

Connect Warren County



Safe, accessible, efficient, functional travel for all

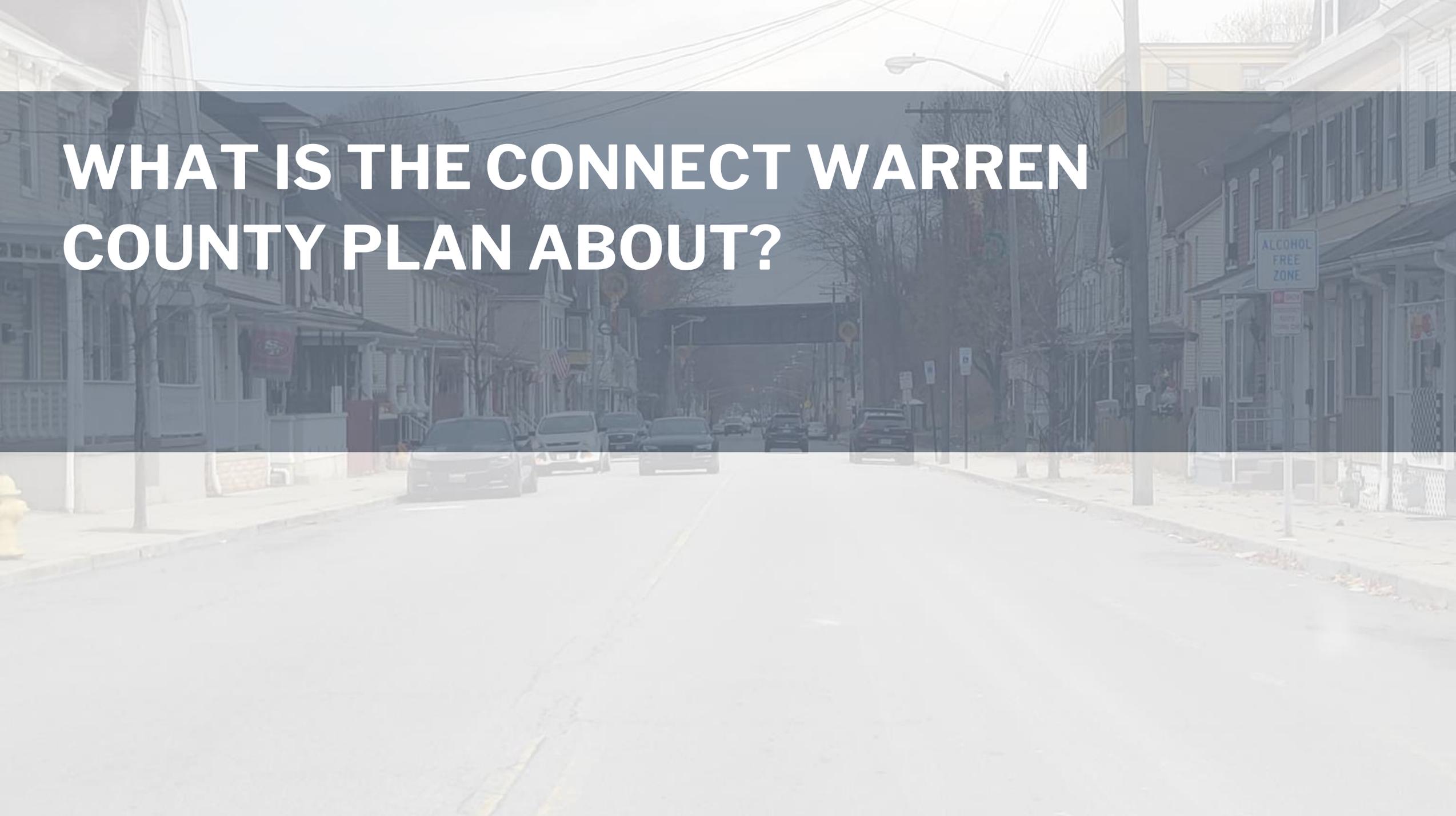
Warren County Comprehensive Complete Streets Policy and Implementation Plan

*NJTPA RTAC
MEETING*

*Monday, December 8, 2025
10:30 a.m.*



WHAT IS THE CONNECT WARREN COUNTY PLAN ABOUT?

A street scene in Warren County, showing a two-lane road with a yellow center line. The street is lined with multi-story residential buildings. Several cars are parked along the left side of the road. In the distance, a bridge or overpass structure is visible. The sky is overcast. A semi-transparent dark blue horizontal band is overlaid across the middle of the image, containing the title text in white, bold, sans-serif font. On the right side of the street, there is a blue sign that reads "ALCOHOL FREE ZONE".

Connect Warren County

Plan Purpose

- Institutionalize implementation of Complete Streets with a focus on rural and small-town strategies.



Paved shoulders



Sidepaths



Multi-modal Main Street

Vision

- Every person in Warren County has the right to travel safely, without risking death or serious injury on roads.
- We envision a safe, balanced, and environmentally sustainable multi-modal transportation system that preserves the County's scenic rural landscapes, prized farmlands, natural and historic assets, and quality of life.
- We aim to provide diverse transportation by creating roads to accommodate people of all ages and abilities.
- Our goal is seamless movement of people and goods, with a focus on active living, mobility independence, and equitable access to services.

Project Team

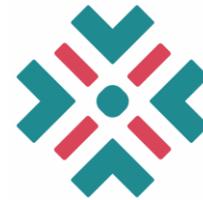


NJTPA

STEERING ADVISORY COMMITTEE



Planning Department
Engineer's Office
Dept. of Human Services
Dept. of Land Preservation
Planning Board



Avenues in Motion



KEY ELEMENTS OF THE PLAN



Action Plan: 7 Primary Action Areas

1 Institutionalize Complete Streets By Enacting Policies, Plans And Guidelines At The County Level.

2 Encourage Municipal Adoption Of Complete Streets Policies And Plans Through Technical Assistance, Incentives, Leadership And Engagement.

3 Build Complete Streets Networks Throughout The County.

4 Support And Enhance Municipal Education And Public Awareness Programs About Complete Streets In The County.

5 Encourage Freight-Related Complete Streets Guidelines Across County Departments And Municipalities And Continually Engage With Freight Companies.

6 Monitor The County's Progress Implementing Complete Streets.

7 Prioritize safety through speed management.

Complete Streets Toolbox



*Amendments
to the Highway
and Bridge
Standards*



*Model County
Complete
Streets Policy*



*Complete
Streets Model
Policy,
Development
Checklists for
Municipalities*



*Complete
Streets
Typology*



*Complete
Streets
Network Map*



*Visual Guide of
Key Design
Treatments*

County Commitment: Complete Streets Policy

Policy Components:

- **Implementation Measures:** Align municipal plans, policies, and procedures with Complete Streets goals
- **Advisory Committee:** Establish a local committee to oversee and guide implementation
- **Comprehensive Planning:** Update Master and Capital Plans to integrate Complete Streets
- **Public Participation:** Require community engagement in decision making
- **Exceptions and Prioritization:** Define project-level exceptions and prioritize safety when needs conflict
- **Developer Contributions:** Require developers to support the creation of a Complete Streets network
- **Monitoring & Evaluation:** Use checklists and performance benchmarks to track progress

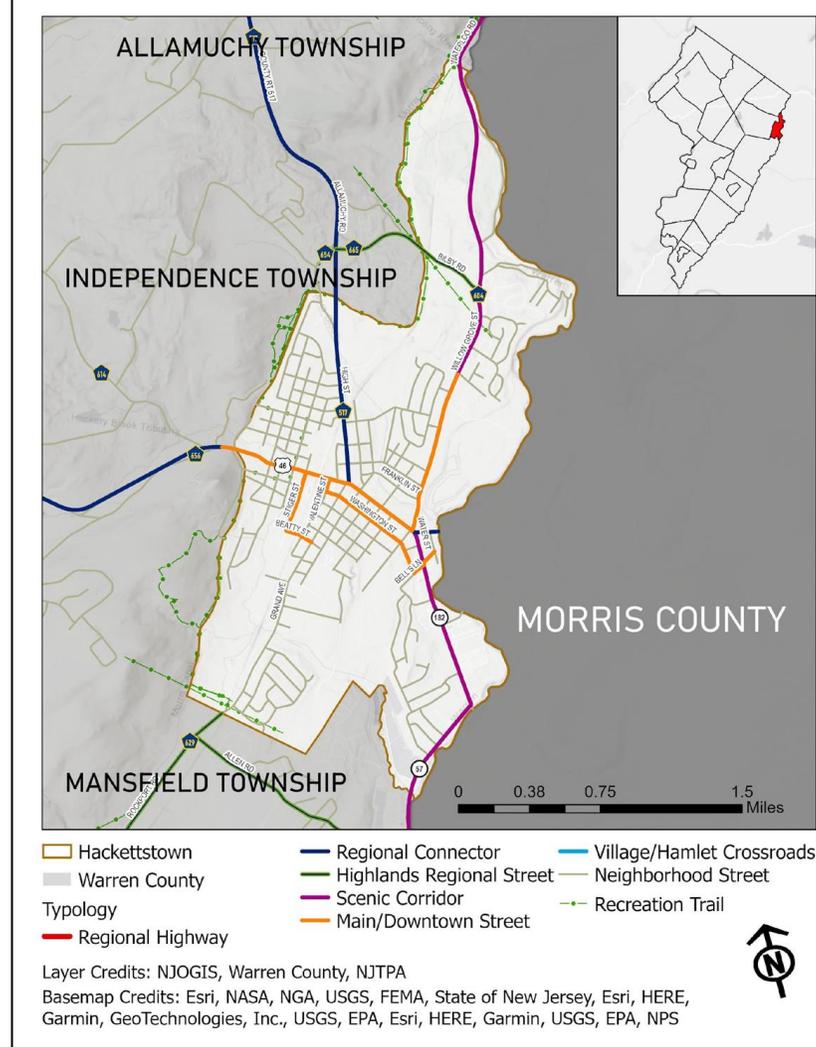
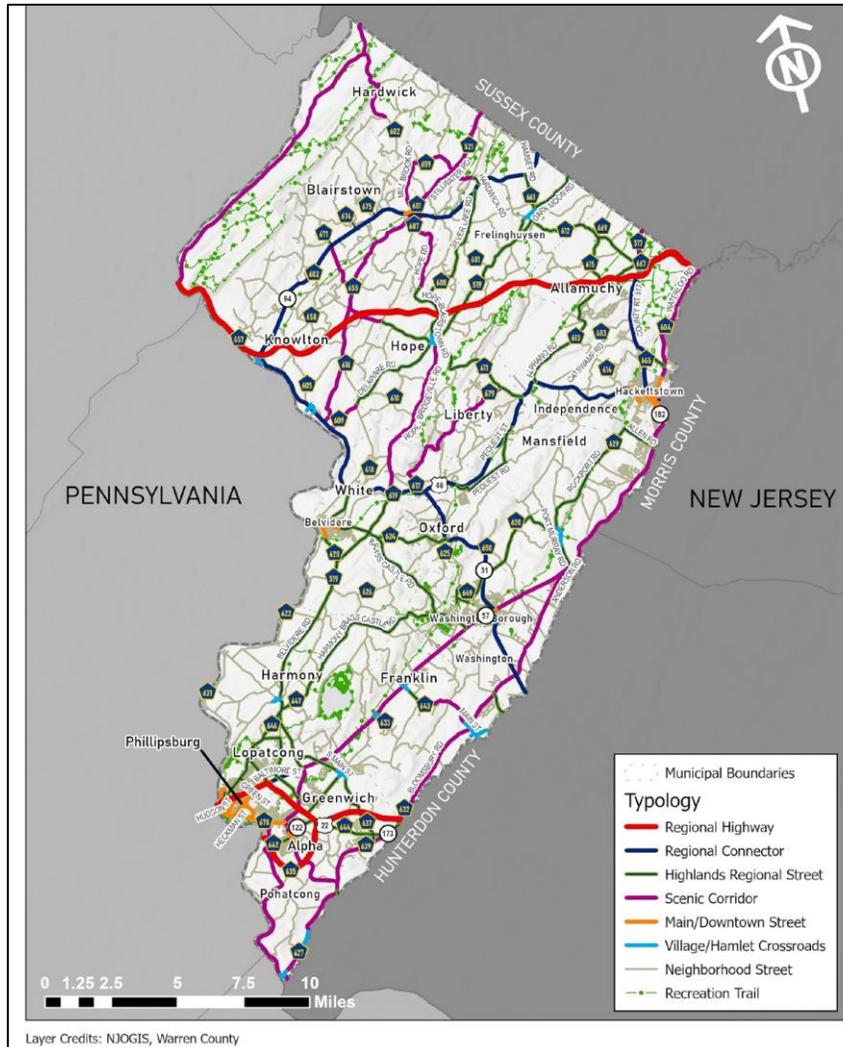
County Commitment: Highway and Bridge Standards

Highway and Bridge Standards: To provide guidance for the design of road and bridge improvements under County jurisdiction.

1. Review existing county standards for roadways and bridges
2. Identify where current standards limit Complete Street designs
3. Update standards to allow flexibility for bike, pedestrian and transit elements



Complete Streets Typology



Complete Street Typology

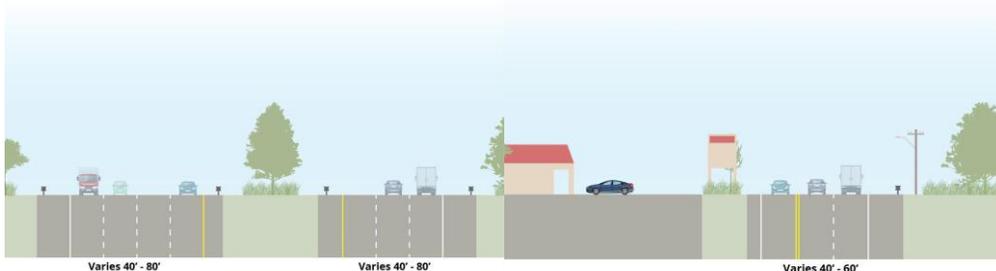


**REGIONAL
HIGHWAY**

**REGIONAL
CONNECTOR**

**HIGHLANDS
REGIONAL
STREET**

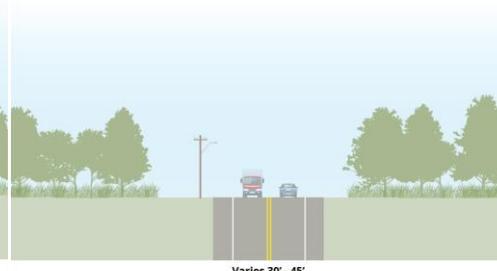
**SCENIC
CORRIDOR**



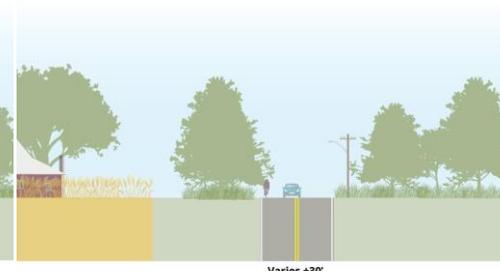
Varies 40' - 80'

Varies 40' - 80'

Varies 40' - 60'



Varies 30' - 45'

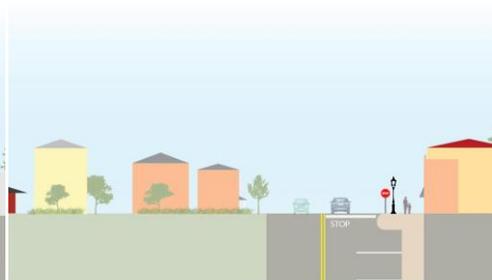


Varies 130'

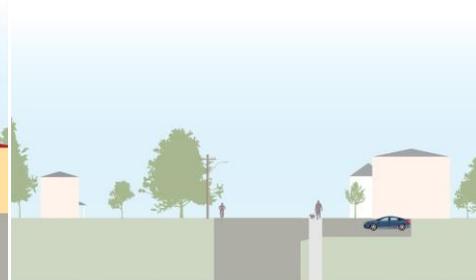
Complete Street Typology



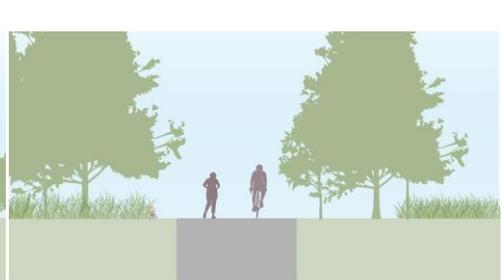
Varies 30' - 40'



Varies 20' - 30'



Varies 16' - 30'

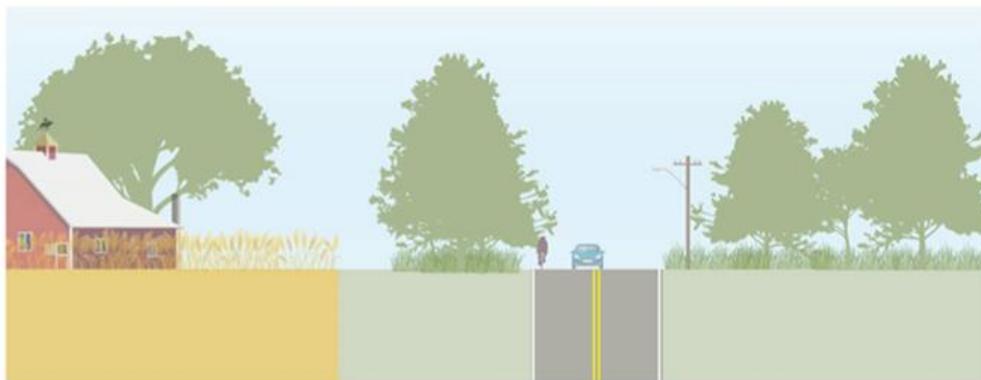


Varies 8' - 12'

Scenic Corridor



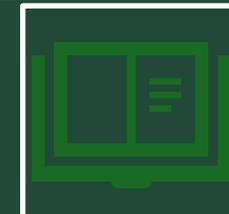
A Scenic Corridor is an arterial or collector with scenic or tourism value that connects town centers and developed areas through areas characterized by rural farmland or natural landscapes within Warren County. A Scenic Corridor provides connectivity as well as a sense of place and of natural and cultural heritage.



Varies ±30'

Roadway Width	±30' (one travel lane in each direction with no shoulder)
Functional Class	Minor arterial, Major collector, Scenic Byway
Traffic Volume	5,000 – 15,000 AADT
Travel Speeds	35 – 45 MPH Posted Speed Limit
Freight Corridor	Yes
Parking	No
Sidewalks	Limited or no
Bike Facilities	No
Jurisdiction	NJDOT, Warren County, Municipal
Warren County Examples	Asbury-Bloomsbury Road (CR-632), Millbrook Road

Scenic Corridor



RECOMMENDATIONS

SAFETY/ FREIGHT

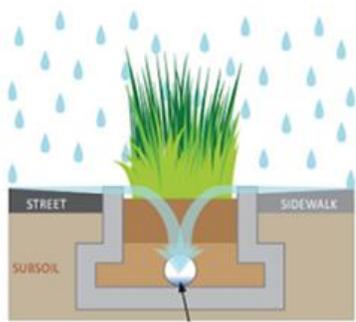
Wider Edge Lines



Source: Texas Transportation Institute, from Proven Safety Countermeasures – Wider Edge Lines, FHWA.

GREEN INFRASTRUCTURE

Rain Gardens/Vegetated Swales



Source: Somerset County, from Somerset County Design Book

PEDESTRIAN MOBILITY

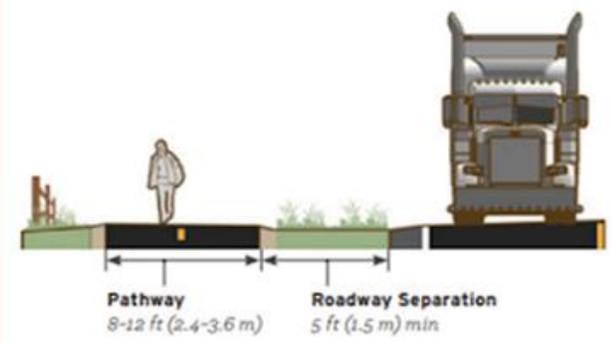
Rectangular Rapid Flashing Beacon



Source: Electrotechnics Corporation, from What to Know About Rectangular Rapid Flashing Beacons, June 9, 2021.

BICYCLIST MOBILITY

Sidepath



Source: FHWA, from Small Town and Rural Multimodal Networks

Complete Streets Case Studies



Recommended Conditions Map

Existing Conditions

Existing Street Cross Section

CASE STUDY 1: WILLOW GROVE STREET (CR 604), HACKETTSTOWN

PROPOSED TYPE:
Main Street (south of Pine Street)
Regional Connector (north of Pine Street)

EXISTING CONDITIONS:



LENGTH: 1.3 miles



AADT: 8100



POSTED SPEED: 25-45 MPH

STREET VIEW:



RECOMMENDATION MAP:



EXISTING CONDITIONS: CR 604 AT PINE STREET



PROPOSED INTERSECTION REDESIGN: CR 604 AT PINE STREET



EXISTING CONDITIONS: CR 604 AT MAPLE AVENUE / PARK



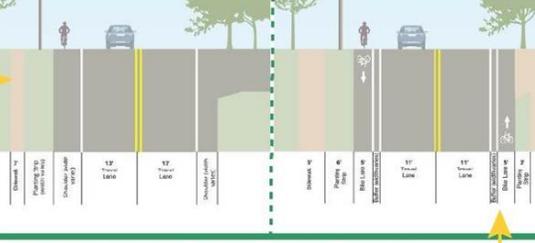
PROPOSED REDESIGN: CR 604 AT MAPLE AVENUE / PARK ACCESS



Existing Conditions Aerial(s)

Proposed Conditions Aerial(s)

EXISTING CROSS-SECTION: CR 604 FROM FRANKLIN STREET TO PINE



PROPOSED CROSS-SECTION: CR 604 FROM FRANKLIN STREET TO PINE



Recommendations

- Fill sidewalk gaps on both sides of the road
- Add crosswalks at Bilby Road, Musky Ridge Drive, Seber Street, Connie Terrace, Franklin Street, and Maple Avenue, with curb extensions at all except Musky Ridge
- Add a gateway treatment at the intersection with Pine Street/Willow Grove Elementary School (or at designated change between Main Street and Regional Connector (typologies))
- Strip a bicycle lane from the gateway treatment to the intersection with Franklin Street, and add signage directing bicyclists to access Main Street using Franklin Street at that endpoint
- Add RRFBs to the Maple Avenue intersection and the Pine Street/elementary school driveway intersection (at a minimum)
- Consider a redesign of the road segment including both the Franklin Street and Maple Avenue Intersections to ensure safe pedestrian

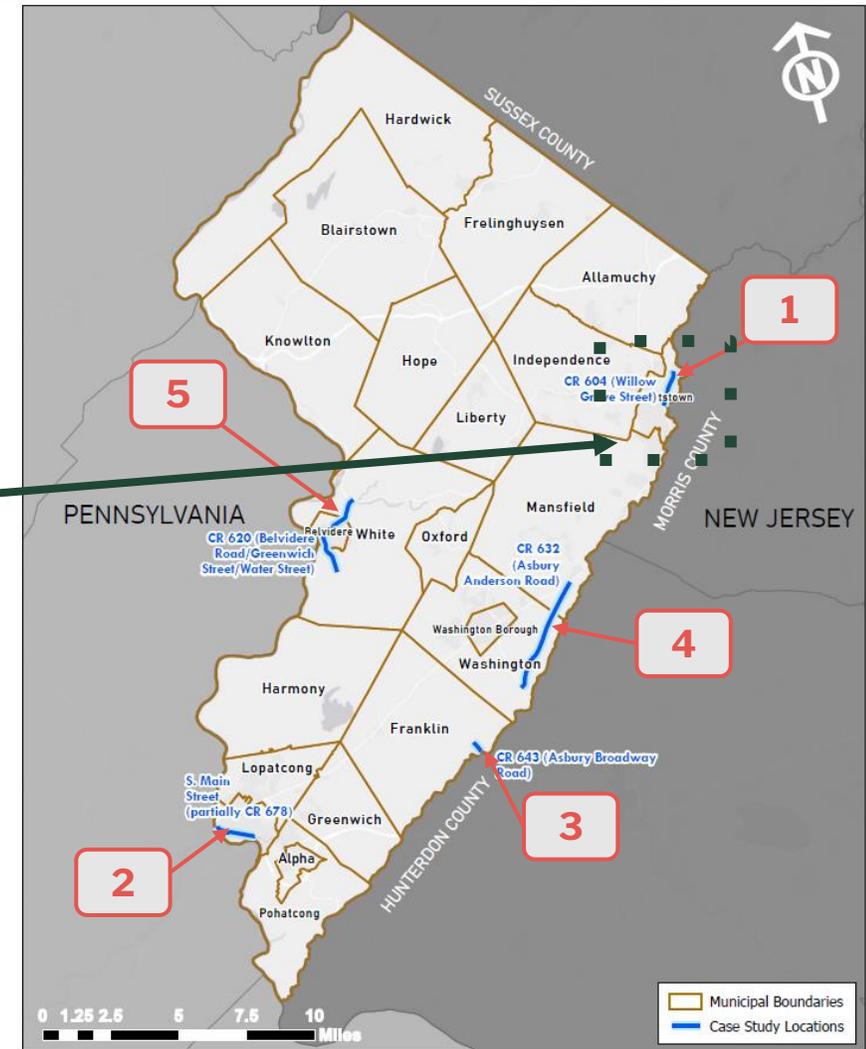
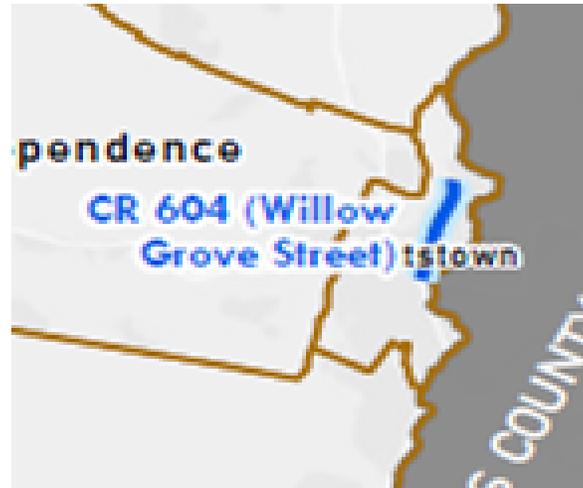
Key Recommendations Narrative

Recommended Street Cross Section

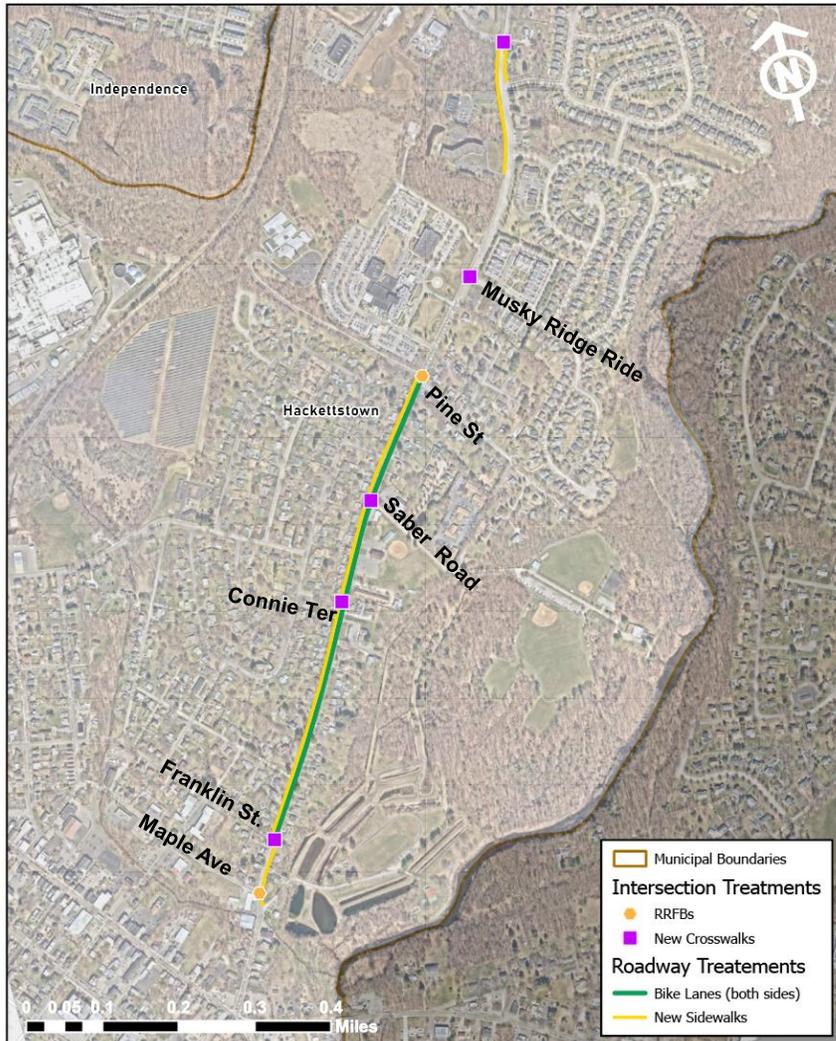
Case Study Location

Willow Grove Street (CR 604)

- Main Street (US-46) to Bilby Road (CR 665), Hackettstown



Willow Grove Street (CR 604), Hackettstown



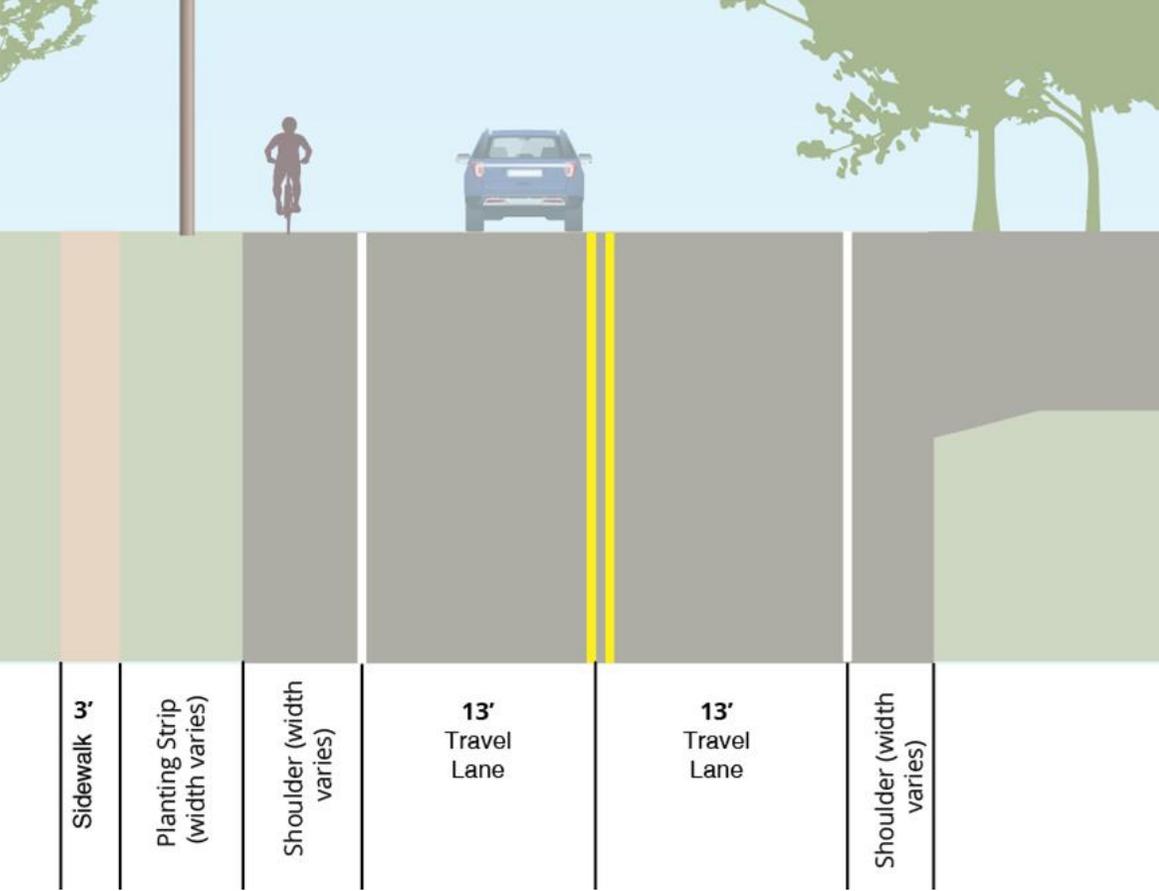
RECOMMENDATIONS

- Fill sidewalk gaps
- Add crosswalks (locations marked ■) with curb extensions
- Rectangular Rapid Flashing Beacons (RRFBs) at Franklin Street and Pine Street
- Bike Lanes between Franklin Street and Pine Street

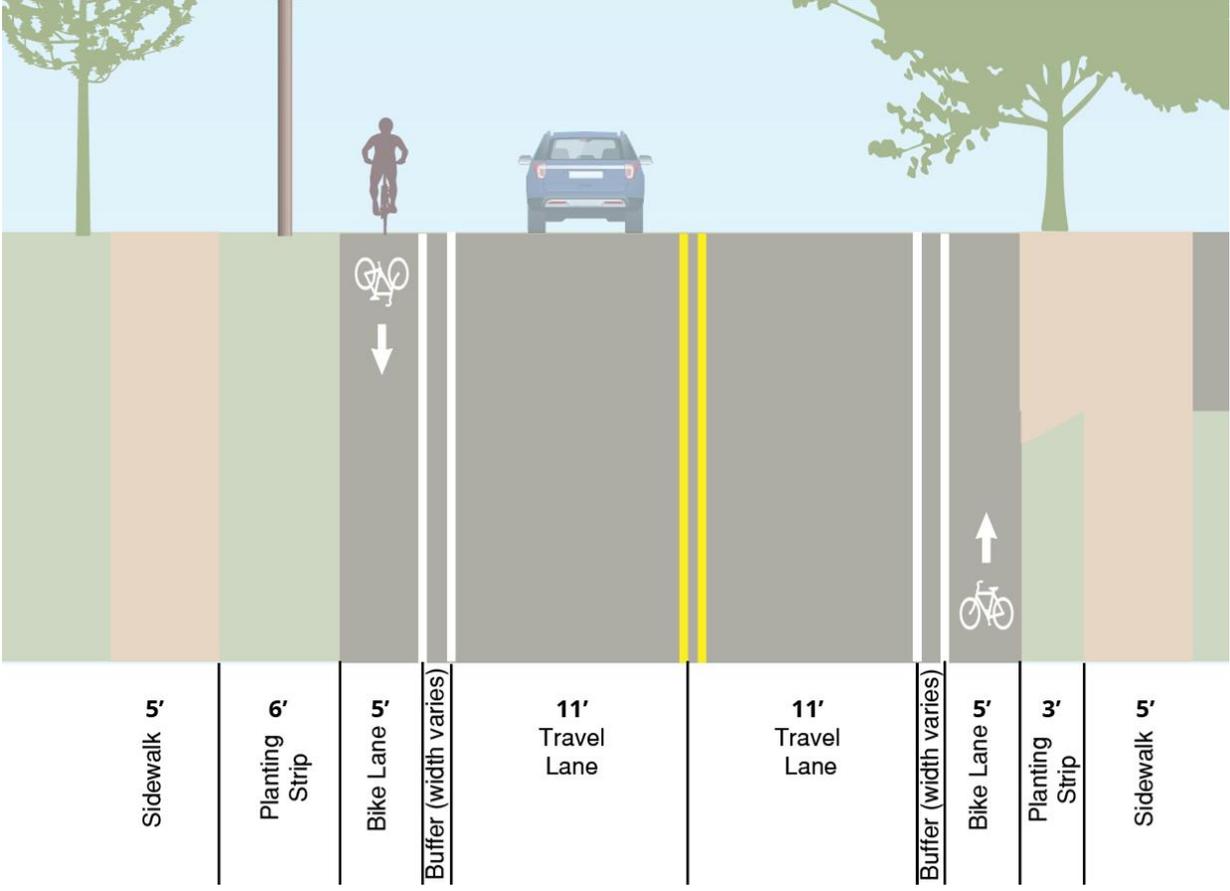
Typology: Main Street (south of Pine Street);
Regional Connector (north of Pine Street)

Willow Grove Street (CR 604), Hackettstown

Existing Corridor Profile: CR 604 from Franklin Street to Pine Street



Proposed Cross-Section: CR 604 from Franklin Street to Pine Street

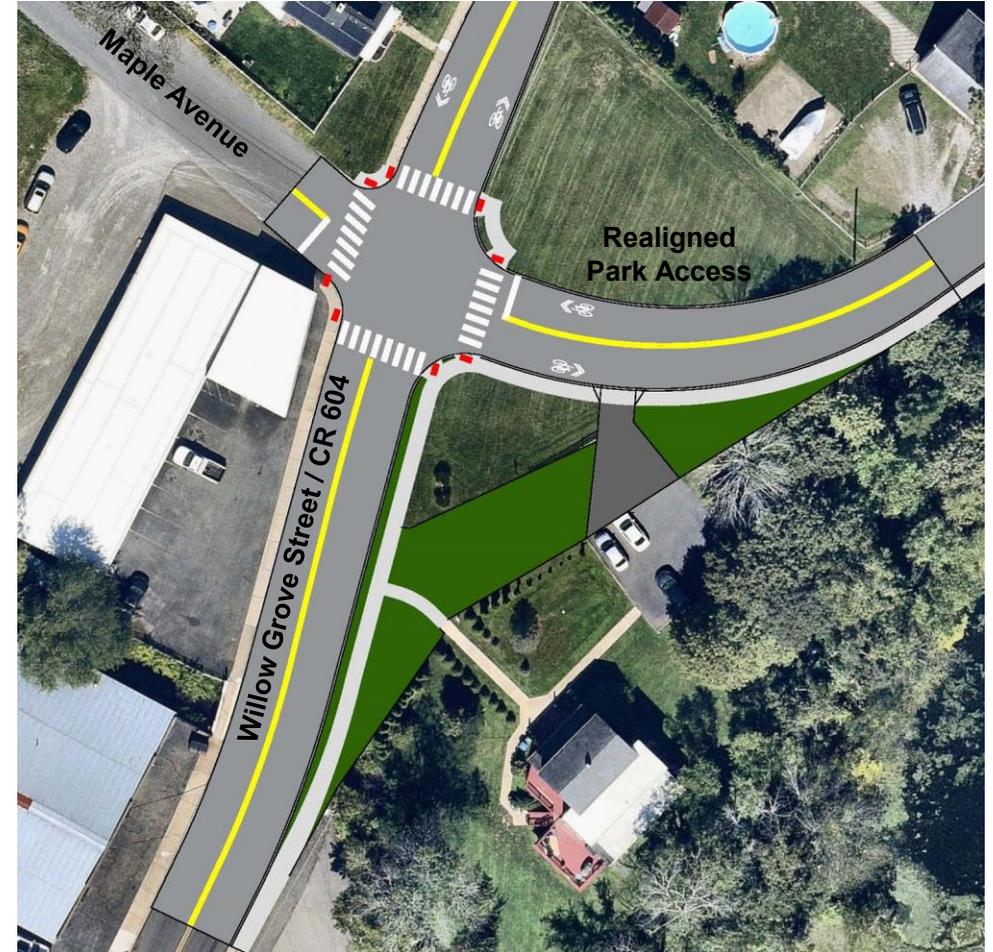


Willow Grove Street (CR 604), Hackettstown

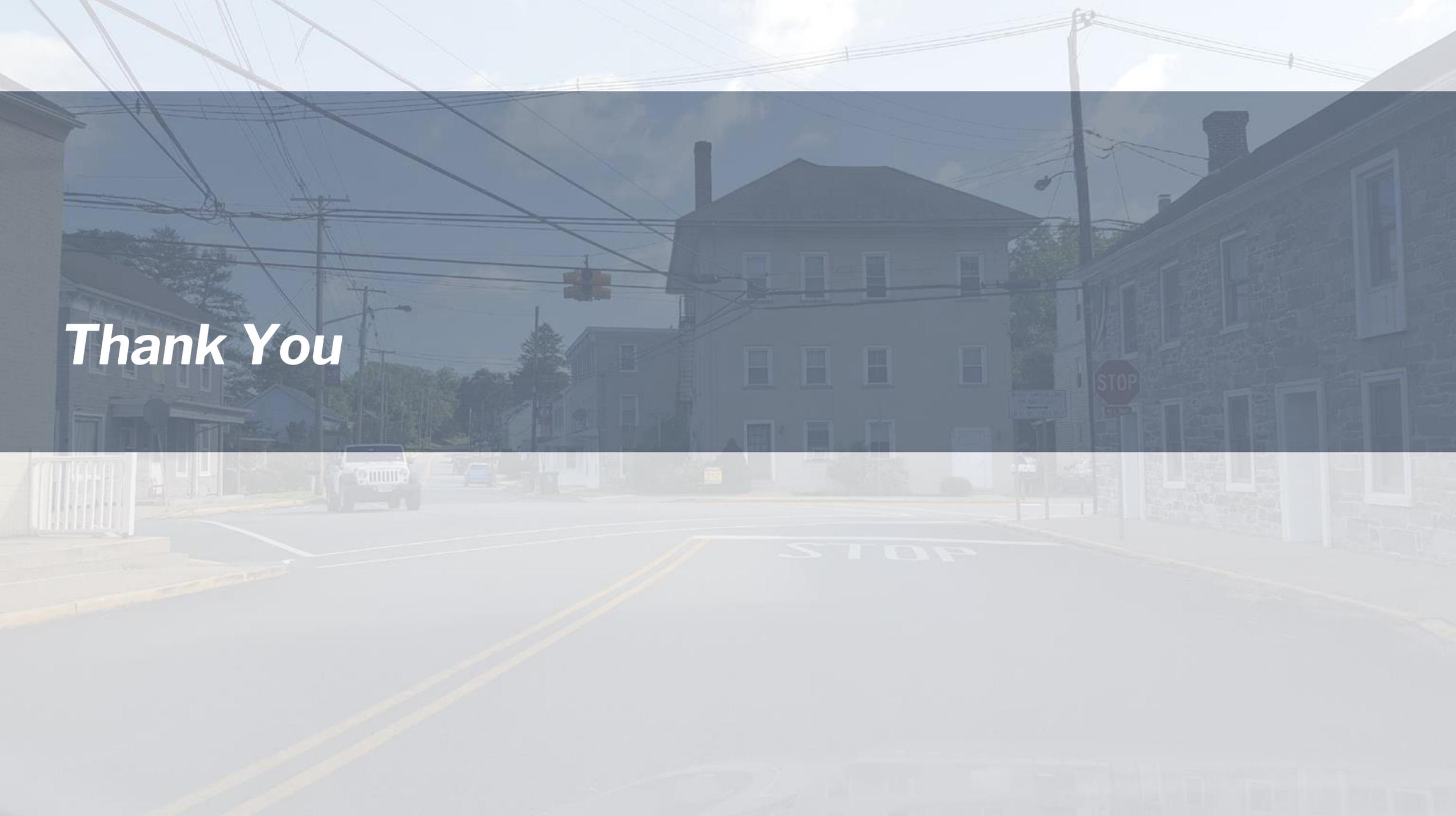
Existing Conditions: CR 604 at Maple Avenue / Park Access



Proposed Redesign: CR 604 at Maple Avenue / Park Access



Thank You



THANK YOU

**QUESTIONS ON COMPLETE
STREETS OR CONNECT WARREN
COUNTY PLAN?**



Email us at
planningdept@co.warren.nj.us