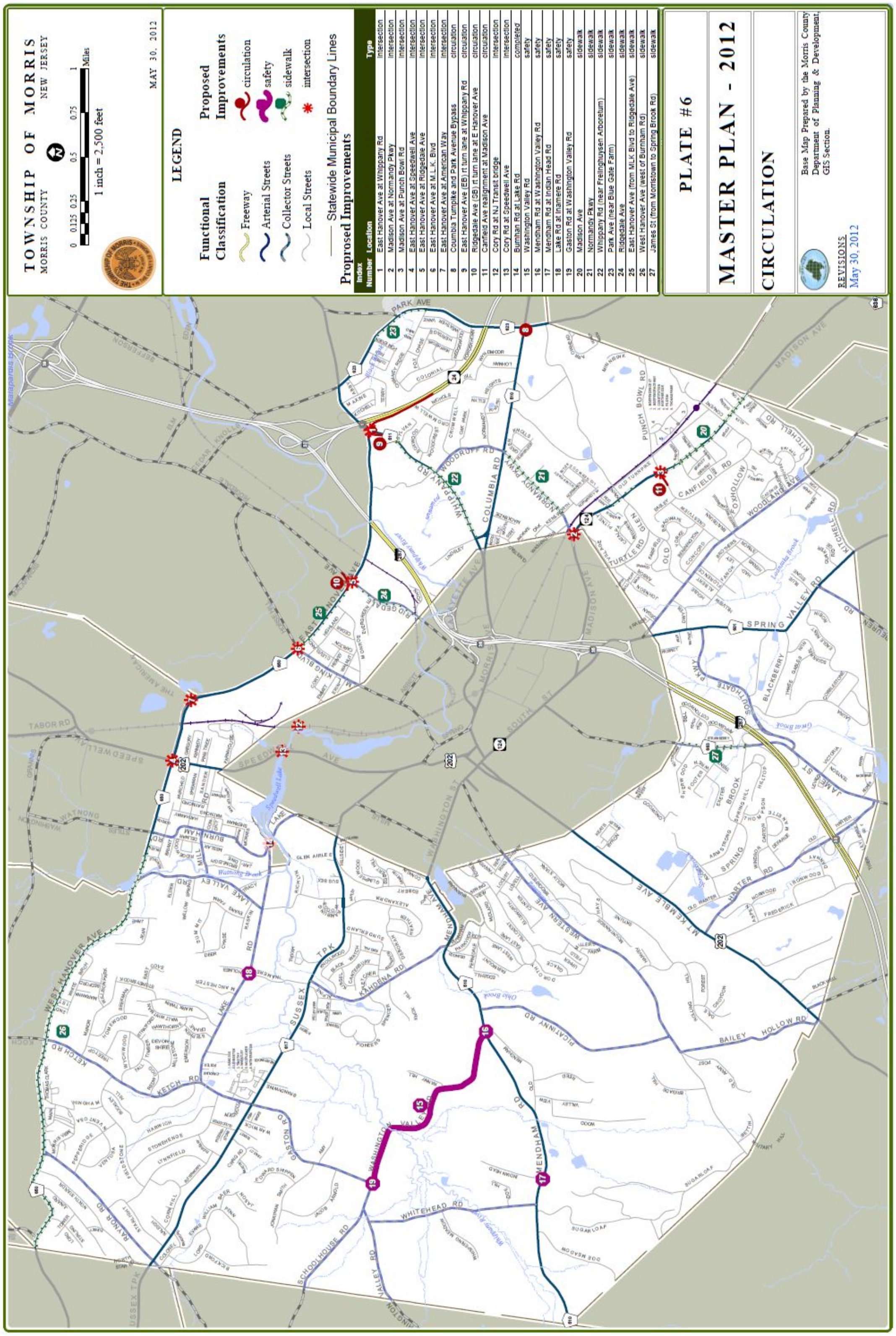
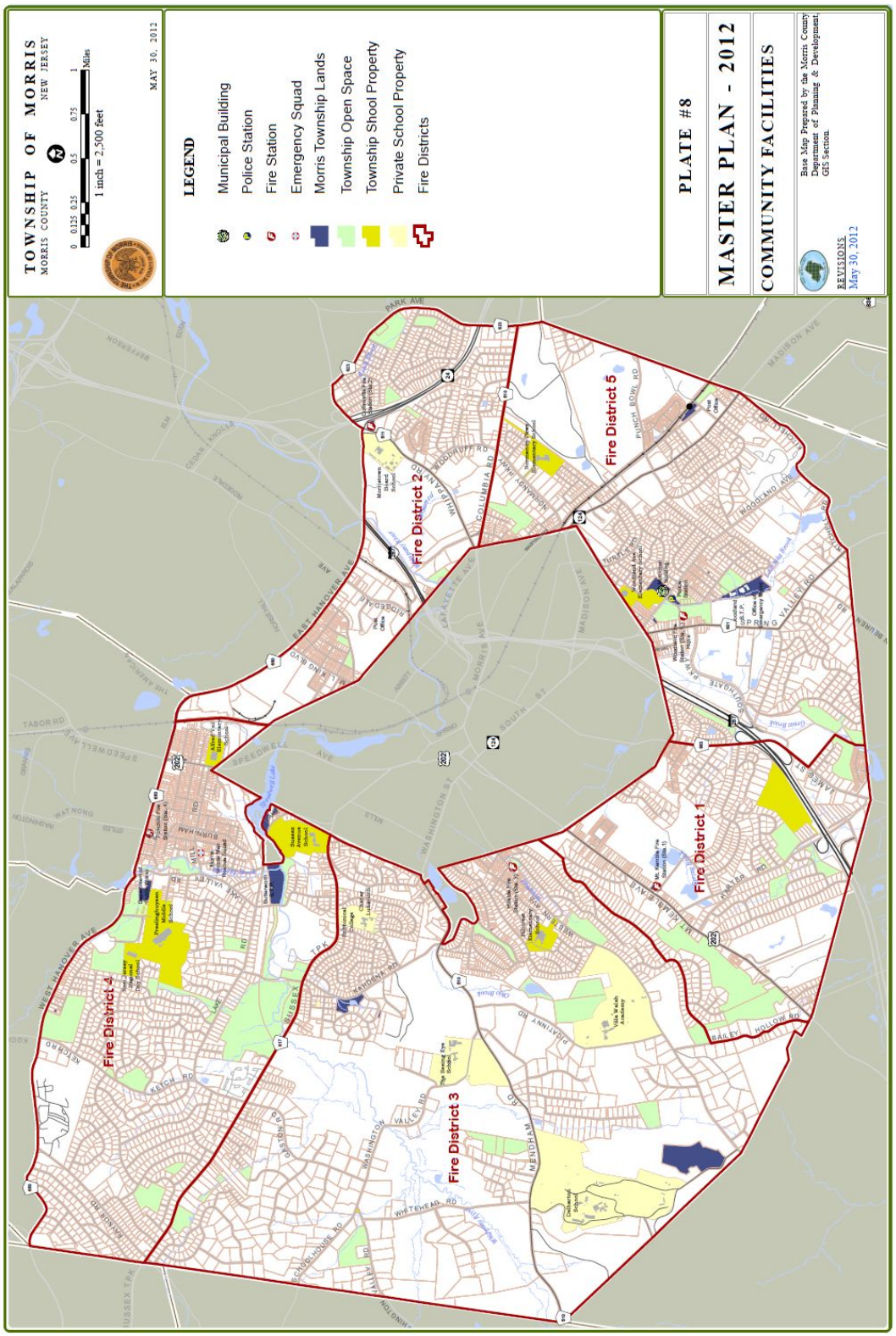

TOWNSHIP OF MORRIS
MORRIS COUNTY
NEW JERSEY
0 0.125 0.25 0.5 0.75 1 Miles
1 inch = 2,500 feet
MAY 30, 2012
LEGEND
Functional Classification
Freeway
Arterial Streets
Collector Streets
Local Streets
Proposed Improvements
circulation
safety
sidewalk
intersection
Statewide Municipal Boundary Lines
Proprosed Improvements
Index Number | Location | Type
1 East Hanover Ave at Whippany Rd intersection
2 Madison Ave at Normandy Pkwy intersection
3 Madison Ave at Punch Bowl Rd intersection
4 East Hanover Ave at Speedwell Ave intersection
5 East Hanover Ave at Ridgedale Ave intersection
6 East Hanover Ave at M.L.K. Blvd intersection
7 East Hanover Ave at American Way intersection
8 Coumbia Turnpike and Park Avenue Bypass circulation
9 East Hanover Ave (EB) rt turn lane at Whippany Rd circulation
10 Ridgedale Ave (SB) rt turn lane at E Hanover Ave circulation
11 Canfield Ave realignment at Madison Ave circulation
12 Cory Rd at NJ Transit bridge intersection
13 Cory Rd at Speedwell Ave intersection
14 Burnham Rd at Lake Rd completed
15 Washington Valley Rd safety
16 Mendham Rd at Washington Valley Rd safety
17 Mendham Rd at Indian Head Rd safety
18 Lake Rd at Inamere Rd safety
19 Gaston Rd at Washington Valley Rd safety
20 Madison Ave sidewalk
21 Normandy Pkwy sidewalk
22 Whippany Rd (near Frelinghuysen Arboretum) sidewalk
23 Park Ave (near Blue Gate Farm) sidewalk
24 Ridgedale Ave sidewalk
25 East Hanover Ave (from MLK Blvd to Ridgedale Ave) sidewalk
26 West Hanover Ave (west of Burnham Rd) sidewalk
27 James St (from Morristown to Spring Brook Rd) sidewalk
PLATE #6
MASTER PLAN - 2012
CIRCULATION
Base Map Prepared by the Morris County Department of Planning & Development, GIS Section.
REVISIONS
May 30, 2012

FIGURE 2


TOWNSHIP OF MORRIS
MORRIS COUNTY
NEW JERSEY
1 inch = 2,500 feet
MAY 30, 2012
LEGEND
Municipal Building
Police Station
Fire Station
Emergency Squad
Morris Township Lands
Township Open Space
Township Shool Property
Private School Property
Fire Districts
PLATE #8
MASTER PLAN - 2012
COMMUNITY FACILITIES
Base Map Prepared by the Morris County Department of Planning & Development, GIS Section.
REVISIONS
May 30, 2012
Fire District 1
Fire District 2
Fire District 3
Fire District 4
Fire District 5