

APPENDIX M

Meetings

BOROUGH OF RINGWOOD
Bicycle & Pedestrian Plan
NJDOT Local Technical Assistance Program

Project Approach Meeting
February 6, 2008

RBA Corporate Headquarters, Morristown, New Jersey

AGENDA

1. Review NJDOT Local Technical Assistance Program & Project Level of Effort
2. Review Ringwood Needs – application
3. Draft Project Approach
4. Next Steps

BOROUGH OF RINGWOOD
Bicycle & Pedestrian Plan
NJDOT Local Technical Assistance Program

Project Approach Meeting
February 6, 2008

RBA Corporate Headquarters, Morristown, New Jersey

PROJECT UNDERSTANDING

Objective: To develop a Comprehensive Bicycle and Pedestrian Plan consistent with the NJ Bicycle and Pedestrian Master Plan to be included as a future Bicycle and Pedestrian Element in the Borough's Master Plan.

Goals:

- To make the community more walkable and bikeable
- To make the community safe for students to walk and bike to school
- To make walking and bicycling a feasible alternative to every-day trips

Methods:

- provide bicycle and pedestrian access to transit
- encourage walking and bicycling without building sidewalks
- identify roadway improvements that will encourage Yield to Pedestrian behavior
- identify connections to schools and amenities using trails and walkways

Ringwood Community Participation:

- Establish a steering committee (Ringwood Environmental Commission, Planning Board, Borough Officials, Community Volunteers, Local Cycling groups)
- Media/Outreach
- Parent/Student Input
- Community Workshop

Ringwood Master Plan

- Build on the public involvement established through the Borough's Master Plan Visioning exercise where the #1 recreation priority is to have more bike paths.

Some Key Characteristics:

- Ringwood lies entirely within the Preservation Area of the NJ Highlands
- Potential development and transportation growth are constrained by topography, habitat, and environmentally sensitive lands and watersheds.
- Strong public interest in bicycle & pedestrian connectivity and ecotourism
- Strong public involvement



**Borough of Ringwood
Ringwood Bicycle and Pedestrian Plan
STEERING COMMITTEE KICK-OFF MEETING
AGENDA**

**July 3, 2008
Ringwood Borough Hall Court Room
4:00 pm**

Meeting Objectives:

- *Introduce Steering Committee to NJDOT LTA Program*
- *Review Ringwood's Needs*
- *Review Scope of Work & Schedule*

- | | |
|---|---|
| I. Welcome & Introductions | <i>Joseph Powell, NJDOT</i> |
| II. Review Scope & Target Dates | <i>Laura Torchio, The RBA Group</i> |
| III. Field Report – Opportunities & Constraints | <i>Michael Dannemiller, The RBA Group</i> |
| IV. Upcoming Public Visioning Meeting | <i>Laura Torchio, The RBA Group</i> |
| <i>a. Press Release / Flyer</i> | |
| <i>b. Agenda</i> | |
| <i>c. Set Target Date</i> | |
| V. Next Steps | <i>Laura Torchio, The RBA Group</i> |

THANKS!

Borough of RINGWOOD

Bicycle & Pedestrian Plan

MEMORANDUM OF MEETING

FROM: Tiffany Robinson, The RBA Group
Planner

DATE: July 7, 2008

PROJECT: Local Technical Assistance - Borough of Ringwood, NJ Bicycle and
Pedestrian Master Plan
RBA Project # J4000.03

SUBJECT: Kick-Off Meeting, July 3, 2008

ATTENDEES: Jon Berry, Ringwood Environmental Commission
Jeff Yuhas, Ringwood Borough Engineering
Lt. Gary Bertsch, Ringwood Police Department
Chuck Silverstein, Passaic County Engineering
James Ferrone, Bicycle Touring Club of New Jersey
Dag Madara, North Jersey District Water Supply Commission
Gene Giordano, NY-NJ Trail Conference
Joseph Powell, NJDOT
Michael Dannemiller, The RBA Group
Tiffany Robinson, The RBA Group
Laura Torchio, The RBA Group

A Ringwood Borough Bicycle and Pedestrian Plan Kick-Off meeting was held on Thursday July 3, 2008 from 4:00PM to 6:30PM, at the Ringwood Borough Municipal Building. The Kick-Off meeting was conducted in order to introduce the Steering Committee and gain the committee's views and insight regarding bicycling and walking needs throughout Ringwood Borough.

Meeting Objectives:

- *Introduce the Steering Committee to NJDOT's Local Technical Assistance (LTA) Program*
- *Review Ringwood's Needs*
- *Review Scope of Work & Schedule*

MEETING SUMMARY

I. Welcome and Introductions

The Kick-Off meeting opened with introductions by Joseph Powell, NJDOT Project Manager, and a brief description of what the Borough can expect from this project, which was awarded through the NJDOT LTA program.

II. Review Scope & Target Dates

Scope Review

Laura Torchio of The RBA Group introduced RBA's role in the planning process, while also reviewing the project's timeline of events to date including the project Approach Meeting in February 2008.

Ms. Torchio explained the role of the Steering Committee, which is just that: to steer the project from beginning to end. The Steering Committee will be relied upon to relay their experiences with regard to traffic, safety, parking, schools, etc. serving as an information clearinghouse. Their role will be to review and provide feedback on draft deliverables prior to public viewing or final documentation. There will be a final Steering Committee meeting at the conclusion of the study to review the draft final plan and wrap up the project.

Ms. Torchio reviewed RBA's understanding of Ringwood's needs while also reassuring the committee that the project scope adequately addresses the primary concerns of the Borough. The project understanding is based on information received from the steering committee in February during the project approach meeting. During that meeting, it was agreed that the primary focus of the bicycle and pedestrian plan was to first, address neighborhood connections to schools and local businesses, and then address broader connections for visitors to promote eco-tourism. It was noted that Ringwood is in the process of forming a Tourism Committee, possibly a Commission.

This comprehensive plan is intended to incorporate multiple users. It was clarified that since there is no legal place to use ATV's, the Borough's plan would not be incorporating off-road motorized users. It was also noted that mountain bikes are prohibited on hiking trails.

Ms. Torchio went over the project scope of work that was developed with the NJDOT and the Borough and discussed the four primary tasks through which a bicycle and pedestrian plan for the Borough will be developed.

The study will consist of conducting a needs assessment, developing a vision and goals, presenting recommendations at a public information center and to develop a bicycle/pedestrian plan for the Borough. It is intended that the plan be used to update the circulation element of the Borough's Master Plan. In addition, the plan will incorporate elements of a Safe Routes to

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Bicycle & Pedestrian Plan

School (SRTS) Travel Plan. It is anticipated that this project will be completed in the fall of 2008.

Data Needs

Laura Torchio briefly reviewed the data needs of the study to the Steering Committee. RBA will be reviewing/ utilizing any currently available reports, resources and mapping provided by the Borough and others as noted.

The following is requested:

- Street Maps
- Municipal Master Plan
 - Master Plan Visioning Meeting notes/summary
- Tax Maps/Easement/ROW Information
- Aerial Maps
- Accident Reports
- Existing Speed Studies
- Safe Routes to School or Safety Education Programs
- TMA Studies
- Proposed Development Projects
- Available Plans and Studies from Bergen County and neighboring jurisdictions
- Traffic Counts, Turning Movements and AADT Counts

Data Needs Action Items

- Lt. Gary Bertsch, Ringwood Traffic Officer, said that he would look into getting police accident reports, specifically involving crashes with a bicyclist or a pedestrian, for the last three years.
- Chuck Silverstein, Passaic County Traffic Engineer, said that he would check on the status of the West Brook Road Bridge over the Wanaque Reservoir project that is currently in preliminary design.
- Jeff Yuhas, Borough Engineer, suggested contacting Helen Forsa, the Borough Land Use Administrator, for a copy of the Municipal Master Plan.
- Jon Berry, Environmental Commissioner, suggested also giving this data needs list to the Municipal Clerk, Kelley Rohde.
- It was noted by Justin Riermersma, Passaic County Assistant Planner, during earlier fieldwork, that parcel mapping for the Borough is available through the Highlands Councils and the GIS layers can be downloaded from their website, <http://www.highlands.state.nj.us>.
- Materials identified in the data requests (*see above Data Needs section*) to individuals on the steering committee have been asked to provide RBA with this information by July 17th.

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III. Field Report - Opportunities & Constraints

General Field Observations

Skyline Drive

- All of Skyline Drive has 120' of Right-of-Way
- Need better signage along Skyline Drive
- Possibility of using colorized shoulders for Skyline Drive to serve as the distinction for traffic calming areas
- Reduce travel lanes along Skyline Drive to 11' and utilize rumble strip roadway design similar to West Brook Road
- Crossing Skyline Drive is difficult due to the headways and speed of the traffic
- Due to the combination of average amount of daily traffic (aadt), roadway width and speed, many of the roads adjacent to Skyline Drive would not need major engineering improvements

Trails

- Network of trails located behind the Cooper and Ryerson Middle schools
- Along Stonetown Road there are signed hiking trails by the Monksville Reservoir.
- The state parks have extensive trail systems
- There are several trails within neighborhoods that are cordoned off by a gate or some but may have been previous fire roads

Traffic Calming

- Several crosswalks within the borough that currently have zebra striping but it is faded; suggest using piano bar striping to combat fading
- Rumbles strips used along West Brook Road are effective

General Discussion of Opportunities & Constraints

During the discussion of opportunities and constraints, Steering Committee members were invited to use the posted maps to identify key destinations, opportunities, and challenges, and amenities within Ringwood. This exercise brought about local insight identifying many areas of need that are to be considered during the assessment.

A roundabout was considered at the intersection of Skyline Drive and Erkskine Road but there was controversy over right-of-way and wetlands encroachment; therefore the idea was abandoned by the County. However, there may be other sites within the borough where this

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may be a reasonable solution. It was noted that Urbitran Associates did a recent study on the use of a roundabout at County Route 511 and Skyline Drive.

James Ferrone, Bicycle Touring Club of New Jersey, indicated that Ringwood used to be a destination meeting place for cyclists doing bike tours but it is no longer used due to lack of adequate bicycle facilities and amenities. Mr. Ferrone also noted the need for a point of destination for riders such as a place to stop for rest, food, drink, etc. Also the borough does not currently have any bike shops.

Mr. Berry, noted that the Park and Ride by the Ringwood Library is underutilized on the weekends and is solely used by the Farmers Market on Saturdays. New Jersey Transit and/or Ringwood Police should be approached to discuss facility use and ticketing issues experienced by bicyclist tourists using the lot for parking. The idea of eliminating the permit requirement for the weekend should be explored.

Trailheads already exist as there are 24-26 miles of hiking within certain sections of the Borough. We can utilize this opportunity by beginning to mark trailheads at unofficial trailheads. The trails that are located on the Water Supply Commission's land should be marked especially for eco-tourism marketing.

Mr. Yuhas noted that recent roadway designs implemented by the Borough have reduced the travel lanes around the lakes to 10', 11' along West Brook Road and through the Municipal Aid program they are looking to narrow Carletondale Road to 10-10 ½' (DOT requires 11').

Lateral connection of the three lake communities would be ideal for neighborhood circulation and the simplest way to achieve this would be to utilize the rail corridor, which runs north to south throughout the borough. The railroad bed is owned by the North Jersey District Water Supply Commission. Dag Madara, North Jersey District Water Supply Commission, expressed the two issues that the Water Supply Commission has with incorporating their property as part of a this connection through the Borough - 1) security of the water source and 2) the use of the road by the fleet workers for daily maintenance. There is a general fear of allowing vehicles to come too close to the water supply and the possibility of vehicles occupants contaminating the water.

Mr. Ferrone expressed that while he was formerly an advocate of the railroad right-of-way, he now understands the safety concerns especially with the railroad being opposite of County Route 511 - Greenwood Lake Turnpike. He felt that if the corridor were on the other side of the road it would be a safer crossing from the residential neighborhoods.

The Borough, with the assistance of the County, has proposed an on-road bike facility from the Ringwood Library to Ringwood Manor. Railroad right-of-way is a possibility but the issue is crossing CR 511.

Mr. Yuhas suggested the possibility of using underpass to address Skyline Drive crossing issues. This solution will be explored as a recommendation.

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- “Love It, Hate It, Definitely Consider It” Version 1
During this interactive exercise, green, red and yellow dots would be distributed to use as a voting tool to place on sheets of paper listing various bicycle or pedestrian facility types. Green dots represent “love it”, red dots represent “hate it” and yellow dots represent “definitely consider it”. Attendees would then “vote” with their dots to indicate their perception of the appropriateness of the suggested facility types in relation to Ringwood’s Bicycle and Pedestrian Master Plan.
- “Love It, Hate It, Definitely Consider It” Version 2
This is the same interactive exercise as above but in this version the voters will have the visual aid using a featured example of the suggested facility type.



Target Date

The visioning workshop is being targeted for either the first or third week in August, based on Steering Committee availability. After discussion of possible venues, it was decided that the Ryerson School Cafeteria would be the best fit for the workshop’s agenda and target audience size. The members will get back to Tiffany Robinson, The RBA Group, with their dates of availability. Once the date and venue is set, The RBA Group will re-send the press release/flyer to the Borough and Steering Committee members for distribution.

engineering

In-Road Illuminated Crosswalks

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Bike Racks

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Vision Meeting Action Items

- It is the Borough’s responsibility to advertise and find the meeting space for the visioning workshop and the subsequent Public Information Center. Jeff Yuhas said if the project team continued to give him the electronic versions of the press releases he would continue to forward to the Clerk for advertisement. He will also check if the Ryerson School can be used as the venue for the visioning workshop.
- Steering Committee members will check their availability in August, during the weeks of the 4th and the 18th, in order to set the date for the Visioning Workshop.

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- Steering Committee members will also be responsible for spreading the word about the meetings and the plan in general. If there are other organizations such as the State Park Service that can play a valuable role, the Steering Committee members will take the initiative to keep them in the communication loop.

V. Next Steps

1. Evaluation and Analysis
 - RBA will collect relevant data from all available sources, conduct a follow-up field investigation if necessary and use feedback from the visioning and public workshops in order to develop a recommended bicycle and pedestrian plan for Ringwood.
2. Visioning Workshop Preparation

Prepared By:

Tiffany Robinson / Laura Torchio
The RBA Group

Enc: Sign-in Sheet

These notes are the author's recollections of the meeting and represent a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

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Bicycle & Pedestrian Plan

Ringwood Borough Project Kick-off Meeting Ringwood Borough Hall Court Room July 3, 2008 - 4 pm

Sign-In Sheet

Name/Title: Gene Giordano	Email: ggiordano@appalachiantrail-nj.org
Organization: NJ Appalachian Trail Management Committee	Phone: 201-410-4055

Name/Title: Lt. Gary Bertsch	Email: bertsch@ringwoodpolice.com
Organization: Ringwood Police Department	Phone: 973-962-4517

Name/Title: Jeffrey Yuhas	Email: jyuhas@ringwoodnj.net
Organization: Borough of Ringwood	Phone: 973-475-7110

Name/Title: Joseph Powell	Email: Joseph.Powell@dot.state.nj.us
Organization: NJDOT	Phone: 609-530-5290

Name/Title: Jon Berry	Email: jonberry@optonline.net
Organization: Ringwood Environmental Commission	Phone: 973-839-8014

Name/Title: Dag Madara	Email: dmadara@njdwsc.com
Organization: North Jersey District Water Supply Commission	Phone: 973-831-3363

Name/Title: Chuck Silverstein	Email: charless@passaiccountynj.org
Organization: Passaic County	Phone: 973-8814453

Name/Title: James Ferrone	Email: jferrone@smolin.com
Organization: BTCNJ	Phone: 973-439-7200 x1114

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Name/Title: Tiffany Robinson

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Phone: 973-946-5685

Name/Title: Laura Torchio

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Organization: The RBA Group

Phone: 973-946-5704

Name/Title: Michael Dannemiller

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Organization: The RBA Group

Phone: 973-946-5626

Ringwood Borough Bicycle & Pedestrian Plan



Public Visioning Meeting

In November 2007, The Borough of Ringwood, NJ was selected by the New Jersey Department of Transportation's, Office of Bicycle and Pedestrian Programs Local Technical Assistance Program to receive assistance in the development of a Municipal Bicycle and Pedestrian Plan that addresses concerns for walking and bicycling within the Borough.

We would like to invite members of the Ringwood Community to join us for a public visioning meeting to:

- Learn more about Ringwood Borough's Bicycle and Pedestrian Plan
- Discuss potential on- and off-road improvements or connections for bicycling and walking including state-of-the practice sustainable design.
- Set the VISION and identify priorities for Ringwood's Bicycle and Pedestrian Plan.

WHEN: *Wednesday, August 6th, 2008*
7 pm – 9 pm

WHERE: Martin J. Ryerson Middle School Cafetorium

WHO: Anyone concerned with bicycling and/or walking in Ringwood.

For additional information contact:
Jeff Yuhas, Borough Engineer, 973-475-7110, juhas@ringwoodnj.net



Borough of Ringwood
Ringwood Bicycle and Pedestrian Plan
PUBLIC VISIONING WORKSHOP
AGENDA

Wednesday August 6, 2008
Martin J. Ryerson Middle School Cafetorium
7:00 pm - 9:00 pm

Workshop Objectives:

- To inform the general public about the study and elicit their input for the development of the plan

- | | |
|---|----------------------|
| II. Project Overview & Introductions | <i>NJDOT</i> |
| II. Existing Conditions <ul style="list-style-type: none">- Project History- Mapping | <i>The RBA Group</i> |
| III. Presentation / Visioning Exercise <ul style="list-style-type: none">- State-of-the-Practice Design/Preference- Prioritization Exercise- Vision Statement | <i>The RBA Group</i> |
| IV. Next Steps <ul style="list-style-type: none">- Draft Bike/Ped Plan- Public Information Center | <i>The RBA Group</i> |

THANKS!

MEMORANDUM OF MEETING

FROM: Laura Torchio, The RBA Group
Senior Planner

DATE: August 13, 2008

PROJECT: Local Technical Assistance - Borough of Ringwood, NJ Bicycle and Pedestrian Master Plan
RBA Project # J4000.03

SUBJECT: Public Visioning Workshop, August 6, 2008

ATTENDEES: Project Team (NJDOT, The RBA Group)
Steering Committee (Ringwood Environmental Commission, Ringwood Borough Engineering, Ringwood Police Department, Passaic County Engineering, Bicycle Touring Club of New Jersey, North Jersey District Water Supply Commission, NY-NJ Trail Conference)
Members of the Public (approximately 30)

A Ringwood Borough Bicycle and Pedestrian Plan Public Visioning Workshop was held on Wednesday, August 6, 2008 from 7:00PM to 9:00PM, at the Martin J. Ryerson Middle School. The Public Visioning Workshop was conducted in order to inform the general public about the Plan and elicit their input for the development of the plan.

Meeting Objectives:

- *Introduce the Public to NJDOT's Local Technical Assistance (LTA) Program.*
- *Describe the Ringwood Bicycle & Pedestrian Plan, and background information.*
- *Engage in a Visioning dialogue through mapping, visual preferences and a written "wish list" reflecting inspirations for biking and walking in Ringwood.*

MEETING SUMMARY

I. Project Overview and Introductions

Joseph Powell, NJDOT Project Manager, welcomed the participants and provided an overview of the project and workshop. As a means of introduction, each person identified him/herself and what brought them out to the workshop. Responses ranged from wanting a safe option to walk or bike from home to town, for their kids to safely get to school or play, and to have a path that circumvents the Borough for transportation, recreation and health.

II. Existing Conditions

Project History

Laura Torchio, of The RBA Group, provided participants with a quick overview of the purpose of the meeting, the project's background and data collection efforts to date, what the final product would be, and what they could expect during the Visioning Workshop.

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Bicycle & Pedestrian Plan

Ms. Torchio explained the importance of both informing the community about the project as well as gaining public sentiment about their primary concerns for walking and bicycling in Ringwood. She explained that the steps leading to a comprehensive bicycle and pedestrian plan for the Borough were to establish a steering committee, evaluate the circulation system, collect data and conduct a needs analysis, to hold a public visioning workshop, develop a draft plan, present the draft plan to the public at an open house and finally submit a final plan. It is intended that the plan be used to update the circulation element of the Borough's Master Plan. In addition, the plan will incorporate elements of a Safe Routes to School (SRTS) Travel Plan. It is anticipated that this project will be completed in the fall of 2008.

Mapping Exercise

Ms. Torchio asked participants to split into 3 groups and review a draft Opportunities and Constraints map of Ringwood Borough. The purpose of the mapping exercise was to identify community assets related to bicycling and walking as well as common barriers to doing so.

The map included features such as major destinations, difficult crossings, easements, rights-of-way, and other "unofficial" connections. Groups were asked to use colored markers and identify the following on the maps:

GREEN = Opportunities (Special Places, Community Assets, Things that are Good)
RED = Constraints (Barriers, Liabilities, Things that are Bad)
BLUE = Most Important (The **one thing** you can't leave here without mentioning)

Participants collaborated and marked the maps accordingly. The Project Team will use the marked maps to help guide recommendations in the Plan. After about 20 minutes, each group chose a speaker to report their results back to the room. The Most Important thing each group identified was:

Group 1

- *One-way circulation (Lake)*
- *Rail to Trails*
- *Reservoir Loop*
- *Pedestrian Bridges over Skyline Drive*
- *Wider Roads*

Group 2

- *One-way circulation (Lake)*
- *Utilize gas line ROW*
- *Loop – home to shopping, schools, worship, library, etc.*
- *Share-the-Road signs!*

Group 3

- *Route around Ringwood connecting neighborhoods to key destinations and each other*

III. Presentation/Visioning Exercise

State of the Practice Design

Mike Dannemiller, of The RBA Group, facilitated an interactive slide show presentation prompting a discussion about issues, preferences and priorities that will help craft a vision for the Ringwood Bicycle & Pedestrian Plan. Using an array of visuals to portray the trips different

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Bicycle & Pedestrian Plan

user groups make (and want to make), participants were introduced to the types of facilities, materials, surfaces and designs that can be used to accommodate them.

At designated break points throughout the presentation, Mr. Dannemiller, Ms. Torchio and Tiffany Robinson, of the RBA Group, asked participants to identify their key concerns having to do with each topic. Topics included on-road connections and facilities, off-road connections and facilities, surface types and treatments, and amenities. In addition, potential resources were also recorded.

On-Road Issues/Concerns

- Make utility corridors accessible
- Make gas lines accessible/connectivity
- Connections to schools, stores, churches, library
- Crossing over 511
- Connections needed State Park
- Wetlands at Peter Cooper School
- 17/Sloatsburg Road – make it safer for bicyclists

Off-Road Issues/Concerns

- Streets around the lakes are too narrow, curvy – site distance
- Cars parked on-street
- Speeding in lake communities
- Overgrown vegetation (Cupsaw) (Skyline Lakes Road)
- Skyline Drive – bisects the town crossing issue
- Widening road – future 4-lane highway
- Traffic control signage/speed limit/Yield to Pedestrian signs
- Lighting – trails/paths
- Curriculum in the school - bicyclist/pedestrian/motorist education
- Limited sight distance - trimming vegetation in other areas besides lake communities
- No room for sidewalks – lots of pedestrian activity in lake community
- Security issue/contamination of water in reservoir
- Railway bed used by security/utility trucks
- Increase of pedestrian traffic could add more “eyes” on reservoir – benefit to security
- Add secure points of entry through additional fencing
- Portions of ROW that might not be suitable/liability emergency access rail
- Might consider ROW for pipeline in future
- ATV use along rail ROW
- Gas line is very steep uphill and downhill; swamps; cliffs
- East of Sloatsburg hilly
- How high of a fence would be acceptable to NJDWC – what are the acceptable security requirements?
- Various access points along ROW bypass areas that security is an issue

Surface Issues/Concerns

- Need low maintenance trail surfaces
- Concrete issue for runners
- Cold weather – need durable/seasonal uses

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Bicycle & Pedestrian Plan

- Highlands – need to verify surfaces that are acceptable
- Heat issues with rubber

Amenity Issues/Concerns

- *Losing potential capital by having people park in State Park, local parking areas*
- *Too much lighting – should be low/limited lighting*
- *How will this plan impact traffic/parking if visitation is increased*
- *Want to be able to get residents out of cars and travel safely*

Resources

- *Municipal Ordinances requiring Residents to trim greenery from roadway*
- *Lake Association BB/NL*
- *Town Website – Information Exchange*
- *Skyline – 120' ROW --- County, Side Path?*
- *Safety Town (K) Summer – Pedestrian Safety Education*
- *Public Access TV 77 – Information Exchange*
- *Borough has Speed Enforcement Feedback Signs*
- *North Jersey District Water Supply Commission will review B/P Plan*
- *Homeland Security working with NJDWSC*
- *Passaic County grant – cameras*
- *Other successful Rail-With-Trail facilities near reservoirs*
- *Future Project: Reservoir pipeline (Riker to Monk Road) – Opportunity for multi-use trail development??*
- *Trail Volunteers*
- *Shared parking opportunities at stores, schools, churches, etc.*

Vision Statement

A Vision Statement worksheet was provided. Participants were asked to complete and return them before they left for the evening. After summarizing the results, the Project Team has prepared the following draft vision statement and goals.

Ringwood Borough is a community whose residents respect its natural resources, value its recreational opportunities, are proud of the friendly spirit of its neighborhoods, and are committed to promoting safe bicycling and walking opportunities for residents and visitors of all ages and abilities.

Goals

- 1) Establish and maintain traffic speeds that promote and are consistent with safe bicycling and walking throughout the Borough
 - Identify locations where traffic calming devices and techniques can be used to slow traffic
 - Enforce speed limit compliance in lake communities and throughout the Borough.
- 2) Establish safe and consistent access to recreation, schools, shops, library, transit, etc.
 - Provide safe bicycle and pedestrian opportunities to connect to major destinations utilizing rights-of-way, easements, and local roadways thus establishing a “pathway” that circumvents the Borough.

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Bicycle & Pedestrian Plan

- Encourage walking and bicycling to local destinations as a means to reduce traffic congestion, reduce auto emissions, improve health and build community relationships.
 - Encourage visitors to utilize ecotourism opportunities by providing amenities like restrooms, parking and refreshments.
- 3) Establish a process to identify and remove existing barriers to walking and bicycling in the Borough
- Improve bicycle and pedestrian safety and access across Skyline Drive at the shopping center and library and other areas where people cross major roadways on bike or by foot.
 - Improve safety at intersections of local roads within the lake communities and near the schools.
 - Improve sight distance in lake communities by keeping overhanging greenery trimmed behind the right-of-way.
 - Utilize media like the Borough website or Public Access TV to raise awareness for and encourage safe bicycling, walking and driving behavior.
- 4) Develop and strengthen partnerships with key stakeholders, foster bicycle and pedestrian facility improvements along public rights of way, easements, and preserved areas.
- Engage community, biking, hiking and other volunteer groups to promote implementation of the Plan.
 - Collaborate with property owners to find acceptable solutions to safe bicycle and pedestrian access to primary connection points.

V. Next Steps

Draft Bike/Pedestrian Plan

The Project Team will complete its system analysis and begin to formulate recommendations for improvements to Ringwood's bicycle and pedestrian circulation system. Together with the Steering Committee, the Project Team will develop a Draft Bicycle/Pedestrian Plan for the Borough.

Public Information Center

The Project Team will conduct a Public Information Center for the Borough's elected officials and general public. Participants will be invited to this "open house" where they can share their input and comments on the draft plan. Target: October 2008.

Prepared By:

Laura Torchio/Tiffany Robinson
The RBA Group

Enclosure: Visioning Exercise Responses
Sign In Sheet

These notes are the author's recollections of the meeting and represent a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

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Bicycle & Pedestrian Plan



Ringwood Borough Public Visioning Workshop
Martin J. Ryerson Middle School Cafetorium
August 6, 2008 7:00 pm to 9:00 pm

Sign-In Sheet

Name/Title: Kate Weller

Email: wellerworld@bigfoot.com

Affiliation:

Phone: 973-962-6852

Name/Title: Kelley Rohde

Email: krohde@ringwoodnj.net

Affiliation: Borough of Ringwood

Phone: 973-475-7102

Name/Title: Glenn Stoll

Email: highlandshealth@optonline.net

Affiliation: Resident

Phone: 973-962-1717

Name/Title: Susan & Thom Weller

Email: susan.weller@verizon.net

Affiliation:

Phone: 973-962-0064

Name/Title: Jim Ferrone

Email: jferrone@smolin.com

Affiliation: BTCNJ

Phone: 973-962-0676

Name/Title: Mike Maguire

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Affiliation:

Phone: 973-556-5574

Name/Title: Walt Davison

Email: wdavo@verizon.net

Affiliation: Boro Council

Phone: 973-962-4169

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Bicycle & Pedestrian Plan

Name/Title: John Speer Email: jspeer@ringwoodnj.net

Affiliation: Ringwood Phone: 201-803-1680

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Borough of RINGWOOD

Bicycle & Pedestrian Plan

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Programs

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Borough of RINGWOOD

Bicycle & Pedestrian Plan

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Affiliation: The RBA Group

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Vision Exercise

What is a Vision Statement?

Answers the question of: Where should we be headed?

What is the purpose of a Vision Statement?

- Establishes common values
- Develops a shared sense of purpose
- Fosters communication
- Provides focus, purpose and direction for planning process



Sample Components to a Vision Statement:

- Children should be able to walk and/or bicycle to school safely
- Bicyclists should be given equal priority within our road network
- Ringwood Borough is a bicycle friendly community
- Ringwood Borough is a place where bicyclists and pedestrians feel safe and comfortable
- People in Ringwood Borough choose to walk and bike for both transportation and recreation

Sample Vision Statements:

Maplewood, New Jersey Bicycle Facility Plan (2004)

“Maplewood is a place that is designed to make bicycling easy, safe, and convenient for transportation, recreation, and health and fitness for all levels and ages of cyclists. By providing more opportunities for bicycling, Maplewood encourages bicycling as part of the community’s healthy lifestyle.”

NJDOT Statewide Bicycle and Pedestrian Master Plan Phase 2 (2004)

“New Jersey is a place where people choose to bicycle and walk. Residents and visitors are able to conveniently walk and bicycle with confidence and a sense of security in every community. Both activities are a routine part of the transportation and recreation systems and support active, healthy lifestyles.”

Middlesex Borough – Bicycle and Pedestrian Master Plan (2007)

“Middlesex Borough has an irresistible small town feel that is enhanced by its accommodations for bicycle and pedestrian travel; enabling the use of these modes to travel throughout the Borough for recreation and to access major destinations.”

Borough of RINGWOOD

Bicycle & Pedestrian Plan

Create your VISION for Ringwood Borough by answering the following questions and statements to complete the vision statement below. Remember your answers should reflect the future direction of what biking and walking will look like in the Borough of Ringwood. Consider this your wish list.



1. *If you could change just one thing about Ringwood Borough in the next 10 years, what would it be?*
2. *If you could be assured that one thing about Ringwood Borough did not change in the next 10 years, what would it be?*
3. *What types of changes would you like to see Ringwood Borough make in its accommodations for bicycling and walking?*
4. *Ringwood Borough is a place where bicyclists and pedestrians*
.....
5. *Ringwood Borough is recognized as a community that*
.....

YOUR Vision Statement:

Please return the completed form by Friday August 1, 2008 and send to:
Tiffany Robinson, The RBA Group
7 Campus Drive, Suite 300
Parsippany, NJ 07054
Fax: 973-898-9472
Email: trobinson@rbagroup.com

**Ringwood Borough Bicycle & Pedestrian Plan
Public Visioning workshop**

Visioning Exercise Responses (8/6/08)

1. What Should change?	2. What Should Not Change?	3. Types of Changes needed?	4. Define Ringwood	5. Recognized As a Community Concerned about	Statement	Other Common Sentiments
Beautify downtown area		Access center to town		Environment	Walk to the center of town without getting into car and not having to go on a main road. Trail leading into town	Speed; limited sight distance; hazard. Skyline Drive should have a trail leading into town. Painted forest area.
To get to town center on a lit path rather than through woods.	Rural character	More “pedestrian friendly” on the main roads		Cares about the environment	I love Ringwood the way it is.	Making the streets around the lakes one-way; fancy “green” bathrooms are awesome!
A bike path system from Cupsaw Lake area to center of town.	The country like qualities.	Accommodations for bicycling and walking	Feel safe on or near the roads	Is beautiful	More accommodations for bicycles	Out of town guests are an untapped resource; make them feel welcome
		Lake communities – access between them and access to shopping centers	Bring their bikes to the park to ride		Vital to provide walking/safe biking access both around the lakes and between the lake communities via sidewalks, bike lanes, etc. It also would address the problem of excessive speeding in our communities.	Ringwood’s biggest asset is the lake communities.

Borough of RINGWOOD

Bicycle & Pedestrian Plan

1. What Should change?	2. What Should Not Change?	3. Types of Changes needed?	4. Define Ringwood	5. Recognized As a Community Concerned about	Statement	Other Common Sentiments
Crossing for Skyline Drive	Pokey little lake streets	Paths along Skyline Drive		Has great sense of community		
More environmentally friendly/less traffic	Family friendliness/ community spirit	More safer amenities	Bicyclists and pedestrians are abundant	Gets involved	Families; people looking to travel by foot or by bike; avid cyclists and hikers; solution that would satisfy the needs of all 3 groups while maintaining our environmental standards and overall improving our community	
Improve access to trails by making easements, trailheads	Open spaces are preserved	Improve mapping of trail system	Get a good workout!	Values its natural resources		Make Ringwood the mountain bike capital of the tri-state area. Acknowledge trails as the Borough's greatest natural resource
Increased walking/ biking access throughout the town	Rural character	Bike lanes on major thoroughfares		Is a destination for weekend get-aways	By developing pedestrian paths and bikeways, the town would be open to access recreational opportunities by residents and attract more ecotourism	Bicyclists and pedestrians take their lives into their hands on each trip
Safe for pedestrians	Rural character	Safer ways to cross Skyline Drive		Is environmentally conscious	Ringwood values and protects its environment, and prides itself on its	Bicyclists and pedestrians have to fight fast-moving traffic

Borough of RINGWOOD

Bicycle & Pedestrian Plan

1. What Should change?	2. What Should Not Change?	3. Types of Changes needed?	4. Define Ringwood	5. Recognized As a Community Concerned about	Statement	Other Common Sentiments
					rural character. It should do as much as possible to promote safe biking and walking.	
Safer for children to bike and more recreational choices; lower speed limits	Traffic	Speed bumps, near bike path and children's neighborhoods	Enjoy nature and historical markers of Ringwood	Respects and loves nature, recreation and community	All of Ringwood could be connected safely	
	It's a semi-rural feel			Lives in harmony with its natural surroundings		Build an overpass at the bottom of Skyline Drive to feed Erskine road and at the same time allow pedestrians and bicycle crossing and tie in to a trail along the east side of the brook to Lakeview Avenue and then to the library.
To get around safely by bike and on foot	The "essential character"	Off-road paths to circumvent main roads		Special place to live and to visit	Desire of residents to be able to walk and bike for both transportation and recreation	Ringwood is presently not designed to make bicycling or walking easy, safe or convenient; vehicles have historically been given priority within transportation planning.

MEMORANDUM OF MEETING

FROM: Laura Torchio, The RBA Group
Senior Planner

DATE: October 1, 2008

PROJECT: Local Technical Assistance - Borough of Ringwood, NJ Bicycle and Pedestrian Master Plan
RBA Project # J4000.03

SUBJECT: Client/Steering Committee Coordination Meeting, October 1, 2008

ATTENDEES: Project Team (NJDOT, The RBA Group)
Steering Committee (Ringwood Environmental Commission, Ringwood Borough Engineering, Ringwood Police Department, Passaic County Engineering, Bicycle Touring Club of New Jersey, North Jersey District Water Supply Commission, NY-NJ Trail Conference)

A Ringwood Borough Bicycle and Pedestrian Plan Client/Steering Committee Coordination Meeting was held on Wednesday, October 1, 2008 from 10:00AM to 12:00PM, at the RBA Corporate Headquarters in Parsippany, NJ. The Client/Steering Committee Coordination Meeting was conducted in order to gain consensus on recommendations and direction of Plan development.

MEETING SUMMARY

I. Welcome/Overview

Joe Powell kicked off the meeting by greeting the Steering Committee and asking each person to give a brief introduction.

Laura Torchio explained that the purpose of this meeting was to get a good discussion going about recommendations for Ringwood and come to a consensus on the direction and outcome of the plan.

II. Plan Recommendations

Laura Torchio began by introducing a possible approach to developing recommendations for improvement to Ringwood’s circulation system. The approach would address primary issues to bicycle and pedestrian travel by organizing improvements into categories: Connections Between Lakes, Crossings, New Facilities/Shared Use Paths, Lakes (one-ways) and Regional Roadways.

Borough of RINGWOOD

Bicycle & Pedestrian Plan

Mike Dannemiller led the discussion by presenting a series of options to consider for each category. Referring to a Sketch Map and DRAFT List of Potential Recommendations, he explained the benefits and risks associated with each option. The group engaged in an active discussion which resulted in consensus that the plan would provide a menu of options for each category including:

- Regulatory, warning and informational signs
- Painted stripes and symbols like bike lanes, shared lane markings and shoulder stripes
- New construction like widened shoulders, side paths and shared use pathways
- Roadway crossing options for areas like the shopping center or where pathway might cross regional roadways
- Innovative solutions for narrow, curvy, hilly lake community roadways like one-way with bidirectional bike lanes coupled with traffic calming elements and community education/enforcement campaigns.
- Sidewalks where appropriate like library to shopping center, town hall to ball fields and some school neighborhoods.
- Vertical and horizontal traffic calming elements like colorized shoulders and speed humps/tables.

Finally, Laura Torchio presented the DRAFT Plan Table of Contents as a preliminary outline of the Plan.

III. Next Steps

- Request feedback from Steering Committee members who were unable to attend this meeting.
- Prepare DRAFT Plan for review/comment
- Set target date for Public Information Center

Prepared By:

Laura Torchio/Tiffany Robinson

The RBA Group

Enclosure: DRAFT Approach to Recommendations
DRAFT Recommendations List
MUTCD Facility Signs and Markings
DRAFT Table of Contents
Sign In Sheet

These notes are the author's recollections of the meeting and represent a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

Client/Steering Committee Coordination Meeting
RBA Corporate Headquarters, Parsippany
October 1, 2008 10:00am



Please Print Legibly

Sign-In Sheet

Name	Affiliation	Phone Number	Email Address
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Bernard Lombardo	Boro of Ringwood	973-962-7017	lombardo@ringwoodpolice.com
Kelley Kohde	Boro of Ringwood	973 475-7102	Kkohde@ringwoodnj.net
JAN BERRY	Ring. Env. Y. Comm.	(973) 839-8014	janberry@optonline.net
JEFFREY YUHAS	Borough of Ringwood	(973) 475-7110	jyahas@ringwoodnj.net
SAG MADARA	NORTH JERSEY DISTRICT WATER SUPPLY COMMISSION	973 831-3363	dmadara@njdwsc.com
Laura Torchio	The RBA Group	973 946 5704	Ltorchio@rbagroup.com

**Ringwood Bicycle and Pedestrian Plan
DRAFT Approach to Recommendations**

- **Lakes (one-way opportunities)**
- **Connections between lakes (off- and on-road)**
- **Crossings (Skyline Drive, GWL Turnpike)**
- **Regional Roadway Improvements**
- **New Facilities (shared use paths)**
- **Amenities**

Lakes

We will explore the opportunities for one-way circulation around lakes Cupsaw, Erskine, and Skyline. Where it's feasible, a one-way for motorists, two-way for bike/ped will be reviewed.

Connections Between Lakes

We will determine where opportunities for intra-lake connections exist and explore both on- and off-road facility improvements to connect residents to each other, schools, shopping, etc.

Crossings

We will explore how pedestrians and bicyclists can safely cross Skyline Drive between the shopping centers and Greenwood Lake Turnpike (assuming the development of a rail trail).

Regional Roadway Improvements

Width of pavement and Width of ROW will be examined to determine feasibility of bike lanes, shared lanes and share-the-road signs.

New Facilities

We will identify where new facilities might work such as a sidepath within the Skyline Dr ROW and a Rail Trail through reservoir lands.

Amenities

There will be some areas where amenities like lighting, rest areas, bicycle parking, etc. are sought. We will examine the options and make recommendations for state-of-the-practice facilities.

Hot Spot Concepts

1. Crossing Skyline Drive between the Shopping Centers
2. Crossing Greenwood Lake Turnpike/Skyline Drive to Rail Trail
3. One-way: Cupsaw Drive at Duffy Road

Borough of RINGWOOD

Bicycle & Pedestrian Plan

Connection Between Lakes

Connecting the three eastern lake communities is a top priority for the Ringwood Bicycle Plan. Some of the elements planned to enhance bicycle and pedestrian travel within and between these areas include:

- Wayfinding/ Bike routes
- Bike lanes with pedestrian accommodation (as part of a one-way roadway conversion)
- Shared lane markings (proposed MUTCD designation for shared use of existing travel lanes between motorized and bicycle traffic)
- Local paths
- Gated roads (modify gates to provide clear bicycle and pedestrian access, while restricting motor vehicle traffic.)
- Also connect to major destinations:
 - Athletic fields
 - Boro Hall
 - Library and Park-n-Ride (alternate to Skyline Drive access)
 - Shopping (Fieldstone, Stop & Shop, Ringwood Commons)
 - Ringwood State Park (link to shopping center)
 - Schools (sidewalks and crosswalks)
- Traffic Calming on Neighborhood Roadways
 - Speed humps/raised crosswalks and intersections
 - Rumble strips and stripes
 - Curb extensions
 - Chicanes

Crossings

At-grade or grade-separated concepts will be considered to be enhanced at key locations throughout Ringwood, including:

- Skyline Drive at shopping centers (Fieldstone, Stop & Shop)
 - Realign parking lot accesses at library
- Greenwood lake Turnpike at Skyline Drive side path
 - Northeast leg to be crossed to access rail ROW
- Greenwood Lake Turnpike at rail ROW just north of Sloatsburg Road
- Local roads at shared use paths (several locations)
- Shopping center parking lots

New Facilities/Pathways/Shared Use Paths

New facilities such as shared use paths or pathways are proposed to be constructed to provide links between major destinations or along major corridors. These will be major elements in a continuous network of bicycle and pedestrian facilities around Ringwood.

- Sidepath along Skyline Drive within ROW Northbound (eastern) Side [James Drive – Ringwood Avenue/Greenwood Lake Turnpike]
- Rail ROW Path (security is a large concern)

Borough of RINGWOOD

Bicycle & Pedestrian Plan

[Skyline Lakes Drive – Margaret Avenue]

- Gas Transmission Line
[Van Water Drive – Morris Road]
- Duffey Road Easement
[Kent Road/Sharon Court – Morris Road]
- Northgate Park to Stop & Shop Shopping Center
 - This alignment has the least steep connection to the Erskine Lake area
- Skyline Drive – Sidewalk or sidepath along the southbound (western) side
(Cannici Drive – Shopping Center/Field Stone Drive)

Lakes (one-ways)

One-way circulation for motor vehicle traffic can offer additional options for dedicated bicycle and pedestrian facilities such as striped bicycle lanes. Depending on the limits of the one-way, motorists could be forced to find very minor or more substantial alternate route to reach their destination. This is a tradeoff that must be balanced with the desire to enhance bicycle and pedestrian accommodation where bicycle and pedestrian trips are most likely, especially by children and seniors accessing the lakes.

- Cupsaw Lake
 - Cupsaw Drive - [Kendall Drive to Windbeam Avenue] (north end)
(Kraft Place is parallel)
 - Cupsaw Drive – all the way around the lake
- Erskine Lake
 - Lake View Avenue
[Short Place to Brooksyde Avenue] [Erskine Road to Mohawk Trail]
(Voorhis Place is parallel – 2-way option)
- Skyline Lake
 - Skyline Lakes Drive [all the way around the lake]
(There is NOT a convenient 2-way parallel route)

Regional Roadways

- Signed and striped bicycle lanes
- Signed bike routes
- Striped Shared Lane Markings
- Paved shoulders (widened and/or colorized)
- Shared roadways (no designations “No Build”)
- Share the Road signs at spot constrictions
- Yield to pedestrian signs
- Sidewalks
- Parallel sidepath (shared use path)
- Future widening – complete street accommodation for all travel modes

Borough of RINGWOOD

Bicycle & Pedestrian Plan

Regional roadway design treatments

	Ringwood Ave.	Greenwood Lake Tpke.	Skyline Dr.	Sloatsburg Rd.	West Brook Rd.	Stonetown Rd.
Signed & striped bike lane			X			
Signed bike routes	X	X		X	X	X
Striped Shared Lane Markings		X		X	X	X
Paved shoulders (widened)					X	X
Shared roadways (no designations)						
Share the Road signs at spot constrictions					X	X
Crossing signs	X	X	X			
Sidewalks			X			
Parallel sidepath (shared use path)	X	X	X			
Future widening – complete street accommodation for all travel modes				X	X	X

Amenities

Keeping in line with Ringwood’s environmentally conscious and sustainable perspectives, all the amenities that will support bicycle and pedestrian travel

- Bike racks
 - Standard
 - Artistic
 - Covered
 - Lockers at park and ride
- Benches
- Lighting
 - roadway,
 - intersections,
 - crossings, and
 - trails/paths
- Kiosks with bike network maps
- Trailheads for hiking and biking
- Public restroom facilities (at park & ride lot)

Major Destinations

- 3 lake communities

Borough of RINGWOOD

Bicycle & Pedestrian Plan

- Shopping centers (3 on Skyline Drive, 1 on Sloatsburg Road)
- Library/Park and Ride
- Boro Hall
- Ringwood Manor

Education/Marketing

- Bicycle/pedestrian safety training in schools
- Driver education
- Neighbors – reinforce parking, speed and other local laws, especially in school areas
- Trail maintenance
- Park and Bike Ride (with a two-mile warm up) – Encourage mountain bicycling visitors for outside the area to park at the local shopping areas and use the ride to the trails as a healthy warm up before entering the world class singletrack of Ringwood State Park.
- Ticket/parking permit procedures at Park-n-Ride
- Public service announcements – bicycle travel is legal on every road, even if others have dedicated facilities, yield to pedestrians in crosswalks, parking policies

Enforcement

- Parking
- Landscaping
- Shared parking opportunities
- Zoning/land use planning

Typical Details “Design Guide”

- Paths:
 - Side path
 - Side path crossing at side street
 - Shared lane marking
 - Shared use path (new ROW)
 - Surface materials
 - Cross section
- Crosswalks (striping patterns, piano bar or ladder)
- Signs:
 - Share the road
 - Bike route and begin, end, ahead
 - Bike lane? And begin, end, ahead
 - Begin right turn, yield to bikes
 - State lane – yield to pedestrians (Ⓢ)

Traffic Calming

- Speed humps

Borough of RINGWOOD

Bicycle & Pedestrian Plan

- Curb extensions
- Crosswalks
- Raised intersections
- Speed tables
- Raised crosswalks
- Chicanes
- Block busters*
- Contra flow bike lane*

Ringwood Borough Bicycle & Pedestrian Plan



Public Information Center

In February, 2008, The Borough of Ringwood, NJ was selected by the New Jersey Department of Transportation to receive Local Technical Assistance in the development of a Municipal Bicycle and Pedestrian Plan that addresses concerns for providing safe accommodations for bicyclists and pedestrians throughout the community while serving as an update to the Borough Master Plan's Circulation Element. In addition, the recommendations and actions outlined in the Plan can both supplement the Borough's long-term tourism strategies as well as act as a basis for a Safe Routes to School Program Travel Plan.

We would like to invite members of the Ringwood Community to join us for a public "open house" to:

- Learn more about Ringwood Borough's Bicycle and Pedestrian Plan
- See visuals for improvements to Bicyclist and Pedestrian safety in Ringwood
- Provide insight regarding the needs of Bicyclists and Pedestrians in Ringwood

WHEN: *Tuesday, March 31st, 2009*
5pm -8pm

WHERE: Ringwood Borough Hall

WHO: Anyone concerned with bicycling and/or walking in Ringwood

For additional information contact:
Kelley A. Rohde, RMC, Municipal Clerk, Acting Municipal Manager
973-475-7102, krohde@ringwoodnj.net
www.ringwoodnj.net

Ringwood Borough Bicycle & Pedestrian Plan

The Ringwood Public Information Center

The format for the Ringwood Public Information Center (PIC) will be an open-house style with a series of stations set up for viewing and Q&A. The Project Team including RBA, NJDOT and the Ringwood Bicycle & Pedestrian Plan Steering Committee will be on hand to describe the process and answer questions regarding the plan.

PIC Station Set-up

Station 1

Greeter:

-  Joe P
-  SC Member

Boards:

- Project Title/PIC

Display Table:

- Sign In Sheet(s)
- Name Tags/Markers
- Feedback Sheets
- Comment Box

Station 2

Greeter:

-  SC Member
-  SC Member

Boards:

- Vision Statement
- EC/Opp Map

Display Table:

- Vision/Goals
- Background Info

Station 3

Greeter:

-  Mike D
-  SC Member

Boards:

- EC/Rec Map
- Typical/Recs

Display Table:

- Rec'd Options
- Action Table

Station 4

Greeter:

-  Laura T
-  SC Member

Boards:

- Hot Spots

Display Table:

- Hot Spot Desc.

NorthJersey.com

Ringwood aims to be better place to walk, bike

Friday, March 27, 2009

BY BARBARA WILLIAMS

NorthJersey.com
STAFF WRITER



RINGWOOD — Residents are invited to an open house on Tuesday to review a draft for a bicycle and pedestrian plan and offer insights on how to make it a reality.

The Environmental Commission will preside over the meeting, to be held in Borough Hall from 5 to 8 p.m.

The draft, created by the Parsippany-based consulting firm RBA Group, is the first step toward making the borough a walkable and bike-accessible community.

YOUR VIEW

To read the recommendations or the draft plan, go to Ringwood's Web site, ringwoodnj.net and click on "Bicycle and Pedestrian Plan."

Opinion still is needed, and the public eventually will have to decide on specific steps that should be taken, local officials said.

RBA has offered a number of recommendations that need to be reviewed, including connecting the different areas of the borough with signs, stripes and pavement markings to indicate a shared lane between cars and cyclists; making the roads that circle Erskine and Cupsaw lakes one-way for vehicles; designate crossings of busy roadways such as Skyline Drive; and installing traffic-calming treatments such as speed bumps and raised crosswalks.

"I think this idea is fantastic," said Bill Bennett, a resident who bikes five times a week before or after work. "Living where we do promotes enjoying our outdoor environment, and we need to make it safe. Kids should be able to walk to their activities."

Bennett said he believes making the roads around the lakes one-way is one quick and easy method to have bicyclists and pedestrians share the road with cars.

Among the other recommendations that residents can review are modifying gated roads and maintaining and formalizing paved easements.

E-mail: williamsb@northjersey.com



Reader Comments

Please report comments that violate the terms of service.

1. **thisview** says: I love the one-way lake road idea. Another suggestion; More trimming of roadsides so you don't have to jump into the rampant poison ivy to avoid being hit by large vehicles. Ringwood, especially the lake hit areas, are beautiful for walking and riding but the narrow curving roads are hazardous as they stand. Anything that will make them safer is a good idea.

[Read All Comments...](#)

Ringwood Borough Public Information Center
Tuesday, March 31, 2009 from 5 p.m. to 8 p.m.
Ringwood Borough Hall

Sign-In Sheet

Name/Title: Ed Agar

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Ringwood Borough Bicycle & Pedestrian Plan

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Public Information Center Open House, March 31, 2009

Public Comments:

- It's about time something like this happened in Ringwood! Being an avid cyclist (and married to an avid mountain biker!), we love this plan! This could only help benefit the Town of Ringwood. So much beauty and such a nice, safe way to experience it.

I really do not have any recommendations. Seems like you have thought of everything! I'd love to see this get implemented.

- I think the bicycle lane idea is great for the people, my only concerns are listed below:
 1. Increased speed of cars going around the lake. Install speed pads.
 2. Overhead lights by crosswalks to get better lighting above the hum's of the strobes.
 3. Need sidewalks wherever possible.
 4. Make bicycle lane be reversed of walkers.
- I'm a biker:
 1. I like the shoulder widening plan – I ride but I never want to ride off Greenwood Lake Turnpike because it's too dangerous (widening around the lakes would be great if possible).
 2. Connect parks via N. District Water Supply Commission. With smooth bike trails, that people can also rollerblade on similar to the Saddle River Parks in Bergen County.
 3. Love paving over RR tracks by residents and have the crosswalk with sensors.
- Cheshire-Edward along Skyline Drive is hectic – extend path south to Conklintown/Cheshire.
- No more taxes! Would like to seek outside funding for recreation.
- Maintenance of buffer/separation – who will keep paths clean?
- Like shopping – center traffic light option.
- One-way objection – don't want to restrict parking around lake 24 hours.
- LBI has similar shared bike/ped treatments
- Speeds are high on 511
- Test in Cupsaw first!
- One-way auto traffic. Clockwise around lakes to limit people having to cross traffic to access path!

Borough of RINGWOOD

Bicycle & Pedestrian Plan

- Appreciate the tremendous efforts the Town has made to accommodate bike riders, etc. Thank you.
- However, the only option I feel after being a 20 year resident is: Figure 3, bike path/recreation path, set aside off roads.
- Recreation paths would be a nice feature for shopping area/library/parking for kids and all ages to use without traffic.
- Would also be nice for multisport.
- Might consider speed bumps at road crossing as well as ample lighting.
- Good idea – I walk and bike ride a lot and am a member of NJBRNJ and lead rides from and in Ringwood.
- In favor of one-way around the lakes. Living on Cupsaw, I would drive an extra mile if it means a safe place to run, walk and bike.
- Connecting the communities and shopping areas makes total sense.
- Keep up the great work!
- Concerns about “response time” around the lakes if they were made one-way: Here is a suggestion: Police are usually the first to respond. They could block the roadway off and direct emergency vehicles – even the “wrong” way on a one-way street.
- Please don’t make lake roads one-way. This would surely affect emergency workers.
- I live on Lakeview Avenue on a curve where there have been numerous accidents. Making the road one-way won’t do anything to slow people down and designating a bike path might put people in harms-way. One-way around the lake will put more people having to go around the lake, up and down the hills in winter and kids generally don’t bike around the lake.
- Putting a sidewalk all the way down Conklintown Road to connect to the sidewalk on the Wanaque side of Conklintown could create the ability for the kids to walk to school to both Peter Cooper and the high school. Keeping them much healthier.
- This is a great idea. We need to have signs that this is a “private” lane in order **not** to bring a lot of outside people for security of the children first, and congestion second.
- Individual mile markers for walkers and joggers would be a plus.
- In-road warning lights are a much better idea than traffic lights.
- Linking and marking ball field paths would be beneficial.
- Erskine Lakes/one-way/will this be summer or year-round?
- Part two-way

Borough of RINGWOOD

Bicycle & Pedestrian Plan

- Lighting?
- Backroads = more traffic/litter
- Please at least do a one-way around Cupsaw Drive. It is currently unsafe for bikes, walkers, and especially pushing strollers.
- Route 511 speed limits should be lower!
- Love the idea of using the water company property as a bike path. Widening as much of 511 as possible with signage and **paving** for safety. Wouldn't object to one-way around the lakes and I am a Cupsaw Drive resident. Good job.
- Traffic calming measures around lakes!
- First let me say I have lived in Erskine Lakes since 1954. I have had a business in town. I served three years on the Board of Education. I have seen the area grow. Ringwood had less than 2,000 residents at that time. The school bus I took to Butler High School picked up the Mine Area (now Upper Ringwood but that is another story), all of Cupsaw Lake (one stop at the plaza) all of Erskine (one stop at Little Beach and I lived in Upper Lake, Redner Town by Haskel Paving and all of Skyline Lakes (one stop by Liquor Store at entrance to Skyline). This was, and always will be a lake community. The property taxes on the house I now live in were \$97.65 for the year 1954. The taxes have gone up somewhat over the last 55 years. From \$0.27 per day to \$16.98 per day. The house has been updated but is still the same size on the same lot. So when I see dollars spent on plans like this, it makes me sad. I still like to ride my bicycle around the lakes. I go up to the Skyline Manor and ride my bike. All it takes is a little common sense to share the road with automobiles and conversely the automobile drivers must obey the law and maintain the 25 MPH speed limit and share the road. Most do. In 1955 when I started driving, it was not uncommon to go over 50 MPH around the lake in the off season. Neither one of the TWO police officers in town really cared because there was no one else on the road. No cars parked on the side of the road. Now, at 25 MPH, I slow down further when I see children, walkers or bike riders. Making Lakeview one way would be like making it a race track. I would have to go 2.2 miles out of my way to either leave the lake or return home. Brookside Avenue is less than 100 yards from Erskine Road, the entrance, but I would be required to go completely around the lake to get there. There are no alternatives. The emergency vehicles would be inconvenienced also. This could cost more lives than are lost in mishaps on Lakeview Avenue. I can appreciate paths through the woods to connect communities or the shopping center. I do not think a traffic light on Skyline Drive by the shopping centers would do anything but inconvenience more drivers. Enforce the speed limit. Regarding the bike path on the old railroad line, a great idea, but the North Jersey District Water Supply will NEVER go along with it. You are "beating a dead horse" if think you can get them to agree to that plan. Thank you.
- Trail(s) between Cheshire and Edward.
- One-way at least between Memorial and Labor Days.
- Fieldstone Drive is very wide – include signage/stripping as part of a bike path.
- Love it! The idea of making the lakes safe to walk and bike around is wonderful!

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Borough of RINGWOOD

Bicycle & Pedestrian Plan

- Path into woods shown on map goes thru my property and the property of neighbor on Kent Road. Deeded to us from Town about 20 years ago. Fire road was closed. We have paperwork.
- Restricting parking on the lakes is not workable - where are we going to park? Does restricted mean 24 hours a day or something like 8 to 8 – all year?
- Traffic calming and one-way is ok.
- One-way bike lanes will not work.
- Consider making one-way option around lake effective for 8 or 10 weeks of the summer – then revert to two-ways for school months.
- Speed hump on Skyline Lakes Drive between the clubhouse and Oakwood or Hilltop. Driver feedback signs along this same stretch.
- In certain towns I know that if I speed I will get a ticket on specific roads, so I make extra sure I do the speed limit.
- Skyline lakes Drive, along this particular stretch, is an open road after the twists and turns from either the club house or the Oakwood part to hit the gas until the next set of bends. There are a lot of young families that would enjoy walking along this road and enjoy the view of the lake if cars would do 25 mph.
- Pave railroad bed (existing)
- All you need to add is some parking access.
- I like the one-way around the lake.
- DO IT!

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

It's about time something like this happened in Kingwood! Being an avid cyclist (+ married to an avid mt. biker!) We love this plan! This could only help benefit the town of Kingwood. So much beauty, and such a nice, safe way to experience it.

I really don't have any recommendations - seems like you have thought of everything! I'd love to see this get implemented.

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

I THINK THE BICYCLE LAKE IDEA IS GREAT FOR THE PEOPLE, MY ONLY CONCERNS ARE LISTED BELOW:

1.) INCREASED SPEED OF CARS GOING AROUND THE LAKE. INSTALL SPEED PADS

2.) OVERHEAD LITES BY CROSSWALKS TO GET BETTER LIGHTING ABOVE THE LUM'S OF THE STROBES

3.) NEED SIDEWALKS WHEREVER POSSIBLE

4.) MAKE BICYCLE LAKE BE REVERSED OF WALKERS.

LARRY BOISA

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

I'M A BIKER:

- Like the shoulder widening plan - I ride but I never want to ride up Greenwood Lk. Trpk because it's too dangerous.
(widening around the lakes would be great if poss.)
- Connect parks via N.- district water supply commission w/ smooth bike trails that people can also rollerblade on. Similar to the Saddle River Parks in Bergen Cty.
- Love paving over R/R tracks by Res. E
have the cross walk w/ sensor!

JOB Ringwood PREPARED BY MD DATE 3/31/09
JOB NO. _____ CHECKED BY _____ DATE _____
SUBJECT Final Pub rting - Community input

- * ① [Cheshire-Edward] along Skyline Dr
is hectic - Extend Path South
to Conclintown / cheshire
- ② No more taxes! *would like to seek outside
funding for recs.*
- * ③ Maintenance of buffer/seperation by
who will keep paths clean?
- ④ like shopping ^{center} light *option*
- * ⑤ one way - objection
- don't want to restrict
parking around lake 24 hr
- ⑥ LBI *has* similar shared bike/ped treatments
- ⑦ Speeds ^{are} high on 511

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Test in Cypsaun Ist!

1 way Auto Traffic Clockwise Around lakes
to limit people ~~using~~ HAVING TO CROSS
TRAFFIC TO Access PATH!

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Appreciate the tremendous efforts the Town has made to accommodate bike riders etc.

Thank you,

However, the only option I feel after being a

20 year resident is: Figure 3

Bike path / recreation path.
Set aside off road

recreation path would be a nice feature from shopping area / station / park for kids and grandpas to use w/o traffic.

would also be nice for multisport,

might consider speed bumps at road corners as well as ample lighting.

Good idea - I walk & bike a lot and on a route of NJBTR NJ and lead kids from end on Ringwood area.

I hope this helps!

Thank you

~~Beth Talin~~

Beth Talin Cook 22 Glen Rd Ringwood, NJ 07073
973-962-6613

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

In favor of One Way around the lakes.
Living on Copsaw Drive, I would drive an extra mile if it means a safe place to run, walk + bike

Connecting the communities & shopping areas makes total sense

Keep up the great work!

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Concerns

Concerns about "response time" around

the lakes if they were made one-way

Here's a suggestion — POLICE are usually
the first to respond. They could block

the roadway off and direct emergency

vehicles — even the "WRONG" way on

a one-way street.

Steve M.

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Please Don't Make Lake
Roads One Way

This would severely affect
Emergency Workers

Woody Road
61 Windham Loop
Ringwood, NJ

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

I live on Lakeview Ave on a curve where there have been numerous accidents. Making the road one way won't do anything to slow people down & designating a bike path might put people in harms way. One way around the lake will put more people having to go around the lake, up & down the hills in winter and kids generally don't bike around the lake.

Sherrill Harrod
430 Lakeview Ave

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Putting a side walk all the way down Conklin town Rd to connect to the side walk on the Wanague side of Conklin town could create the ability for the kids to walk to school. Both Peter Cooper & the High School. Keeping them much healthier

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

THIS IS A GREAT IDEA, WE NEED TO HAVE SIGNS THAT THIS IS A "PRIVATE" LADE IN ORDER NOT TO BRING A VERY LOT OF OUTSIDE PEOPLE FOR SECURITY OF THE CHILDREN FIRST, CONGESTION SECOND

THANK YOU

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

- individual mile markers for walkers + joggers would be a plus

- in road warning lights are a much better idea than traffic light

- linking + marking ballfield paths would be beneficial

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

re: Erdene Lakes (one way / w/ this be summer or yearround)

Part 2 way.

lighting?...

backroads = more traffic / ~~litter~~ litter.

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Please at least do a one-way around
Cupsaw Drive. It is currently unsafe for
bikes, walkers, and especially pushing strollers.

Rt 511 speed limit should be lower!

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Love the idea of using the water company
property as a bike path. Widening as
much of 511 as possible w/ signage and
paving for safety. Wouldn't object to one
way around the Lakes and I am a Cuppsaw Dr.
resident.

Good job.

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

- Traffic calming measures around lakes!
- Trail(s) btw. Cheshire and Edward
- One way at least btw. Memorial and Labor Days
- fieldstone drive is very ~~wide~~ wide - include signage/stripping as part of a bike path

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Bonnie Torres - Sharon Ct

9620460

Path into woods shown on map goes thru my property & the property of neighbor on Kent Rd - Deed to us from town about 20 yrs ago - Fire road was closed - we have paperwork.

Cupsaw - Sharon & Kent

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Restricting Parking on the lakes is unworkable
where are we going to Park?
Does Restricted mean 24hrs a day or something like 8 to 8
All year?
Traffic Calming & oneway is OK

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

ONE WAY BIKE LANES

WILL NOT WORK

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

Consider making one-way option around lake effective for 8 or 10 weeks of the summer - then revert to 2-ways for school months

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

① speed ~~limits~~ ^{HUMP} ON SKYLINE LAKES

Drive between the Clubhouse and
Oakwood or Hilltop

② Driver FEEDBACK SIGNS along this
same stretch

③ IN CERTAIN TOWNS I know that if I
speed I will get a TICKET on specific roads,
so I make extra sure I do the speed limit.

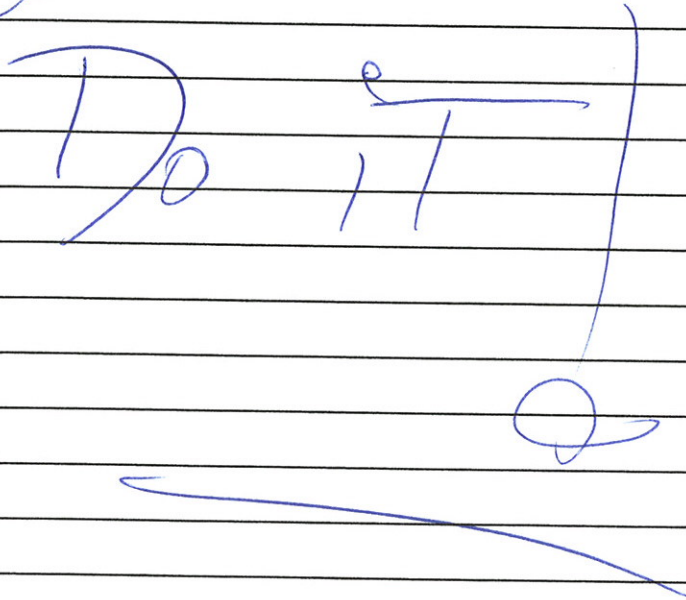
SKYLINE LAKES DRIVE, along this particular stretch
is an open road after the twists and turns
from either the club house or the Oakwood BART
TO hit the gas until the next set of bends.
There are a LOT of young families that would
enjoy walking along this road and enjoy the
view of the lake if cars would do 25.

Please provide any feedback regarding Recommended Options presented for the Ringwood Borough Bicycle & Pedestrian Plan

1- Use Railroad bed (Existing)
All you need to add
is some parking access,

2- I like the one way
around the lake

BT



Connection Alternatives from CypsaW to Morris Rd

PHOTOS

(2 pages)

CYPSAW AVE

CYPSAW AVE

WALNER DR

OLD RD

~~SALLY CT.~~

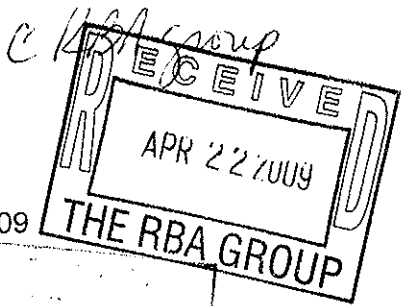
JUDITH ANN DR.

SALLY CT.

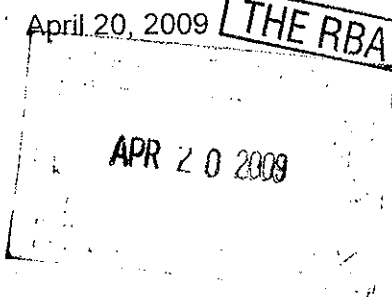


L. TORCHIO

1 COPY



Kelly Rohde
Town manager/Town clerk
Borough Hall
60 Margaret King Ave.
Ringwood, NJ 07456



Re: Pedestrian/Bike Ways

Dear Ms. Rohde,

Having attended the meeting for the proposed pedestrian/bike ways, I appreciate the opportunity to share my concerns with you. First let me say that the idea sounds wonderful, but on closer inspection there are a number of concerns:

1. The availability of state/federal funds is never a good reason for actions that are not practical or beneficial long term, for example, the sewers built in Cupsaw years ago.
2. The unique character of Ringwood, an environmental and scenic gem, an almost rural town, yet a mere 40 minutes from NYC, can easily be destroyed by altering the balance of people and nature.

How will the plan benefit Ringwood? We have 4 or 5 state parks in our town; we have done our duty to state residents by hosting recreational sites. Inviting more bikers and pedestrians into our residential areas (Think: "if you build it, they will come") only extends the surrounding parks into our neighborhoods with increase traffic, need for parking, more noise and litter, need for unsightly signs, and law enforcement, and strain on emergency agencies.

How does Eco-Tourism benefit us? Yes it brings in money to the stores, but how does that fill our tax needs. Is filling our roads with more people than the parks already encourage, going to keep our taxes in check?

One-Way traffic is not a good idea. The idea of one-way traffic on lake roads is more bother than benefit. One-way traffic pattern is not necessary for Ringwood residential use. If pedestrians, children and residential bikers are encouraged to use only one side of the road, the lakeside, then motorists will not have to maneuver between these groups passing on both sides of the street. Enforcing speed limits will also help.

One-way traffic will not only be inconvenient, it will also encourage non-residents into our neighborhoods. We already have a problem with dog-walkers not picking up dog poop and thus polluting the lakes. We already have walkers talking too loudly as early as 6:30 AM waking those who are still asleep. Inviting non-residents to walk our streets, though with best intentions, will have repercussions that will not easily be fixed. There will be more use of side roads which are often problems in bad weather- a safety issue. In colder months when pedestrian and bike traffic are minimal drivers will continue to be inconvenienced.

Too much signage? To incorporate change will require many eye-catching signs, both standing and on the roadway, that will ruin the beauty of the neighborhoods. Signs will

be eyesores and on some streets are already used over much. The plans I saw at the meeting showed altogether too many opportunities for signage.

Do we really want sidewalks? Although I admit sidewalks on Skyline Drive are necessary between shopping centers and bus depot, sidewalks in other areas just destroy the look of the town. Sidewalks have to be maintained and will require town monies on an ongoing basis, runoff channels will have to be moved or will undermine sidewalks. What about snow removal and liability issues? What can a sidewalk do for you that a well-maintained roadside/grass configuration won't? With strict impervious covering rules for properties, why are we thinking about sidewalks? Kids can be taught to walk to school safely without sidewalks as they have in years past.

Kiosks and Benches are a great idea. Kiosks provide a needed central place to inform the public, rather than unsightly telephone poll signs. They should be designed to meld with the rustic look of the town. Benches are long overdue. They allow seniors and disabled citizens to walk more with the knowledge that a place to rest is available if needed.

Think twice about lighting. Solar lighting may not provide enough light and electric lighting and maintenance must be paid for by the town. Lighting changes the rural feel of the town, disturbs wildlife, and intrudes on residents. Residents around the lakes can be encouraged to keep their house entrance lights on till say 9:00 PM to accommodate walkers at no cost to the town.

In reference to Footnote 7, page 26 Widening the roads around the lakes will be a big mistake even if it is possible and if funds are available.

1. Most of the houses around the lake were summer homes, built close to the road. Widening the roadway will not only ruin the look and feel of the community, but bring **road noises** closer to the homes and disturb the quality of life. The lake waters carry sound and the passage of cars and trucks, as well the conversations of walkers, will overwhelm the peaceful enjoyment of our homes.

Off-street parking areas (where possible) were mandatory some years back and are placed roadside, sometimes with little land to spare. These will be made obsolete if the roads are expanded three feet on either side of the road. **More on-street parking** will be used with the wider streets to accommodate those who lost off-street parking spots. What about garages that are close to the street? mature trees? rock walls and retaining walls? fencing? drainage? If it is not possible to extend the road 3 feet on one side of the road, will the town take 6 feet from the other side of the road, thus penalizing those residents, bringing them even closer to the road?

I ask that the town recognize that there is no need to expand the width of the roads around the lake. No more houses will be built there, no significant population increase is expected. In short, there is no reason to widen the roads and change the neighborhood ambiance we love.

In conclusion:

1. Do we want to encourage out-of-towners to fill our residential roads by making it too bike and pedestrian friendly, when there are so many park facilities and opportunities in surrounding areas. Will our Lake Associations be overburdened with non-member traffic, parking, etc.

2. Is there a real problem on our lake roads now, or can residents improve the situation with speed enforcement, safety education, consideration for others?

3. Is making our roads more convenient to pedestrian and bike worth inconveniencing residents with one-way traffic patterns, added time, gas, frustration, and pollution?

Yes, some improvements are called for and welcomed, but overall some of this plan's suggestions threaten the town as we know it and should not be implemented.

Yours truly,



Grace Bottino