Bicycle Plan

*Citations from the Master Plan (in order of appearance):*

Below are excerpts from Morristown Moving Forward that specifically demonstrate integration of the objectives of the Bicycle Plan and into the structure and guidance of the adopted Master Plan.

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“**Morristown adopted its first Bicycle Plan in 2013, and as it is implemented, Town officials can draw on the experience of others.** Successful bicycle programs require a multi-faceted approach to increasing ridership. New York City has created a bicycle plan and map, and has built many dedicated bike lanes and paths to encourage riding. But providing a place to park a bike is also important, so the City developed the CityRack program, where anyone can request the installation of a bike rack. If approved, the City installs and maintains the CityRack. In addition, the City installs bike corrals (rows of CityRacks installed in a parking space) and sheltered bike parking, and it created the Bikes in Buildings program to implement a law requiring office buildings to allow tenants to bring bikes into the building via a freight elevator. Education also makes for a successful cycling program. New Haven, CT, developed the “Street Smarts” program to teach cyclists, pedestrians, and drivers to safely share the road. The Smart Driver program asks participants to take a pledge acknowledging their responsibility in creating safe, livable neighborhoods. **Morristown was also recently awarded a “Safe Routes to Transit” grant from NJDOT to improve the pedestrian environment around the northerly side of the train station. Other new projects, such as streetscape work planned for Speedwell Avenue, will also enhance the safety and convenience of walking and biking in town.**”

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“**The Town adopted its first Bicycle Plan in April 2013.** There are currently no dedicated bike lanes within Morristown; however, some bicycle amenities do exist, such as **“Share the Road” signage** on Franklin Street and **bicycle parking (racks)** located along some sidewalks, in the DeHart Street parking garage, at the train station, and behind the public library. A bike rack “corral” was recently installed near the Kings supermarket, as well. Off-road bike trails exist on the Traction Line Recreation Trail and Patriots’ Path (some sections are currently incomplete or closed) as part of Morris County Parks Commission facilities.”

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“**Bike Facility Concept Plan**”

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“**Morristown has adopted a Bicycle Plan, Complete Streets Policy, and Traffic Calming Ordinance, which are important steps in improving the mobility systems within town**. The following strategies are intended to supplement the recommendations contained in those documents—to further the balance of pedestrians and cyclists and support development through appropriate street design that promotes walkability.”

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“GOAL 01:

**Complete, pedestrian- and bike-friendly streets**

OBJECTIVE 01.1:

Safely and conveniently connect residents, workers, and visitors to the various employment, residential, shopping, and recreational opportunities in town

Morristown residents expressed a desire to make walking and biking easier and safer, and they have asked that pedestrian and bike networks function more in coordination with motor vehicles, not in conflict with them. Residents reported many concerns, such as pedestrians crossing streets against traffic signals and in front of moving vehicles; cyclists riding on the sidewalk because they feel unsafe on the street; or drivers feeling the need to take their car only a few blocks because walking is “uncomfortable.” **These concerns all support the Town’s pursuit of “complete streets” that accommodate and connect all travelers—pedestrians, cyclists, transit riders, and drivers—to important destinations safely and conveniently.**

Complete streets balance the transportation network for all modes but can also promote public health objectives by supporting active communities. **By creating environments that are safe and comfortable places to bike and walk, Morristown can help its residents become more active and, therefore, more healthy.**

**Establishing a robust transportation network for all users requires more than just adding a bike lane or a better sidewalk. Instead, we must ask ourselves questions that move beyond the realm of traffic engineering,** such as:

* Is the network free from gaps and barriers?
* Do neighborhoods have the same access to bike facilities, trails, and places to walk and exercise?
* Can the pedestrian safely cross the street?
* Is the environment attractive and comfortable?
* Is there good lighting to increase the perception of security and visibility?
* Does the network address universal design? Is it accessible to people of all abilities and ages?
* Are adjacent land uses and building designs pedestrian-friendly?

**Morristown has adopted a Bicycle Plan, Complete Streets Policy, and Traffic Calming Ordinance, which are important steps in improving the mobility systems within town.**

**The following strategies are intended to supplement the recommendations contained in those documents—to further the balance of pedestrians and cyclists and support development through appropriate street design that promotes walkability.**

**STRATEGIES**

1. Use the new Streets Plan to govern the design of streets, sidewalks, and streetscapes
2. Create a Streets Design Manual to define and catalog the roadway and pedestrian realm design elements and materials that are part of the Streets Plan
3. Continue to implement Morristown’s Complete Streets Policy and Priority Action Plan, as well as utilize the Complete Streets Checklist to ensure new and reconstructed roadways incorporate the needs of all users
4. Implement the recommendations of the recently adopted Bicycle Plan, with a focus on routes connecting neighborhoods to parks and destinations within town
5. Continue to develop safe walking routes to transit, schools, community facilities, and employment centers, as well as for seniors, by building partnerships with NJDOT, NJ TRANSIT, Morris School District, and others
6. Improve pedestrian and bike connections between neighborhoods and to local parks and public places
7. Formalize and reinforce connections to Patriots’ Path, the Traction Line Recreation Trail, and other pedestrian/bike trails linking Morristown to destinations within the region
8. Install wayfinding and kiosks directing pedestrians and cyclists to bike routes and major destinations and points of interests
9. Incorporate design guidelines for guardian- and pet-friendly streets, particularly for seeing eye dogs in street and infrastructure improvements
10. Ensure streets and buildings are accessible for all users, including the disabled and elderly; strategies include longer street-crossing times, pedestrian count-down signals, pedestrian ramps, hand rails, and legible signage
11. Install municipal trash compactors in high traffic areas as part of a sustainability and complete streets strategy
12. Identify opportunities to create pedestrian- and bike-only streets, or “slow streets” (see Chapter 4 for more detail)
13. Require the inclusion of bike rooms or racks in new developments, and ensure sidewalk widths and the placement of street furniture, including bike racks, comply with the Streets Plan
14. Provide ample and secure bicycle parking through the creation of a Town-administered bike rack program that makes the installation of bike racks more affordable
15. Work with public and private partners to explore the feasibility of a bike share program that connects train station commuters to places of employment or other destinations
16. Consider employing off-duty or auxiliary police officers at key intersections during peak hours to facilitate traffic flow
17. Improve pedestrian and bike connections and safety at the I-287 overpasses; consider widened sidewalks and bike lanes buffered from traffic, as well as additional crosswalks, lighting, and other elements
18. Educate drivers, pedestrians, and cyclists about traffic safety rules and how to share the road via public forums and well-designed marketing campaigns
19. Incorporate Universal Design strategies in streets and public areas to allow a broad range of people with varying abilities to easily and safely use the built environment”