RESOLUTION NO. 2026-_____

A RESOLUTION OF THE GOVERNING BODY OF THE BOROUGH OF MORRIS PLAINS, COUNTY OF MORRIS, ESTABLISHING A COMPLETE & GREEN STREETS POLICY AND COMPLETE & GREEN STREETS POLICY ADVISORY COMMITTEE

NOTE: This draft is based on reviewing and editing by consensus the current enabling State policy during monthly meetings starting in October 2025 pursuant to the Morris Plains Borough *Council direction. It has been adapted to the specific needs of Morris Plains by the 11 members of the Morris Plains Complete & Green Streets Policy Advisory Committee (CGS-Committee). It is best read in conjunction with the Council Resolution passed unanimously last year.*

WHEREAS, the Morris Plains Borough Council (the Council) has through a Resolution approved (8/21/2025) and officially recognized the value of Complete & Green Streets (CGS) planning and appointed a Complete & Green Streets Policy Advisory Committee (CGS-Committee) to recommend a Complete & Green Streets policy to the Council; and

WHEREAS, the Morris Plains Borough Council directed The Morris Plains CGS Committee to base the Borough's policy on the nationally recognized NJ CGS model policy; up-to-date, evidence-based design guidelines; a current conditions street, sidewalk, and trails audit; and New Jersey law for sharing the roadway; and

WHEREAS, the Morris Plains Borough Council directed the CGS Committee to form a policy that retains municipal control over all retrofit, renovation, resurfacing or new initiatives and the right to selectively fund them through annual public works budgets, capital expenditures or grants; and

WHEREAS, the Morris Plains CGS Committee has:

- reviewed all relevant state, county and local resources;
- reviewed prior mobility focused traffic studies;
- considered the needs of each neighborhood and all who drive, park, cycle, walk, run or use wheelchairs and other personal conveyances.
- considered the need for connectivity by all users to commercial, recreational and school hubs;
- focused on both users without special mobility challenges and those with challenges; and

WHEREAS, the Morris Plains CGS Committee has recommended the CGS Policy attached to this Resolution for Morris Plains;

[1]**NOW THEREFORE, BE IT RESOLVED** by Borough Council of the Borough Morris Plains, County of Morris, State of New Jersey officially adopts the CGS Committee recommended policy and appoints a new CGS Implementation Advisory Committee (CGS-Committee) to work in partnership with Borough elected leaders and professional staff to ensure the immediate and ongoing implementation of the CGS policy. A copy of the CGS Policy is attached to this Resolution.

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CLERK'S CERTIFICATION

I, RoseMarie Leyhan, Clerk of the Borough of Morris Plains, County of Morris, State of New Jersey, hereby certify that the foregoing is a true and exact copy of a Resolution adopted at a meeting of said Mayor and Council of the Borough of Morris Plains held on the 17th day of September, 2026.

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RoseMarie Leyhan, Borough Clerk

Dated: October 16, 2026

[1] 1 Acting on 2025-107 Resolution Recognizing the Value of a Complete and Green Streets Policy and A Commitment to Adopt a Borough Specific Policy 8-21-2025

Morris Plains Complete & Green Streets (CGS) POLICY

Morris Plains shall plan and, over time, develop an integrated and connected multimodal transportation system safe and accessible for all users of Complete & Green Streets that serve all neighborhoods and populations. Towards this goal of a CGS Safe Mobility System for All (CGS System) in Morris Plains:

1. All transportation projects shall result in confirming current conditions consistent with policy goals or adding elements of a CGS System that encourage safe, environmentally healthy, economically sound, equitable, accessible, and convenient travel along and across streets, trails, sidewalks and multiuser pathways for users of all ages and abilities choosing their choice of legal transportation, including motorists, bicyclists, pedestrians, and users of human or electric personal conveyances (such as e-scooters, e-bicycles, wheelchairs, motorized wheelchairs); drivers of public transportation vehicles and their passengers; drivers of delivery trucks and movers of commercial goods.

The Morris Plains CGS System will focus on meeting the following goals:

a. Environment: Improve air and water quality; reduce flooding; mitigate traffic congestion; and lower energy consumption.
b. Safety: Eliminate by 2040 all road fatalities, significantly reduce crash severity and injury, and improve personal safety through increasing the number of people of walking, bicycling and using other legal forms of personal conveyance.
c. Economic: Stimulate economic prosperity.
d. Health: Increase physical activity and social connectivity with the goal of lowering the risk of obesity, reducing chronic disease and promoting
individual and community wellness.
e. Equity: Implement policies and distribute funding and other resources equitably and responsibly in all neighborhoods, including for the mobility limited community, the neurodivergent, those who cannot drive, do not own a four-wheel vehicle, or must use other means to travel;

2. This section shall apply to all public and/or private transportation projects, including those using funds awarded by federal, state, regional, county, municipal, or any other public agency. This shall include new construction, reconstruction, resurfacing, restoration, repaving, rehabilitation, private development projects, and maintenance of highways, roads, trails, multiuse pathways and streets.

3. The Morris Plains Borough Council, the Municipal Engineer, Planner, Police Department and the CGS-Committee shall routinely work in coordination with each other and adjacent jurisdictions, the Borough Green Team, Master Plan Committee and other relevant advisory committees to create a CGS System and to ensure consistency with the Borough Master Plan and Element and any other existing Pedestrian/Bicycle/Multimodal Plans, Stormwater Management Plans, Pollution Prevention Plans, and Historic Preservation Plans.

4. Within two years of the effective date of this Policy, the Council shall ensure a review is completed that audits the zoning code as well as procedures, policies, plans, documents, training programs, performance measures and other guidance documents to be consistent with this policy. The purpose of this audit is to identify areas where tenets of this policy will need to be incorporated. This includes, but is not limited to, funding, planning, designing, operating, and maintaining transportation infrastructure. The Council will use this audit to incorporate this policy as it updates its procedures, plans, policies, etc. Improvements may be implemented for Borough components upon completion of their respective audits.

5. Transportation projects and Master and Capital Plans shall consider the needs of all users and consider CGS appropriate sustainable design elements, such as, but not limited to:

a. Green stormwater infrastructure practices
b. Traffic calming
c. Shade trees and other vegetation
d. Rain gardens
e. Bioswales
f. Permeable pavements — including those made from recycled materials such as rubber, concrete, glass, plastic and others.

6. Transportation projects and Master and Capital Plans shall consider the needs of all users and consider CGS-appropriate pedestrian, bicycle other personal conveyances design elements and transit amenities such as but not limited to these examples: curb extensions; sidewalks, radar feedback signs; pedestrian countdown signals; pedestrian refuge islands; road diets; lane width reductions; chicanes; roundabouts; bike and e- and other micromobility user lanes; protected bike and e- and other micromobility user lanes; bike and e- and other micromobility user parking; lighting; wayfinding; seating; trash receptacles; transit amenities; etc.

7. The Council shall ensure that projects meet the most current editions of guides, manuals, and best practices on street design, historic preservation, construction, operations, and maintenance that apply to bicycle, pedestrian, transit, stormwater and highway facilities. All manuals, standards, and guidelines shall be made publicly available online.[2]

8. The elected Council member overseeing public safety shall lead the implementation of this Policy and formally coordinate with Borough staff and consultants with advice and input from the MP CGS Advisory Committee to set benchmarks within one year of the audit to ensure the successful implementation of the Complete Streets Policy, including in the neurodiverse and other Priority Communities.

Public Participation

1. The Council shall establish a CGS Advisory Committee to help the Borough comply with the CGS Policy and to provide feedback to the Council related to the implementation of the CGS Policy. The CGS Advisory Committee will organize its work and meeting schedules for efficiency, call on Borough volunteers as often as possible and ask for reviews by Borough staff within a budget established by the Council.

The Complete Streets Advisory Committee shall represent a broad group of stakeholders including, but not limited to:

a. Elected Officials
b. Law Enforcement
c. Public Works
d. Planners
e. Engineers
f. Emergency Medical Services (EMS)
g. Appointed Municipal or County Commissioners
h. Fire
i. Schools
j. Business and Developer Community
k. Civic and Advocacy Groups
l. Public Health Professionals
m. Transit Professionals
n. Safe Travel for All advocates
o. Community Members, including Persons with Disabilities, Senior and Youth Organizations,

2. The Morris Plains CGS Advisory Committee shall identify an existing process or develop a new process that allows for public participation in decision-making concerning the planning, design, and use of streets, roadways, trails and multiuse pathways covered by this Policy.

3. The Morris Plains CGS Advisory Committee shall be asked to review and comment on construction proposals, particularly those before the Planning Board, Board of Adjustment and other Borough Commissions which may affect pedestrian, cyclist, e- and other micromobility users, and drivers on roads, connected off road paths, sidewalks, bike lanes or shoulders, before, during or after construction.

Exceptions.

1. Transportation projects and Master and Capital Plans may not be required to accommodate the needs of a particular user group if the elected Council member overseeing public safety, upon the recommendation of the CGS Advisory Committee, reports for Council approval that:

[2] The CGS Advisory Committee will research and publish links to relevant NJ, Federal and standards bodies.

a. The use of the transportation facility by a particular user group is prohibited by law;
b. Regulatory compliance requirements preclude accommodations;
c. There is a demonstrated absence of both a current and future need to accommodate category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years);
d. The adverse impacts of implementing this CGS policy significantly outweigh the benefits based on criteria to be developed by the MP CGS Advisory Committee and approved by the MP Borough Council.

However, every effort to work within the flexibility allowed should be made, including Design Exceptions for roadway projects as defined by the NJ Department of Transportation Design Exception Manual.

2. An exception to following the guidelines in this policy may be granted if:

a. Request for an exception is submitted **in writing** to the MP Borough Council with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
b. The exception is approved **in writing** by the MP Borough Council and the written approval is made publicly available.

Program Reporting

1. The MP CGS Advisory Committee shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads and streets in consultation with municipal officials as directed by the Council; the MP CGS Advisory Committee will submit these benchmarks to the Council for review and approval.

2. The MP CGS Advisory Committee will before the ***end of each fiscal year*** prepare and publicly report to the Council identified barriers and propose solutions to successful implementation of the Complete Streets policy in every neighborhood and for all user communities.

3. Departments designated ***by the*** Council shall assign appropriate responsibility to collect and monitor data under ***municipal*** jurisdiction, including in Priority Communities, to determine compliance with the ***municipal*** benchmarks that could include but are not limited to:

a. Mileage of new and existing bicycle, e-bicycle, e-scooter and other legal personal conveyances infrastructure, (e.g., separated lanes, designated parking, and connected off-road paths *(Possible data source: Engineering)*
b. Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities) *(Possible data source: Engineering)*
c. Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian buttons) *(Possible data source: Engineering)*
d. Number of new and existing street trees *(Possible data source: Shade Tree Commission)*
e. Number of green street practices (e.g., rain gardens, bioswales, permeable pavement) *(Possible data source: Green Team)_*
f. Number of new and existing pedestrian and bicycle lighting improvements *(Possible data source: Engineering)*
g. Bicycle and pedestrian counts *(Possible data source: CGS Advisory Committee)*
h. Commute mode percentages (e.g., drive alone, carpool, transit, bicycle, walk *(Possible data source: Avenues in Motion)*
i. The number and percentage of designated transit stops accessible via sidewalks and curb ramps *(Possible data source:: CGS Advisory Committee)*
j. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation *(Possible data source: MP Police)*
k. The percentage of children walking or bicycling to school *(Possible data source: MP Schools*

4. Each ***municipal department identified by the*** Council shall work to provide data requested by the MP CGS Advisory Committee to help it prepare a report on an annual basis to the Council to allow the elected Council to evaluate implementation of the Complete Street policy.

Each annual report shall include the data collected pursuant to Program as well as a list of ongoing and completed transportation projects during that fiscal year. If any exceptions are applied to transportation projects pursuant to Exceptions to Complete Streets Requirements herein, such projects and the relevant exceptions shall be identified in the annual report. All benchmarks and reports shall be made publicly available online.

Adoption of Complete Streets Checklists

1. The MP CGS Advisory Committee shall develop, and the Council shall review and adopt, checklists based on Borough-specific application of the NJ DOT Complete & Green Streets Checklist recommended by the MP CGS Advisory Committee to be used during the project selection, planning, designing, construction, funding and maintenance of all transportation projects.

2. Each item in the checklist must include an area to provide a brief description for how the item is addressed, not addressed, or not applicable to the Complete Streets policy.

3. The checklist shall explain the process for granting exceptions and indicate who is responsible for approving any exceptions before they are granted.

4. The MP CGS Advisory Committee shall be responsible for completing the checklists and/or reviewing the checklists.

5. A complete streets checklist should entail but is not limited to:

a. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations
b. Traffic volumes
c. Existing safety and/or access issues, Americans with Disabilities Act (ADA) and neurodiverse community compliance
d. Land use within the study area, including trip generators
e. Existing and proposed streetscape elements including furniture, trees or other environmental and stormwater enhancements
f. Review of existing plans
g. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations. ADA and neurodiverse compliance of the proposed design
i. Compatibility with the surrounding land use and density
j. Consistency with applicable design standards and guidelines
k. Opportunities to improve public health through physical activity and mobility options
l. Opportunities to manage stormwater through green infrastructure

6. All Complete Streets checklists shall be made accessible online on the Borough website and available to the public.

Effective Date

The Borough Complete & Green Streets Policy shall take effect on ***October 15, 2026,*** provided that it shall not apply to any transportation project for which a preliminary design has been completed on or before ***October 1st, 2026.***