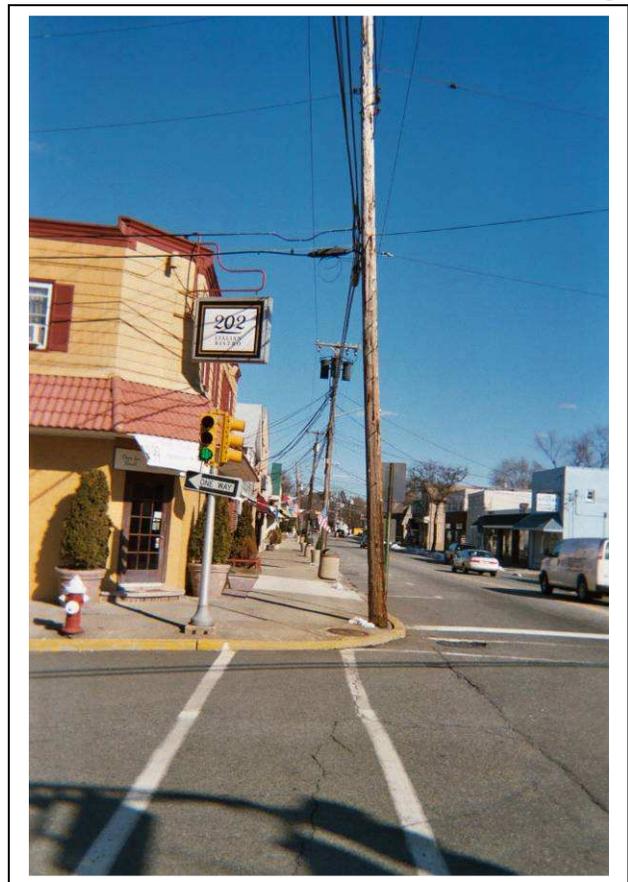


Walkable Community Workshop

held: April 30, 2008

**Borough of Lincoln Park,
Morris County**



prepared by:

**County of Morris
Department of Planning,
Development & Technology
Division of Transportation**

June 2008

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Walkable Community Workshop Summary

Lincoln Park, Morris County

I Background & Purpose of the Workshop

The Morris County Division of Transportation (MCDOT) in coordination with the North Jersey Transportation Planning Authority (NJTPA) began conducting the Walkable Community Workshops in the fall of 2006. Since that time a total of three (3) workshops have been completed. The first was held in Dover (November 2006). A second was held in Washington Township in December 2007, and the most recent was conducted in the Borough of Lincoln Park on April 30, 2008.

The workshops are organized to be a “Train-the-Trainer” concept designed to educate and instruct advocates, residents, and professionals to identify barriers to walking and improve pedestrian safety. MCDOT representatives work with local municipal representatives to develop a diverse invitation list of stakeholders including local leaders, planners and engineers, interested business owners, and residents. Appendix A includes a flyer that gives a brief description of the workshop and was included as part of each invitation. A listing of Lincoln Park workshop participants is included as Appendix E.

Each workshop consists of four parts: 1) an initial briefing by local stakeholder(s); 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. 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 catalyst for local communities and county representatives to implement the improvements among themselves or develop problem statements to seek funding through NJTPA and NJDOT for planning and construction of the recommendations. An agenda is included as Appendix B.

II Workshop Methodology

Each workshop begins with an initial briefing by a local representative stakeholder, such as the mayor, police chief, county planner, or representatives from the department of public works—among other groups. During this 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 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 practices range from the easy and inexpensive to implement, to the longer-range solutions, to the novel ideas that can add character to a



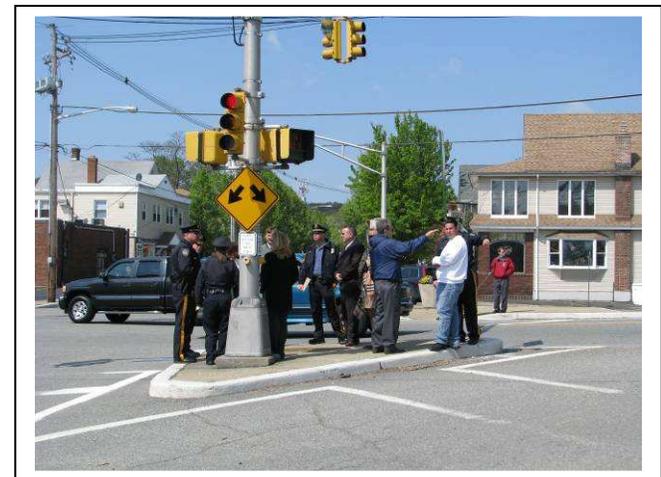
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neighborhood. The final portion of the presentation is dedicated to implementation strategies. Presented are: public health rationale for increasing physical activity, the economic benefits to the individual and the community for becoming more walkable, 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 route designated by local officials and varies from an individual intersection to a one-mile-long corridor or more where each participant observes and records their observations and ideas. The purpose of the audit is to apply the concepts and solutions discussed during the earlier presentation to identify specific problem spots, as well as to point out features that are pedestrian friendly. The facilitator stops at various points along the route and asks the group to make observations, and to suggest remedies. Attention is paid to the ease of crossing the road, the quality of the walking experience, driver behavior, and connectivity between destinations—among other indicators.

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 and develop 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 infrastructure improvements, and encouraged to consider comprehensive approaches, such as a program that encourages more children to walk to school.

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.



Walkable Community Workshop Summary

Lincoln Park, Morris County

III FINDINGS & RECOMMENDATIONS

A. Summary of Existing Conditions

1. Local Insights

The majority of the following history was acquired from the 2002 Lincoln Park Research Project Final Report prepared by Rutgers University and NJIT.

Originally part of Pequannock Township, Lincoln Park was previously known as Two Bridges and Beavertown, indicating the significance of the rivers in the community. In 1872 the name Lincoln Park was adopted, and the Borough was chartered as an independent entity in 1920. Today, Lincoln Park is a municipality of approximately 10,800 residents located at the confluence of the Pompton and Passaic Rivers bordering Passaic and Essex Counties. The northeastern Morris County borough covers 7.0 square miles of which, 6.7 square miles is land and 0.2 square miles is water.

Lincoln Park's surrounding natural features shaped its history and continues to influence development today. A segment of the historic Morris Canal passes through the borough, which linked the Delaware River and Jersey City. The canal saw its heaviest use during the mid-nineteenth century, transporting Pennsylvania coal to eastern markets. By 1915 the canal was closed to commercial traffic, and was eventually abandoned in 1924. Today the Morris Canal is a significant landmark in Lincoln Park and is listed on the National Register of Historic Places.

Lincoln Park saw its greatest population growth in the 1960s as development spread westward through the region. This growth was largely made possible by rail service, allowing commuters convenient access to nearby cities. Today NJ Transit Montclair – Boonton line continues to attract and serve commuters from surrounding communities connecting with Newark, Hoboken and New York's Penn Station.

The majority of the borough is located in the New Jersey State Development and Redevelopment Plan (NJSDRP) Planning Area 1—Metropolitan. These areas consist of mature settlement patterns, and are area where growth is encouraged. In addition, the NJSDRP also identified areas within the borough as Planning Area 5—Environmentally Sensitive, which includes features such as the large wetland systems, the Great Peace Meadows along the Passaic River and the Bog and Vly Meadows along the Pompton River. The overlapping of developable areas (Planning Area 1—Metropolitan), and floodplain (Planning Area 5—Environmentally Sensitive) creates a conflict between the encouragement of investment and regulation for environmental and safety purposes. It should be noted that although



Photo source: www.njcanals.com/



Walkable Community Workshop Summary Lincoln Park, Morris County

Lincoln Park's entire downtown is technically within the floodplain, it is not subject to the extreme flooding of the areas to the north.

Lincoln Park has been designated a Town Center by the NJSDRP. This designation encourages sustainable development in accordance with the State Plan to achieve growth management objectives and meet the needs of residents and commuters. The Town Centers designation also awards priority status to communities for financial assistance and incentives from the State.

The majority of the roads within the core of the town are county level roadways that have been widened from one lane in each direction to two lanes. One exception is Main Street, which remains one-lane in each direction with parking on both sides. When the road widening occurred they incorporated highway design standards with the goal of improving traffic flow. However, these standards, more often than not, were out of scale with the surrounding land uses and context of communities, making it difficult to walk along or cross streets and contributed to downtowns becoming dominated by auto oriented land uses or cut-through corridors.

Currently, the roads in Lincoln Park's study area typically do not include shoulders and consist of wide intersections with large corner radii. Sidewalks are generally present throughout the town, but are in need of maintenance. There are a few gaps in sidewalks connectivity, which appears to be caused by encroachment. Overall, crosswalks are infrequent, and those that exist are faded and worn. Although sidewalks are present, the widespread lack of curb ramps limits pedestrian accessibility.

The interest in improving pedestrian safety and accessibility was initiated by the Lincoln Park Police Department. Their commitment and enthusiasm to address deficiencies and implement pedestrian improvements prompted Morris County DOT to conduct a Walkable Community Workshop with Lincoln Park stakeholders.



Walkable Community Workshop Summary Lincoln Park, Morris County

On Wednesday April 30, 2008 a Walkable Community Workshop was held in Lincoln Park from 9:00 am until 12:30 pm. Denise Chaplick from the MCDOT was the workshop facilitator along with Erik DeLine of MCDOT who assisted with the walking audit, and the Lincoln Park Police Department who served as the local host for this event.

The Lincoln Park Police Chief Sean Canning provided an initial briefing outlining development projects and other improvements around the Borough and in the vicinity of the workshop location. These include coordination and submittal for a Safe Routes to School Program grant, purchase and placement of in-road “yield to pedestrians” signs, attendance to previous walkable workshops, and redevelopment efforts within the study areas.

The core downtown area, including the Lincoln Park Train Station, was the focus of the workshop. The study area encompasses Beaver Brook Road in front of the Shop Rite and moves southeast along Beaver Brook Road/Boonton Turnpike (CR-202), then north along Comly Road (CR-511a) and west along Main Street (CR-633) to the intersection of Beaver Brook Road/Boonton Turnpike (CR-202). Chapel Hill Road (633a) is centrally located within the study area. The entire study area consists of an area less than 0.20 acres.

Several major destination points are located within the study area making them within easy walking distance from each other. They include the shops, services, restaurants, and church fronting Main Street. The post office is located along Zeliff Place just north of Main Street. The Police Athletic League (PAL), sports fields, bus stop, library, and Lincoln Park municipal complex are located along the south side of Boonton Turnpike (CR-202). Suburban style retail complexes exist along the east and west sides of Comly Road, at the intersection of Main & Beaver Brook Road and further northwest along Beaver Brook. The Lincoln Park Train Station is located just northeast of the intersection of East Main Street and Comly Road. Two schools in the area generate kids walking to and from destinations in downtown. Chapel Hill Academy is located along Chapel Hill Road (633a) just east of Boonton Turnpike (CR-202) and the Craig School is located along Comly Road (CR-511a) north of the Train Station.



The workshop study area, shown in green solid lines, is located within the 1/4 mile radius from Lincoln Park train station.

Walkable Community Workshop Summary Lincoln Park, Morris County



Walkable Community Workshop Summary

Lincoln Park, Morris County

2. Needs/Issues/Opportunities

Some of the obstacles inhibiting pedestrian safety and access within the study area include gaps in sidewalk connectivity, ill maintained sidewalks, land uses encroaching into pedestrian way, lack of and faded crosswalks, lack of curb ramps, lack of pedestrian signals, access management issues, inconsistent speed limits, and wide intersections with fast turning traffic. All of which restrict the corridors potential for pedestrian safety and mobility.

The walking audit began at the Borough of Lincoln Park Municipal Complex and proceeded north along Chapel Hill Road to the intersection of Boonton Turnpike (CR-202). The group then traveled northwest along Boonton Turnpike to the intersection of Main Street (CR-633). The group walked along Main Street to the intersection of Comly Road (entrance to the Train Station parking lot), then proceeded south along Comly Road to the intersection of Boonton Turnpike (CR-202), and returned to the starting point of Boonton Turnpike and Chapel Hill Road.

The group made numerous stops along the walking route. Particular attention was paid to the following locations and concerns:

- All major intersections in the study area including:
 - Boonton Tpk. & Main Street
 - Main Street & Comly Road
 - Comly Road & Boonton Tpk.
 - Boonton Tpk.& Chapel Hill Road
 - Entrance to Shop Rite
- Comly Road Overpass
- Need for mid-block crossing locations
- Need for curb ramps
- Wide roadway crossings
- Conflicting turning traffic
- Condition of existing sidewalks
- High posted speed limits



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.

- Gaps in the existing sidewalk network, as well as damaged, obstructed, lack of maintenance, and need for curb ramps force pedestrians to walk in the roadway and do not meet ADA standards.
- Need for mid-block crossing along Boonton Turnpike (Route 202) and Comly Road to accommodate existing walking patterns.
- Enhance visibility of crosswalks locations
- Conflicts exist between pedestrians and turning vehicular traffic at all major intersections within the study area due to the skewed alignment, wide turning radii, wide crossings, lack of visibility,

Walkable Community Workshop Summary Lincoln Park, Morris County

and faded crosswalks.

- Need for pedestrian signal heads to provide clear guidance as to when to cross.
- Speed Limits. Establish consistent speed limits throughout core area of town, preferable 25mph, which is a compatible vehicular travel speed for walkable communities and school zones.
- Visibility of cars moving southbound along the Comly Road overpass is severely limited. Also traffic from Comly proceeds at high rate of speed, and the nearby side street is located too close to the intersection.
- Slow speeds throughout study area.



Issue Area: Comfort

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

- Lighting. High overhead lighting does not illuminate the sidewalk and crosswalk areas.
- Consistent sidewalks are missing along the north side of Boonton Turnpike (Route 202) and through the parking lot of the Lincoln Park Train Station.
- Crumbling curbs and sidewalks were noticed in several locations throughout the study area.
- Sidewalks are not clear of obstruction including parking, landscaping, and encroachment from adjacent businesses.
- Sidewalks are not maintained, tree growth and lack of maintenance create uneven walking surfaces impeding pedestrian traffic.
- Streetscape treatments are inconsistent.
- Level of detail seen at the Town Plaza/Clock tower should be extended throughout study area.



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Issue Area: Convenience

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

- Existing sidewalk network does not provide convenient access to major destination points along the corridor. Sidewalks are located along one side of each roadway, Route 202.
- A consistent and visible wayfinding sign program is needed to bring cohesion throughout the downtown area.
- Bicycle parking facilities are needed at the train station, municipal complex, PAL, library, shopping areas, and sports fields.
- Quality of bus stops/transit stops. Existing shelters should be improved to enhance visibility and comfort, include trash cans, lighting, and landscaping.
- Benches. Benches are sporadically located throughout the corridor.
- Need for mid-block crossing along Boonton Turnpike (Route 202) and Comly Road to accommodate existing walking patterns.

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.

- Are crossings compliant with the Americans with Disabilities Act? Curb ramps with truncated domes are not present. Sidewalks are not consistently present, and walking surface is cracked, heaving, and obstructed in several locations.
- Alignment of crosswalks and curb ramps. Curb ramps generally were not present, and crosswalks were faded.
- Access management. The gas station at the intersection of Main Street and Boonton Turnpike currently has cars parked to the curb edge obstructing visibility and pedestrian access through the area.
- The alignment and approaches of the intersection of Main Street and Comly Road contributes to deficient visibility, fast turning traffic, and conflicts with turning traffic to and from nearby streets.



B. Summary of Priority Recommendations & Next Steps

Of all the ideas and recommendations discussed, the Lincoln Park stakeholders agreed that the following improvements should have the highest priority. A complete listing of recommendations, comments and feedback received can be found in Appendix C.

1. **Sidewalks, crosswalks, and curb ramps.** Providing consistent sidewalks, crosswalks, and curb ramps increases safety and accessibility and minimizes conflicts along the corridor and at intersections for pedestrians walking to and from surrounding destinations. The following improvements are recommended:
 - Install high visibility ladder style crosswalks throughout study area

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- Install curb ramps to provide fully accessible intersections
- Install new crosswalk at the intersection of Main Street and Chapel Hill Road
- Install sidewalk along north side of Boonton Turnpike (Route 202) between Main Street and Comly Road
- Install sidewalk within train station parking lot from East Main Street to station
- Repair damaged sidewalks throughout study area
- Provide advanced warning signs to inform motorists of approaching pedestrian crossings locations.
- Remove obstacles from pedestrian way by enforcement of encroaching land uses and illegally parked cars.
- Install mid-block crosswalks at the following locations to accommodate existing pedestrian travel patterns including:
 - Boonton Turnpike (Route 202) between Main Street and Comly Road - connecting PAL, sports fields, municipal complex, and library to Main Street
 - Comly Road between Boonton Turnpike (Route 202) and Main Street

2. **Road Diet.** Implement a “Road Diet”, a reduction in the number of travel lanes, by restriping the roadway cross-section to incorporate some combination of one travel lanes (each direction), center turn lane, on-street parking, median or bike lanes. The road diet has been proven to improve pedestrian safety and accessibility by:

- Reducing travel speeds
- Reducing the number and severity of crashes
- Reducing crossing distance and exposure time
- Allowing pedestrians to cross one leg at a time
- Providing opportunities to incorporate other travel modes, landscaping, traffic calming, and on-street parking.



The road diet should be implemented along all existing 4-lane roadways in the study area.

3. **Reduce Speed Limits.** Establish consistent speed limits throughout core area of town, preferable 25mph, which is a compatible vehicular travel speed for walkable communities and school zones.
4. **Pedestrian safety and accessibility at intersections.** Provide pedestrian improvements at intersections throughout study area including:
- Upgrade existing traffic signals to be brought up to current MUTCD standards, and incorporate advanced turn arrows where appropriate, as well as pedestrian countdown

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signal heads with push button assemblies.

- Curb extensions to improve visibility of pedestrians and reduce crossing distance.
- Redesign intersections of Main Street and Boonton Turnpike and Main Street and Comly Road to:
 - Create 90 degree angle for turning traffic in order to reduce conflicts with turning traffic and travel speeds
 - Create gateway features
 - Improve visibility
 - Allow pedestrian to cross all legs of intersection
 - Reduce crossing distance for pedestrians



5. ***Main Street (One-way).** Designate Main Street as one-way westbound between Comly Road and Beaver Brook Road. This recommendation was established by local stakeholders initially as a means to incorporate more parking, wider sidewalks and bike facilities. However, even with this change additional parking would not be feasible.

** - MCDOT does not endorse the recommendation to designate any portion of Lincoln Park's Main Street as one-way designation. This change will not benefit the community to the degree expected, will reduce exposure by half and restrict access affecting local businesses in this area as well as circulation throughout the town.*

6. **Streetscape Program.** A comprehensive streetscape program should be developed to include landscaping, lighting, street furnishings, bike parking, and wayfinding signs. The program should include local business owners and residents and provide the area with convenient amenities, useful information, and clear direction to nearby destinations, including public transit.



Lincoln Park's current ordinances should be evaluated and revised to be consistent with the above recommendations.

Additionally, new ordinances should be created that require sidewalks to be installed as part of new development. The new ordinances should also outline the role, responsibility and enforcement of sidewalk maintenance.

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. Accurate survey data/mapping, additional field evaluation and/or engineering analysis may be required prior to advancing the above recommendations.

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PRIORITY RECOMMENDATIONS			
Project / Location	Safety Benefit	Timeframe	Government Agency Responsible
Sidewalks, crosswalks, and curb ramps	Improves consistency and safety of network by providing accessibility between primary destinations. Minimizes conflicts at intersections.	Short & Medium	Lincoln Park & Morris County
Road Diet	Reduces pedestrian exposure, crashes, and travel speeds, while also improving pedestrian accessibility and visibility.	Medium to Long	Lincoln Park & Morris County
Reduce Speed Limits	Improves pedestrian comfort level to walk and cross street by providing a more compatible travel speed in downtowns and school zones	Medium to Long	Lincoln Park, Morris County & NJDOT
Pedestrian safety and accessibility at intersections	Improves visibility of pedestrians and provide clear guidance as to where and when to cross. Reduces pedestrian exposure, crashes, vehicle travel speeds, and conflicts with turning traffic.	Short, Medium & Long	Lincoln Park, Morris County & NJDOT
Main Street (One-way)	Reduced pedestrian exposure	Medium & Long	Lincoln Park & Morris County
Streetscape Program	Improves available amenities, aesthetics and information by providing a unified environment	Short, Medium & Long	Lincoln Park

Timeframe:

Short = < One Year

Medium = One to Two Years

Long = > Two Years

The above recommendations support and advance earlier recommendations developed as part of the research project conducted by Rutgers and NJIT in 2002. This earlier project investigated transit opportunities and development patterns for the future growth of the Borough of Lincoln Park. As a result of the 2002 study Lincoln Park was designated a “Town Center” by NJSDRP. This designation also supports and encourages sustainable development such as those improvements listed above.

IV POST WORKSHOP UPDATE

Upon completing the workshop the Lincoln Park Police Department coordinated with the Public Works Department to install high visibility crosswalks along Main Street. Additionally, the Police Department prepared an NJDOT grant application for local transportation improvements, which including some of the recommendations outlined in this report.

APPENDICES

Appendix A

Walkable Community Workshop
Lincoln Park Police Department
Wednesday April 30, 2008
9:00 am to 12:30 pm

The Lincoln Park Police Department 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, and to train staff members to conducting similar assessments in other locations.



Appendix B

AGENDA

**Morris County Department of Planning
Presents a
Walkable Community Workshop for
Borough of Lincoln Park
APRIL 30th, 2008**

Agenda Activity	Time Allotted
1. Introductions & Welcome by Chief	10 min. - 9:00-9:10
2. Elements of a Walkable Community <ul style="list-style-type: none">• Barriers, benefits and real world examples• Site Introduction and Review	60 min. - 9:10-10:10
3. Walking Audit <ul style="list-style-type: none">• In field assessments	60 min. - 10:10-11:10
4. Design Solutions (Breakout Sessions) 11:40 <ul style="list-style-type: none">• Small team working groups	30 min. - 11:10 - 11:40
5. Presentation of Recommendations	30 min. - 11:40-12:10
6. Priorities, Action Plan and Funding 12:25	15 min. - 12:10 - 12:25
7. Next Steps, Questions and Wrap up	5 min. - 12:25-12:30
8. Adjourn	12:30

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Appendix C

Breakout Group Comments & Feedback

Group #1

- Reduce speeds along Comly Road & Route 202
- Increase parking on Main Street
- Provide mid-block crosswalks:
 - Route 202, between Main Street & Comly Road
- Implement one-way traffic (westbound) along Main Street
- Redesign intersection of Comly Road & Main Street
- Add crosswalk at intersection of Main Street & Chapel Hill Road
- Modify intersection of Main Street & McKelvey Street (remove free right)
- Install sidewalks along both sides of Route 202
- Provide advanced warning flashers for pedestrian crossings
- Improve radii for turning trucks at northwest quadrant of Main Street & Beaver Brook intersection
- Add parking along Comly Road
- Address ADA accessibility

Group 2

- Implement road diet on Beaver Brook/Boonton Turnpike
- Reduce crashes at Shop Rite entry/exit
- Reduce speeds throughout area
- Provide mid-block crosswalks:
 - Route 202, between Main Street & Comly Road
 - Comly Road, between Main Street & Route 202
- Add crosswalk at intersection of Main Street & Chapel Hill Road Improve crosswalks
- Improve visibility of all crosswalks
- Lower speed limits throughout corridor; existing 40mph reduced to 30mph and existing 30mph reduced to 25/20mph.
- Install pedestrian signal heads to include countdown signals
- Implement one-way traffic (westbound) along Main Street
- Add benches and bike parking
- Install curb along open access at Chapel Hill & Main Street
- Provide exclusive left turn lane from eastbound Main to northbound Beaver Brook

Group 3

- Change exit at Shop Rite to reduce crashes
- Implement road diet on Beaver Brook/Boonton Turnpike & Comly
 - Reduce lanes, add parking and/or bike lanes
- Provide mid-block crosswalks:
 - Route 202, between Main Street & Comly Road
 - Comly Road, between Main Street & Route 202
- Redesign intersection of Comly Road & Main Street
- Implement one-way traffic (westbound) along Main Street

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- Improve visibility of all crosswalks
- Address ADA accessibility
- Develop streetscape program for Main Street and larger downtown area
- Provide advanced warning signs and flashers for pedestrian crossings
- Redesign intersection of Main Street & Route 202 to create gateway at into town
 - Make right turn from Main onto Route 202 90 degrees

Other Area Projects & Major Planning Considerations:

- Lincoln Park has recently prepared a SRTS application to fund improvements to the Middle School located north of the downtown area.
- Lincoln Park is coordinating with the Morris County Dept. of Engineering to implement sidewalks and ADA upgrades along Route 202. MCDOT has completed construction designs and the borough has secured part of the funding to construct. The Borough anticipates the remainder of the funding for this project will be obtained through assessments of adjacent property owners.
- Lincoln Park currently implements and maintains street plantings along Main Street and the landscaping of the Borough plaza area.
- In 2002 the Borough of Lincoln Park took part in a research project conducted as a joint effort between the Graduate Planning Studio class at the E. J. Bloustein School of Planning and Public Policy at Rutgers University and the Infrastructure Planning Studio at the NJ School of Architecture at NJIT. The purpose of this research project was to investigate new transit opportunities and development patterns and made recommendations for the future growth of the Borough of Lincoln Park.

Appendix D
Evaluation Criteria Checklist for Walking Study Area

Safety

Streets

Is the Posted speed limit in excess of 35 mph?
Motor vehicle speeds.
Driver yield behavior to pedestrians
Lane widths and road characteristics

Crossings

Conditions of Crosswalks
Crosswalk Markings
Other pedestrian-related signage

Intersections

Traffic control used
Wide turn radii used
Poor sightlines
Pedestrian signals used?

Comfort

Lighting (Pedestrian-scale or overhead)
Sidewalk width (appropriate for adjacent uses)
Maintenance of sidewalk surface
Overgrowth of vegetation/trees
Consistency of streetscape
Condition of adjacent properties
Other sidewalk obstructions
Presence of other pedestrians

Convenience

Wayfinding
Connectivity of street layout
Bicycle parking facilities
Quality of bus stops/transit stops
Bicycle racks on buses
Benches
Public restrooms and water fountains

Access/Design

Are crossings compliant with the Americans with Disabilities Act?
Alignment of crosswalks and curb cuts/curb ramps
Timing of pedestrian phase for traffic lights (adequate crossing time)

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Appendix E

Project Team

Staff members from the Morris County Division of Transportation and Borough of Lincoln Park 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
973-829-8101
dchaplick@co.morris.nj.us
www.MorrisDOT.org

Erik DeLine
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973-829-8101
edeline@co.morris.nj.us
www.MorrisDOT.org

Patrolmen Ron Wenzel, Lincoln Park Police Department
(973) 694-5533
rwenzel@bolp.org
<http://lincoln.e-government.com/departments/police/index.php>
<http://www.lincolnpark.org/>

Other websites that may helpful include:

New Jersey Department of Transportation
www.state.nj.us/transportation

North Jersey Transportation Planning Authority
www.njtpa.org

Active Living by Design
www.activelivingbydesign.org

Pedestrian and Bicycle Information Center
www.walkinginfo.org

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Attendee Listing

Name	Organization	Phone Number	E-mail
Sean Canning	Lincoln Park, P.D.	973-694-5533	scanning@bolp.org
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Tom Piorkowski	Dept. of Public Works	973-694-1035	tomp@bolp.org
Janet Cassidy	Recreation	973-694-1146	janet@bolp.org
Jim Grube	L.P. BOE	973-696-5506	grube@lincpk.com
Anthony Ciampa	A&A Fine Foods	973-633-7878	acrc@92@aol.com
Christopher Vitz	Morris County Engineering	973-285-6758	cvitz@co.morris.nj.us
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