



5. CIRCULATION



CIRCULATION

Transportation Planning in Morris County

Transportation planning in Morris County requires the interaction of all levels of government and the private sector. It is Morris County's role to coordinate planning with the New Jersey Department of Transportation (NJDOT), the North Jersey Transportation Planning Authority (NJTPA), NJ TRANSIT, the U.S. Department of Transportation, private nonprofit transportation organizations, and 39 municipalities. Morris County is also a member of the NJTPA Board of Trustees – which has significant influence in shaping regional transportation policy.

Within this framework, Morris County is specifically responsible for the construction, operation, and maintenance of the county road and bridge system. It is also responsible for transportation-related master plans, intersection improvements, bridge and road inspections, engineering improvements, and reviewing development plans related to county roads. Physical maintenance of these systems is attended by the Morris County Department of Public Works and Division of Engineering, whereas the Morris County Division of Transportation oversees various transportation operations and planning functions.

Morris County Division of Transportation

The Morris County Division of Transportation (MCDOT) is part of the Morris County Department of Planning, Development and Technology. MCDOT is responsible for county transportation planning and provides Morris County with comprehensive transportation management.

The Division's primary goals include:

- ◆ Preserving the existing transportation network through maintenance and rehabilitation;
- ◆ Managing transportation systems to ensure maximum efficiency;
- ◆ Planning for new systems and facilities and providing the necessary support for their implementation.

The MCDOT also administers rail freight service on two county-owned railroads, sponsors the Morris County Metro (MCM) bus system, performs site plan review with respect to traffic impacts, secures state and federal funds, coordinates municipal transportation issues, performs technical studies, manages the Morris County employee vanpool program and develops the annual county Transportation Improvement Program (TIP). The MCDOT also provides technical and financial support to *TransOptions*, the nonprofit transportation organization that serves as the county's Transportation Management Association (TMA).¹

Since 1975, the county has completed several circulation plan updates (1985, 1992), specific plan elements (1977 Bikeway Plan, 1998 Bicycle and Pedestrian Plan) and various reports, brochures, maps and guides concerning transportation matters. MCDOT is currently developing a new circulation master plan, which forms the basis for much of the information contained in this summary. When complete, this new plan will be adopted as an element of the Morris County Master Plan.

¹ TransOptions is an alliance of business and government partnerships created to provide commuter options to people traveling into northwestern New Jersey. It serves Morris, Sussex, Warren and suburban Essex, Passaic and Union counties.



CIRCULATION

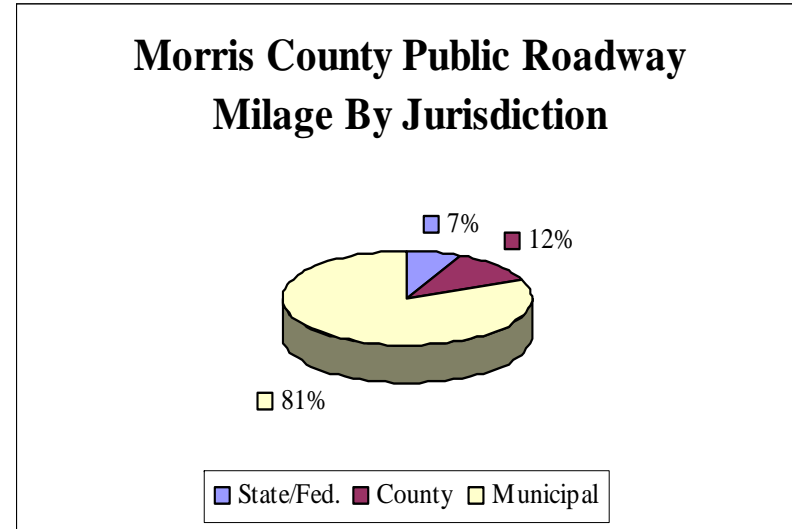
The Transportation Network

Morris residents and workers depend primarily on the automobile for mobility, making roads, highways and bridges critical components of the transportation infrastructure. Alternative transportation systems also exist in the county, including bus service, passenger rail and rail freight. Morris County is also host to Morristown Municipal and Lincoln Park airports and a number of private heliports used by major corporations.

With the assistance of federal funding, specialized transportation services for disabled drivers are provided by both Morris County and local municipalities. The county also supports pedestrian and bicycle travel opportunities and programs.

Roadways

Morris County is traversed by 2,547 miles of federal, state, county and municipal roads. There are approximately 167 miles of federal and state roadways (7%) and Morris County is responsible for about 301 miles of county roads (12%). The bulk of roadways are municipal, making up about 2,079 miles or 81% of the total roadway miles.²



Source: NJDOT, Bureau of Transportation Data and Development, 2005 data

Since 1985, 411 new roadway miles have been added to Morris County, about 91% of this resulting from the construction of new municipal roads, typically developed as part of new residential subdivisions. About 37 new miles of roads were added to the state and federal roadway system, spurred by the completion of several roadway systems, including Routes I-287, I-80 and NJ-24. County roadway mileage did not change significantly during this period.³

Federal⁴

There are six federal highways in Morris County. Interstates I-80, I-280 and I-287 are dualized principal arterial roadways providing

² NJDOT: Bureau of Transportation Data Development, Roadways System Section, Year Ending 2005. NJDOT estimates 16 roadway miles in “parks” subsumed into other categories.

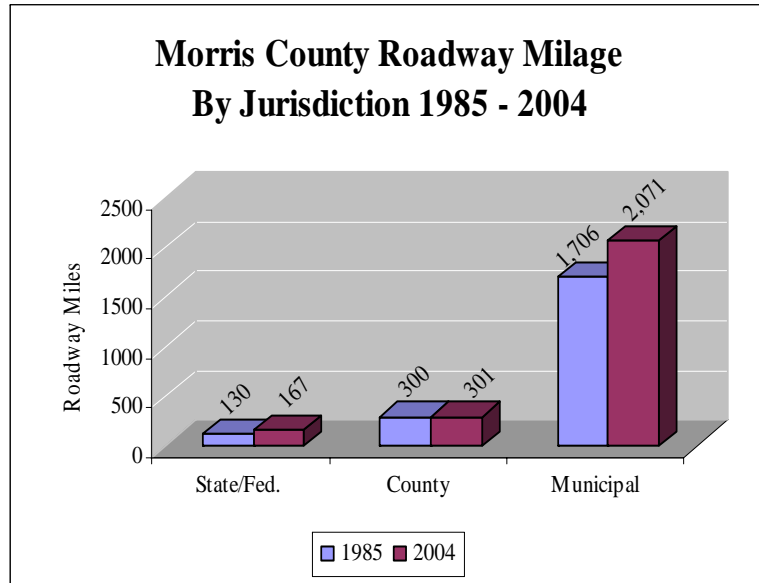
³ 1985 Morris County Transportation Update.

⁴ Morris County Circulation Plan Element, 2005, Draft, Section IV addresses Federal, State and County Roads.



CIRCULATION

interstate access at speeds ranging from 55 to 65 miles per hour. US-46, US-202 and US-206 are older federal roadways, varying widely in structure and function, providing regional access at speeds and volumes altering with the surrounding land use.



Source: NJDOT, 1985 Morris County Transportation Update, NJDOT Bureau of Transportation Data and Development, 2005

State

There are nine state highways in the county. These vary widely in terms of function and geometric characteristics and typically serve regional or inter-county trips. State highways in Morris County include NJ-10, NJ-15, NJ-23, NJ-24, NJ-53, NJ-124, NJ-159, NJ-181, and NJ-183.

County

There are 76 roads under county jurisdiction, and these function primarily as collector and arterial streets that serve the local roadway network.⁵ Length, geometric features and service characteristics on county roads vary. County government is responsible for all maintenance and improvements on these roads, which range in length from 0.1 mile to 33.5 miles.⁶

Municipal

The majority of roads are municipal. These function as either local or minor collector roads. Municipal roads vary widely in geometry and service characteristics and operate at slower speeds than most other roadways. Traffic congestion on federal, state and county roads has increased the use of many municipal roads as alternate routes by commuters. However, most municipal roads are not constructed to handle frequent commuter traffic, resulting in more rapidly deteriorating road surfaces and increasing the potential for conflicts with other users of the roadway including local vehicular traffic, pedestrians and bicyclists.

Bridges

There are 1,441 bridges in Morris County.⁷ Of these, 994 or 70% are county-owned and maintained. Bridges provide a vital link in the transportation network by spanning obstacles such as rivers and streams, railroads, and other roadways. Many older bridges, adequate to accommodate traffic at the time of their construction, now require

⁵ Ibid., IV-8.

⁶ Morris County Master Plan Circulation Plan Element, 2005 Draft, pg. IV-8.

⁷ Morris County Master Plan Circulation Plan Element, 2005 Draft, pg IV-14. Does not include municipally owned bridges.



CIRCULATION

improvements in lane width, weight and height capacity to accommodate increasing traffic and larger and heavier vehicles. The Morris County Division of Engineering inspects county bridges on a two year cycle and conducts ongoing bridge replacement and rehabilitation.

Public Transit

Passenger Rail

In Morris County, passenger rail transportation is provided by NJ TRANSIT on the Morris and Essex line and the Montclair-Boonton line. The Morris and Essex line includes both the Morristown line and the Gladstone branch. All lines offer service to Newark, Hoboken and New York City. Local access to passenger rail is available from 18 railroad stations, with parking capacity for over 4,500 vehicles.⁸ Most passenger rail stations are used by commuters traveling to New York City. Morristown Station is an exception, serving as both an origin and destination point for commuters.

During the 1970's, passenger rail ridership averaged about 9,000 commuters daily.⁹ During the 1980's daily passenger rail ridership steadily declined, decreasing to about 5,800 in 1990.¹⁰ This trend reversed during the 1990s with ridership up to 11,600 daily in 2000. Several improvements made by NJ TRANSIT have contributed to this increase in ridership, most significantly, the opening of Midtown Direct service to New York Penn Station in 1996, and the completion of the Montclair Connection in 2002 and the Frank R. Lautenberg Rail Station at Secaucus Junction in

2003.¹¹ In most cases, current parking availability at local stations is at capacity.



The Morris County Division of Transportation continues to support improvements in passenger rail systems. Special projects include restoring commuter rail service on the Lackawanna Cut-off Railroad between Scranton, Pennsylvania, Morris County and Hoboken/New York City, which would help relieve commuter traffic along the I-80 corridor. Once operational, this rail line is expected to carry about 6,700 riders daily.¹²

The MCDOT is also working to restore commuter rail service on the New York, Susquehanna & Western Railway from Sussex County to Hoboken, paralleling the NJ-23 corridor. In addition, the MCDOT was also responsible for proposing the Mount Arlington park-and-ride, which is now in use and highly successful. They are currently assisting NJ TRANSIT in an effort to construct a new railroad station at this location.

⁸ Morris County Circulation Plan Element, 2005 Draft, pg. IV-24.

⁹ Ibid, pg. IV- 25.

¹⁰ 1992 Morris County Circulation Element, IV -15.

¹¹ Morris County Master Plan Circulation Plan Element 2005 Draft, pg. IV- 25.

¹² NJ TRANSIT ridership forecast for 2030, NJ TRANSIT PowerPoint presentation 4/7/2006.



CIRCULATION

Bus Service

There are two types of bus service in Morris County: inter-county and local. Inter-county bus service is provided by NJ TRANSIT, Lakeland Bus Lines and Community Coach USA. Together, these services offer a cumulative total of ten routes to destinations outside the county, five ending in Newark and five ending in New York City.¹³ Travel by bus has an advantage over rail because transfers are not necessary; they offer a one-seat ride to both Newark and New York City. However, because buses travel on the roadway system, they are subject to delays not associated with passenger rail. Populations served by bus are typically the Manhattan business commuter.



More localized bus travel is characterized by frequent stops allowing passengers access anywhere along the route. These trips are currently served by several providers with limited service areas. NJ TRANSIT provides shuttle services to various Morris

County business campuses through its two “Wheels” routes. The Wheels 966 route provides shuttle service between Convent Station railroad station and nearby office parks, and the Wheels 967 route provides a service between points in Sussex County, Jefferson Township and Parsippany-Troy Hills Township. Lakeland Bus Lines operates three bus routes and provides service between Morris and Essex Counties. Colonial Coach operates two bus routes serving Morristown and Morris Township. Parsippany-Troy Hills Township provides its own town-wide free bus service.¹⁴

The County of Morris provides the most comprehensive county-wide bus service through the Morris County Metro (MCM). MCM provides seven routes serving various areas of the county. Approximately 480,000 trips were made on MCM in 2000, an increase of 46% over ridership in 1990.¹⁵ Local bus service is particularly important to those who are unable to drive; the young, the elderly and persons unable to afford a car.

Bus routes are developed based on ridership – if ridership is too low, the routes can be eliminated. As a consequence, not all areas of the county have bus service. Some areas have limited service, and some are not served. Areas with limited or no bus service are the more remote areas of the county where there is a lower density of development or lack of significant interest in bus service.

Facilities Supporting Public Transit

MCDOT also provides support for increasing bus and rail ridership by promoting improved facilities for commuter’s use, i.e. park and ride facilities and bus shelters.

¹³ Morris County Master Plan Circulation Plan Element 2005 Draft, pg. IV- 28.

¹⁴ MCDOT Transit Guide, 2005.

¹⁵ Morris County Master Plan Circulation Plan Element 2005 Draft, pg. IV- 31.



CIRCULATION

Suburban use of public transit relies heavily on adequate park-and-ride facilities. Morris County has 39 total park-and-ride facilities serving bus, rail and carpool/vanpool riders located in 25 municipalities.¹⁶ Most of these are directly associated with the transportation service, i.e. all railroad stations have adjacent park and ride lots. Most non-railroad related facilities are located along or near a major arterial roadway.

Bus ridership can be made more attractive when there are adequate bus shelter facilities to protect commuters from the elements while they wait for their ride. There are about 45 bus shelters in Morris County, and in 2002 the MCDOT began the task of educating local officials regarding the process and benefits of bus shelter installation.¹⁷ MCDOT prepared an interactive guide on this issue explaining the installation process used by NJ TRANSIT and private contractors.



Other County Support for Public Transit

The MCDOT is active in supporting and promoting public transit opportunities and facilities. Some of the other ongoing or completed projects supporting public transit include:

- ◆ Creation and update of the Morris County Transit Guide;
- ◆ Development of a Morris County Metro Bus Marketing Study and ongoing marketing efforts;
- ◆ Preparation of the 2001 Public Transportation System Integration Study identifying all transit routes and opportunities for improved connections and coordination;
- ◆ Creation of the Morris County Rail Access Improvement Study in 2000 to assess and promote accessibility of all rail stations by foot, bicycle, car, and other public transit and to improve access for those with disabilities;
- ◆ Continued support for the NJ-Pennsylvania Lackawanna Cut-off Passenger Rail Project;
- ◆ Creation and maintenance of the MCDOT website (mcdot.org), with rail and bus schedules, links to transportation agencies and other information on the county's transportation system;
- ◆ Development of educational issue-oriented "Transportation Bulletins" for public distribution;
- ◆ Update to the Morris County Circulation Plan.

¹⁶ Ibid. pg. IV-37. 25 Park and Rides includes 18 railroad stations previously identified.

¹⁷ Ibid. pg. IV-35.



CIRCULATION

Aviation

There are two airports located within Morris County: the Morristown Municipal Airport, located in Hanover, and the Lincoln Park Airport, located in Lincoln Park. The Morristown Municipal Airport is classified as a General Aviation Reliever Airport. Reliever airports are designated by the Federal Aviation Administration (FAA) to relieve congestion at commercial service airports (usually around a major urban area) and to provide General Aviation access to the overall community. The Lincoln Park Airport is a small, privately owned airport. Neither airport is certified to receive scheduled air passenger service.

The Morristown Municipal Airport

The Morristown Municipal Airport (MMU) is owned by the Town of Morristown and is operated under a 99-year lease by DM Airport Developers Inc. that began in 1982.¹⁸ The airport was constructed by the U.S. Army Air Corps of Engineers in 1941, and during WWII, the airport served as a test site and training facility for Bell Laboratories.

As a General Aviation Reliever Airport, MMU accepts private, corporate, air taxi, air ambulance, training, or military aircraft. There are several hundred aircraft based at Morristown Airport including jets, helicopters, turboprops and others. It is the second busiest airport in New Jersey; surpassed only by Newark-Liberty International Airport.¹⁹ Over the last 35 years, the number of flights (arriving and departing) has averaged just over 228,000 per year. The lowest total in 35 years was in 1972 (181,936

flights) and the highest total was in 1980 (282,463).²⁰ In 2002, it had 239,299 flights and was the 11th busiest small airport in the country that year.²¹

Morristown Municipal Airport Yearly Operations

Year	Number of Flights (arriving and departing)
1975	218,323
1980	282,463
1985	172,585
1990	253,084
1995	263,210
2000	271,074
2005	217,336

Source: Morristown Municipal Airport



Morristown Municipal Airport

¹⁸ The official letter identifier for the airport is KMMU.

¹⁹ Correspondence from the NJ Department of Transportation, 11/8/06.

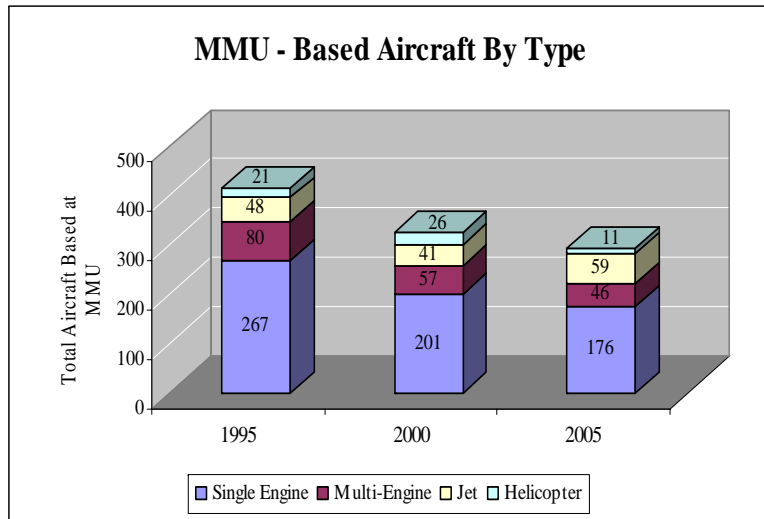
²⁰ D.M. Airport Developers, Inc., MMU, 11/20/2006.

²¹ Combined arriving and departing flights. 1992 Morris County Circulation Plan Element, pg. 27.



CIRCULATION

In addition to being a major transportation asset, MMU is also a major economic asset to Morris County. It supplies an estimated \$187 million dollars to the community through total spending/output. There are 31 companies that base 59 aircraft at the airport. Several of these are Fortune 500 companies based in Morris County.²²



Source: Morristown Municipal Airport

The airport has four runways, 12 corporate hangers, 11 individual aircraft hangers, three flight schools, one aircraft maintenance facility, and a full service fixed base operation.²³ In 1995, there were 416 aircraft based at MMU. This dropped to 325 in 2000 and 292 in 2006.²⁴

²² D.M. Airport Developers, Inc., MMU, 11/20/2006.

²³ Morris County Master Plan Circulation Plan Element 2005 Draft, pg. IV- 45-46 and correspondence from D.M. Airport Developers, Inc, MMU, 11/22/2006.

²⁴ D.M. Airport Developers, Inc., MMU, 11/20/2006.

Physical constraints such as the presence of wetlands and permanently preserved open space eliminate the potential for future runway expansion; however, the airport anticipates adding additional hangers and ancillary facilities to make more efficient use of this existing resource and to improve safety.

Lincoln Park Airport

Lincoln Park Airport is a privately owned public use airport, encompassing approximately 200 acres. Most trips are for the purpose of personal transport as opposed to leisure flights. There are about 200 planes based at the airport and two flight schools on the premises.²⁵ In March 2002, NJDOT purchased the development rights to Lincoln Park Airport for \$4.6 million, permanently preserving the public use airport.

Heliport and Helistop Facilities²⁶

A heliport is a dedicated area of defined dimensions, either at ground level or elevated on a structure, designated for the landing or takeoff of helicopters and used solely for that purpose. A helistop is an area of defined dimensions, either at ground level or elevated on a structure, designated for the landing or takeoff of helicopters, but not limited in use to that sole purpose. Helistops generally provide minimal or no support facilities and may be located in multiple use areas such as parking lots, dock areas, parks, athletic fields or other suitable open areas.

There are 18 state-licensed heliport and helistop facilities in operation in Morris County. The federal government also maintains heliport facilities at the Picatinny Arsenal. None of the 18 heliports

²⁵ Morris County Master Plan Circulation Plan Element 2005 draft – pg IV-46.

²⁶ Ibid.



CIRCULATION

and helistops in Morris County are for public use. Thirteen are located at corporate or personal locations and five are located at hospitals or National Guard armories.

Morris County Airport Advisory Committee

In 2003, the Morris County Airport Advisory Committee was created as an advisory body to the Morris County Board of Chosen Freeholders. Staff is provided to the Committee by the Morris County Department of Planning, Development and Technology, Division of Transportation. The Committee provides a forum whereby representatives of county government, municipal government, the corporate community and others can discuss a wide range of airport related matters including on-going projects, noise control, available funding and other pertinent issues.

Paratransit

Paratransit is a transportation service that is more flexible and personalized than conventional mass transit, which operates on a fixed route and schedule. Examples of paratransit include taxi, dial-a-ride, and vanpool services.

MAPS

Morris County created the Morris Area Paratransit System (MAPS) in 1987 to provide special transportation services for senior citizen and disabled county residents. Operating from four regional offices, MAPS provides a dial-a-ride service in coordination with two other public agencies (Five Town Regional Dial-A-Ride, Township of Jefferson). The MAPS Paratransit

program is managed by the Morris County Department of Senior, Disability and Veteran Services.



MAPS operates a fleet of nearly 60 vehicles consisting of small buses, sedans, and station wagons. All buses are equipped with wheelchair lifts. Service is provided for people age 60 or over and eligible disabled persons over age 18, and is targeted at those who have no alternative means of transportation. MAPS transportation serves a variety of purposes including employment, education, medical appointments, adult day care, and recreational opportunities.

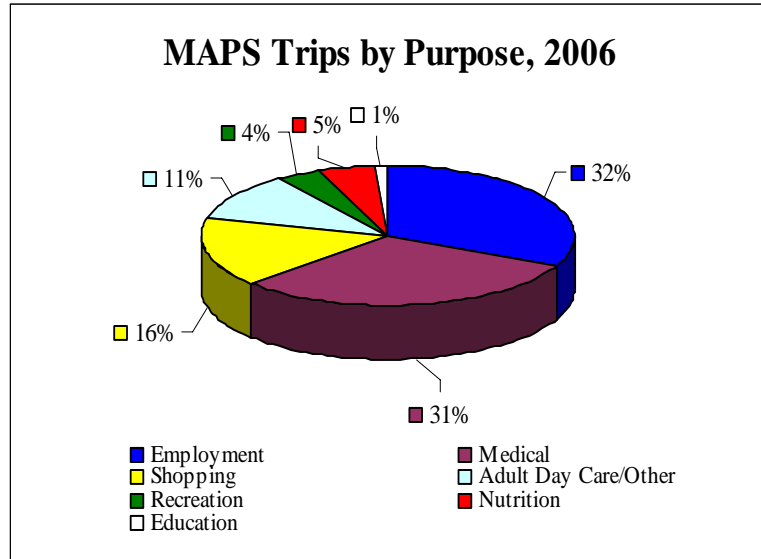
In 2006, MAPS provided 132,677 trips over a total of 803,354 vehicle miles.²⁷ Employment and medical trips accounted for the largest proportion of service at 32% and 31% respectively. Seniors made 63% of trips while 37% were made by persons with disabilities.²⁸

²⁷ Figure based on "one-way" trips.

²⁸ Correspondence from the Morris County Department of Senior, Disability and Veterans Services, 4/07.



CIRCULATION



Source: MCDOT

Municipal Paratransit

At present, 35 of the 39 Morris County municipalities provide some municipally sponsored transportation for senior and disabled populations through a dial-a-ride service.²⁹ Service hours, reservation requirements and service areas vary per municipality. Those municipalities without individual service receive dial-a-ride services through the county MAPS system.

²⁹Individual municipal service not provided by Florham Park, Harding, Mountain Lakes and Victory Gardens.

Bicycle / Pedestrian

The 1977 Bikeway Element of the Morris County Master Plan supported the long-term creation of a coordinated, inter-municipal 28-segment county-wide bikeway system and included maps of potential routes and related details. There have been significant advances in bikeway projects since this plan was adopted; however, completion of the originally envisioned system was based on the anticipation of substantial state and federal funding, which ultimately was not forthcoming.

In 1998, the Morris County Planning Board adopted the Bikeway and Pedestrian Element of the Morris County Master Plan. The 1998 plan provides an in-depth review of bicycle and pedestrian facilities by region and lists the resources available to those who bicycle or walk for recreation or commuting purposes. Major pedestrian and bicycle facilities are identified by type and by municipality in the plan, which documents multi-use (pedestrian and bicycle) trails,³⁰ pedestrian trails, shared roadways,³¹ bicycle lanes, multi-use paths, pedestrian paths and sidewalks. The location of these facilities are regularly updated and published by the MCDOT in the Morris County Bicycle and Pedestrian User Guide.

Most linear facilities that are solely for pedestrian and bicycle use are recreational paths and trails. These paths and trails often extend between, municipalities and, in some cases, counties. Examples include the Patriots Path, Columbia Trail, Traction Line Recreational Trail and Loantaka Trail. The majority of these connecting trail systems have been developed within the last 30 years under the direction of the Morris County Park Commission. Plans for the

³⁰ A "trail" is usually unpaved. A "path" is usually paved. This nomenclature does not apply in all instances.- 1998 Bicycle and Pedestrian Element, pg. 26-31.

³¹ A road used by bicyclists and pedestrians that does not have a bicycle lane, sidewalk or path.-1998 Bicycle and Pedestrian Element, pg. 28.



CIRCULATION

expansion of these systems and other pedestrian / bikeway facilities are identified in the 2004 version of the Morris County Bicycle and Pedestrian User Guide.³²



The Morris County Division of Transportation continues to support commuting to work and school by walking and bicycling. One recent effort is the creation of a “Safe Routes to School” pilot program, conducted in the Wharton Borough School District in 2005. The program goal is to support children’s ability to walk, bicycle, carpool, or take transit safely to school. The results of this program will be used to create a “How-To Guide” as a tool for municipalities, engineers, planners and educators. Additional evaluations are also under way to study the current availability of bicycle facilities in the county.

Freight Movement

Trucks transport nearly all of the intrastate freight destined for Morris County.³³ While the movement of freight is necessary to the regional economy, heavy reliance on the county’s road network also adds to traffic congestion and substantially increases road wear. At the same time, the overwhelming reliance on trucks creates an environment that fails to optimize the existing capacity of the rail network. Reducing the number of trucks on the roads may be possible through better utilization of the existing capacity of the rail network and, where possible, expansion of the network. Morris County is currently served by three private freight railroads: the Morristown & Erie Railway, the Norfolk Southern Railway and the New York, Susquehanna and Western Railway.³⁴

Major Trucking/ Motor Freight Companies³⁵

- | | |
|--|---------------------------------------|
| ♦ ABF Freight System, Inc./Wharton, Florham Park | ♦ Mola Trucking Inc./Boonton |
| ♦ Air Contact Transport/Flanders | ♦ Primo Transport, Inc./Whippany |
| ♦ Carolina Freight Carriers Corp./Pine Brook | ♦ Tarus Truck Lines, Inc./Whippany |
| ♦ Dart Transit Company/Parsippany | ♦ Watkins Motor Line, Inc./Parsippany |
| ♦ Jentar Transit Company/Cedar Knolls | |

³² Morris County Bicycle and Pedestrian Users Guide, 2nd Edition, Reprinted 2004.

³³ Morris County Master Plan Circulation Element, Draft July 2005, pg IV – 41.

³⁴ Ibid.

³⁵ Morris County Master Plan Circulation Element, Draft July 2005, pg IV – 42.



CIRCULATION

Morris County also directly participates in freight movement through its ownership and support of rail facilities. The county currently owns two freight railroad lines, which are operated by the Morristown & Erie Railway. The Dover & Rockaway Railroad runs from Wharton through Dover to the industrial complex just north of I-80 in Rockaway. The High Bridge Branch Railroad runs from just west of Wharton through Kenil, Ledgewood and Flanders to Bartley.

The need for increased efficiency in the movement of freight will continue to be a significant transportation issue. In 1999, the Morris County Division of Transportation prepared an “Inter-modal Freight Network and Land Use Report” detailing the characteristics of freight movement throughout the county. This included the major origins and destinations of Morris County freight, the characteristics of railroads operating in the county, congestion levels on major roadways, and major industrial parcels along rail lines.

The airports in Morris County do not have any large scale air freight movement capabilities, although smaller scale goods and packages move through Morristown Municipal Airport via air courier flights. The closest major air freight facility is Newark Liberty Airport located in Essex County. If there is an increase in freight delivery at Newark Liberty Airport, there will be substantial increases in truck transport to deliver the goods into and through Morris County.

Similarly, Morris County has no port facilities; however, the nearby Port Newark / Port Elizabeth marine terminal is the largest containerized cargo facility in the United States. Located just 20

miles from Morris County, the amount of freight being handled by this facility is expected to more than double by 2015.³⁶

While not located in the county, the growth in freight moving through regional airports and marine facilities will impact county roads and rail facilities. Expanding the efficiencies in the existing network will be required to address this increased freight movement.

Commuter Characteristics

The greatest impact on the transportation network is during peak hour traffic periods, which occur during the morning and afternoon “rush hours,” when employees travel to and from work. Travel during off-peak hours is relatively unproblematic. The following work related travel conditions help to illustrate the demand on the county transportation systems.

Means of Transportation to Work

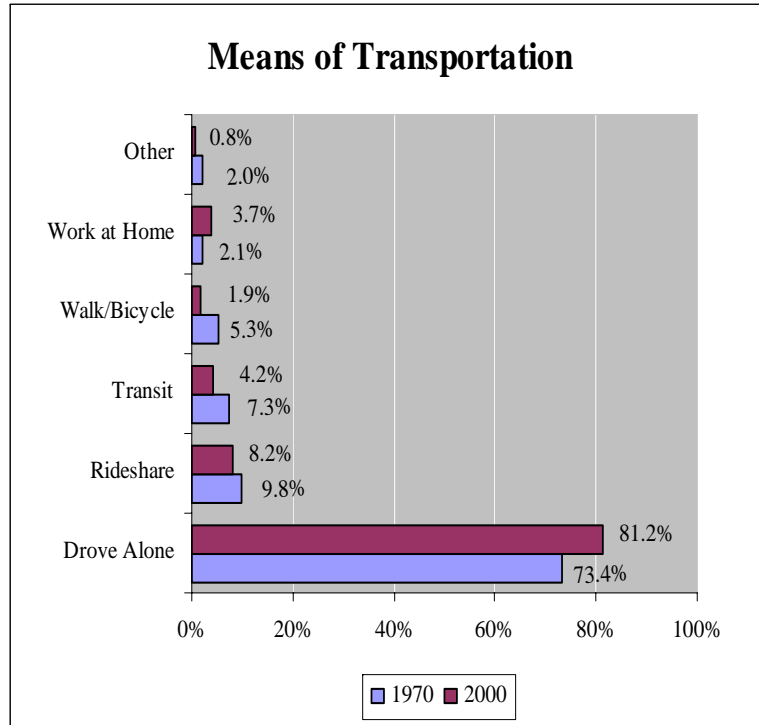
The vast majority of Morris County residents drive alone to work and this is a rising trend, despite government efforts to promote ridesharing and mass transit. Since 1970 the percentage of commuters driving alone has risen from about 73% to 81%. As illustrated on the following chart, fewer people rideshare or walk to their jobs and, despite some recent gains, the number of commuters using public transit today is lower than the number in 1970.³⁷

³⁶ Morris County Master Plan Circulation Element Draft, 2005, pg. IV-43.

³⁷ As per U.S. Census (1990 STF-3/2000 SF3), in 1990, 3.5% of the workforce used public transit. This rose to 4.2% in 2000, still well below the amount using transit in 1970.



CIRCULATION

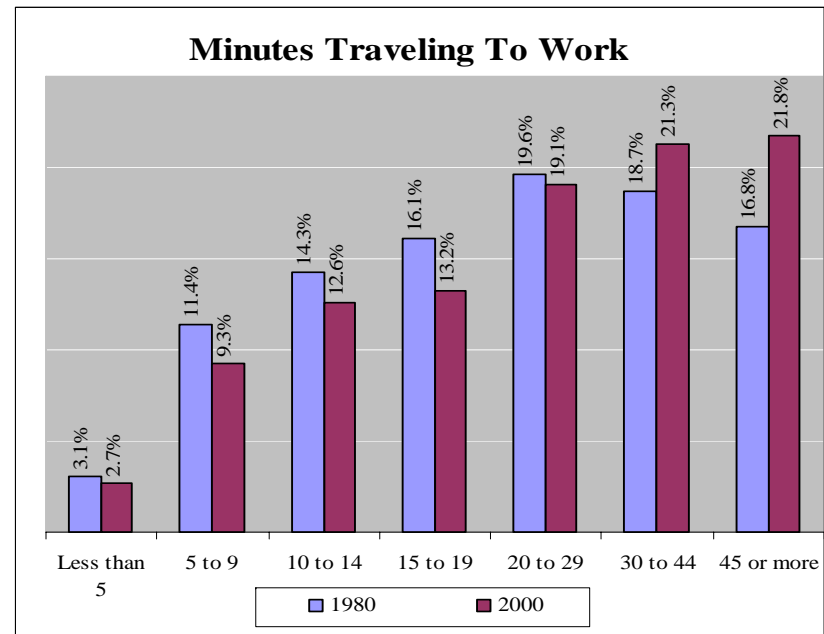


Source: 1985 Morris County Transportation Update / 2005 Draft Morris County Circulation Element.

The dominance of the automobile is evident, as persons driving either alone or in rideshare situations account for a combined total of over 89% of commuter trips. The only trend working to lessen the number of single occupancy vehicles on the roads is the slight increase in the number of persons who work from home, a likely result of technological advances in computers and telecommunication.

Journey to Work

At 29.4 minutes, the average travel time Morris County residents spend getting to work has risen over 15% since 1980 with almost all of this increase occurring between 1990 and 2000. More and more time is spent on the roads getting to and from work, with even longer commutes becoming much more commonplace. In 1980, 35.5% of residents traveled 30 minutes or more to work. By 2000, this rose to just over 43%. Notably, the largest percent increase has been in those traveling 45 minutes or more, rising from 16.8% in 1980 to 21.8% in 2000.³⁸



Source: 2005 Draft Morris County Circulation Element, pg. II-4/US Census, 1980, 2000

³⁸ US Census 1980, 2000



CIRCULATION

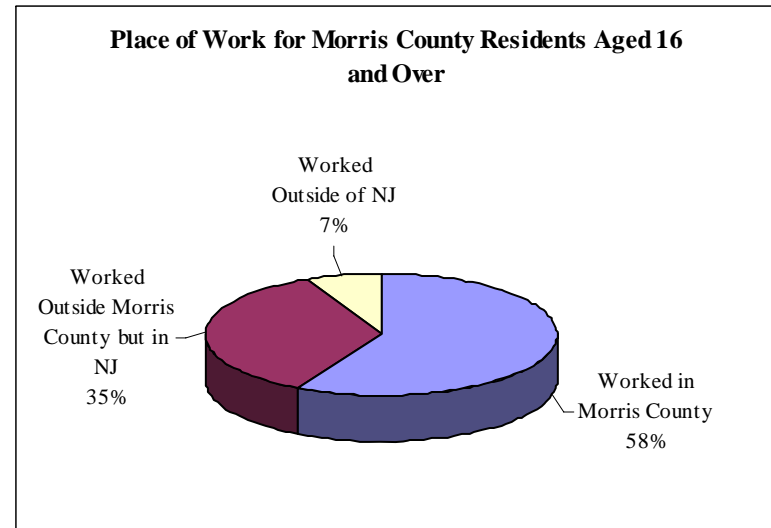
Longer commutes can most likely be attributed to two main factors: 1) the increasing amount of traffic delays and 2) the increasing distances commuters are willing to drive between work and home. Most recently, the rise in local housing prices and soaring property taxes have forced more employees working in Morris County to travel farther and farther from their jobs in search of affordable housing and communities. This trend shows no indication of slowing and commuter travel time is likely to continue to increase in the foreseeable future.

Place of Work and Commuting Patterns

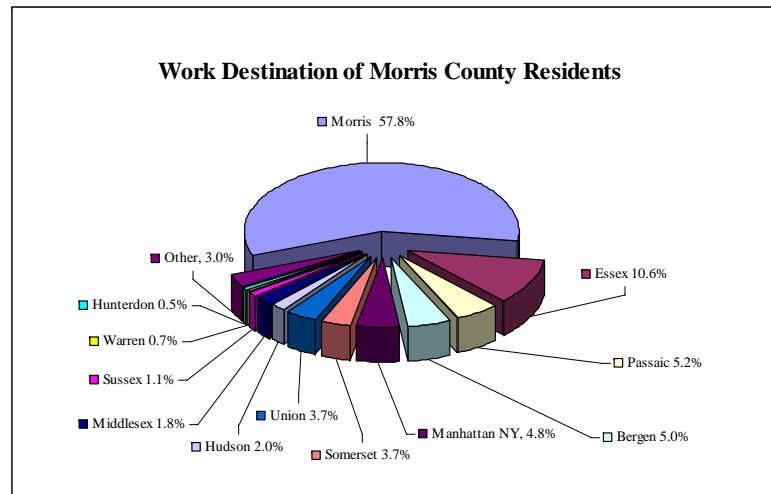
County to County Commuting Patterns - Morris County Residents

According to the US Census, in 2000, of the 239,839 employed Morris County residents over the age of sixteen, 57.8% worked in Morris County. This is a reduction; however, from years past. In 1990, this percentage was 60.1% and in 1970, this was 61.9%.³⁹

Of the 42% of residents that commute beyond the county's borders, the top five locations in order of significance are Essex County, Passaic County, Bergen County, Manhattan, NY and Somerset County. This has not changed significantly since 1970, when the top five out-of-county work locations for Morris County residents were: 1) Essex County, 2) Manhattan, 3) Passaic County, 4) Union County and 5) Bergen County.⁴⁰



Source: US Census 2000 (SF3, P26)



Source: US Census 2000 / Morris County Data Book, 2006

³⁹ Morris County Census Trends 1970-1980, NJ State Data Center, May 1986, page 23, Draft Morris County Master Plan Circulation Element, Draft July 2005, pg II-15/US Census 1990, 2000.

⁴⁰ Morris County Census Trends 1970-1980, NJ State Data Center, May 1986, page 23. Morris County Data Book, 2006 / US Census Bureau 2000.

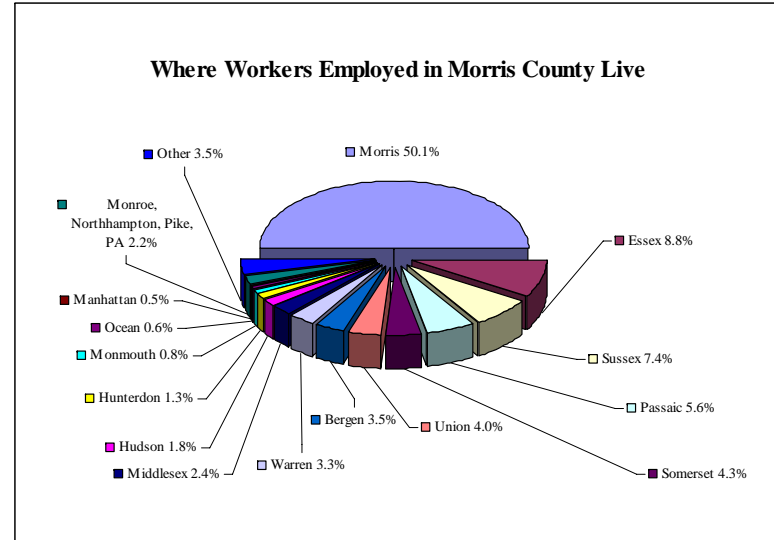


CIRCULATION

County to County Commuter Patterns - Morris County Employees

Also contributing to the traffic impact on regional roadways is the increasing number of workers in Morris County who are living outside of Morris County. In 2000, there were 276,965 workers employed in Morris County. This is nearly 2.5 times the number of persons employed in the county in 1970. At that time, 73% of those employed in the county also lived in the county. By 2000, only 50.1% of persons employed in Morris County were also residents. The other half of the county’s workforce is “imported” from other locations.

Essex County continues to figure prominently in the exchange of workforce capital; just as it is the most prevalent destination for Morris residents working outside the county, it is also the location from which most out-of-county residents come to work in Morris. In terms of where these Morris County workers live, Essex is followed by Sussex, Passaic, Somerset and Union counties. By comparison, in 1970, the top five locations from which commuters came into Morris County to work were Essex, Sussex, Passaic, Union and Bergen Counties.⁴¹



Source: US Census 2000 / Morris County Data Book, 2006

Of note, in 2000, approximately 2.2% of jobs in Morris County were filled by residents of just three Pennsylvania counties, up from 1.7% in 1990.⁴² This reflects the increasing number of persons moving west across the Delaware in search of affordable housing while retaining their jobs (and their long commutes) in New Jersey.

Trends / Issues

- ◆ Current state funding priorities and transportation policies limit opportunities for new roadway construction. Add to these limits the new restrictions on roadway expansion imposed by the Highlands Act, combined with difficulties in securing new rights-of-way, and all indications are that future road projects in the county will be focused primarily

⁴¹ Morris County Census Trends 1970-1980, NJ State Data Center, May 1986, page 23.

⁴² Morris County Data Book, 1994 and 2006 (US Census 1990 and 2000).



CIRCULATION

on maintenance, improvements and relatively minor expansions. Local roadway building will also continue to slow as new land suitable for subdivision diminishes.

- ◆ While road building slows, traffic congestion is expected to increase due to a combination of factors. These factors include residential growth, job growth, and increased journey-to-work distances and increased out-of-county commuters passing through Morris County to jobs within or outside the county. Congestion is also likely to worsen as more persons employed in the county come increasingly from outside its boundaries. This phenomenon may be heightened if the service economy dominates future job growth since many service positions do not typically offer the income necessary to afford the higher priced housing that dominates the region.
- ◆ Without new highways or the ability to substantially increase the capacity of existing roads, the county will need to devise innovative ways to manage the increasing severity of roadway congestion. Addressing this issue will require employment of a combination of strategies as no one tactic will be sufficient to significantly lessen this problem. For example, these strategies may include:
 - Requiring more efficient use and improvement of the existing roadway network through upgrades to deficient roadways, improved management of highway access, and improved signalization;
 - Promoting increased opportunities for carpooling;
 - Supporting greater employer utilization of staggered work hours/flex-time and telecommuting to reduce peak hour roadway demand;
 - Increasing the use of existing public transit and improving public transit opportunities and facilities including expanding park-and-ride locations within the county and supporting new park-and-ride locations outside the county along major transportation routes;
 - Expanding bus routes and passenger rail service through the county (such as the Lackawanna Cut-off passenger rail project) as well as improvements outside the county (such as the past opening of Midtown Direct service to New York Penn Station in 1996 and the proposed Trans-Hudson Express Tunnel under the Hudson River);
 - Supporting land development strategies that focus higher density and mixed-use residential and commercial development near existing or proposed transit locations.
 - Encouraging the use of Intelligent Transportation Systems (ITS) technologies. Examples of ITS technologies include dynamic message signs, roadway de-icing systems, and internal vehicle backup sensing devices. ITS technologies can help prevent accidents and increase traffic flow by raising driver awareness of roadway conditions, by encouraging vehicle speed reductions and by providing safer road surfaces.
- ◆ Since few, if any new roads are anticipated to be constructed outside of those required to serve new subdivisions, funding formerly used for this purpose may be redirected to correct existing roadway intersection problems and make other



CIRCULATION

improvements to reduce the potential for accidents. Recent state policies focusing on “fix-it-first” strategies demonstrate this trend.



- ◆ Increased commercial development in Morris County and throughout the surrounding region, combined with continued limitations on airport expansion elsewhere may generate greater reliance on Morristown Municipal Airport to serve corporate aviation needs. Even if runway length cannot be extended, continued corporate use may increase pressure for expansion of service and facility upgrades. The Morris County Airport Advisory Committee has recently commissioned a study in connection with Rutgers University to analyze the effect of the airport on the economy of the county and the surrounding region.
- ◆ Senior citizens make up the bulk of MAPS ridership and most municipal paratransit use is also oriented toward the

elderly population. As the current wave of baby-boomers continues to age, demands for paratransit services will likely increase.

- ◆ With diminishing vacant lands, future construction will focus increasingly on infill projects and on the redevelopment of underutilized sites and/or obsolete structures. As redevelopment occurs, opportunities for new pedestrian and bicycle facilities and connections between developed areas may be introduced, permitting gaps in the existing pedestrian / bicycle network to be filled. Maintenance of these facilities, particularly pedestrian oriented facilities, will become increasingly important in more densely populated locations. The aging of the population may also result in greater use of pedestrian facilities as walking for recreation becomes more important.
- ◆ Increases in freight movement to and through Morris County are anticipated as the amount of freight coming into Newark Airport and the Port Newark/Elizabeth Marine Terminal grows. Expanded freight movement by truck will aggravate existing congestion on the interstate roadways and increase wear on the roads. Increased use of rail for freight transport could alleviate some of this traffic, although existing steep grades, low bridges, electrified lines and heavy use of NJ TRANSIT tracks for commuter service may limit the extent to which rail freight may be increased.