

Master Plan
SIDEWALK/WALKWAY
PLAN ELEMENT
Township of Montville

Prepared For
The Montville Township Planning Board

By
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Adopted February 11, 1993

VI. SIDEWALK/WALKWAY PLAN ELEMENT

5-1. INTRODUCTION

An often overlooked area of circulation within a municipality is pedestrian circulation. This is especially true in non-urban communities where there is almost total reliance on the automobile. In recent years, however, municipalities have begun to give more attention to pedestrian travel due in large measure to growing concerns with pedestrian safety, and particularly the safety of children walking to and from school, as vehicular traffic volumes have increased. Coupled with the safety issue is the strong interest in walking as a recreational outlet and health-oriented activity. Paralleling this interest is the popularity of running, jogging and biking which invariably involve the use of roadways, but which are seldom separated from the vehicular traveled way.

Sidewalk policies in Montville Township are currently embodied in improvement requirements of the Land Use Ordinance. The basic policy established by that Ordinance is that sidewalks be constructed along both sides of all streets except for the following:

- a. Minor streets in the I and ROLM Zones.
- b. Minor streets in the R-1 and R-2 Zones.
- c. Permanent cul-de-sacs not exceeding 1000' in length in the R-3 Zone.

It is the further policy of the Planning Board to refer all major subdivision and site plan applications to the Board of Education for its recommendations relating to the inclusion and location of sidewalks in any given development.

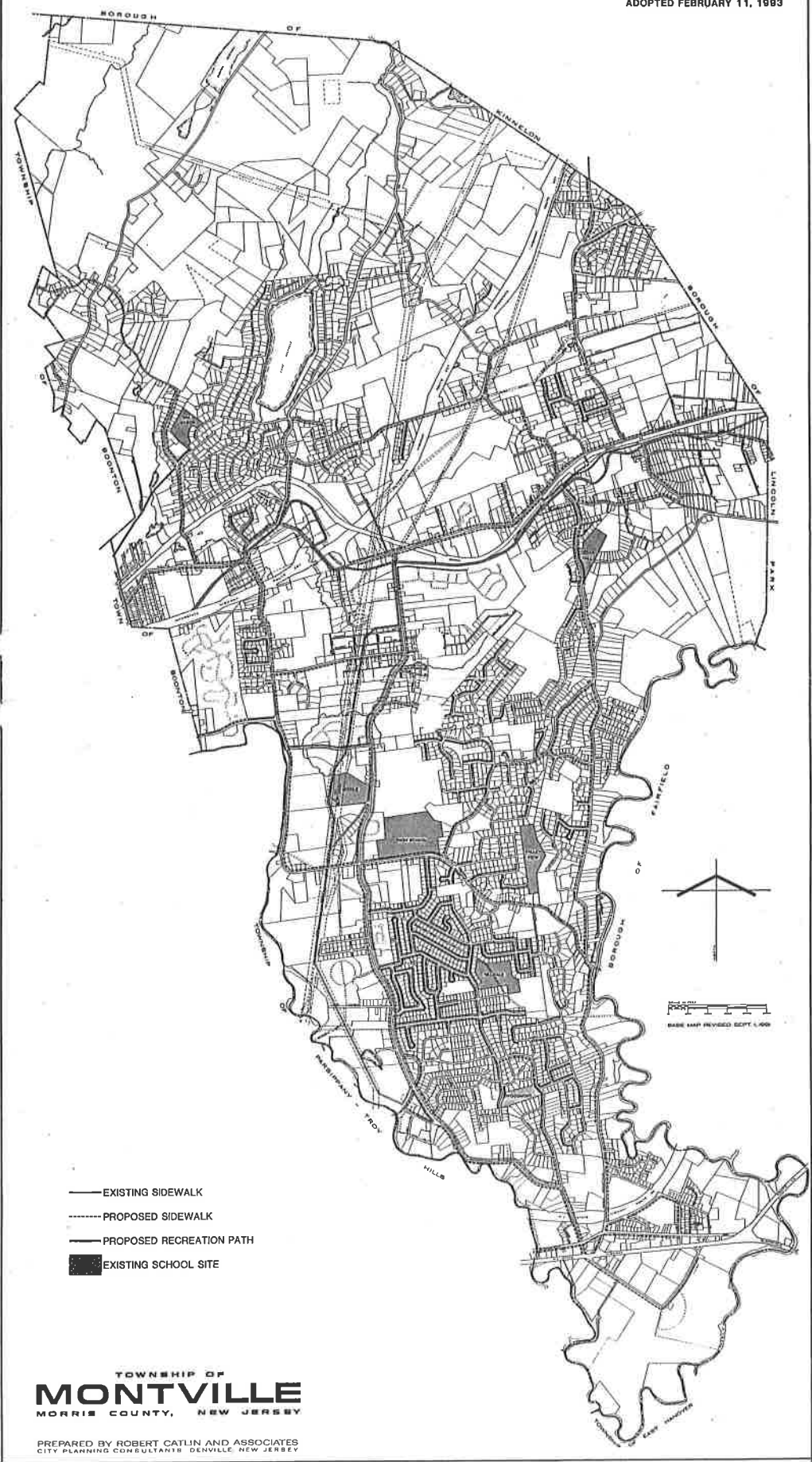
5-2. EXISTING SIDEWALKS

In order to evaluate the merits of present sidewalk policies, a Township-wide survey to identify the location of existing sidewalks was conducted. In addition, these activities have been coordinated with the policies and concerns of the Board of Education.

The location of sidewalks as revealed by the survey are indicative of the time at which requirements for sidewalks were included in local ordinances relating to land subdivision. This occurred in the late 1960's. At that time, most of the R-4 and R-5 zones were developed and, as a result, most sidewalks constructed subsequently are located in the R-3 Zones. Interestingly, sidewalks were installed on both sides of most streets lying south of Horseneck Road

SIDEWALK/WALKWAY PLAN

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- EXISTING SIDEWALK
- - - PROPOSED SIDEWALK
- PROPOSED RECREATION PATH
- EXISTING SCHOOL SITE

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as development progressed northerly from established sections. More recently, in developments located north of Horseneck Road, there has been a tendency to construct sidewalks along only one-side of the street, the Planning Board having granted exceptions to ordinance requirements for installation on both sides. The pattern of sidewalk location is somewhat sporadic due in large measure to the date on which requirements were included in ordinance regulations. Most existing sidewalks are located south of Horseneck Road and north of Route 80.

The Board of Education has a strong interest in promoting the installation of sidewalks, not only in terms of safety of school children, but also in terms of reducing transportation costs. Each school bus route involves a cost of approximately \$12,000 and the total transportation budget to serve the public schools is approximately \$ 600,000.

State standards establish maximum distances from walking to school of 2 miles for grades K-8 and 2 1/2 miles for grades 9-12. These distances are adjusted downwards where there are no sidewalks or where other safety factors are involved. In Montville, the only school district that involves any significant amount of walking is the Woodmont School. Although most of the streets in that district lack sidewalks, the street pattern in the neighborhood results in relatively safe walking conditions.

It would be unrealistic to assume that sidewalks would ever be constructed along most of the established residential streets much less along arterial and collector streets. Nevertheless, it is important that realistic, uniform standards be adopted so that when opportunities arise, the Township will be prepared to take appropriate action.

5-3. SIDEWALK PROPOSALS

The Sidewalk/Walkway Plan Map is intended to serve as a guide for the construction of sidewalks along the Township's major roads where pedestrian safety conditions are of most importance. The map shows both existing and proposed sidewalks. In many instances, the proposed sidewalks involve only one side of the street recognizing the realities of cost as well as physical obstructions. In addition, modification to established standards for sidewalk provision is recommended. These standards are more in keeping with standards being followed by the Planning Board. The standards recommended are that sidewalks be constructed as shown on the Sidewalk/Walkway Plan and, in addition, as follows:

R-3 Zones - one side only on all streets, but not on permanent cul-de-sac streets less than 1000 ft. in length.

R-4 & 5 Zones - both sides of all streets.

AH Zones - both sides of all streets.

Where it is not possible or realistic to construct sidewalks, sufficient road shoulder area should be provided to create a safe, pedestrian lane. This could be a multi-use lane which could also serve both as a bike lane and for jogging and running activities as well.

The Township's Historic Preservation Review Commission (HPRC) has recommended that the location and installation of sidewalks as shown on the Sidewalk/Walkway Plan consider the potential impacts on any historic sites reflected on the Historic Preservation Plan. The HPRC points out that placement of sidewalks adjacent to designated sites may negatively impact the historic and architectural character or integrity of the site. Since, by law, any application for development relating to a historic site must be referred to the HPRC, any such negative impacts can be determined and addressed in the normal routine of development review and appropriate action taken at that time to guarantee maximum protection of the site.

Also shown on the Sidewalk/Walkway Plan are three proposed recreation paths. One of these follows the route of the Morris Canal and extends from Route 287 near Boonton to the Lincoln Park line. This recreation path is consistent with a proposed bikeway shown on the 1977 Morris County Bikeway Plan. It is also consistent with restoration efforts in connection with the Canal and recommendations of the HPRC for a pilot project to create a linear park or trailway along the entire length of the Canal in the Township. Although endorsing the concept of a recreation path, the MTHPC has recommended that wheeled vehicles, including bicycles and snow mobiles, be prohibited along the path in order to protect the Canal bed and towpath and to avoid the possibility of injury to walkers and runners.

A second recreation path is a north-south route located within the right-of-way of Changebridge Road and extends from the Canal route to Woodmont Road. This proposal is related to a proposal in the Circulation Plan relating to Changebridge Road. The latter proposal involves converting Changebridge from its current 4-lane configuration south of

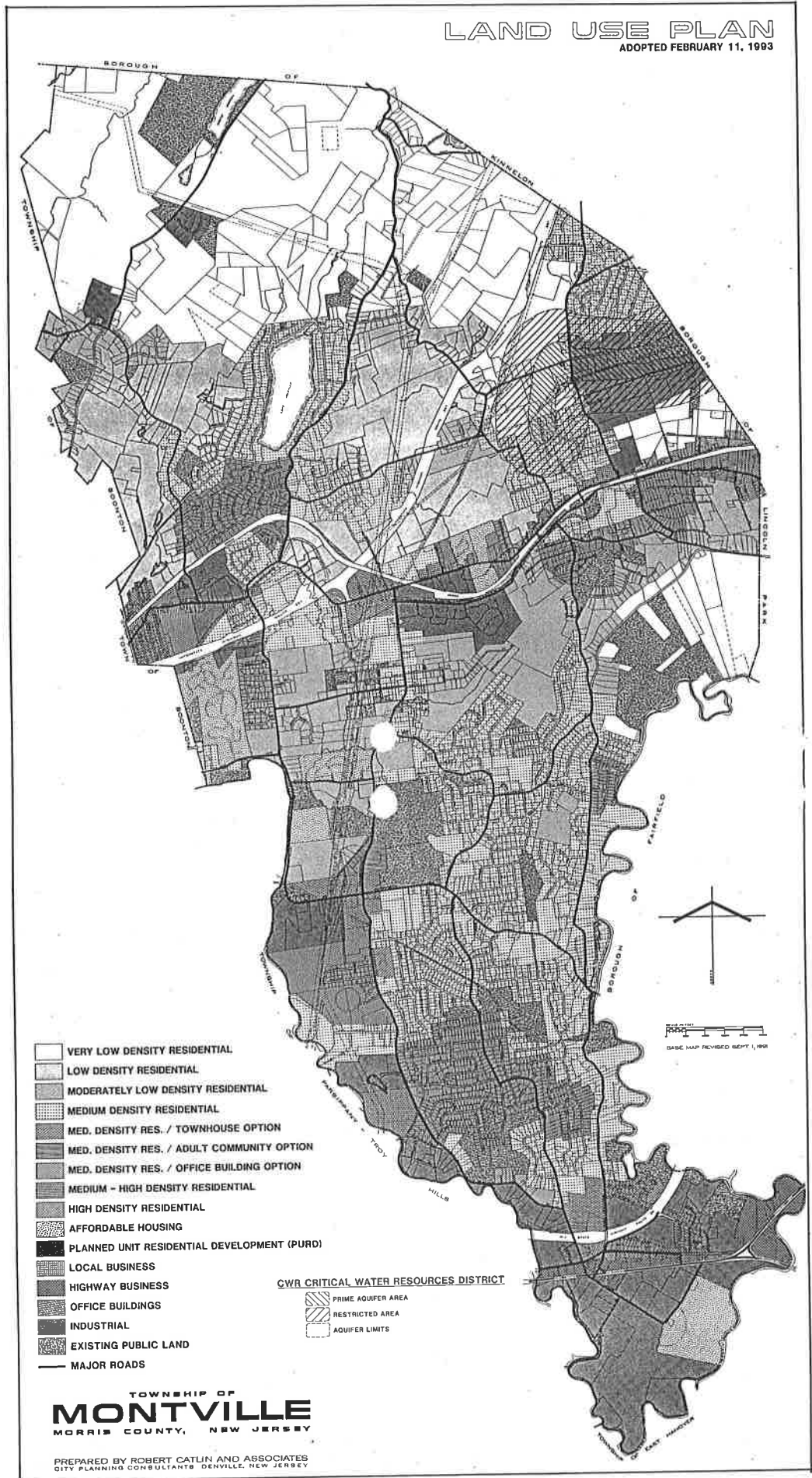
Horseneck Road to a two-lane roadway with center, left turn lanes for most of its length. The reduction in lanes should make it possible to reduce the overall pavement width and this, in turn, would make it possible to increase the space between the pavement edge and the right-of-way on the easterly side of the road. It is recommended that a recreation path, separated from the roadway by a landscaped buffer, be installed within that space. The walkway should be wider than a conventional sidewalk and, although serving a conventional sidewalk function, it would also provide a recreational opportunity for walkers, joggers, runners and slow cyclists with safety from moving traffic. The walkway would be patterned after a very popular, similar facility extending the full length of the Boulevard in nearby Mountain Lakes.

The third proposed walkway lies west of and parallels Changebridge Road and would be located within a wide band of power line and gas transmission easements which extend north-south through the Township. This third walkway would have a northerly terminus at Changebridge Road north of Millers Lane, extend westerly and then southerly along the utility easements to Stiles Lane where it would again connect to Changebridge.

A walkway along the utility easements would make use of otherwise undevelopable land for popular recreational activities, however, two potential obstacles may have to be overcome. One is the prevalence of wetlands along the alignment. State wetland regulations could prohibit construction activities necessary to create the walkway. The other factor relates to potential health hazards associated with electromagnetic fields (EMF's) which are created by high tension power transmission lines. At least one utility company will not, at this time, permit the use of power transmission easements for recreational purposes due to the potential health hazards.

LAND USE PLAN

ADOPTED FEBRUARY 11, 1993



- VERY LOW DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MODERATELY LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MED. DENSITY RES. / TOWNHOUSE OPTION
- MED. DENSITY RES. / ADULT COMMUNITY OPTION
- MED. DENSITY RES. / OFFICE BUILDING OPTION
- MEDIUM - HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- AFFORDABLE HOUSING
- PLANNED UNIT RESIDENTIAL DEVELOPMENT (PUD)
- LOCAL BUSINESS
- HIGHWAY BUSINESS
- OFFICE BUILDINGS
- INDUSTRIAL
- EXISTING PUBLIC LAND
- MAJOR ROADS

- CWR CRITICAL WATER RESOURCES DISTRICT**
- PRIME AQUIFER AREA
 - RESTRICTED AREA
 - AQUIFER LIMITS

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