Agenda

1. Background
2. Amendment Overview
3. Mobility + Circulation
4. Next Steps
1. Background
Spring Street Redevelopment Area

Total area: 8.47 acres
Plan History

2004-2008: Properties are classified as an “Area in Need of Redevelopment.”

December 2008: Spring Street Redevelopment Plan is adopted.

March 2014: Plan amendment is incorporated as a recommendation in Morristown Moving Forward.

August 2016: 42 Spring Street approved by Planning Board (corner of Water + Spring Streets).
Plan Overview

Maximum Intensity
- 275 – 325 residential units
- 55,000– 65,000 sq. ft. of retail
- 55,000 – 65,000 sq. ft. of office
- 125 – 175 room hotel
The Spring Street Redevelopment Plan was adopted in 2008 but has not been implemented. The plan should be amended via a public planning process to more accurately reflect the intended character of the TC-3 community form district and to resolve various traffic issues.
The Site
Existing Conditions
Outreach

June 13: First presentation to Redevelopment Entity

June 27: Community meeting + discussion

August 13: Second presentation to Redevelopment Entity
Outreach Results

- Height reduction
- Enhanced architectural standards
- More robust traffic analysis
- Increased bike/pedestrian infrastructure
- Provision for short term parking
2. Amendment Overview
Boundaries
Phase 3: Mixed-Use Office Campus:
Phase 3.1: Right of way expansion (if necessary)
Bulk Standards

- **East Building**
  - Max Height: 6 stories
  - Max Footprint: 25,000 SF

- **West Building**
  - Max Height: 7 stories
  - Max Footprint: 40,000 SF

- **Parking Structure**
  - Max Height: 65’
  - Max Footprint: 65,000 SF

- **Retaining Walls (max 8’)**

Max Building Coverage: 70%
Max Improvement Coverage: 95%
Public Spaces

- Townwide Traffic Patterns
  - Morris Street Promenade
  - The Plaza
    - Minimum: 2,500 SF
- Streetscape Plaza
  - Minimum: 10,000 SF
- Drop-Off Court
  - Minimum: 8,000 SF

Morris Street Promenade
Morris Street Promenade

- Landscaped buffer
- Minimum 10' unobstructed pedestrian way
- Seating + furniture
- Outdoor dining
- Green stormwater infrastructure
- Differentiated materials
Design Standards

• Stepbacks + Setbacks
• Building Articulation
• Arcades + Overhangs
3. Mobility + Circulation
Traffic Analysis Overview

**Phase 1 (RDP):** High level review of roundabout feasibility and project impact on the Morris Street corridor and overall network

**Phase 2 (RDA):** Addressing specific implementation procedures and mitigative measures.

**Phase 3 (Site Plan):** A detailed analysis of geometries, specific pedestrian accommodations, and landscaping.
What were we tasked to do?

Conduct an independent review to answer:

1. Is the roundabout at Morris Street + Spring Street feasible?
2. Does the project improve the performance of the Morris Street + Spring Street intersection?
3. What impacts does the project have on the Morris Street corridor and overall network?
4. Can we design the roundabout to improve conditions for pedestrians, cyclists, and other users?
Key Terms

No-Build Condition
• Current traffic volumes
• Traffic associated with planned MPA Lot 10 garage
• Traffic associated with Train Station Redevelopment Plan
• Traffic associated with Morris Street Phase II Redevelopment Plan
• Regional traffic growth from now to 2022

Build Condition
• No-build traffic volumes
• Traffic associated with M Station
• Increased pedestrian activity due to M Station
• Proposed improvements associated with M Station

Level of Service
• Measurement of how well an intersection functions (A – F)
Transportation Network
Proposed Improvements

- Traffic signal timing changes
- Roundabout
- New through lane

- Train Station
- M Station
- The Green
- Morris Street
- Roundabout
- New through lane
Is the roundabout feasible?

Concern:
Does the design meet recommended standards?

Finding:
The design is within guidance given site context.
Is the roundabout feasible?

Concern:
Does performance meet the recommended volume-to-capacity standard?

Finding:
All legs are under the recommended level with spare capacity.

<table>
<thead>
<tr>
<th>Intersection Approach</th>
<th>Volume-to-Capacity Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weekday AM Peak Hour</td>
</tr>
<tr>
<td>Eastbound Morris Street</td>
<td>0.74 [0.75]</td>
</tr>
<tr>
<td>Westbound Morris Street</td>
<td>0.57 [0.62]</td>
</tr>
<tr>
<td>Southbound Spring Street</td>
<td>0.54 [0.57]</td>
</tr>
</tbody>
</table>

2022 Build Conditions: Baseline value [value with increased pedestrian activity]
Is the roundabout feasible?

Concern:
Could queues from adjacent intersections create gridlock conditions?

Finding:
Vehicles will not spill into the roundabout and cause gridlock.
Does the project improve the performance of Morris + Spring Street?

**Concern:**
What are the impacts to the overall intersection performance?

**Finding:**
The roundabout reduces queues and delay.

<table>
<thead>
<tr>
<th></th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay (in secs)</td>
<td>LOS</td>
</tr>
<tr>
<td>No-Build</td>
<td>23.9</td>
<td>C</td>
</tr>
<tr>
<td>Build</td>
<td>8.7</td>
<td>A</td>
</tr>
<tr>
<td>Difference</td>
<td>-15.2 secs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>64% reduction</td>
<td></td>
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</table>
Does the project improve the performance of Morris + Spring Street?

**Concern:**
What are the impacts to the critical Spring Street left turn to Morris Street?

**Finding:**
The roundabout reduces queues and delay.

<table>
<thead>
<tr>
<th>Critical Movement</th>
<th>Scenario</th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Delay (in secs)</td>
<td>95% Queue (in vehs)</td>
</tr>
<tr>
<td>Spring Street</td>
<td>No-Build</td>
<td>46.5</td>
<td>18</td>
</tr>
<tr>
<td>Southbound LT</td>
<td>Build</td>
<td>14.7</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Difference</td>
<td>-31.8</td>
<td>-13</td>
</tr>
<tr>
<td></td>
<td></td>
<td>68% reduction</td>
<td>72% reduction</td>
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What impact does the project have on the network?

**Concern:**
Are there adverse impacts to corridor travel times?

**Finding:**
No overall adverse impacts to corridor travel times based on highly conservative estimates.

<table>
<thead>
<tr>
<th>Travel Route</th>
<th>Time Period</th>
<th>No-Build</th>
<th>Build</th>
<th>Difference</th>
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</thead>
<tbody>
<tr>
<td>Speedwell to Ridgedale</td>
<td>AM</td>
<td>4.3 mins</td>
<td>3.8 mins</td>
<td>-00:30</td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>4.3 mins</td>
<td>4.2 mins</td>
<td>-00:05</td>
</tr>
<tr>
<td>Ridgedale to Speedwell</td>
<td>AM</td>
<td>2.8 mins</td>
<td>3.3 mins</td>
<td>+00:29</td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>4.4 mins</td>
<td>4.1 mins</td>
<td>-00:18</td>
</tr>
<tr>
<td>Dumont to Ridgedale</td>
<td>AM</td>
<td>2.3 mins</td>
<td>2.3 mins</td>
<td>00:00</td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>2.4 mins</td>
<td>2.9 mins</td>
<td>+00:28</td>
</tr>
<tr>
<td>Ridgedale to Dumont</td>
<td>AM</td>
<td>3.5 mins</td>
<td>3.1 mins</td>
<td>-00:25</td>
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<tr>
<td></td>
<td>PM</td>
<td>5.5 mins</td>
<td>4.5 mins</td>
<td>-01:01</td>
</tr>
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</table>
What impact does the project have on the network?
What impact does the project have on the network?

Overall Intersection Operation – Build Conditions

What impact does the project have on the network?
What impact does the project have on the network?

Overall Intersection Operation – Identified Impacts

What impact does the project have on the network?
Prior to the execution of a Redevelopment Agreement, redeveloper shall submit to the Redevelopment Entity a report prepared by a qualified traffic engineer and reviewed by the Town’s engineer that:

1. Identifies proposed mitigative measures.
2. Substantiates their mitigative impacts upon negatively impacted intersections.
3. Provides construction cost estimates for their implementation.

*Spring Street Redevelopment Plan Phase 3 Amendment, Section 5.3.2*
Improvements for Bikes + Peds

- In-road lighting + verbal warnings
- Elevated + landscaped center island
- Raised lane dividers
- Bike ramps
- Protected refuge islands
- Rectangular flashing beacons (RRFB) or equivalent
- Landscaped buffers
- Reduced crossing length relative to existing conditions

Accommodations required in Redevelopment Plan
Additional Accommodations?

- Tabled crosswalks?
- Staggered crosswalk?
- Morris Street median?
- Textured crossings?
- Replace RRFBs with HAWKs?
- Shared use path for bikes + peds?

Additional accommodations to be analyzed for suitability by Planning Board
What were we tasked to do?

Conduct an independent review to answer:

1. Is the roundabout at Morris Street + Spring Street feasible? **YES**

2. Does the project improve the performance of the Morris Street + Spring Street intersection? **YES**

3. What impacts does the project have on the Morris Street corridor and overall network? **GENERALLY NEUTRAL, WITH PROCESS FOR MITIGATION IDENTIFIED**

4. Can we incorporate best practices to improve conditions for pedestrians, cyclists, and other users? **YES**
4. Next Steps
Potential Next Steps

- **September 25, 2019:** Redevelopment Plan presentation.
- **Date TBD:** Introduction and first reading of ordinance.
- **Date TBD:** Planning Board review including traffic presentation and Master Plan consistency review.
- **Date TBD:** Second reading, public hearing, and adoption of ordinance.
- **Date TBD:** Redevelopment agreement adopted detailing off-site improvements, construction schedule, etc.
- **Date TBD:** Site plan review by Planning Board.