Photo courtesy of Thomas Conway

Connecting Ringwood

AUGUST 2024
PREPARED BY: DRESDNER ROBIN
FOR: BOROUGH OF RINGWOOD, NEW JERSEY

View from Governors Mountain - Photo courtesy of Thomas Conway

> *Ringwood's strength is its natural beauty. Having safe trails to bike/walk would improve the quality of life. We need to have safe ways to travel between neighborhoods safely on a bike or by walking.*

Ringwood Survey Respondent

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INTRODUCTION

ACKNOWLEDGMENTS

This plan benefited greatly from the invaluable participation and insightful contributions from members of the community of Ringwood, New Jersey. Your willingness to engage and share your perspectives via the survey and online map has greatly enriched our understanding of the needs and experiences of individuals walking and biking in our town. Your responses have not only provided us with essential data but have also shed light on the diverse challenges and opportunities that exist within the community.

We would also like to extend our heartfelt appreciation to the community members and organizations that generously dedicated their time to speak about the needs of people walking and biking in Ringwood. Your advocacy and commitment to fostering safe and accessible pathways for people walking and biking are truly commendable. Your insights have been instrumental in shaping our efforts to enhance mobility and promote active transportation. Together, with your continued support and collaboration, we are confident in our ability to create a more inclusive and sustainable environment for all residents. Thank you for your unwavering partnership and dedication. These stakeholder interviews included:

- Borough of Ringwood
- Borough of Ringwood Economic Development Advisory Commission
- NY-NJ Trail Conference
- Passaic County Planning
- Ringwood Chamber of Commerce
- The New Weis Center for Education, Arts & Recreation
- Skyline Lakes Association
- Cupsaw Lake Association
- Erskine Lakes Association

> *Dedicated walking and bike paths would make Ringwood a more desirable place to live and visit.*
>
> **Ringwood Survey Respondent**

A PLAN TO CONNECT RINGWOOD

BACKGROUND

The Connecting Ringwood Plan was prepared through a NJ Highlands Economic Development Grant on behalf of the Economic Development Advisory Commission (EDC) and the Borough of Ringwood. Connecting Ringwood is intended to provide a vision and framework for trails, paths, and roadway improvements throughout the borough connecting where people live, work, and play. The goals of this plan are to make it safe and easy for people to walk throughout Ringwood and to help promote local assets, attractions, and businesses for people visiting the borough from throughout the New Jersey and New York region.

Cupsaw Lake Dam

317
RESIDENTS
TOOK THE SURVEY

13
STAKEHOLDER
INTERVIEWS

OUTREACH & ENGAGEMENT

The public input process for developing the plan was comprehensive and inclusive, engaging various stakeholders and community members to ensure a holistic approach. It began with over 10 key stakeholder interviews, where representatives from local community institutions, lake associations, regional organizations, and the local chamber of commerce provided valuable insights. Following this, an online survey was deployed, yielding a response of over 300 submissions, reflecting widespread community interest and input. For further engagement, an online community map was utilized, allowing residents to pinpoint specific areas for improvement and share localized concerns. Additionally, a community meeting and walking tour were organized, fostering direct interaction between planners and residents, as well as providing firsthand experience of existing infrastructure and potential areas for enhancement. This multi-faceted approach ensured that the resulting plan was not only informed by expert opinions but also deeply rooted in the needs and aspirations of the community.

WALKING & BIKING IN RINGWOOD TODAY

WHAT RESIDENTS HAVE TO SAY ABOUT WALKING AND BIKING IN RINGWOOD...

ONLINE SURVEY

Respondents expressed a variety of concerns for people walking and biking in regard to safety and infrastructure in Ringwood in the open-ended questions of the survey. They highlighted the need for dedicated walking and biking paths to enhance the appeal of the town for residents and visitors alike. Concerns about safety on streets without sidewalks were prevalent, with respondents emphasizing the importance of providing safer options for families, particularly those with children. They noted the potential positive impact on children and the desire for outdoor activity opportunities. Additionally, respondents identified dangerous streets and speeding as significant issues, stressing the necessity of addressing these concerns to create a safer environment for people walking and biking. Suggestions included the implementation of pedestrian crosswalks, dedicated bike lanes, and safe trails to traverse the borough. Furthermore, respondents emphasized the importance of safe routes for children to walk or bike to school and between different areas of the town, including the library and shops, highlighting the challenges posed by busy roads and the need for improved infrastructure and connectivity. Overall, safety and accessibility were recurring themes in respondents' feedback, underscoring the importance of addressing these issues to enhance the quality of life in Ringwood.

The survey results reveal a strong consensus among respondents regarding the potential benefits of promoting walking and biking within Ringwood. A substantial 83% and 80% of participants expressed the belief that the community would be enhanced if more individuals opted for walking and biking as means of transportation, respectively. Additionally, over 75% of respondents indicated that improvements in walking infrastructure would positively impact individuals like themselves. A significant proportion (72%) stated that they would be more likely to shop or dine at local businesses if walking or biking were made more convenient and safer. The desire for increased walking and biking opportunities is underscored by 80% of respondents expressing a preference to walk or ride a bike more frequently for errands, shopping, and leisure. However, the survey also highlights existing challenges, with only 40% of respondents feeling comfortable walking on roadways lacking sidewalks, and a mere 27% feeling comfortable biking under similar conditions without dedicated biking facilities. The primary concerns cited include the absence of sidewalks, separation from traffic, and apprehensions regarding aggressive drivers or potential collisions. These responses underscore the importance of addressing infrastructure deficiencies and safety concerns to facilitate greater community engagement in walking and biking, particularly among children and youth. See Appendix A for a full summary of the survey responses.

KEY TAKEAWAYS

OVER
80%
OF RESPONDENTS
FEEL THEIR COMMUNITY WOULD BE A BETTER PLACE
TO LIVE IF MORE PEOPLE WALKED OR BIKED

OVER
70%
OF RESPONDENTS
WOULD SHOP OR DINE MORE AT LOCAL BUSINESSES
IF IT WERE CONVENIENT & SAFE TO WALK OR RIDE A BICYCLE

OVER
68%
OF RESPONDENTS
WALK 2-3 TIMES PER WEEK FOR RECREATION OR EXERCISE
OVER 80% AT LEAST ONCE A WEEK

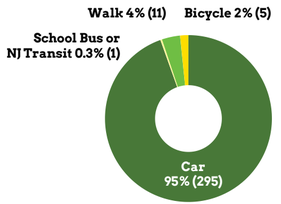
ONLY
27%
OF RESPONDENTS
FEEL COMFORTABLE **BIKING** ON A ROADWAY WITH A **SHOULDER ONLY**
(NO DEDICATED BICYCLE LANE OR MARKINGS)

ONLY
40%
OF RESPONDENTS
FEEL COMFORTABLE **WALKING** ON A ROADWAY WITH A **SHOULDER ONLY**

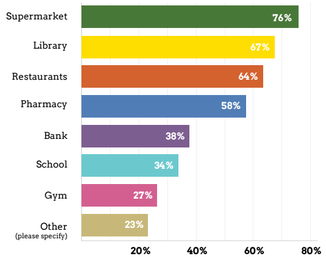
See appendix for a full summary of the survey responses.

KEY TAKEAWAYS

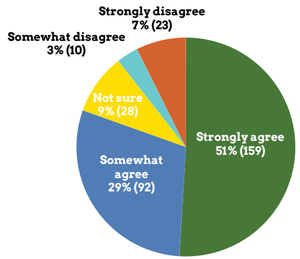
Of all the ways you get around, which do you use most often?



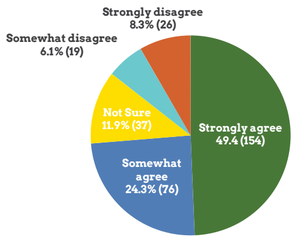
Where would you like to go within Ringwood if you could get there via walking trails or bike paths (check all that apply)?



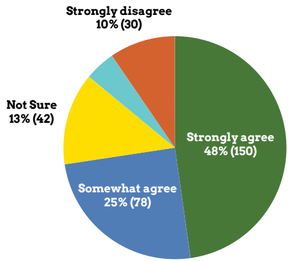
I would like to walk for errands, shopping, and other activities within Ringwood more than I do now.



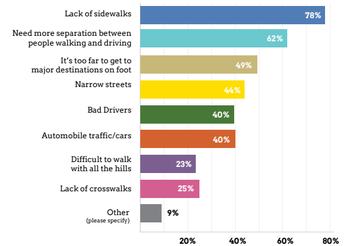
I would like to bike for errands, shopping, and other activities within Ringwood more than I do now.



I would shop and/or dine more in Ringwood if it were convenient and safe to walk or bicycle to local businesses.



Regardless of how you personally get around, what would you say are the biggest challenges for people walking to get around in Ringwood (select all that apply)?



See appendix for a full summary of the survey responses.

COMMUNITY MAPPING & MEETING

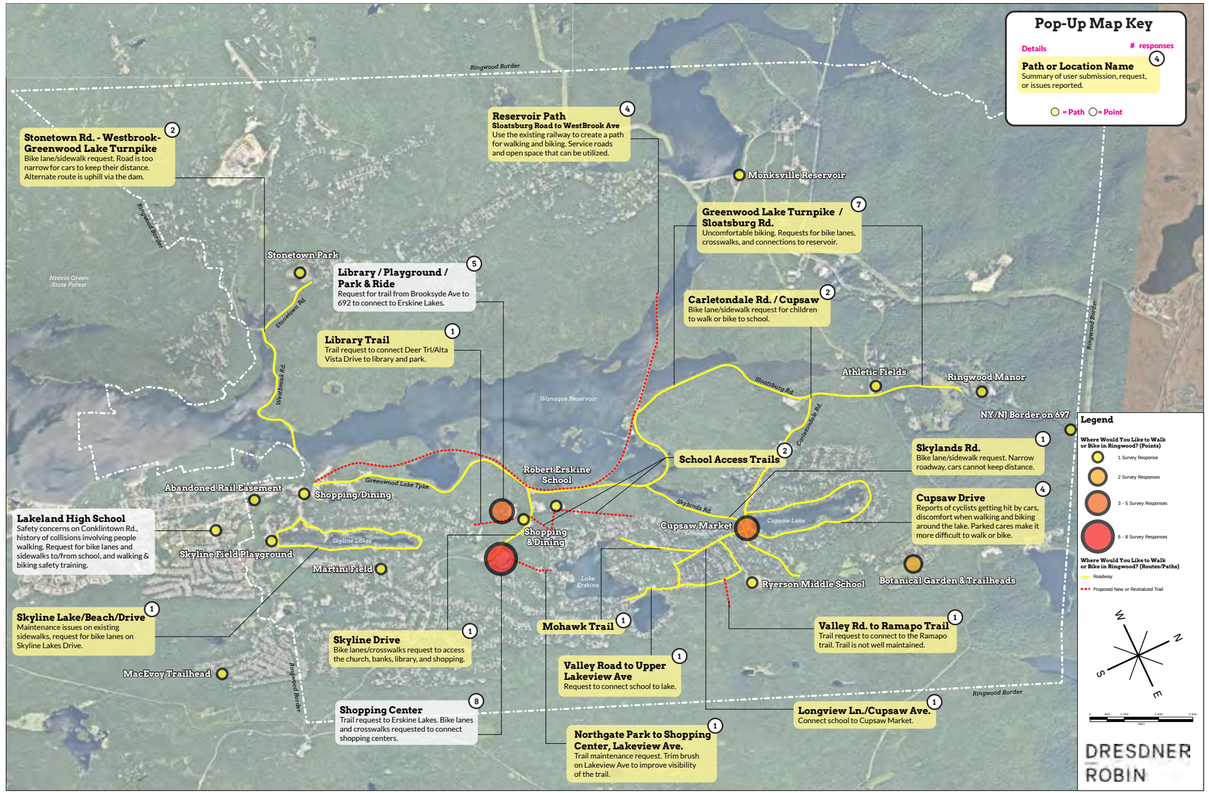
In conjunction with an online survey, an interactive community input map was made available to comprehensively gather insights on preferences for walking and biking within Ringwood. This interactive tool enabled residents to pinpoint specific areas where they currently walk and bike, as well as suggest routes they would like to see developed. Submissions from the map, along with survey responses, were reviewed and discussed during a community meeting, providing a platform for collective dialogue and feedback. Additionally, a visual preference exercise was conducted to gauge residents' preferences regarding the types of pedestrian and bicycle infrastructure they feel most comfortable with and would like to see implemented in Ringwood. Through these inclusive engagement efforts, the community actively contributed to shaping the future of pedestrian and bicycle infrastructure in the area, ensuring that proposed developments align with the desires and needs of residents.

A website was developed for the project to host information on ways to get involved and provide input.

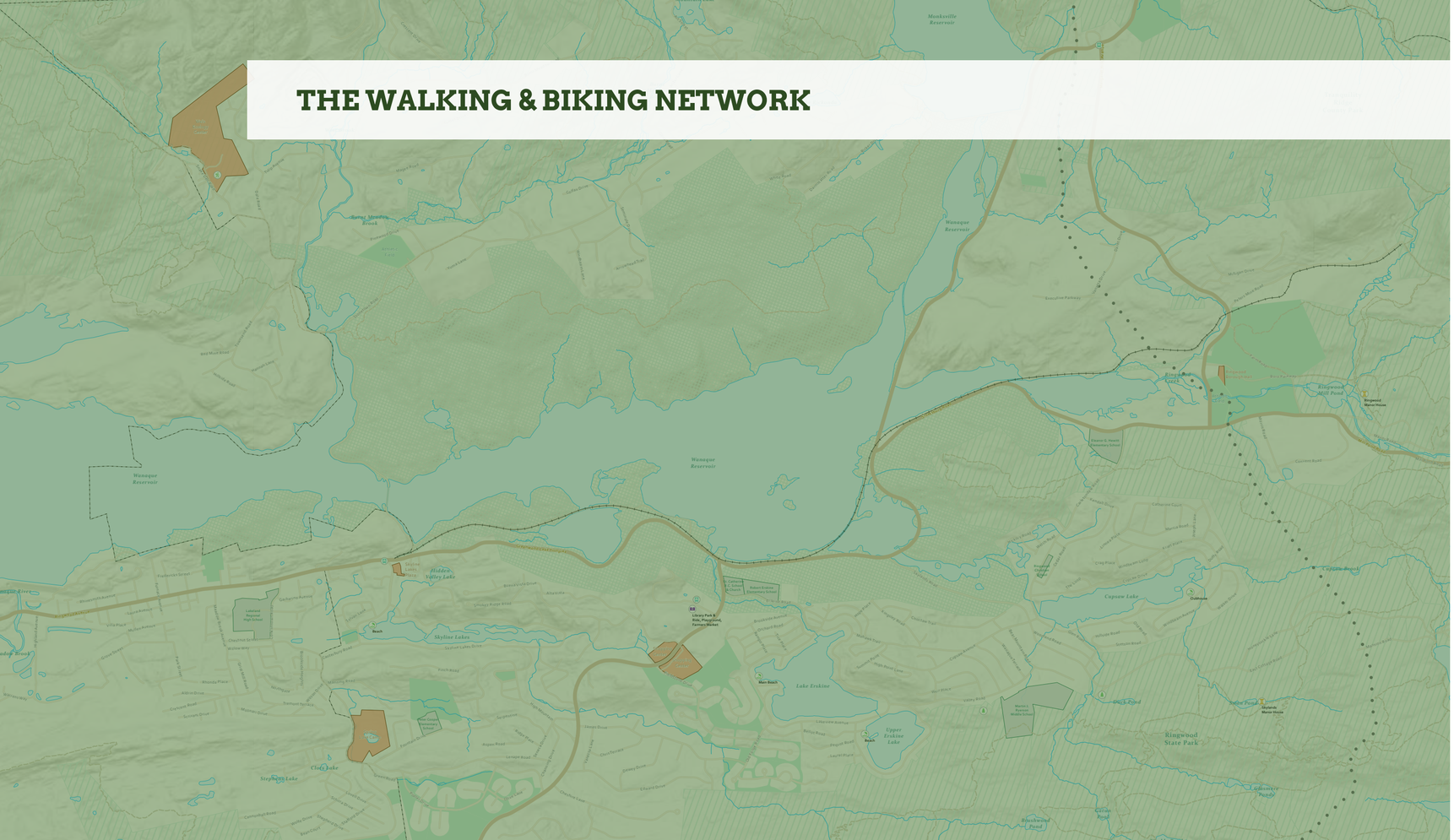
Members of the community reviewing the results of the online survey and mapping exercise

Members of the community on walking tour of the existing trail from Northgate to the shopping center

Ringwood Community Input Map



THE WALKING & BIKING NETWORK



PROJECT RECOMMENDATIONS

Project recommendations are strategically categorized into distinct categories, each serving a unique purpose in enhancing pedestrian and bicycle infrastructure. These include Community Connectors, designed to foster local connectivity and neighborhood cohesion, the Neighborhood Network aimed at providing on-street improvements within residential areas, Shared-Use Paths & Sidewalks projects facilitating dedicated space for people walking and biking, Crossing Improvements addressing intersection safety and accessibility, and Regional Connections, focusing on broader connectivity and collaboration. By organizing projects according to these categories, the Borough ensures a comprehensive approach to pedestrian and bicycle infrastructure development, catering to diverse needs and priorities across different scales of community engagement and connectivity.

COMMUNITY CONNECTORS

The Community Connectors create a network of trails and paths through existing rights of way and public land. This network presents a transformative opportunity to seamlessly connect otherwise disconnected streets and neighborhoods. By leveraging underutilized spaces and repurposing existing infrastructure, the Borough can establish a comprehensive network of routes that enhance mobility, accessibility, and community cohesion. These interconnected pathways not only provide safe and convenient travel options for residents but also promote active lifestyles and outdoor recreation opportunities. By weaving through parks, greenways, and natural reserves, the network offers residents a scenic and enjoyable means of traversing their surroundings while fostering a deeper connection to nature. The integration of public art installations, rest areas, and interpretive signage along the trails will enhance the overall user experience, making the network an inviting destination for individuals of all ages and abilities. Through strategic planning and collaboration with local stakeholders, the establishment of this network serves as a catalyst for sustainable development, fostering a more livable and resilient community for generations to come.

NEIGHBORHOOD NETWORK

The Neighborhood Network is envisioned as a series of quieter, residential streets adorned with on-street shared lane markings tailored for people biking, complemented by potential traffic calming measures. This approach prioritizes the safety and comfort for people biking while promoting a sense of community and livability within residential areas. Shared lane markings, commonly known as “sharrows,” serve as visual cues to people driving and biking, indicating shared roadway usage and encouraging mutual respect between all road users. In conjunction with traffic calming measures these enhancements contribute to a more pedestrian-

and bicycle-friendly environment, encouraging active transportation and reducing vehicular speeds. By creating inviting and accessible streetscapes, the Neighborhood Network fosters social interaction, promotes physical activity, and enhances the overall quality of life for residents.

SHARED-USE PATHS AND SIDEWALKS

The envisioned network of Shared-Use Paths and Sidewalks represents a later phase in the development of pedestrian and bicycle infrastructure, which requires thorough study, design, and coordination with county and other agencies due to its higher cost and complexities. This network is strategically planned to address limitations posed by existing streets, with paths and sidewalks primarily situated on one side of the street in select areas. While these projects require careful consideration and investment, they offer significant benefits in terms of enhancing connectivity and accessibility for people walking and biking. By providing dedicated spaces, these Shared-Use Paths and Sidewalks promote safe and convenient travel, particularly connecting to key destinations like the Ringwood Library, Park & Ride, Borough Hall, athletic fields, shopping centers, and local businesses. Additionally, they contribute to the overall walkability and livability of the community, supporting residents' health and well-being. While these projects may require more time and resources to implement, they represent a crucial component of the comprehensive pedestrian and bicycle infrastructure network envisioned for the community and visitors.

Walking the trail from Northgate to the Shopping Center

REGIONAL CONNECTIONS

The development of Regional Connections to neighboring towns presents an exciting opportunity to expand the reach of pedestrian and bicycle infrastructure, fostering connectivity and collaboration across municipal boundaries. This network includes bicycle and pedestrian improvements along county roadways, rail, and utility corridors and require further study and coordination.

> *"I'd love a way to get between the areas like the library and shops across Skyline Drive with my kids. It's such a pretty area but you're forced on to horrible, busy roads.*
>
> **Survey Respondent**

The Highlands Rail Trail and Tennessee Gas corridor, in particular, offer immense potential for the creation of shared-use trails that traverse through scenic landscapes and link communities together. By repurposing these existing corridors, the Borough can establish routes that provide safe and accessible pathways for people walking and biking. These trails not only promote active transportation and outdoor recreation but also serve as catalysts for economic development and tourism, attracting visitors to explore the natural beauty and cultural heritage of the region. The collaborative nature of these projects fosters partnerships between neighboring towns, enhancing regional cooperation and mutual benefit. As such, the development of shared-use trails along the Highlands Rail Trail and Tennessee Gas corridor holds promise for creating a more connected and sustainable regional network of pedestrian and bicycle infrastructure.

CROSSING IMPROVEMENTS

Enhancing safety for people walking and biking at intersections is a critical aspect of creating more walkable and livable communities. By implementing various crosswalk improvements, the Borough can significantly reduce the risk of collisions and promote a more pedestrian-friendly environment. These improvements encompass a range of strategies, from simple enhancements like clearer markings to more sophisticated measures such as pedestrian islands and pedestrian activated beacons. Improving crosswalks and intersections for people walking and biking is crucial for enhancing safety, accessibility, and comfort for people of all abilities. Here are some best practices from national research and professional organizations:

- **Enhance Visibility with High-Visibility Markings:** Implementing high-visibility crosswalk markings, such as ladder-style or continental crosswalks, can improve visibility for both pedestrians and drivers, reducing the risk of collisions. The Federal Highway Administration (FHWA) recommends using high-visibility markings with retroreflective materials to enhance visibility, especially during low-light conditions FHWA, "Pedestrian Facilities User Guide," 2002.

- **Provide Separated Bike Lanes or Multi-Use Paths:** Designing separated bike lanes or multi-use paths adjacent to roadways can create dedicated space for cyclists, reducing conflicts with motor vehicles and improving safety. The American Association of State Highway and Transportation Officials (AASHTO) provides guidance on the design and implementation of bicycle facilities AASHTO, "Guide for the Development of Bicycle Facilities," 2019.

- **Implement Traffic Calming Measures:** Traffic calming measures, such as raised crosswalks, traffic islands, chicanes, and curb extensions, can help reduce vehicle speeds at intersections, making them safer for pedestrians and cyclists. The National Association of City Transportation Officials (NACTO) provides design guidance for traffic calming measures in urban environments NACTO, "Urban Street Design Guide," 2013.

- **Ensure Adequate Lighting:** Proper lighting at intersections and crosswalks improves visibility for pedestrians and cyclists during nighttime hours. Guidelines for pedestrian lighting design are available from the Illuminating Engineering Society (IES) IES, "Lighting for Pedestrian Safety," 2010.

By implementing these best practices, communities can create safer and more accessible crosswalks and intersections for pedestrians and cyclists, promoting active transportation and improving overall traffic safety.

Intersection of Skyline Lakes Drive and Ringwood Avenue

CROSSWALK DESIGN OPTIONS

The following provides options for different types of crosswalk improvements aimed at making intersections safer for people walking, highlighting their benefits and potential applications in urban and suburban settings. Through thoughtful design and strategic implementation, these improvements have the potential to not only enhance safety but also encourage active transportation and foster a sense of community.

- **Zebra Crosswalks:** Zebra crosswalks feature bold, alternating white stripes painted on the road surface. They are highly visible and easily recognizable to both drivers and pedestrians. Zebra crosswalks are commonly used in urban areas and at intersections with heavy pedestrian traffic.

- **Raised Crosswalks:** Raised crosswalks, also known as speed tables or speed humps, elevate the pedestrian crossing area to the level of the sidewalk. They enhance visibility by providing a physical barrier between pedestrians and vehicles, encouraging drivers to slow down while approaching the crosswalk.

- **Crosswalk Beacons:** Crosswalk beacons, such as pedestrian-activated flashing lights or overhead beacons, increase visibility by alerting drivers to the presence of pedestrians crossing the street. These beacons are particularly effective at enhancing safety in areas with low visibility or high vehicle speeds.

- **Crosswalk Markings with Reflective Materials:** Some crosswalks are enhanced with reflective materials, such as reflective paint or embedded reflectors, to improve visibility during nighttime or adverse weather conditions. These reflective materials help increase the visibility of crosswalks and pedestrians, reducing the risk of collisions.

- **Textured Crosswalks:** Textured crosswalks feature raised or textured patterns on the road surface, providing tactile feedback to both pedestrians and drivers. These textured crosswalks are especially beneficial for visually impaired pedestrians, as they help guide them safely across the street.

- **Intersection Murals:** Intersection murals are artistic designs painted directly onto the pavement at intersections, adding vibrancy and visual interest to public spaces while also serving practical purposes. These murals can feature a variety of motifs, from colorful geometric patterns to community-themed artwork, transforming otherwise mundane intersections into vibrant focal points within the neighborhood. Beyond their aesthetic appeal, intersection murals offer several benefits to the community. Firstly, they serve as traffic calming measures, visually slowing down vehicles and encouraging motorists to exercise caution when approaching the intersection. Additionally, these murals can help define pedestrian crossing areas, enhancing safety for pedestrians by increasing their visibility to drivers. Moreover, intersection murals promote a sense of community pride and ownership, as they are often created through collaborative efforts involving local residents, artists, and community organizations. By beautifying public spaces and fostering community engagement, intersection murals contribute to a more livable and cohesive neighborhood environment. One potential site for an intersection mural could be Cupsaw Ave and Skylands Road.

Cupsaw Avenue near intersection of Skylands Road

HIGH VISIBILITY CROSSWALKS

High visibility crosswalks are an essential element in urban design and transportation planning to enhance pedestrian safety. Research and empirical data have shown that such crosswalks significantly reduce pedestrian-vehicle collisions and improve the overall visibility of pedestrians to drivers. The following evidence-based recommendations outline the best practices for implementing high visibility crosswalks to maximize pedestrian safety.

- **Enhanced Visibility**
  - Studies indicate that high visibility crosswalks, such as those with bold, ladder-style or zebra striping, are more easily seen by drivers compared to traditional parallel line crosswalks.
  - A study conducted by the Federal Highway Administration (FHWA) found that high visibility crosswalks can reduce pedestrian crashes by up to 40% .
- **Driver Compliance**
  - Research by the Transportation Research Board (TRB) has demonstrated that drivers are more likely to yield to pedestrians at high visibility crosswalks due to the increased visibility of the markings .
  - Enhanced crosswalks have been shown to increase driver yielding behavior by as much as 30% .
- **Nighttime Safety**
  - High visibility crosswalks with reflective materials significantly improve pedestrian visibility at night, reducing the risk of nighttime accidents.
  - A report by the National Cooperative Highway Research Program (NCHRP) highlights that retroreflective crosswalk materials can improve nighttime visibility by up to 60% .
- **Standardized Design Elements:**
  - Consistency in design elements, such as the width and color of crosswalk markings, ensures uniformity and predictability, which is crucial for both pedestrians and drivers.
  - The Manual on Uniform Traffic Control Devices (MUTCD) recommends specific design standards for high visibility crosswalks, including the use of white, non-slip materials, and a minimum width of 6 feet .

Source: Institute of Transportation Engineers

REFERENCES & RESOURCES

Federal Highway Administration (FHWA). "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines." FHWA, 2002.

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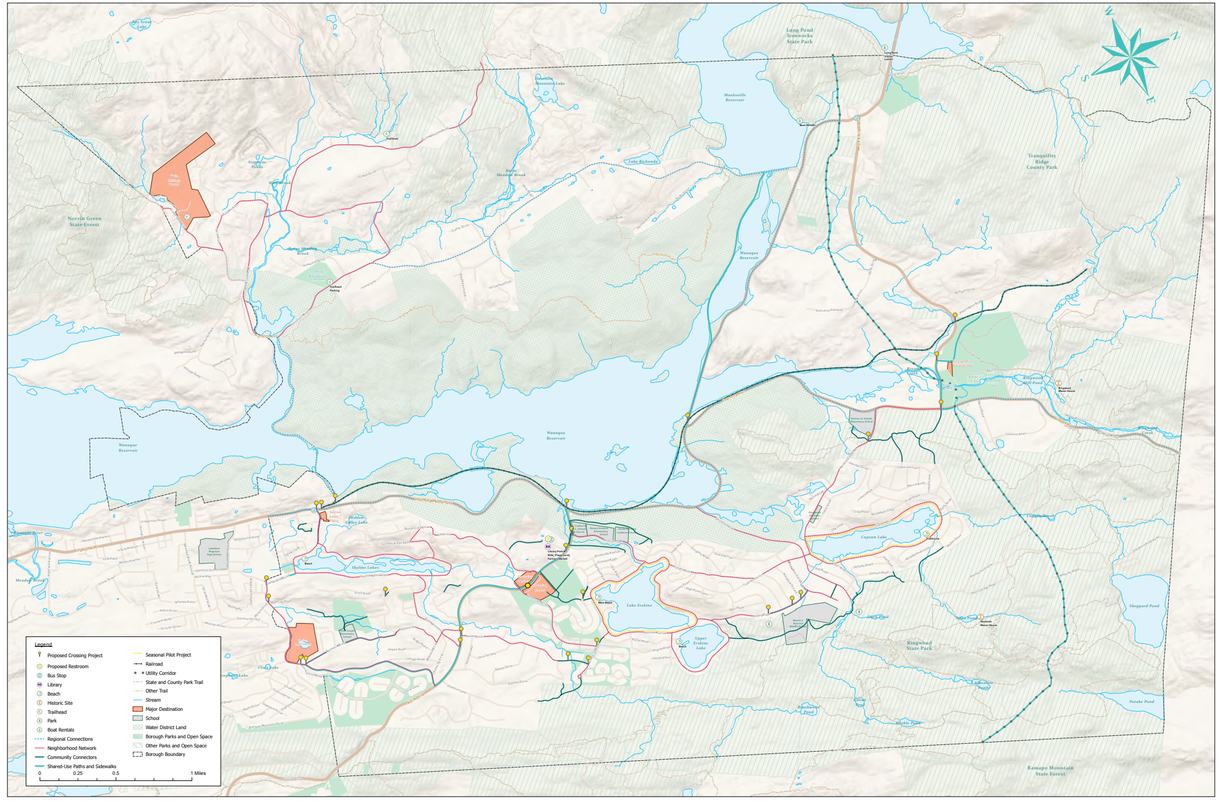
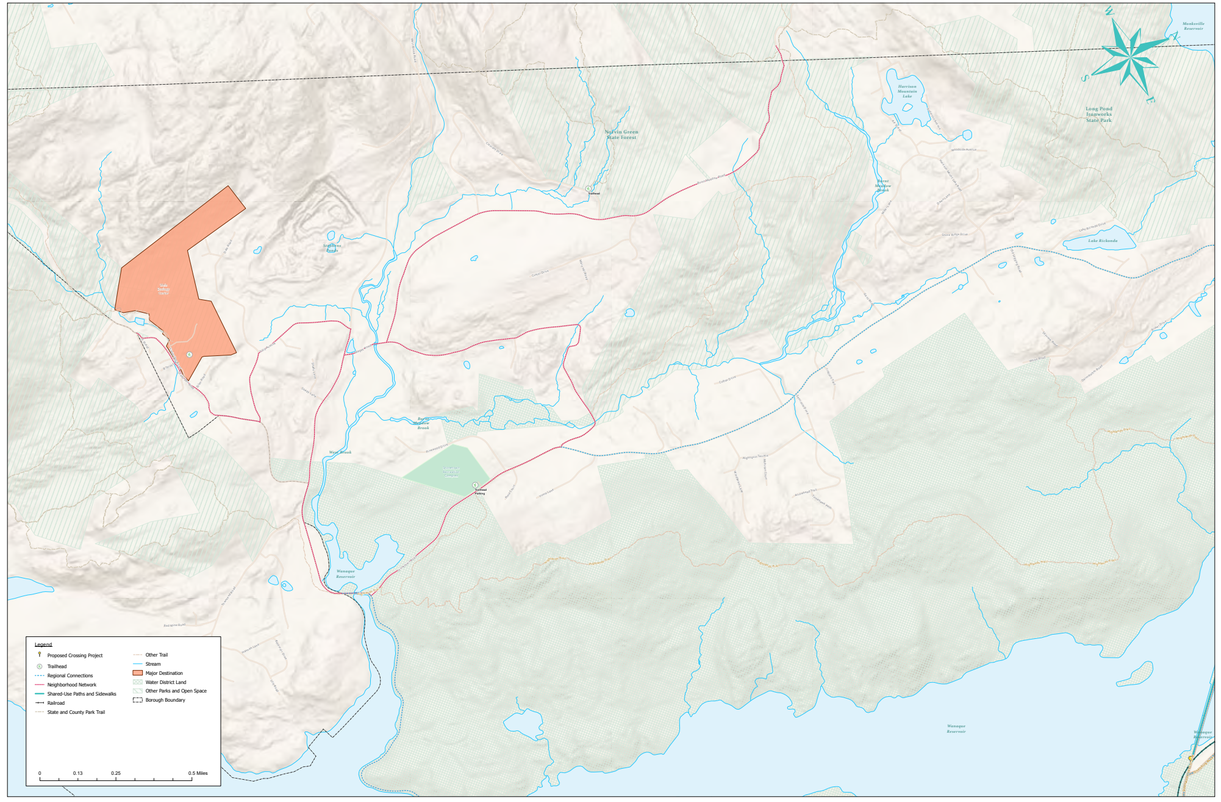
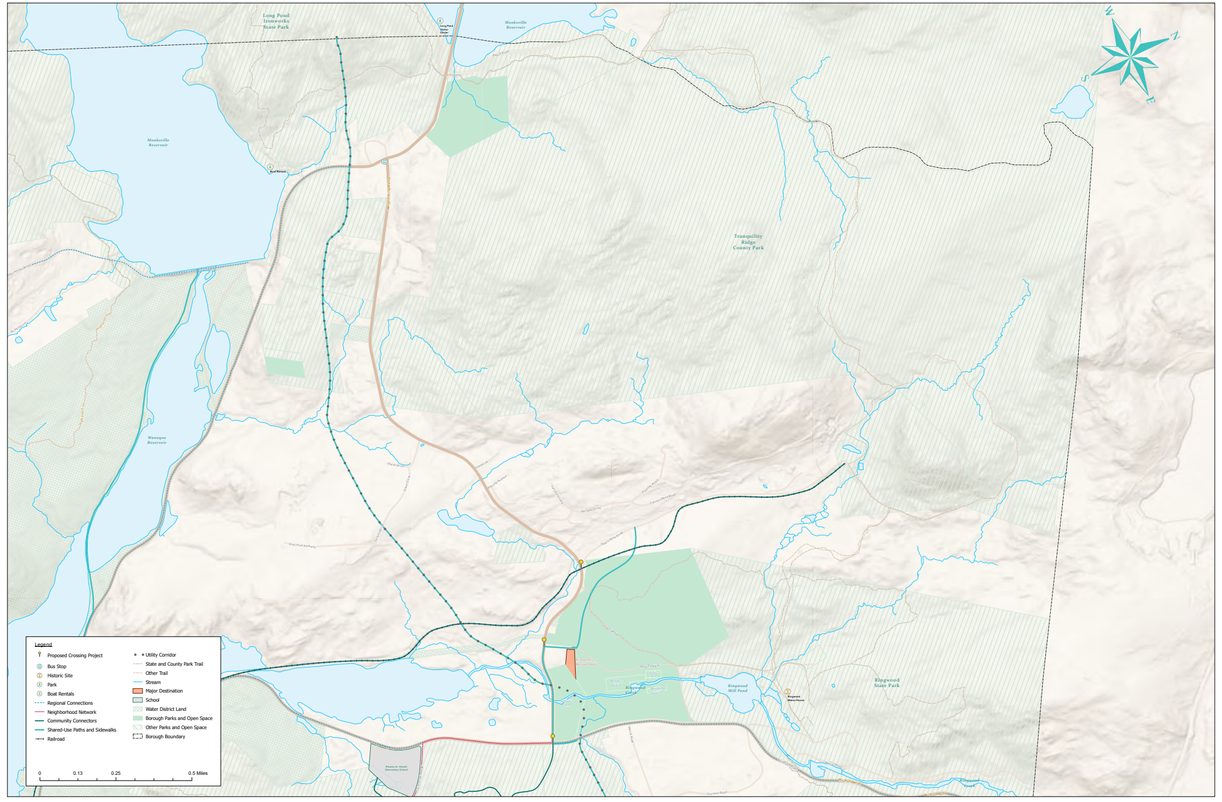
PROJECT RECOMMENDATIONS



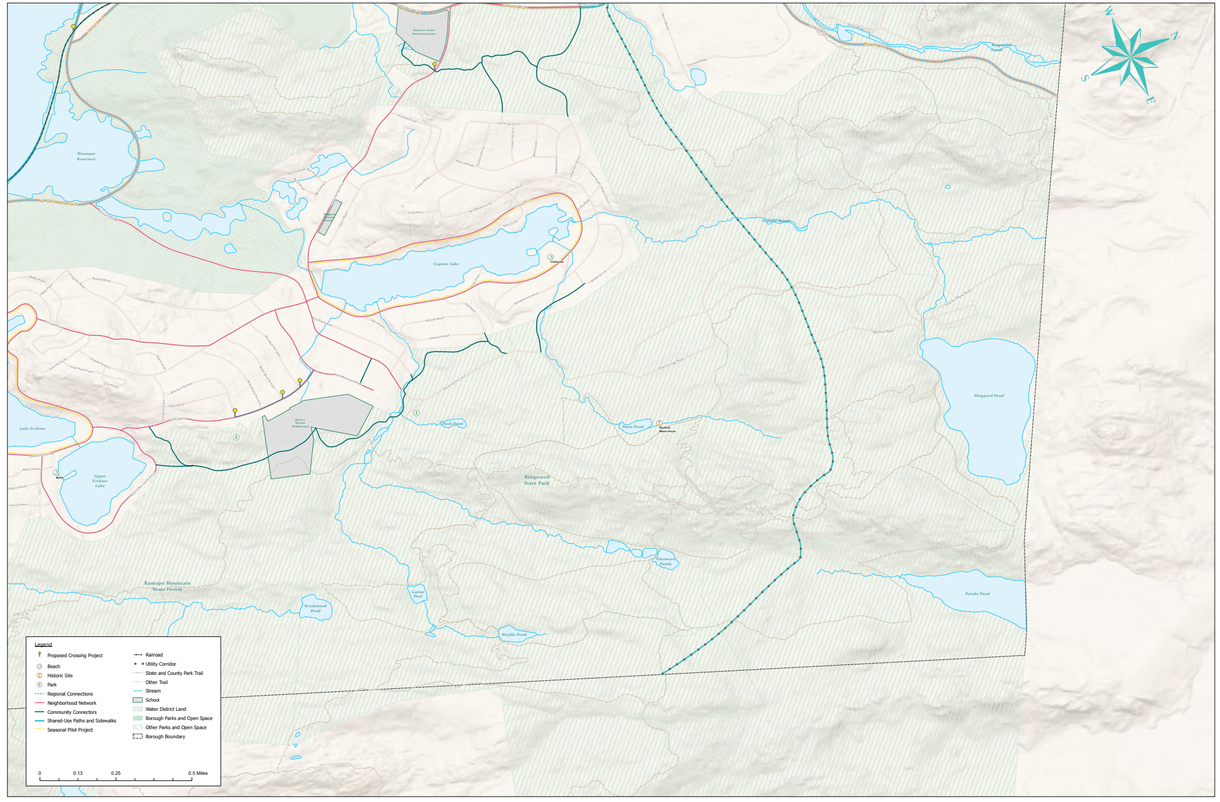
STONETOWN



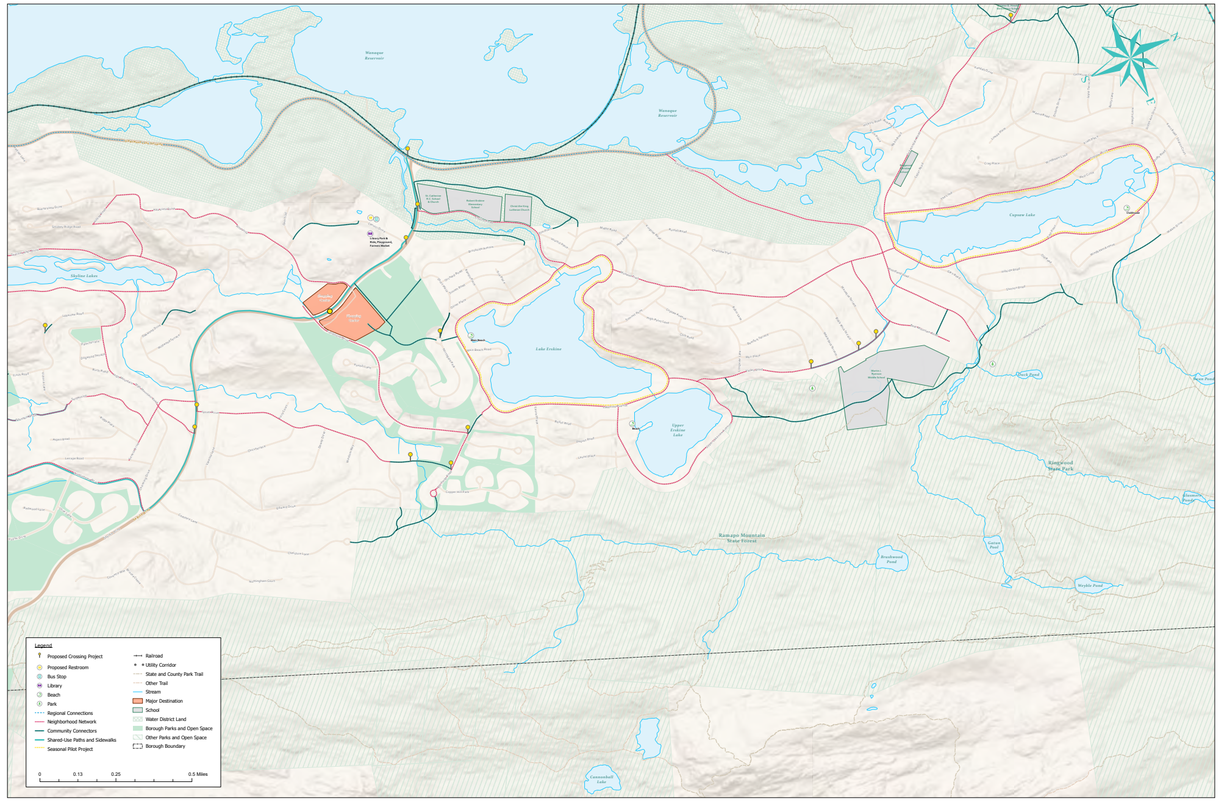
UPPER RINGWOOD



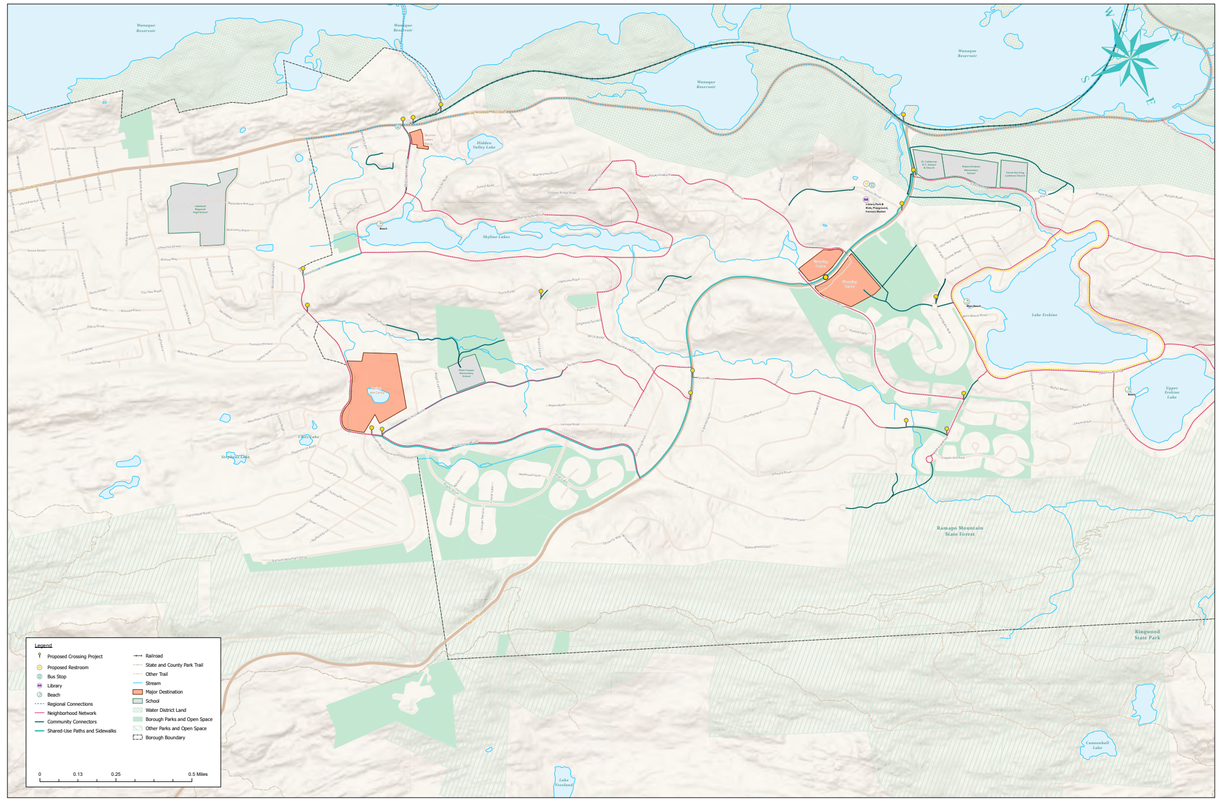
CUPSAW LAKE



ERSKINE LAKES



SKYLINE LAKES



PROJECT CONCEPT DESIGNS

REDESIGNING STREETS FOR ALL ROAD USERS

SKYLINE LAKES DRIVE

During the development of this plan, concept plans were provided to propose a redesign of Skyline Lakes Drive in preparation for a repaving grant application. These plans outlined potential improvements aimed at enhancing safety, accessibility, and overall usability of the roadway. Subsequently, the Borough was awarded a grant of $508,590 which will cover the survey, detailed engineering design, construction, testing, and inspection. As construction of this project is underway, the concept plans presented below served as the initial concept design developed as part of the grant application process. They represent a collaborative effort to address community needs and priorities, laying the groundwork for a well-connected network for people walking and biking within the borough. An additional concept was developed after the grant application that would provide dedicated, separated space for people walking and biking. These concepts are aimed at connecting Skyline Lakes to the local businesses and shops along Skyline Lakes Drive and Ringwood Avenue.

Existing conditions on Skyline Lakes Drive

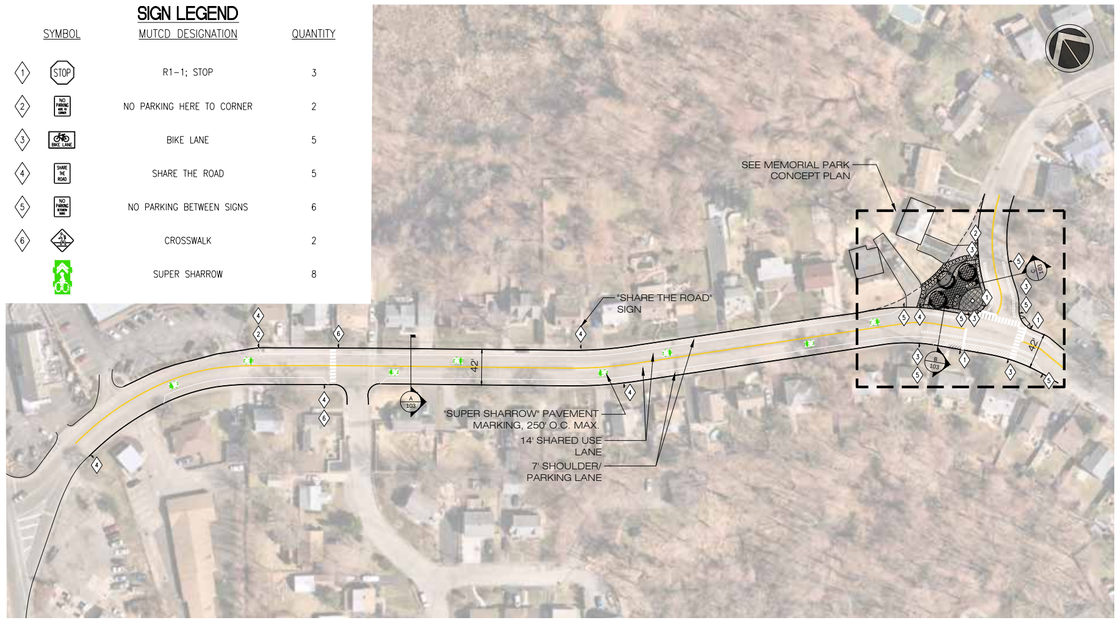
Young residents in the distance attempting to cross Skyline Drive safely to get to the shopping center.

SKYLINE DRIVE CROSSING

As a busy, county road, Skyline Drive poses significant challenges for individuals seeking to cross on foot or by bike, presenting safety concerns and inhibiting community connectivity. Community feedback underscored the pressing need for a safe crossing of Skyline Drive, with many community members expressing concerns about crossing between the two shopping centers. By implementing a designated crossing point, residents gain a vital link between key commercial areas, facilitating convenient access to local businesses and enhancing overall mobility within the borough. The Borough is currently in discussions with the County to evaluate the potential for improvements and a safe crossing on Skyline Drive as it is a county road. The following concept was developed as part of this plan.

SKYLINES LAKE DRIVE CONCEPT #1

REMOVAL OF MEDIAN, BICYCLE SHARED LANE MARKINGS, AND INTERSECTION REDESIGN



DRESDNER ROBIN
IDEAS THAT TRANSFORM

SKYLINE LAKES DRIVE BICYCLE IMPROVEMENTS
CONCEPT PLAN - SHEET 101
BOROUGH OF RINGWOOD, NJ
MAY 27, 2022

SKYLINES LAKE DRIVE CONCEPT #1

STREET SECTION DETAIL

TYP. 42' ROADWAY SECTION A

TYP. 42' ROADWAY SECTION B

TYP. 35' ROADWAY SECTION C

DRESDNER ROBIN
IDEAS THAT TRANSFORM

SKYLINE LAKES DRIVE BICYCLE IMPROVEMENTS
CONCEPT PLAN SECTION ELEVATIONS - SHEET 103
BOROUGH OF RINGWOOD, NJ
MAY 27, 2022

11636-001

SKYLINE LAKES DRIVE CONCEPT #1

INTERSECTION DESIGN

SIGN LEGEND

SYMBOL	MUTCD DESIGNATION	QUANTITY
1	R1-1: STOP	1
2	NO PARKING HERE TO CORNER	2
3	BIKE LANE	5
4	SHARE THE ROAD	3
5	NO PARKING BETWEEN SIGNS	5
6	CROSSWALK	7
	SUPER SHARROW	8

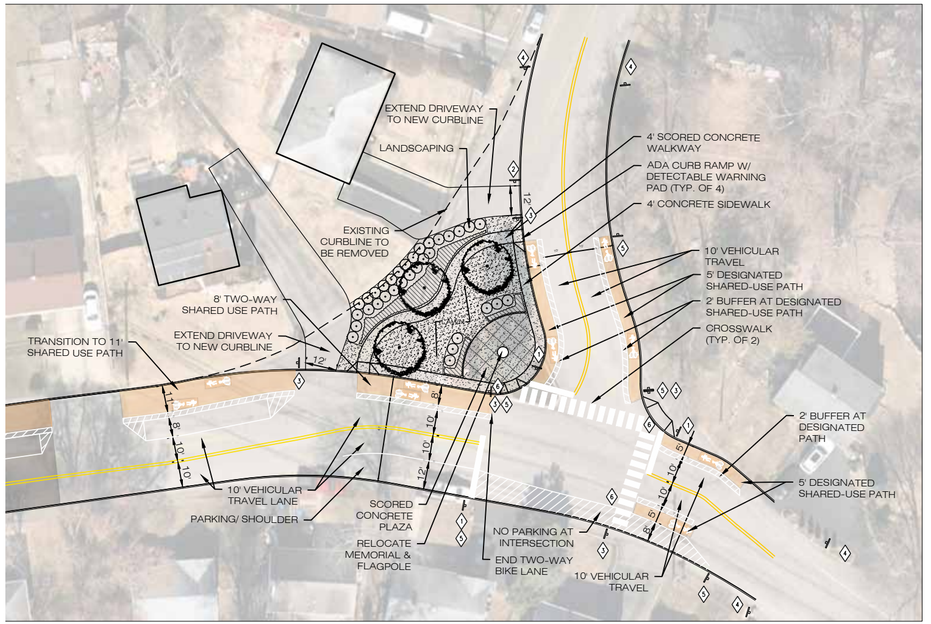
DRESDNER ROBIN
IDEAS THAT TRANSFORM

SKYLINE LAKES DRIVE BICYCLE IMPROVEMENTS
MEMORIAL PARK CONCEPT PLAN - SHEET 102
BOROUGH OF RINGWOOD, NJ
MAY 27, 2022

11636-001

SKYLINE LAKES DRIVE CONCEPT

INTERSECTION DETAIL



SIGN LEGEND

SYMBOL	MUTCD DESIGNATION
1	R1-1: STOP
2	NO PARKING HERE TO CORNER
3	SHARED USE PATH
4	SHARE THE ROAD
5	NO PARKING BETWEEN SIGNS
6	CROSSWALK
	SHARED USE SYMBOL STRIPING

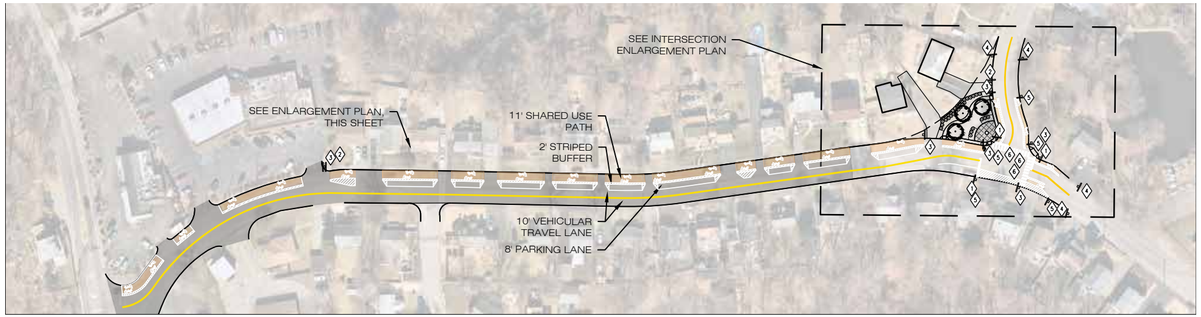
0 30 60 Feet

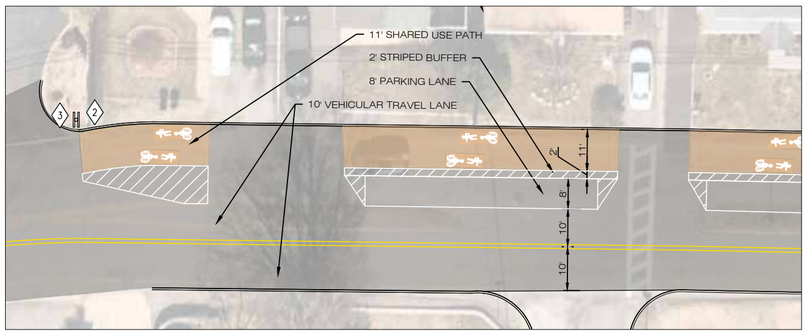
DRESDNER ROBIN
IDEAS THAT TRANSFORM

11636-001 Ringwood
SKYLINE LAKES DRIVE INTERSECTION ENLARGEMENT
10.23.2023

SKYLINES LAKE DRIVE CONCEPT #2

SHARED-USE PATH, STREET SECTION, AND INTERSECTION REDESIGN





0 100 200 Feet

N

SIGN LEGEND

SYMBOL	MUTCD DESIGNATION	QUANTITY
1	R1-1; STOP	2
2	NO PARKING HERE TO CORNER	2
3	SHARED USE PATH	6
4	SHARE THE ROAD	4
5	NO PARKING BETWEEN SIGNS	5
6	CROSSWALK	3
	SHARED USE SYMBOL STRIPING	32

DRESDNER ROBIN
IDEAS THAT TRANSFORM

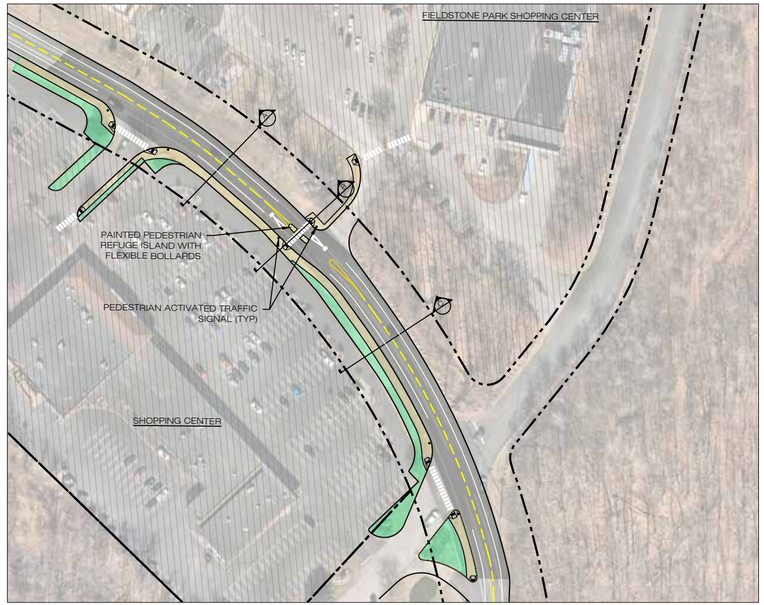
11636-001 Ringwood

SKYLINE LAKES DRIVE

10.23.2023

SKYLINE DRIVE CONCEPT PLAN

OVERVIEW



SITE LEGEND

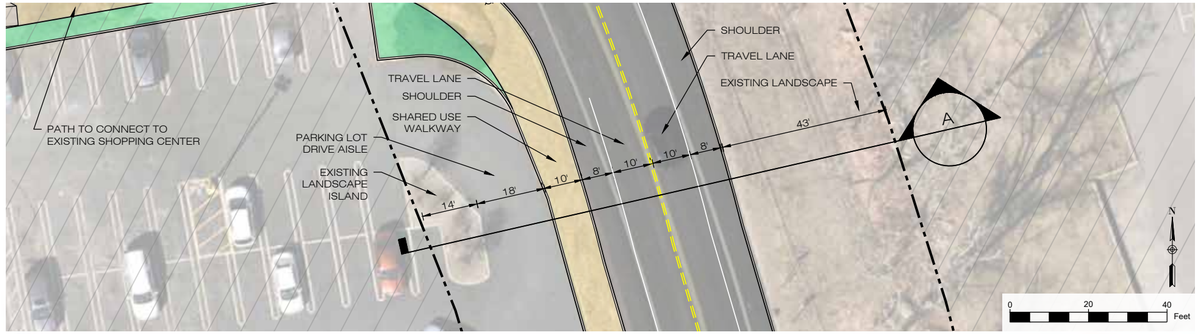
EXISTING		PROPOSED
	PROPERTY LINE	
	PRIVATE PROPERTY	
	FLUSH CURB	
	TRAFFIC SIGNAL	
	CONCRETE	
	LANDSCAPING	

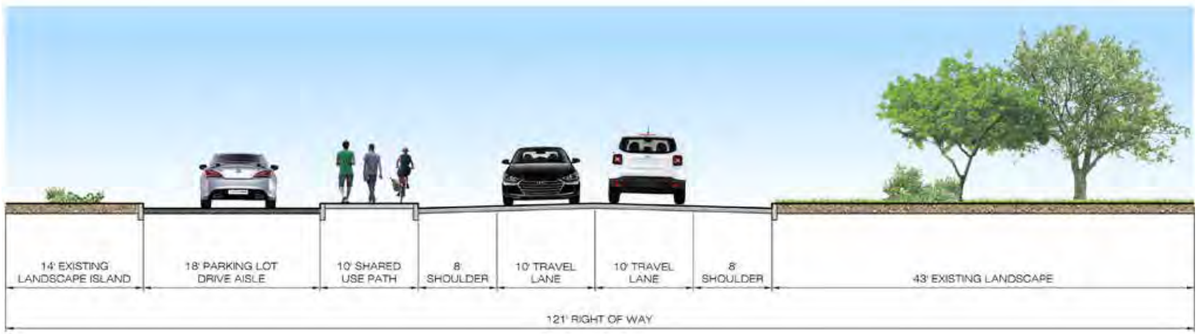
0 80 160 Feet

N

SKYLINE DRIVE CONCEPT PLAN

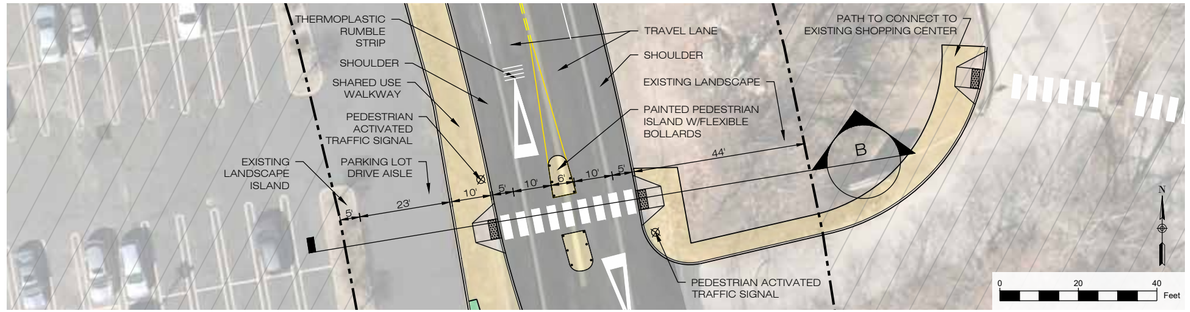
SHARED-USE PATH AND STREET SECTION

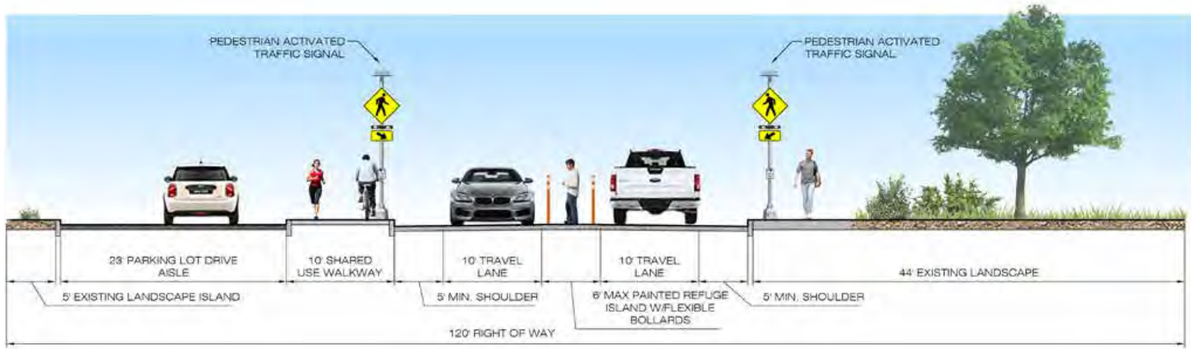




SKYLINE DRIVE CONCEPT PLAN

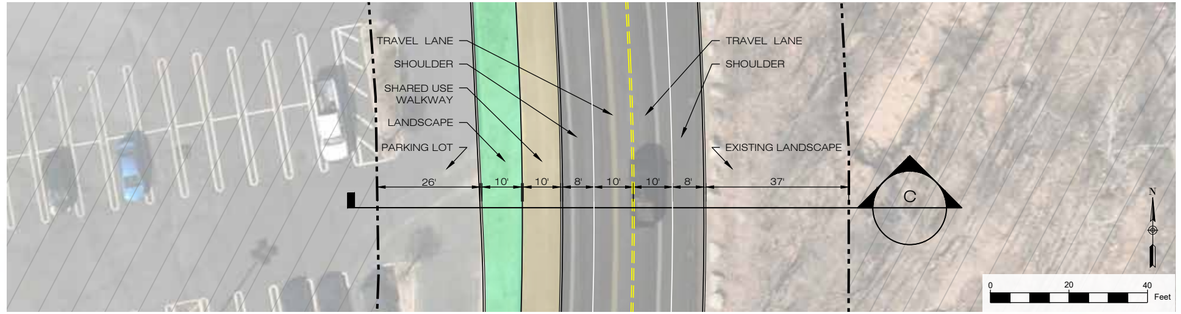
CROSSWALK WITH PEDESTRIAN ACTIVATED BEACON

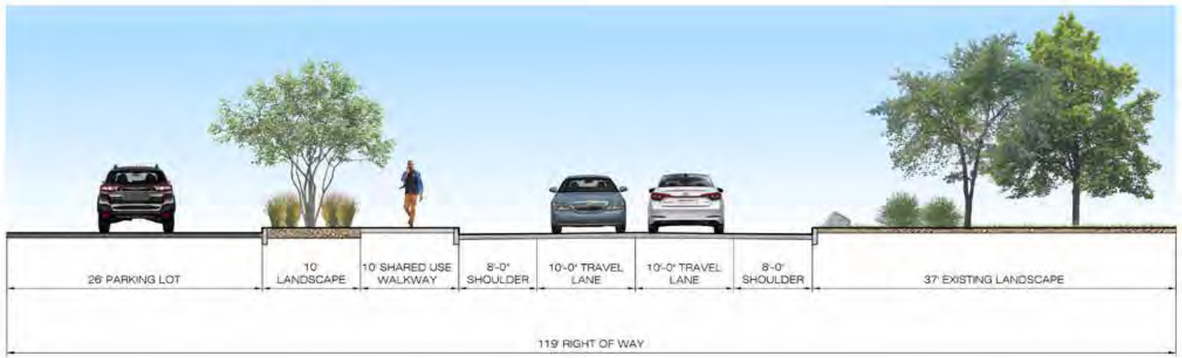




SKYLINE DRIVE CONCEPT PLAN

SHARED-USE PATH AND STREET SECTION





PROJECT LIST

Project #	Location	Action	Jurisdiction	Category
Neighborhood Network (NN)				
NN-001	Carletondale Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-002	Cupsaw Avenue	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-003	Mohawk Trail	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-004	Erskine Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-005	Fieldstone Drive	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-006	Alta Vista Drive	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-007	Hilltop Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-008	Smokey Ridge Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network

Project #	Location	Action	Jurisdiction	Category
NN-009	Skyline Lake Drive (full loop)	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-010	Skylands Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-011	Bear Mountain Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-012	Valley Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-013	Upper Lake View Avenue	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-014	Old Forge Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-015	James Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-016	High Mountain Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-017	Fountain Drive	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-018	Serpentine Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-019	Seneca Drive	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-020	Conklintown Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-021	Cupsaw Drive	Evaluate traffic calming treatments like gateways, speed humps, colorized pavement and innovative signing.	Borough	Neighborhood Network
NN-022	Lakeview Avenue	Evaluate traffic calming treatments like gateways, speed humps, colorized pavement and innovative signing.	Borough	Neighborhood Network
NN-023	Magee Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-024	Snake Den Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-025	Tulip Ave	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network

Project #	Location	Action	Jurisdiction	Category
NN-026	Burnt Meadow Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network
NN-027	Stonetown Road from Westbrook Road to Magee Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/ County	Neighborhood Network
NN-028	Westbrook Road from Stonetown Road to Magee Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/ County	Neighborhood Network
NN-029	Sloatsburg Road from Carletondale Road to Margaret King Avenue	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network

Project #	Location	Action	Jurisdiction	Category
Community Connectors (CC)				
CC-001	James Drive to Old Forge Road	Maintain and sign (Bike Route and Wayfinding) existing paved easements and gated roadways (at both ends of paved connection).	Borough	Community Connectors
CC-002	Short Place to Northgate Park	Maintain and sign (Bike Route and Wayfinding) existing paved easements and gated roadways (at both ends of paved connection).	Borough	Community Connectors
CC-003	Old Forge Road to Bellot Road	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways.	Borough	Community Connectors
CC-004	Northgate Park to Short Place	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways.	Borough	Community Connectors
CC-005	Manning Road to Cooper School	Design and construct trail to Peter Cooper Elementary School.	Borough/ Private	Community Connectors
CC-006	Finch Road to Cooper School	Design and construct trail to Peter Cooper Elementary School.	Borough	Community Connectors
CC-007	Deer Trail to Library	Evaluate existing trails and options to develop shared-use trail from Deer Trail / Alta Vista to Library and Cannici Drive	Borough	Community Connectors
CC-008	Cheshire Lane to Cliffside Drive and Old Forge Road	Further develop and expand/improve existing trails to connect neighborhood streets.	Borough/State	Community Connectors
CC-009	Brooksyde Avenue to Skyline Drive	Evaluate options to utilize existing access road to connect Brooksyde Avenue to Skyline Drive.	Borough/ NJDWSC	Community Connectors

Project #	Location	Action	Jurisdiction	Category
CC-010	Valley Road south end to Ryerson School	Evaluate options for trail development from Valley Road near the intersection of Upper Lakeview Avenue and from Upper Lakeview Avenue to Ryerson school, paralleling Valley Road.	Borough/State	Community Connectors
CC-011	Skylands Road to Ryerson School	Evaluate options for trail development from Skylands Road to Ryerson school.	Borough/State	Community Connectors
CC-012	Margaret King Avenue and Sloatsburg Road to Judith Ann Drive and Sally Court	Develop trails to connect intersection of Margaret King Ave and Sloatsburg Road to Cupsaw Lake community at ends of Judith Ann Drive and Sally Court.	Borough/State	Community Connectors
CC-013	Margaret King Avenue and Sloatsburg Road	Install a high-visibility crosswalk and pedestrian actuated flashing beacon at crossing of new trail to Cupsaw Lake community and Tennessee Gas trail.	Borough	Community Connectors
CC-014	Northgate Park to Fieldstone Shopping Center	Design and construct a shared-use path along Borough easement.	Borough	Community Connectors
CC-015	Northgate Park to Lakeview Avenue	Design and construct a shared-use path along Borough easement.	Borough/ Erskine Lakes Association	Community Connectors
CC-016	Elm Place N and Ivy Place to Robert Erskine Elementary School	Evaluate feasibility of developing a shared-use path(s) from Elm Place N/ Ivy Place through woods to Robert Erskine Elementary School, churches, and Skyline Drive.	Borough/ Private	Community Connectors
CC-017	Old Road to Skylands Road	Evaluate options for trail development from Old Road to Ryerson school with branch connecting to Woodland Road.	Borough/State	Community Connectors
CC-018	Old Road to Honeysuckle Lane	Evaluate options for trail development from Old Road to Honeysuckle Lane to connect to Ringwood State Park.	Borough	Community Connectors
CC-019	Walker Drive to Honeysuckle Lane	Evaluate existing trails and options for trail development and improvements.	Borough/State/ Private	Community Connectors
CC-020	Sally Court to Hewitt School	Evaluate existing trails and possible connections for trail development and improvements to connect Eleanor Hewitt Elementary School with Sally Court. Install trail crossing signage across Carletondale Road where necessary.	Borough/State	Community Connectors
CC-021	Lakeview Road to Finch Road	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways.	Borough	Community Connectors
CC-022	Buena Vista Drive to Wildwood Terrace	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways.	Borough	Community Connectors
CC-023	Beattie Lane to Terrace Lane and Arcata Place	Evaluate options for shared-use path from Terrace Lane to Arcata Place crossing Beattie Lane.	Borough	Community Connectors
CC-024	Skylands Road to Bear Mountain Road	Design and construct a shared-use path along Borough property, Lot 28 Block 862.	Borough	Community Connectors
CC-025	Brooksyde Avenue / Short Place to Skyline Drive	Design and construct a trail from the end of the intersection of Brooksyde Ave and Short Place to Skyline Drive through Borough land and connect with trail to Northgate Park.	Borough	Community Connectors
CC-026	Elm Place to Robert Erskine Elementary and Skyline Drive	Evaluate options for developing a trail spur from the end of Elm Place via a new easement to connect to the trail from Ivy Place to Robert Erskine Elementary School, churches, and Skyline Drive.	Borough/ Private	Community Connectors

Project #	Location	Action	Jurisdiction	Category
Crossing Improvements (CI)				
CI-001	Wanaque Terrace at Valley Road	Install enhanced, high visibility crosswalks and warning signs (MUTCD S1-1/ W16-9P “ahead” and S1-1/W16-7P “arrow”) on Valley Road at the intersections to accommodate the students of Ryerson Middle School.	Borough	Crossing Improvements
CI-002	Black Rock Terrace at Valley Road	Install enhanced, high visibility crosswalks and warning signs (MUTCD S1-1/ W16-9P “ahead” and S1-1/W16-7P “arrow”) on Valley Road at the intersections to accommodate the students of Ryerson Middle School.	Borough	Crossing Improvements
CI-003	Bearfort Terrace at Valley	Install enhanced, high visibility crosswalks and warning signs (MUTCD S1-1/ W16-9P “ahead” and S1-1/W16-7P “arrow”) on Valley Road at the intersections to accommodate the students of Ryerson Middle School.	Borough	Crossing Improvements
CI-004	Various	Provide enhanced crosswalks and warning signs (MUTCD W11-2 or S1-1) throughout the Borough near schools, shops, recreation and other bicycling and walking destinations.	Borough	Crossing Improvements
CI-008	Canterbury Road and Conklintown Road	Install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough/ Wanaque	Crossing Improvements
CI-009	Conklintown Road and Wilson Drive	Install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough/ Wanaque	Crossing Improvements
CI-011	Conklintown Road and Fountain Drive and Green Road	Redesign intersection of Conklintown Road and Fountain Drive to reduce crossing distance and provide connection to sidewalks on Conklintown Road.	Borough	Crossing Improvements

Project #	Location	Action	Jurisdiction	Category
Skyline Drive Shared-use Path (SPS)				
SPS-001	Skyline Drive	Secure agreement with Passaic County for development of a side path within the Skyline Drive right-of-way.	Borough	Shared-Use Paths and Sidewalks
SPS-002	Erskine Road to Fieldstone Drive	Design and construct a shared-use path along Skyline Drive within the existing 120’ wide ROW on the Southbound (western) side of the road	County	Shared-Use Paths and Sidewalks
SPS-003	Across Erskine Brook	Design and construct pedestrian bridge to cross Erskine Brook and connect to new Skyline Drive shared-use path.	County	Shared-Use Paths and Sidewalks
SPS-004	Greenwood Lake Turnpike to Erskine Road	Design and construct a shared-use path along Skyline Drive within the existing 120’ wide ROW on the Southbound (western) side of the road.	County	Shared-Use Paths and Sidewalks
SPS-005	Fieldstone Drive to Conklintown Road	Design and construct a shared-use path along Skyline Drive within the existing 120’ wide ROW on the Southbound (western) side of the road.	County	Shared-Use Paths and Sidewalks
SPS-006	Skyline Drive at High Mountain Road	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-007	Skyline Drive at James Drive	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-008	Skyline Drive at Cannici Drive	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-009	Skyline Drive at Erskine Road	Provide high-visibility crosswalks at traffic signal to connect to Erskine Brook Bridge and Skyline Drive Shared-use Path.	County	Shared-Use Paths and Sidewalks

Project #	Location	Action	Jurisdiction	Category
SPS-010	Fieldstone Drive at Skyline Drive	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-011	Skyline Drive at Conklintown Road	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
Skyline Drive Crossing between Fieldstone Park and Ringwood Plaza shopping centers.				
CI-005	Skyline Drive between Fieldstone Shopping Center and Ringwood Plaza	Construct a new pedestrian-actuated flashing beacon at the intersection between the Fieldstone Park and Ringwood Plaza shopping centers crossing Skyline. Include high visibility crosswalks, pedestrian countdown signal heads, pedestrian push button signal activation, thermoplastic rumble strips, and pedestrian refuge island.	Borough	Crossing Improvements
CI-007	Fieldstone Shopping Center and Ringwood Plaza	Address internal circulation with walkways, crosswalks, bicycle shared lanes, and bicycle parking.	Private, Borough	Crossing Improvements

Project #	Location	Action	Jurisdiction	Category
Shared-Used Paths and Sidewalks (SPS)				
CI-012	Green Road at Conklintown Road	Install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough	Crossing Improvements
SPS-016	Valley Road from Bearfort Terrace Bear Mountain Road	Design and construct sidewalk along Valley Road in front of Ryerson School.	Borough	Shared-Use Paths and Sidewalks
SPS-017	Margaret King Avenue from Boro Parkway to Sloatsburg Road	Design and construct sidewalk along Margaret King Avenue.	Borough	Shared-Use Paths and Sidewalks
SPS-012	Fountain Drive from Conklintown Road to Victoria Lane	Design and construct sidewalk along Fountain Drive in front of Cooper School.	Borough	Shared-Use Paths and Sidewalks
SPS-013	Canterbury Road	Design and construct sidewalk along Canterbury Drive from Skyline Lakes Drive to Conklintown Road.	Borough	Shared-Use Paths and Sidewalks
SPS-014	Conklintown Road from Mountain Lakes Drive to Spring Lake Camp entrance	Design and construct sidewalk along north side of Conklintown road from new crossing at Mountain Lakes Drive to connect to Spring Lake Camp entrance.	Borough/ Private	Shared-Use Paths and Sidewalks
CI-010	Mountain Lakes Drive and Conklintown Road	Work with Wanaque Borough to complete sidewalks to corner along southern side of Conklintown Road at the intersection of Mountain Lakes Drive and install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough/ Wanaque	Shared-Use Paths and Sidewalks

Project #	Location	Action	Jurisdiction	Category
SPS-015	Conklintown Road from Green Road to Fountain Drive	Design and construct sidewalk along eastern side of Conklintown Road from intersection of Fountain Drive to Green Road to connect to existing sidewalks on Conklintown Road.	Borough	Shared-Use Paths and Sidewalks
SPS-018	Skyline Lakes Drive from Ringwood Avenue to Skyline Lakes Drive loop	Redesign Skyline Lakes Drive from Ringwood Avenue to triangle intersection to include shared-use path on north side and improved intersections.	Borough	Shared-Use Paths and Sidewalks
SPS-019	Peters Mine Road to Borough Hall	Evaluate feasibility of developing a shared-use path(s) from Peters Mine Road to Borough Hall and athletic fields along Boro Parkway/Chicken House Road.	Borough/ Private	Shared-Use Paths and Sidewalks
SPS-020	Conklintown Road from Fountain Drive to Skyline Drive	Design and construct sidewalk along Conklintown Road to connect existing sidewalk network on Conklintown Road to Lakeland Regional High School	Borough	Shared-Use Paths and Sidewalks
Pilot Projects				
SPS-021	Cupsaw Drive	Development a special event program to pilot during the summer, to reconfigure either Cupsaw Drive circulation patterns to have counter-clockwise, one-way circulation for autos with a two-way walk and bicycle lane closest to the lake. Provide traffic diverters at intersections and restrict on-street parking. Treatments would use temporary traffic diverters to "test" effectiveness through a summer weekend program, a season program (summer months when children attend camps), or other time period determined appropriate by the Borough and lake communities.	Borough	Shared-Use paths and Sidewalks
SPS-022	Lakeview Avenue	Development a special event program to pilot during the summer, to reconfigure either Lakeview Ave circulation patterns to have counter-clockwise, one-way circulation for autos with a two-way walk and bicycle lane closest to the lake. Provide traffic diverters at intersections and restrict on-street parking. Treatments would use temporary traffic diverters to "test" effectiveness through a summer weekend program, a season program (summer months when children attend camps), or other time period determined appropriate by the Borough and lake communities.	Borough	Shared-Use paths and Sidewalks

Project #	Location	Action	Jurisdiction	Category
Regional Connections (RC)				
RC-001	Stonetown Road from Magee Road to Greenwood Lake Turnpike	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/ County	Regional Connections
RC-002	Westbrook Road from Stonetown Road to Greenwood Lake Turnpike	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/ County	Regional Connections
RC-003	Greenwood Lake Turnpike from Westbrook Road to Margaret King Avenue	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/ County	Regional Connections
RC-006	Sloatsburg Road from Carletondale Road Greenwood Lake Turnpike	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Regional Connections
RC-007	Sloatsburg Road from Margaret King Avenue to Manor Road	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Regional Connections
RC-004	Greenwood Lake Turnpike from Margaret King Avenue to West Milford	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/ County	Regional Connections

Project #	Location	Action	Jurisdiction	Category
RC-005	Ringwood Avenue from Westbrook Road to Wanaque Borough	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/ County	Regional Connections
RC-008	Sloatsburg Road from Manor Road to New York State Border	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Regional Connections
RC-009	Greenwood Lake Turnpike (CR 511)/ Ringwood Avenue	Widen shoulders to a minimum of four feet on each side of Ringwood Avenue/ Greenwood Lake Turnpike (CR 511) and Sloatsburg Road (CR 697). Stripe and colorize shoulders for added visibility.	County	Regional Connections

Project #	Location	Action	Jurisdiction	Category
Highlands Rail Trail				
SPS-023	Railroad Right of Way from Wanaque to West Milford Township	Secure agreement with North Jersey District Water Supply Commission (NJDWSC) for development of a shared-use path within the railroad right-of-way.	Borough/Water District	Shared-Use Paths and Sidewalks
SPS-024	Railroad Right of Way from Wanaque to West Milford Township	Design and construct a shared-use path along the railroad ROW parallel to CR 511 within the NJDWSC property in conjunction with the Highlands Rail Trail study in coordination with Passaic County.	NJDWSC/ County	Shared-Use Paths and Sidewalks
SPS-025	Various	Provide high-visibility crosswalks and warning signs (MUTCD W11-2/W16-7P) at new Highlands Rail Trail Shared-use Path crossings and connections.	Various	Shared-Use Paths and Sidewalks
SPS-026	Greenwood Lake Turnpike north of Skyline Drive	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-027	Highlands Rail Trail at Skyline Lakes Drive	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-028	Highlands Rail Trail at Ringwood Avenue	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-029	Highlands Rail Trail at Westbrook Road	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-030	Highlands Rail Trail at Greenwood Lake Turnpike	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks
SPS-031	Highlands Rail Trail at Margaret King Avenue	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks

Project #	Location	Action	Jurisdiction	Category
Tennessee Gas Trail				
SPS-036	Tennessee Gas right of way	Secure agreement with the Tennessee Gas Utility for development of a shared-use path within the gas line right-of-way.	Borough	Policy, Programs & Safety
SPS-032	Tennessee Gas transmission right of way trail eastern section	Design and construct a shared use path along the Tennessee Gas transmission line right-of-way from eastern border of Ringwood to the intersection with Sloatsburg Road.	Tennessee Gas/County	Shared-Use Paths and Sidewalks
SPS-033	Tennessee Gas transmission right of way trail western section	Design and construct a shared use path along the Tennessee Gas transmission line right-of-way Margaret King Avenue to the western border of Ringwood.	Tennessee Gas/County	Shared-Use Paths and Sidewalks
SPS-034	Boro Parkway and Margaret King Avenue	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/W16-7P) at new Tennessee Gas Trail Shared-use Path crossing	Borough	Shared-Use Paths and Sidewalks
SPS-035	Tennessee Gas trail to Margaret King Avenue along Sloatsburg Road	Provide shared-use path connection to intersection of Margaret King Avenue and Sloatsburg Avenue to connect to new trail and crossing at intersection.	Borough	Shared-Use Paths and Sidewalks

Project #	Location	Action	Jurisdiction	Category
Amenities (AM)				
AM-001	Various	Provide bicycle parking facilities at key bicycling and walking destinations (or starting points) including schools, shopping centers, recreation facilities and parks and the NJ Transit Park and Ride.	Borough/ County/State/ NJ Transit	Amenities
AM-002	Various	Provide benches at all major public gathering locations throughout the Borough.	Borough	Amenities
AM-003	Various	Provide pedestrian scale lighting along existing and future sidewalks and shared-use paths where applicable.	Borough/ County	Amenities
AM-004	Various	Provide informational kiosks at strategic points throughout the Borough.	Borough	Amenities, Signage and Wayfinding
AM-005	Various	Construct trailheads at major access points to trail and other recreational facilities such as the Ringwood State Park entrance from Skylands Road, Northgate Park, Fieldstone Park Shopping Center, the potential future intersection of the Skyline Drive Side path and NJDWSC Rail ROW Path, and at the potential future intersection of the Tennessee Gas ROW Path at Margaret King Ave.	Borough/ County/ NJDWSC/ Tennessee Gas/State	Amenities, Signage and Wayfinding
AM-006	Cannici Drive Park and Ride	Provide an eco-friendly public restroom facility at the Cannici Drive park-and-ride.	Borough	Amenities

Project #	Location	Action	Jurisdiction	Category
Policy, Programs, & Studies (PPS)				
PPS-001	Borough	Conduct a Borough-wide Awareness and Enforcement Campaign to reduce speeding and wreckless driving.	Borough	Policy, Programs & Studies
PPS-002	Borough	Create a Ringwood Bicycle and Pedestrian Plan Task Force.	Borough	Policy, Programs & Studies
PPS-003	Borough	Officially adopt the Connecting Ringwood Plan by resolution.	Borough	Policy, Programs & Studies
PPS-004	Borough	Amend existing policies and ordinances to include considerations for prioritizing people walking and biking.	Borough	Policy, Programs & Studies
PPS-005	Borough	Officially adopt NJ Complete Streets Model Policy.	Borough	Policy, Programs & Studies
PPS-006	Borough	Officially adopt bicycle/pedestrian friendly design guidelines.	Borough	Policy, Programs & Studies
PPS-007	Borough	Conduct a sidewalk inventory and develop a spot improvement and maintenance program for pedestrian facilities throughout the Borough.	Borough	Policy, Programs & Studies
PPS-008	Borough	Review the Borough Capital improvement maintenance program to identify opportunities to incorporate improvements for bicycling and walking as part of the regular facility maintenance program.	Borough	Policy, Programs & Studies
PPS-009	Borough	Coordinate with local community groups to volunteer for trail development, cleaning, and maintenance.	Borough	Policy, Programs & Studies

PROGRAMS

Introducing programs to promote walking and biking within a community is not merely an exercise in planning but a concerted effort to foster healthier, more sustainable lifestyles while enhancing economic development and community vibrancy. These programs serve as catalysts for change, encouraging residents to embrace active transportation options that not only reduce carbon emissions but also promote physical and mental well-being. By implementing a diverse array of initiatives, from incentivizing walking and biking through rewards programs to organizing community events that celebrate these modes of transportation, municipalities can inspire lasting behavioral shifts and cultivate a culture of active living. Additionally, such programs play a crucial role in attracting people to frequent local businesses, as people walking and biking are more likely to stop at local shops and restaurants along their routes, thus stimulating economic growth and fostering a sense of community pride and interconnectedness.

Parade in Ringwood

Promoting walking and biking in small towns and communities is essential for enhancing public health, reducing traffic congestion, and creating more sustainable transportation options. Here are several programs commonly used to achieve these goals:

- **Complete Streets Programs & Policies:** Adopting Complete Streets policies can institutionalize a commitment to designing streets and transportation projects that accommodate all users, including pedestrians and cyclists. These policies can help guide future transportation planning and decision-making to prioritize walking and biking infrastructure. These programs often involve redesigning streets to include sidewalks, bike lanes, crosswalks, and other infrastructure that prioritize safety and accessibility for people walking and biking.

- **Safe Routes to School (SRTS):** Safe Routes to School programs encourage walking and biking to school by implementing infrastructure improvements and educational initiatives to enhance safety and accessibility for students. This program often includes projects such as sidewalk improvements, crosswalk enhancements, and traffic calming measures near schools.

- **Pedestrian & Bicycle Infrastructure Grants:** Many state and local governments offer grants and funding opportunities to support the development of pedestrian and bicycle infrastructure projects in small towns and communities. These grants can help finance the construction of sidewalks, bike lanes, multi-use paths, and other facilities that encourage walking and biking.

- **Community Walking & Biking Events:** Organizing community walking and biking events, such as group walks, bike rides, and street festivals, can help promote active transportation and build a sense of community. These events encourage residents to explore their town or neighborhood on foot or by bike while fostering social connections and promoting physical activity.

- **Bicycle Education & Safety Programs:** Providing bicycle education and safety programs can help residents, especially children and newcomers, feel more comfortable and confident walking and biking in their community. These programs may include bike safety classes, traffic skills workshops, and educational materials on the rules of the road for cyclists.

By implementing these programs and initiatives, small towns and communities can create safer, more accessible, and more vibrant environments that encourage walking and biking as viable transportation options.

OPEN STREETS & PILOT PROJECTS

Seasonal or weekend programs for open streets present a dynamic opportunity to reimagine roadways in a community, temporarily closing streets to vehicular traffic and inviting residents to reclaim their neighborhoods for walking, biking, and community engagement. These events transform thoroughfares into vibrant pedestrian and cyclist-friendly zones, fostering a sense of shared public space and encouraging active lifestyles. By providing a car-free environment, open streets programs promote social interaction, physical activity, and local exploration, while also mitigating pollution and noise levels. Communities can utilize these initiatives to showcase local businesses, host street performances, and offer recreational activities, thereby stimulating economic vitality and fostering a strong sense of community cohesion. Through the temporary closure of streets, these programs inspire residents to experience their environment in new and enriching ways, promoting healthier, more sustainable lifestyles while fostering a deeper connection to their neighborhoods.

View of Erskine Lake

Pilot programs on weekends or seasonally offer a valuable opportunity for municipalities to experiment with new traffic patterns and infrastructure initiatives while gauging community response in a low-risk environment. By implementing temporary or short-term changes such as modified road layouts, new bike lanes, or pedestrian zones, towns can gather valuable data and feedback from residents, businesses, and other stakeholders. These pilot programs allow for real-world testing of proposed improvements, enabling decision-makers to assess their effectiveness, identify potential challenges, and refine plans accordingly. Moreover, temporary initiatives provide an accessible platform for community engagement, fostering dialogue and collaboration between local government and residents. Through these pilot programs, municipalities can make informed decisions about permanent infrastructure changes that align with community needs and priorities, ultimately enhancing safety, accessibility, and overall quality of life for residents.

DISCOVER THE LAKES

Implementing an open streets program on weekends, particularly around the lakes, could serve as a trial for one-way traffic configurations during seasonal summer periods or weekends exclusively. By temporarily halting traffic in one direction and dedicating the adjacent lane to people walking and biking, this initiative offers an opportunity to assess the feasibility and impact of such traffic adjustments. Additionally, it provides a platform for community engagement and feedback regarding the proposed one-way traffic system, allowing stakeholders to experience firsthand its potential benefits and challenges. This pilot program could inform future decision-making regarding traffic management strategies, contributing to the enhancement of both mobility and recreational opportunities within the community.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs are aimed at improving the safety, accessibility, and convenience of walking and biking routes to school for students. Established in partnership between transportation agencies, schools, parents, and community organizations, SRTS programs prioritize the well-being of children by addressing transportation-related concerns and promoting active, healthy lifestyles.

Key components of Safe Routes to School programs include:

- **Infrastructure Improvements:** SRTS programs assess existing walking and biking routes to identify potential hazards and deficiencies. Based on these evaluations, infrastructure improvements are implemented to enhance safety and accessibility. This may involve constructing sidewalks, crosswalks, bike lanes, pedestrian islands, and traffic calming measures near schools. By creating safer environments for walking and biking, SRTS programs aim to reduce the risk of pedestrian and bicycle-related accidents and injuries.
- **Educational Initiatives:** SRTS programs provide educational resources and materials to teach students essential pedestrian and bicycle safety skills. These initiatives may include classroom instruction, interactive workshops, safety assemblies, and distribution of educational materials such as brochures, posters, and activity sheets. By empowering students with knowledge and awareness of safe travel practices, SRTS programs aim to instill lifelong habits of safe and responsible transportation behavior.
- **Encouragement Campaigns:** SRTS programs organize encouragement campaigns and events to promote walking and biking to school as viable transportation options. These initiatives may include Walk to School Days, Bike to School Days, walking school buses, bike trains, and other organized group activities. By fostering a sense of community and enthusiasm for active transportation, SRTS programs encourage greater participation in walking and biking among students, parents, and school staff.
- **Enforcement Efforts:** SRTS programs collaborate with law enforcement agencies to enforce traffic laws and regulations related to pedestrian and bicycle safety. This may involve increased police presence near schools, targeted enforcement operations, and educational outreach to motorists regarding their responsibilities to yield to pedestrians and cyclists. By ensuring compliance with traffic laws, SRTS programs contribute to safer and more orderly travel conditions for students walking and biking to school.
- **Evaluation and Monitoring:** SRTS programs conduct ongoing evaluation and monitoring to assess the effectiveness of program activities and infrastructure improvements. This may include collecting data on walking and biking rates, traffic volumes, safety incidents, and feedback from students, parents, and school administrators. By evaluating program outcomes and identifying areas for improvement, SRTS programs can refine strategies and allocate resources more effectively to maximize their impact on promoting safe and active transportation to school.

Lakeland High School

WALKING SCHOOL BUS

A walking school bus program is a collaborative effort between parents, schools, and community members to organize groups of children who walk to school together under the supervision of adult volunteers. The concept mimics a traditional school bus route, but instead of riding in a bus, children walk to school in a group, often with designated meeting points along the route.

Here's a detailed description of how a walking school bus program typically works:

- **Organization and Planning:** The program is typically organized by a team of parents, school administrators, and community leaders. They work together to plan the walking routes, determine meeting points, recruit adult volunteers (often referred to as "drivers" or "conductors"), and establish guidelines for the program's operation.

School bus picking up students

- **Route Selection:** The walking routes are selected based on factors such as safety, distance from the school, and the number of participating students. Routes may include sidewalks, crosswalks, and pedestrian-friendly pathways to ensure the safety of the children.

- **Volunteer Recruitment:** Adult volunteers are recruited from the local community to serve as drivers or conductors for the walking school bus. These volunteers may be parents, teachers, school staff, or other community members who undergo training on pedestrian safety and the program's procedures.

- **Parental Consent and Registration:** Parents or guardians of participating children are required to provide consent for their child to participate in the walking school bus program. They may also need to register their child with the program and provide contact information in case of emergencies.

- **Designated Meeting Points:** Along the walking route, designated meeting points are established where children gather to join the walking school bus. These meeting points are often located at convenient locations such as street corners, parks, or community centers.

- **Scheduled Walks:** The walking school bus operates on a predetermined schedule, with set times for departure from each meeting point. Volunteers ensure that children arrive at school safely and on time by supervising the group and following the established route.

- **Safety Measures:** Safety is a top priority in a walking school bus program. Volunteers are trained to enforce pedestrian safety rules, such as using crosswalks, looking both ways before crossing the street, and staying together as a group. Reflective clothing or accessories may be provided to enhance visibility, especially during low-light conditions.

- **Promotion and Communication:** The program is promoted to parents, students, and the community through various channels such as school newsletters, flyers, social media, and word-of-mouth. Clear communication is maintained between program organizers, volunteers, and participating families to ensure smooth operation and address any concerns or changes to the schedule.

- **Evaluation and Feedback:** Periodic evaluations are conducted to assess the effectiveness of the walking school bus program, gather feedback from participants, and identify areas for improvement. Adjustments may be made to the routes, schedules, or procedures based on feedback and changing circumstances.

Overall, a walking school bus program provides a safe, healthy, and environmentally friendly alternative to traditional school transportation methods, while also promoting physical activity, community engagement, and traffic safety awareness among children and families.

ADOPT-A-TRAIL PROGRAM

An Adopt-a-Trail program is a community-driven initiative that encourages local organizations, businesses, and individuals to take responsibility for maintaining and enhancing specific sections of a trail network. By participating, adopters commit to regular maintenance tasks such as litter removal, vegetation trimming, and minor repairs, ensuring the trail remains safe and enjoyable for all users. This program fosters a sense of community ownership, promotes stewardship of natural resources, and enhances the overall quality and sustainability of the trail system.

Girl Scouts crossing a bridge along trail

RECOMMENDATIONS AND BEST PRACTICES

PROGRAM STRUCTURE & GOALS

- Clearly define the program's goals, responsibilities of adopters, and the benefits of participation.
- Develop guidelines and agreements outlining the specific duties and expectations for adopters.

RECRUITMENT & ENGAGEMENT

- Actively recruit a diverse group of participants, including local businesses, civic groups, schools, and families.
- Promote the program through local media, social media, community events, and partnerships with local organizations.

TRAINING & RESOURCES

- Provide training sessions for adopters to ensure they understand maintenance tasks, safety protocols, and proper use of tools and equipment.
- Supply necessary resources such as gloves, trash bags, pruning tools, and first aid kits.

REGULAR COMMUNICATION

- Establish regular communication channels between program coordinators and adopters to share updates, address concerns, and provide support.
- Create a newsletter or online platform to highlight adopter achievements and share tips and news about the trail network.

MAINTENANCE SCHEDULES &INSPECTIONS

- Develop a maintenance schedule specifying how often adopters should perform their tasks, with flexibility for seasonal variations.
- Conduct regular inspections to ensure maintenance standards are met and provide feedback to adopters.

RECOGNITION & INCENTIVES:

- Acknowledge the efforts of adopters through public recognition, certificates, signage on the trail, and appreciation events.
- Offer incentives such as discounts at local businesses, free entry to parks, or branded merchandise.

SAFETY & LIABILITY:

- Implement safety guidelines and require adopters to complete a safety training session.
- Provide liability insurance coverage for volunteers, or require adopters to sign liability waivers.

MONITORING & EVALUATION:

- Regularly evaluate the program's effectiveness through feedback from adopters and trail users, and make necessary adjustments.
- Monitor the condition of the trails to ensure the program meets its maintenance and enhancement goals.

REFERENCES FOR ADOPT-A-TRAIL PROGRAMS

American Trails: Adopt-a-Trail Programs

Provides an overview and resources for developing and managing Adopt-a-Trail programs, including examples from across the United States.

National Park Service: Adopt-a-Trail Guide

Offers guidelines and best practices for creating and sustaining Adopt-a-Trail programs within national parks and other public lands.

Washington Trails Association: Adopt-a-Trail Program

A detailed example of a successful Adopt-a-Trail program, including volunteer guidelines, training materials, and maintenance schedules.

Appalachian Trail Conservancy: Volunteer Trail Maintenance

Describes the role of volunteers in maintaining the Appalachian Trail, including the structure and benefits of their Adopt-a-Trail program.

Rails-to-Trails Conservancy: Maintenance Practices for Trail Sustainability

Offers insights into volunteer engagement and best practices for trail maintenance, relevant to Adopt-a-Trail programs.

These references provide valuable insights and practical guidelines for establishing and managing an effective Adopt-a-Trail program, ensuring community engagement and the sustainable maintenance of trail networks.

IMPLEMENTATION

Library Trail view - Photo courtesy of Thomas Conway

PROJECT PRIORITIZATION

In planning the implementation of pedestrian and bicycle infrastructure projects, it is prudent to adopt a phased approach, beginning with the faster, cost-effective projects to implement before progressing to larger, more complex projects requiring extensive design and coordination with county and other agencies. By prioritizing smaller-scale initiatives for the Neighborhood Network and Community Connector projects the plan addresses immediate community needs, such as trails and paths in residential areas and bike route enhancements along neighborhood streets. The Borough can quickly demonstrate tangible benefits and garner local support for broader efforts. These initial projects serve as building blocks, laying the foundation for a comprehensive network of pedestrian and bicycle routes. As momentum builds and resources become available, attention can then shift towards tackling larger and more costly undertakings, such as the development of multi-use trails or the establishment of shared-use paths on major thoroughfares. This phased approach allows for a strategic allocation of resources, maximizes project feasibility, and ultimately leads to the creation of a more accessible, interconnected, and vibrant community for all residents. The following project list is broken down by phases for implementation. Cost estimates are provided for projects when possible.

TRAIL DEVELOPMENT

Collaborating with local volunteers and organizations presents an invaluable opportunity to plan, develop, and maintain new walking trails for residents within the borough. By harnessing the passion and expertise of these dedicated individuals and groups, municipalities can leverage community-driven efforts to create vibrant and accessible trail networks. Volunteers play a crucial role in identifying potential trail locations, conducting site assessments, and engaging in the planning process to ensure that trails meet the needs and preferences of residents. Trail building organizations, like the NY-NJ Trail Conference, bring specialized knowledge and resources to the table, offering guidance on trail design, construction techniques, and sustainable maintenance practices. Through collective action and shared stewardship, these partnerships not only enhance the quality of life for residents by providing new opportunities for outdoor recreation and connectivity but also foster a sense of ownership and pride in the local trails. By working hand in hand with local volunteers and trail building organizations, municipalities can realize their vision of creating a robust and inclusive trail system that serves the needs of the community for generations to come.

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
Phase I					
CC-001	Maintain and sign (Bike Route and Wayfinding) existing paved easements and gated roadways (at both ends of paved connection	Borough	Community Connectors	Phase I	$4,000
CC-002	Maintain and sign (Bike Route and Wayfinding) existing paved easements and gated roadways (at both ends of paved connection)	Borough	Community Connectors	Phase I	$3,000
CC-003	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways	Borough	Community Connectors	Phase I	$2,000
CC-004	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways	Borough	Community Connectors	Phase I	$2,000
CC-006	Design and construct trail to Peter Cooper Elementary School	Borough	Community Connectors	Phase I	$84,000
CC-007	Evaluate existing trails and options to develop shared-use trail from Deer Trail / Alta Vista to Library and Cannici Drive	Borough	Community Connectors	Phase I	$110,000
CC-008	Further develop and expand/improve existing trails to connect neighborhood streets.	Borough/State	Community Connectors	Phase I	$394,000
CC-010	Evaluate options for trail development from Valley Road near the intersection of Upper Lakeview Avenue and from Upper Lakeview Avenue to Ryerson school, paralleling Valley Road.	Borough/State	Community Connectors	Phase I	$351,000
CC-011	Evaluate options for trail development from Skylands Road to Ryerson school.	Borough/State	Community Connectors	Phase I	$190,000
CC-012	Develop trails to connect intersection of Margaret King Ave and Sloatsburg Road to Cupsaw Lake community at ends of Judith Ann Drive and Sally Court	Borough/State	Community Connectors	Phase I	$303,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
CC-014	Design and construct a shared-use path along Borough easement	Borough	Community Connectors	Phase I	$113,000
CC-015	Design and construct a shared-use path along Borough easement	Borough	Community Connectors	Phase I	$24,000
CC-021	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways	Borough	Community Connectors	Phase I	$2,000
CC-022	Provide accessible gates that allow pedestrians and bicyclists to conveniently travel along paved easements and gated roadways	Borough	Community Connectors	Phase I	$2,000
CI-001	Install enhanced, high visibility crosswalks and warning signs (MUTCD S1-1/W16-9P “ahead” and S1-1/W16-7P “arrow”) on Valley Road at the intersections to accommodate the students of Ryerson Middle School.	Borough	Crossing Improvements	Phase I	$41,000
CI-002	Install enhanced, high visibility crosswalks and warning signs (MUTCD S1-1/W16-9P “ahead” and S1-1/W16-7P “arrow”) on Valley Road at the intersections to accommodate the students of Ryerson Middle School.	Borough	Crossing Improvements	Phase I	$41,000
CI-003	Install enhanced, high visibility crosswalks and warning signs (MUTCD S1-1/W16-9P “ahead” and S1-1/W16-7P “arrow”) on Valley Road at the intersections to accommodate the students of Ryerson Middle School.	Borough	Crossing Improvements	Phase I	$41,000
CI-004	Provide enhanced crosswalks and warning signs (MUTCD W11-2 or S1-1) throughout the Borough near schools, shops, recreation and other bicycling and walking destinations.	Borough	Crossing Improvements	Phase I	$2,000
CI-008	Install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough/Wanaque	Crossing Improvements	Phase I	$41,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
CI-009	Install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough/Wanaque	Crossing Improvements	Phase I	$41,000
CI-012	Install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough	Crossing Improvements	Phase I	$41,000
NN-001	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$35,000
NN-002	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$12,000
NN-003	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$22,000
NN-004	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$20,000
NN-005	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$30,000
NN-006	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$28,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
NN-007	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$8,000
NN-008	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$8,000
NN-009	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$94,000
NN-021	Evaluate traffic calming treatments like gateways, speed humps, colorized pavement and innovative signing.	Borough	Neighborhood Network	Phase I	
NN-022	Evaluate traffic calming treatments like gateways, speed humps, colorized pavement and innovative signing.	Borough	Neighborhood Network	Phase I	
NN-023	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$46,000
NN-024	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$19,000
NN-025	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$20,000
NN-026	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$67,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
NN-027	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/County	Neighborhood Network	Phase I	$29,000
NN-028	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/County	Neighborhood Network	Phase I	$37,000
NN-029	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase I	$15,000
SPS-016	Design and construct sidewalk along Valley Road in front of Ryerson School.	Borough	Shared-Use Paths and Sidewalks	Phase I	$174,000
SPS-017	Design and construct sidewalk along Margaret King Avenue.	Borough	Shared-Use Paths and Sidewalks	Phase I	$197,000
SPS-021	Development a special event program to pilot during the summer, to reconfigure either Cupsaw Drive circulation patterns to have counter-clockwise, one-way circulation for autos with a two-way walk and bicycle lane closest to the lake. Provide traffic diverters at intersections and restrict on-street parking. Treatments would use temporary traffic diverters to "test" effectiveness through a summer weekend program, a season program (summer months when children attend camps), or other time period determined appropriate by the Borough and lake communities.	Borough	Shared-Use paths and Sidewalks	Phase I	

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
SPS-022	Development a special event program to pilot during the summer, to reconfigure either Lakeview Avenue circulation patterns to have counter-clockwise, one-way circulation for autos with a two-way walk and bicycle lane closest to the lake. Provide traffic diverters at intersections and restrict on-street parking. Treatments would use temporary traffic diverters to "test" effectiveness through a summer weekend program, a season program (summer months when children attend camps), or other time period determined appropriate by the Borough and lake communities.	Borough	Shared-Use Paths and Sidewalks	Phase I	
AM-001	Provide bicycle parking facilities at key bicycling and walking destinations (or starting points) including schools, shopping centers, recreation facilities and parks and the NJ Transit Park and Ride.	Borough/County/ State/NJ Transit	Amenities	Phase I	Low
AM-002	Provide benches at all major public gathering locations throughout the Borough.	Borough	Amenities	Phase I	Low
PPS-001	Conduct a Borough-wide Awareness and Enforcement Campaign to reduce speeding and wreckless driving.	Borough	Policy, Programs & Studies	Phase I	Low
PPS-002	Create a Ringwood Bicycle and Pedestrian Plan Task Force.	Borough	Policy, Programs & Studies	Phase I	Low
PPS-003	Officially adopt the Connecting Ringwood Plan by resolution.	Borough	Policy, Programs & Studies	Phase I	Low
PPS-004	Amend existing policies and ordinances.	Borough	Policy, Programs & Studies	Phase I	Low
PPS-005	Officially adopt NJ Complete Streets Model Policy.	Borough	Policy, Programs & Studies	Phase I	Low
PPS-006	Officially adopt bicycle/pedestrian friendly design guidelines.	Borough	Policy, Programs & Studies	Phase I	Low
PPS-007	Conduct a sidewalk inventory and develop a spot improvement and maintenance program for pedestrian facilities throughout the Borough.	Borough	Policy, Programs & Studies	Phase I	Medium

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
PPS-008	Review the Borough Capital improvement maintenance program to identify opportunities to incorporate improvements for bicycling and walking as part of the regular facility maintenance program.	Borough	Policy, Programs & Studies	Phase I	Low
PPS-009	Coordinate with local community groups to volunteer for trail development, cleaning, and maintenance.	Borough	Policy, Programs & Studies	Phase I	Low
Phase II					
CC-009	Evaluate options to utilize existing access road to connect Brooksyde Avenue to Skyline Drive.	Borough	Community Connectors	Phase II	$6,000
CC-016	Evaluate feasibility of developing a shared-use path(s) from Elm Place N/Ivy Place through woods to Robert Erskine Elementary School, churches, and Skyline Drive.	Borough/Private	Community Connectors	Phase II	$296,000
CC-017	Evaluate options for trail development from Old Road to Ryerson school with branch connecting to Woodland Road	Borough/State	Community Connectors	Phase II	$190,000
CC-018	Evaluate options for trail development from Old Road to Honeysuckle Lane to connect to Ringwood State Park	Borough	Community Connectors	Phase II	$35,000
CC-019	Evaluate existing trails and options for trail development and improvements.	Borough/State/ Private	Community Connectors	Phase II	$140,000
CC-020	Evaluate existing trails and possible connections for trail development and improvements to connect Eleanor Hewitt Elementary School with Sally Court. Install trail crossing signage across Carletondale Road where necessary.	Borough/State	Community Connectors	Phase II	$255,000
CC-023	Evaluate options for shared-use path from Terrace Lane to Arcata Place crossing Beattie Lane.	Borough	Community Connectors	Phase II	$84,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
CC-024	Design and construct a shared-use path along Borough property, Lot 28 Block 862.	Borough	Community Connectors	Phase II	$41,000
CC-025	Design and construct a trail from the end of the intersection of Brooksyde Ave and Short Place to Skyline Drive through Borough land and connect with trail to Northgate Park.	Borough	Community Connectors	Phase II	$180,000
CC-026	Evaluate options for developing a trail spur from the end of Elm Place via a new easement to connect to the trail from Ivy Place to Robert Erskine Elementary School, churches, and Skyline Drive.	Borough	Community Connectors	Phase II	$32,000
CI-011	Redesign intersection of Conklintown Road and Fountain Drive to reduce crossing distance and provide connection to sidewalks on Conklintown Road.	Borough	Crossing Improvements	Phase II	
CI-013	Install a high-visibility crosswalk and pedestrian actuated flashing beacon at crossing of new trail to Cupsaw Lake community and Tennessee Gas trail.	Borough	Community Connectors	Phase I	$40,000
SPS-001	Secure agreement with Passaic County for development of a side path within the Skyline Drive right-of-way.	Borough	Shared-Use Paths and Sidewalks	Phase II	Low
SPS-008	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase II	
SPS-009	Provide high-visibility crosswalks at traffic signal to connect to Erskine Brook Bridge and Skyline Drive Shared-use Path.	County	Shared-Use Paths and Sidewalks	Phase II	
SPS-010	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase II	

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
CI-005	Construct a new pedestrian-actuated flashing beacon at the intersection between the Fieldstone Park and Ringwood Plaza shopping centers crossing Skyline. Include high visibility crosswalks, pedestrian countdown signal heads, pedestrian push button signal activation, thermoplastic rumble strips, and pedestrian refuge island.	Borough	Crossing Improvements	Phase II	$54,000
CI-007	Address internal circulation with walkways, crosswalks, bicycle shared lanes, and bicycle parking.	Private/Borough	Crossing Improvements	Phase II	Low
SPS-012	Design and construct sidewalk along Fountain Drive in front of Cooper School.	Borough	Shared-Use Paths and Sidewalks	Phase II	$369,000
SPS-013	Design and construct sidewalk along Canterbury Drive from Skyline Lakes Drive to Conklintown Road.	Borough	Shared-Use Paths and Sidewalks	Phase II	$126,000
CI-010	Work with Wanaque Borough to complete sidewalks to corner along southern side of Conklintown Road at the intersection of Mountain Lakes Drive and install high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons), warning signs (MUTCD W11-2/W16-7P), and school crossing signs at intersection.	Borough/Wanaque	Shared-Use Paths and Sidewalks	Phase II	$43,000
SPS-015	Design and construct sidewalk along eastern side of Conklintown Road from intersection of Fountain Drive to Green Road to connect to existing sidewalks on Conklintown Road.	Borough	Shared-Use Paths and Sidewalks	Phase II	$21,000
SPS-018	Redesign Skyline Lakes Drive from Ringwood Avenue to triangle intersection to include shared-use path on north side and improved intersections.	Borough	Shared-Use Paths and Sidewalks	Phase II	$508,590
SPS-019	Evaluate feasibility of developing a shared-use path(s) from Peters Mine Road to Borough Hall and athletic fields along Boro Parkway/ Chicken House Road.	Borough/Private	Shared-Use Paths and Sidewalks	Phase II	$352,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
RC-001	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/County	Regional Connections	Phase II	$105,000
RC-002	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/County	Regional Connections	Phase II	$53,000
RC-003	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/County	Regional Connections	Phase II	$223,000
RC-006	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Regional Connections	Phase II	$51,000
RC-007	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Regional Connections	Phase II	$22,000
NN-010	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$44,000
NN-011	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$16,000
NN-012	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$21,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
NN-013	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$36,000
NN-014	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$9,000
NN-015	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$24,000
NN-016	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$24,000
NN-017	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$23,000
NN-018	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$11,000
NN-019	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$12,000
NN-020	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Neighborhood Network	Phase II	$58,000

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
CC-005	Design and construct trail to Peter Cooper Elementary School.	Borough/Private	Community Connectors	Phase II	$92,000
SPS-002	Design and construct a shared-use path along Skyline Drive within the existing 120' wide ROW on the Southbound (western) side of the road	County	Shared-Use Paths and Sidewalks	Phase II	$312,000
SPS-003	Design and construct pedestrian bridge to cross Erskine Brook and connect to new Skyline Drive shared-use path.	County	Shared-Use Paths and Sidewalks	Phase II	
SPS-006	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase II	
SPS-020	Design and construct sidewalk along Conklintown Road to connect existing sidewalk network on Conklintown Road to Lakeland Regional High School.	Borough	Shared-Use Paths and Sidewalks	Phase II	$552,000
AM-004	Provide informational kiosks at strategic points throughout the Borough.	Borough	Amenities, Signage and Wayfinding	Phase II	
AM-006	Provide an eco-friendly public restroom facility at the Cannici Drive park-and-ride.	Borough	Amenities	Phase II	
Phase III					
SPS-004	Design and construct a shared-use path along Skyline Drive within the existing 120' wide ROW on the Southbound (western) side of the road.	County	Shared-Use Paths and Sidewalks	Phase III	$108,000
SPS-007	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
SPS-011	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Skyline Drive Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	
RC-004	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/County	Regional Connections	Phase III	$17,000
RC-005	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough/County	Regional Connections	Phase III	$11,000
RC-008	Install bicycle route guide signs (MUTCD D11-1), wayfinding signs (MUTCD D1-1), and install shared lane markings (MUTCD 2009) along designated neighborhood bikeways.	Borough	Regional Connections	Phase III	$37,000
SPS-005	Design and construct a shared-use path along Skyline Drive within the existing 120' wide ROW on the Southbound (western) side of the road.	County	Shared-Use Paths and Sidewalks	Phase III	$639,000
RC-009	Widen shoulders to a minimum of four feet on each side of Ringwood Avenue/Greenwood Lake Turnpike (CR 511) and Sloatsburg Road (CR 697). Stripe and colorize shoulders for added visibility.	County	Regional Connections	Phase III	$3.7M
SPS-023	Secure agreement with NJDWSC for development of a shared-use path within the railroad right-of-way.	Borough/Water District	Shared-Use Paths and Sidewalks	Phase III	Low
SPS-024	Design and construct a shared-use path along the railroad ROW parallel to CR 511 within the NJDWSC property in conjunction with the Highlands Rail Trail study in coordination with Passaic County.	NJDWSC/Passaic County	Shared-Use Paths and Sidewalks	Phase III	$3.6M

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
SPS-025	Provide high-visibility crosswalks and warning signs (MUTCD W11-2/ W16-7P) at new Highlands Rail Trail Shared-use Path crossings and connections.	County	Shared-Use Paths and Sidewalks	Phase III	
SPS-026	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	
SPS-027	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	
SPS-028	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	
SPS-029	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	
SPS-030	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	
SPS-031	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Highlands Rail Trail Shared-use Path crossings.	County	Shared-Use Paths and Sidewalks	Phase III	
SPS-036	Secure agreement with the Tennessee Gas Utility for development of a shared-use path within the gas line right-of-way.	Borough	Policy, Programs & Safety	Phase III	Low
SPS-032	Design and construct a shared use path along the Tennessee Gas transmission line right-of-way from eastern border of Ringwood to the intersection with Sloatsburg Road.	Tennessee Gas/ County	Shared-Use Paths and Sidewalks	Phase III	$1.7M

PROJECT LIST - BY PHASE

Project #	Project Description	Jurisdiction	Category	Phase	Cost
SPS-033	Design and construct a shared use path along the Tennessee Gas transmission line right-of-way Margaret King Avenue to the western border of Ringwood.	Tennessee Gas/ County	Shared-Use Paths and Sidewalks	Phase III	$1.5M
SPS-034	Provide high-visibility crosswalks (possibly in-roadway illuminated or with flashing warning beacons) and warning signs (MUTCD W11-2/ W16-7P) at new Tennessee Gas Trail Shared-use Path crossing.	Borough	Shared-Use Paths and Sidewalks	Phase III	
SPS-035	Provide shared-use path connection to intersection of Margaret King Avenue and Sloatsburg Avenue to connect to new trail and crossing at intersection.	Borough	Shared-Use Paths and Sidewalks	Phase III	
AM-003	Provide pedestrian scale lighting along existing and future sidewalks and shared-use paths where applicable.	Borough/County	Amenities	Various	
AM-005	Construct trailheads at major access points to trail and other recreational facilities such as the Ringwood State Park entrance from Skylands Road, Northgate Park, Fieldstone Park Shopping Center, the potential future intersection of the Skyline Drive side path and NJDWSC Rail ROW Path, and at the potential future intersection of the Tennessee Gas ROW Path at Margaret King Ave.	Borough/County/ NJDWSC/ Tennessee Gas/ State	Amenities, Signage and Wayfinding	Various	

Photo by Michael Einreinhof

ECONOMIC DEVELOPMENT

Kayaks at Cupsaw Lake - Photo by Michael Einreinhof

Encouraging economic development in a rural/suburban community with access to nature, trails, hiking, state parks, and visitors requires a multifaceted approach that leverages the area's natural assets while also nurturing local businesses and fostering a sense of community pride. Here are some best practices to consider:

DEVELOP A COMPREHENSIVE MARKETING STRATEGY

Highlight the unique natural attractions of the community through various marketing channels such as social media, websites, brochures, and local events. Showcase the beauty of the trails, hiking opportunities, and state parks to attract outdoor enthusiasts and nature lovers from neighboring areas. Create a cohesive brand identity that highlights the town's unique natural environment and rural charm.

Use social media, local websites, and regional tourism platforms to market the town's attractions and businesses.

LEVERAGE NATURAL ASSETS

Promote the town's proximity to nature and state parks as a key attraction for visitors and residents. Develop outdoor recreational activities such as hiking, biking, fishing, and camping to draw visitors. Organize guided hikes, nature walks, educational programs, and outdoor events throughout the year to engage visitors and residents alike. Partner with local guides, naturalists, and outdoor enthusiasts to offer diverse experiences that cater to different interests and skill levels.

SUPPORT LOCAL BUSINESSES

Encourage entrepreneurship and small business development by providing resources and support such as business incubators, mentorship programs, and access to funding. Promote locally-owned shops, restaurants, and accommodations to visitors, emphasizing the charm and authenticity of the rural community experience. Offer training and resources to local business owners on topics like digital marketing, customer service, and financial management. Develop a shop-local campaign to encourage residents and visitors to support local businesses.

Fieldstone Shopping Center

INVEST IN INFRASTRUCTURE

Improve infrastructure such as roads, parking lots, and signage to enhance accessibility to nature trails and state parks. Consider building additional amenities such as picnic areas, restrooms, and visitor centers to accommodate the needs of visitors and enhance their overall experience.

FOSTER COLLABORATION

Encourage collaboration between local businesses, tourism boards, and community organizations to create joint promotions and events.

Form partnerships with nearby towns and regional organizations to amplify marketing efforts and share resources. Forge partnerships

with state agencies, regional tourism groups, and conservation organizations to promote the area as a destination for outdoor recreation. Collaborate on marketing campaigns, trail maintenance efforts, and conservation initiatives to attract more visitors and preserve the natural environment.

CREATE EVENTS & FESTIVALS

Organize events and festivals that celebrate local culture, nature, and heritage, attracting visitors and boosting the local economy.

Expand and further develop a calendar of seasonal activities, such as farmers' markets, craft fairs, and outdoor adventure events.

ENGAGE THE COMMUNITY

Involve local residents in planning and decision-making processes to ensure that economic development initiatives reflect community needs and values.

Encourage volunteerism and community involvement in local projects and events to build a strong, supportive community.

DIVERSIFY THE ECONOMY

Explore opportunities to diversify the local economy beyond tourism by supporting other sectors such as agriculture, creative industries, and eco-friendly businesses. Encourage value-added agricultural products, artisanal crafts, and sustainable practices that align with the community's values and natural resources.

By implementing these best practices and with access to nature and state parks the Borough can promote local businesses, attract visitors, and foster sustainable economic development.

Mountain biking in Ringwood - Photo by Michael Einreinhof

Reservoir in Autumn - Photo by Michael Einreinhof

ECONOMIC DEVELOPMENT RESOURCES

U.S. Economic Development Administration (EDA)

The EDA provides a range of resources, including case studies and strategic planning guides, for economic development in rural areas.

Rural Economic Development Innovation (REDI) Initiative

This initiative, part of the U.S. Department of Agriculture, focuses on helping rural communities identify and implement economic development strategies.

Main Street America

A program that supports community-led revitalization of downtowns and commercial districts, with a focus on leveraging local assets and heritage.

National Trust for Historic Preservation: Rural Heritage Development Initiative

Offers resources and examples of how rural communities can use their natural and cultural heritage for economic development.

The Brookings Institution: Rural Development Strategies

Provides research and policy recommendations for rural economic development, including infrastructure investment and local business support.

International Economic Development Council (IEDC)

Offers training, certification, and a wealth of resources for economic developers, including those focused on rural and small-town development.

Institute for Local Self-Reliance (ILSR)

Focuses on sustainable local economies and offers practical advice for supporting local businesses and community-based economic development.

SIGNAGE & WAYFINDING

Improving wayfinding and signage for walking and biking access is essential for guiding pedestrians and cyclists safely and efficiently through urban and suburban environments. Here are some best practices supported by research and professional organizations:

- **Consistent and Clear Signage:** Ensure that signage is consistent, clear, and easy to understand for people walking and biking of all ages and abilities. Signs should use universally recognizable symbols, such as arrows for direction and walking or biking icons, accompanied by simple and concise text. Federal Highway Administration (FHWA), "Manual on Uniform Traffic Control Devices (MUTCD)," 2009.

- **Provide Directional Signage:** Install directional signage at key decision points along walking and biking routes, including intersections, trailheads, and transit stops. Directional signage should indicate distances to destinations, landmarks, and points of interest, helping pedestrians and cyclists navigate their surroundings more effectively. National Association of City Transportation Officials (NACTO), "Urban Bikeway Design Guide," 2014.

- **Use of Color and Contrast:** Use color and contrast effectively to make signage more visible and distinguishable, especially in high-traffic areas or locations with limited visibility. High-contrast colors, such as black on white or white on blue, can improve legibility and readability for pedestrians and cyclists. National Association of City Transportation Officials (NACTO), "Urban Street Design Guide," 2013.

- **Provide Route Markers and Mileage Signs:** Install route markers and mileage signs along walking and biking routes to indicate progress and reassure users that they are on the right path. Route markers can be installed on signposts, pavement markings, or trailside markers, providing consistent wayfinding cues throughout the route FHWA, "Guide Sign Design," 2009.

- **Regulatory and Warning Signs:** Incorporate regulatory and warning signs, such as stop signs, yield signs, and pedestrian crossing signs, to alert pedestrians and cyclists to potential hazards and clarify right-of-way rules. Regulatory and warning signs should be placed strategically to maximize visibility and effectiveness. FHWA, "Manual on Uniform Traffic Control Devices (MUTCD)," 2009.

- **Provide Informational Signage:** Install informational signage at key destinations, including parks, schools, businesses, and transit stations, to provide users with relevant information about amenities, services, and points of interest. Informational signage should be concise, informative, and visually appealing, enhancing the overall user experience. FHWA, "Guide for the Development of Bicycle Facilities," 2019.

By implementing these best practices for wayfinding and signage, communities can improve walking and biking access, enhance user experience, and promote active transportation as a safe and viable travel option.

SIGNAGE & WAYFINDING CONCEPTS

Historic Ringwood Welcome Sign

Borough Limits Sign

Trailhead Sign

Trail Directional Context Sign

Standard Bike Route Signs

Confirmation Sign

Turn Sign

Community Connector Signage

Branded Wayfinding Signs

PROPERTY OWNERSHIP

Sailboats on Cupsaw Lake - Photo by Michael Einreinhof

The development of new trails is a critical initiative aimed at enhancing community connectivity, promoting outdoor recreation, and providing sustainable transportation alternatives. In prioritizing the placement of these new trails, the primary focus has been on utilizing borough property, land operated by the water district, and other public entities to minimize disruption and ensure accessibility. However, certain proposed trails either border private properties or would need easement agreements between the Borough and property owner. To address this, a thorough analysis has been conducted, and the following chart includes all properties adjacent to and within 25 feet of a proposed new Community Connector trail.

Working with the borough engineer, Appendix B provides a sample easement agreement that serves as a starting point for creating future easements where trails pass through private property. This agreement aims to ensure clarity, protect landowner rights, and establish guidelines for maintaining the trails, fostering a cooperative approach to trail development that benefits the entire community.

The Insurance Considerations section discusses potential issues and recommendations for implementing projects that will be adjacent to or require easements with private property.

PARCELS INTERSECTING PROPOSED COMMUNITY CONNECTOR TRAILS

Project #	Block	Lot
CC-002	880	1
CC-009	505	1
CC-014	801	4.03
CC-015	825	4
CC-015	880	1
CC-016	506	1
CC-004	880	1
CC-016	506	4
CC-005	751	12
CC-005	751	11
CC-005	704	6
CC-016	848	2
CC-022	726	32
CC-019	922	31

PRIVATE PARCELS ADJACENT TO COMMUNITY CONNECTOR TRAILS

(WITHIN 25 FEET)

Project #	Block	Lot
CC-001	873	9
CC-002	824	8
CC-002	880	3
CC-002	825	3
CC-002	819	13
CC-002	825	1
CC-003	881	31
CC-003	882	20
CC-003	831	1
CC-005	704	7
CC-007	800.02	5
CC-008	875	6
CC-008	883.01	32
CC-008	752	26
CC-009	810	1
CC-010	838	18

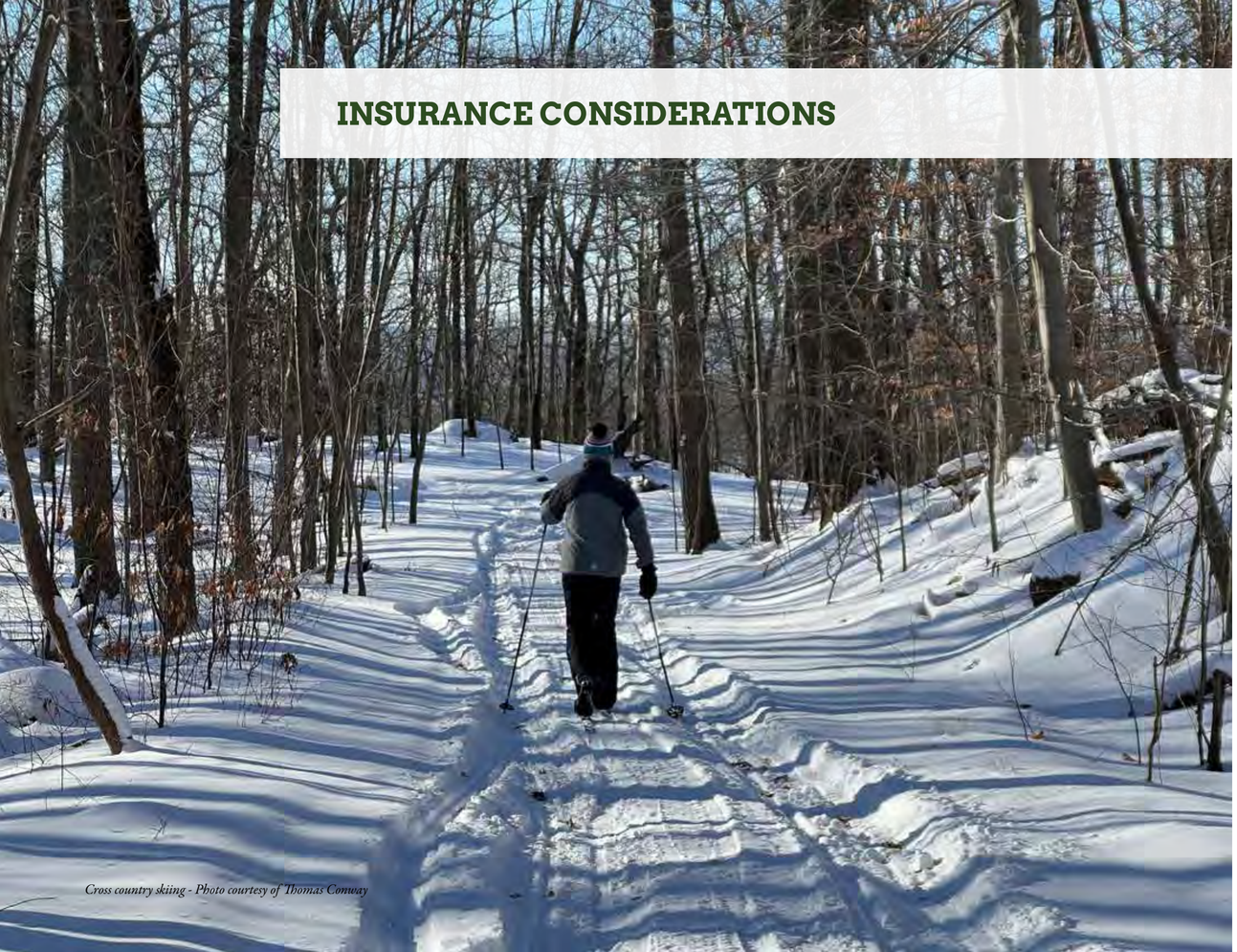
Project #	Block	Lot
CC-010	840	1
CC-010	842	53
CC-010	868	9.01
CC-011	862	33
CC-012	904	12
CC-012	915	21
CC-014	880	4
CC-014	880	5
CC-015	805	5
CC-015	805	4
CC-016	506	2
CC-016	847	1
CC-016	848	4
CC-017	935	1
CC-017	935	15
CC-017	935	18

Project #	Block	Lot
CC-017	938	4
CC-017	934	26
CC-019	911	19
CC-019	922	30
CC-021	751.04	1.01
CC-021	720	36
CC-021	751.03	8
CC-021	716	21
CC-022	723	10
CC-022	723	11
CC-022	726	34
CC-022	726	38
CC-022	723	9
CC-022	726	36
CC-022	723	4
CC-004	824	8

Project #	Block	Lot
CC-004	880	3
CC-004	825	3
CC-004	819	13
CC-004	825	1
CC-023	748	82
CC-023	749	11
CC-023	750	6
CC-023	748	1
CC-023	750	4
CC-023	748	2
CC-023	750	5
CC-023	749	10
CC-023	750	3
CC-023	750	9
CC-023	748	3
CC-023	750	7

Project #	Block	Lot
CC-023	749	8
CC-023	749	9
CC-024	862	27
CC-024	862	29
CC-024	937	24.01
CC-024	862	29.01
CC-024	862	26
CC-024	862	36

INSURANCE CONSIDERATIONS



Cross country skiing - Photo courtesy of Thomas Conway

MANAGING RISK

When considering the development of trails through public and private lands, it is essential to address potential insurance liability concerns to ensure the safety of the public and protect the interests of private landowners. While the priority should be on utilizing public lands and collaborating with local partners, there are circumstances where traversing private property becomes necessary. In such cases, comprehensive legal easements with explicit guidelines are vital to mitigate risks and safeguard all parties involved.

KEY CONCERNS & RECOMMENDATIONS:

Insurance Liability Exposure

- **Public Safety:** The primary concern is ensuring that the public using the trails are safe from potential hazards on private property. Any incidents that result in injury could expose both the landowner and the managing entity (e.g., the borough or trail association) to liability claims.
- **Landowner Protection:** Property owners may be apprehensive about allowing public access due to the potential for increased liability. They need assurance that they will not be held responsible for accidents occurring on the trail.

Legal Easements with Protective Measures

- **Explicit Guidelines:** Easements should include detailed provisions outlining the landowner's responsibilities to maintain the easement area. This includes keeping the trail clear of hazardous materials, structures, or activities that could pose a risk to trail users.
- **Indemnification Clauses:** Legal agreements should indemnify landowners from liability for accidents occurring on the trail, provided they comply with the easement terms. This means the managing entity would assume responsibility for any claims arising from trail use.

Maintenance & Inspections

- **Inspection Protocols:** Establish a regular inspection schedule to identify and rectify potential hazards on trails through private lands. This should be done annually or more frequently, depending on usage and weather conditions.
- **Trail Association Involvement:** Forming a town trail association to oversee maintenance can help distribute responsibilities and ensure trails are kept in safe condition. This group can also serve as a liaison between landowners and the managing entity.

Signage & Public Awareness

- **Trail Use at Own Risk:** Install clear signage at trail entrances and key points informing users that they are using the trail at their own risk. This helps to mitigate liability by making users aware of the inherent risks.
- **Hazard Reporting:** Provide contact information for reporting hazards or issues along the trail. Quick response to reports can prevent accidents and demonstrate a commitment to safety.

Insurance Coverage & Legal Review

- **Adequate Insurance:** Ensure that both the managing entity and landowners have appropriate liability insurance coverage. This can be facilitated by working with an insurance provider familiar with trail management risks.
- **Legal Review:** Have the proposed easement language and indemnification clauses reviewed by legal counsel and the insurance provider to ensure they offer robust protection for all parties involved.
- **Recreational Use Statute:** NJ Revised Statutes section 2A:42A-2 through 10, Landowner Liability Act, outlines the landowner liability for land that is opened up for public recreational use.

AMENITIES

TRAILHEADS

Trailheads and informational signage at the entrances and parking areas of trails and paths play a pivotal role in enhancing the user experience and ensuring the safety and accessibility of recreational areas. These elements are crucial for providing clear guidance, promoting responsible usage, and maximizing the enjoyment of natural spaces for all visitors.

Trailheads serve as the primary access points to trail networks, marking the beginning of a journey through nature. They are essential for several reasons:

- **Orientation and Navigation:** Trailheads provide essential information about the trail system, including maps, trail lengths, difficulty levels, and key landmarks. This information helps users plan their route and ensures they are prepared for the terrain and conditions they will encounter.
- **Safety and Preparedness:** Information on trailheads includes safety guidelines, such as weather warnings, wildlife alerts, and tips for safe hiking and biking. This helps users prepare adequately, reducing the risk of accidents and emergencies.
- **Accessibility:** Well-designed trailheads ensure that trails are accessible to a wide range of users, including those with disabilities. Features such as accessible parking, restrooms, and clear signage help make trails inclusive and welcoming to all.
- **Wayfinding:** Signage provides crucial wayfinding information, helping users navigate the trail network efficiently. Directional signs, distance markers, and indications of intersecting trails prevent confusion and help users stay on track.

INFORMATIONAL SIGNAGE

Informational signage at trail entrances and parking areas enhances the overall trail experience by providing users with valuable insights and guidance:

- **Educational Value:** Informational signage can offer educational content about the local flora, fauna, geological features, and historical significance of the area. This enriches the trail experience by fostering a deeper connection to the natural environment and promoting environmental stewardship.
- **Rules and Regulations:** Clear signage outlining trail rules and regulations ensures that all users understand the expectations for behavior on the trail. This includes guidelines on littering, staying on designated paths, and respecting wildlife, which helps preserve the natural integrity of the area.

PARKING AREAS

Parking areas at trailheads are an essential component of trail infrastructure, supporting the convenience and accessibility of the trail system. Well-designed parking areas can help manage the capacity of popular trails, preventing overcrowding, parking on local streets, and ensuring a more enjoyable experience for all users and residents. This can be achieved through the use of designated parking areas and clear signage directing visitors to overflow parking areas. In addition, the borough may consider permitting and developing rules for parking in underused lots on weekends or off hours throughout the borough with access to trails. For example several schools within the borough provide access to connections to trails in the State Parks and could provide parking to hikers on weekends and non-school hours.

Shared-use trail signage

Informational sign and trail map

Gate for limiting motor vehicle use on trails while still providing emergency access

Use of boulders as a way to prevent ATVs from accessing trails

Regulatory signage for parking and ATV's

BICYCLE PARKING

Bicycle parking plays a crucial role in promoting alternative modes of transportation and fostering community development in rural and suburban areas. To promote sustainable solutions to enhance mobility, reduce traffic congestion, and improve the overall quality of life, providing adequate and secure bicycle parking becomes essential. Effective bicycle parking infrastructure encourages residents to adopt biking as a mode of transportation, leading to numerous environmental, economic, and social benefits.

One of the primary advantages of bicycle parking is its role in reducing automobile dependence. By offering convenient and secure parking options, communities can incentivize more people to choose biking over driving for short trips, thereby decreasing traffic congestion and lowering greenhouse gas emissions. This shift not only contributes to a cleaner environment but also promotes public health by reducing air pollution and encouraging physical activity.

From an economic perspective, bicycle parking supports local businesses and economic development. People biking are more likely to patronize shops and services along their routes, boosting local economies. Well-placed bicycle parking facilities make it easy for people biking to access commercial areas, increasing foot traffic and potentially leading to higher sales for businesses. Additionally, the cost of installing and maintaining bicycle parking is significantly lower than that for car parking, offering a cost-effective solution for community planners and developers.

Socially, bicycle parking enhances community connectivity and accessibility. It ensures that biking is a viable option for all demographics, including those who may not own or have access to a car. This helps create equitable transportation networks, fostering a sense of community and encouraging social interaction.

The key elements to consider when planning for bicycle parking include:

1. **Secure Location:** Choose a secure location for bicycle parking, preferably within view of pedestrian or vehicle traffic to deter theft and vandalism.
2. **Covered Shelter:** Whenever possible, provide covered shelters or bike racks to protect bicycles from weather elements such as rain and snow, which can damage the bikes over time.
3. **Spacing:** Ensure adequate spacing between bike racks or parking spaces to allow easy access and maneuverability for cyclists.
4. **Accessibility:** Place bike parking facilities in convenient locations near entrances to buildings, public transportation stations, and other high-traffic areas to encourage bicycle use.
5. **Visibility:** Install bike racks in well-lit areas with good visibility to enhance security and deter theft.
6. **Variety of Options:** Offer a variety of bike parking options, including racks, lockers, and wall mounts, to accommodate different types of bicycles and user preferences.
7. **Security Features:** Install bike racks with built-in security features such as locking mechanisms or loops for securing bike locks, or consider adding surveillance cameras or bike lockers for added security.
8. **Maintenance:** Regularly inspect and maintain bike parking facilities to ensure they are in good condition and free of damage or obstructions.
9. **ADA Compliance:** Ensure bike parking facilities comply with the Americans with Disabilities Act (ADA) guidelines to accommodate cyclists with disabilities.
10. **Promotion and Signage:** Promote bike parking facilities through signage and wayfinding to make them easily identifiable to cyclists.

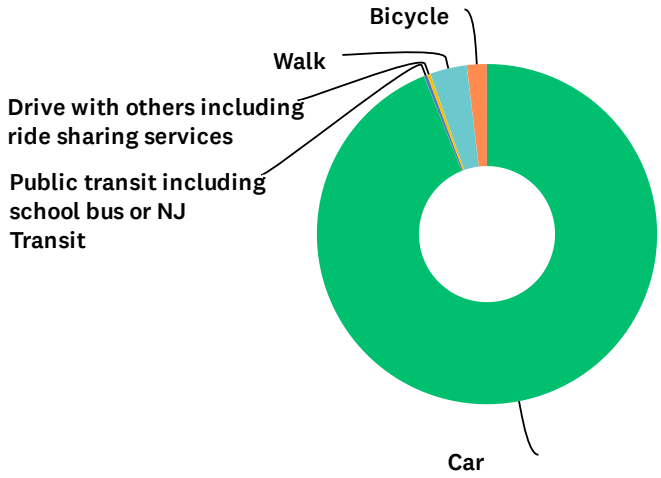
APPENDIX

APPENDIX A

FULL SURVEY RESULTS

Q1 How do you typically get to places you travel to regularly within the borough of Ringwood?

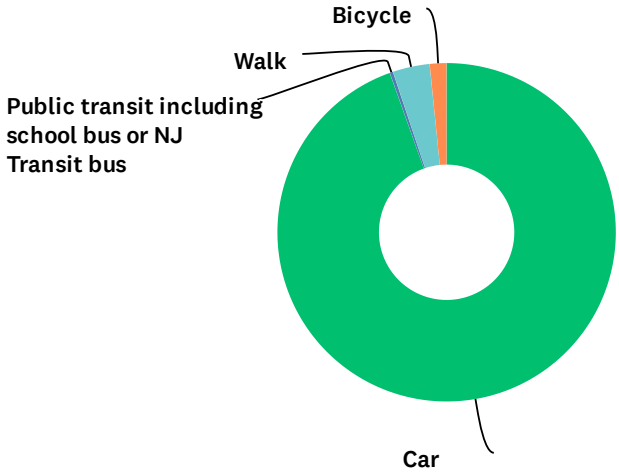
Answered: 315 Skipped: 1



ANSWER CHOICES	RESPONSES	
Car	93.97%	296
Public transit including school bus or NJ Transit	0.32%	1
Drive with others including ride sharing services	0.32%	1
Walk	3.49%	11
Bicycle	1.90%	6
Not applicable	0.00%	0
TOTAL		315

Q2 Of all the ways you get around, which one do you use the most often?

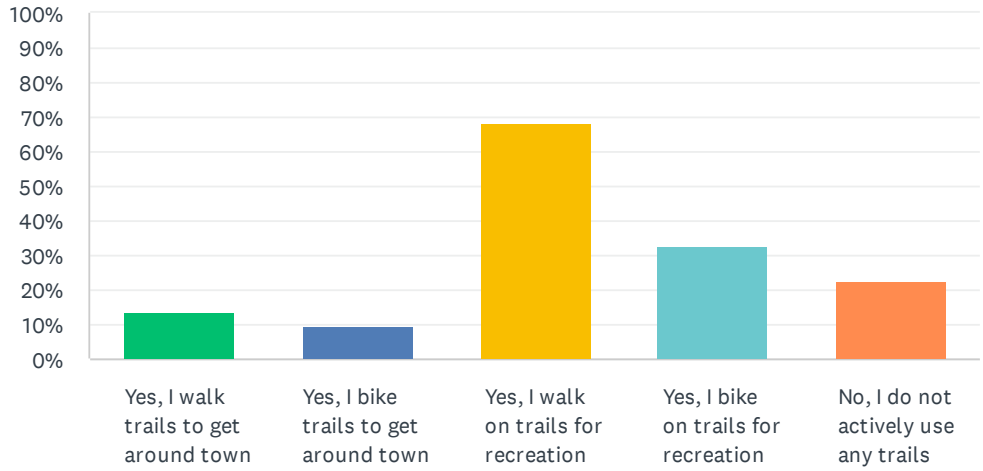
Answered: 312 Skipped: 4



ANSWER CHOICES	RESPONSES	
Car	94.55%	295
Public transit including school bus or NJ Transit bus	0.32%	1
Drive with others including ride sharing services	0.00%	0
Walk	3.53%	11
Bicycle	1.60%	5
TOTAL		312

Q3 Do you currently use any of the trails in Ringwood for getting around or recreation (check all that apply)?

Answered: 311 Skipped: 5



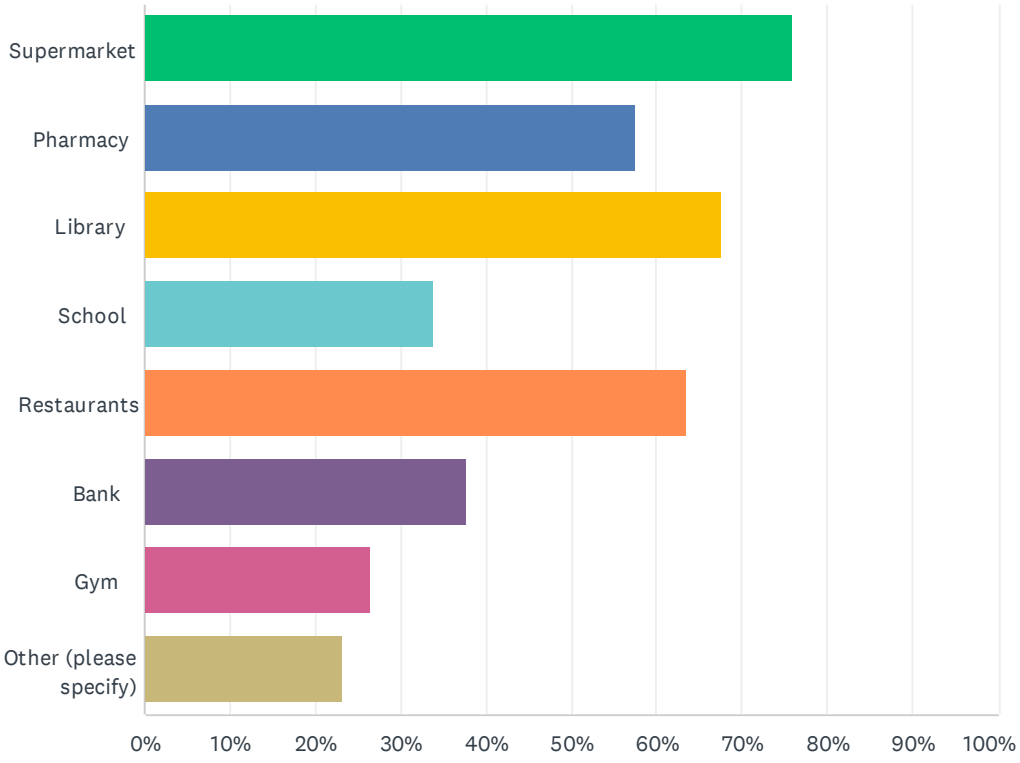
ANSWER CHOICES	RESPONSES	
Yes, I walk trails to get around town	13.50%	42
Yes, I bike trails to get around town	9.65%	30
Yes, I walk on trails for recreation	68.49%	213
Yes, I bike on trails for recreation	32.80%	102
No, I do not actively use any trails	22.51%	70
Total Respondents: 311		

Q4 If you answered yes to question 3, please let us know more about where you are going when taking trails in Ringwood.

Answered: 185 Skipped: 131

Q5 Where would you like to go within Ringwood if you could get there via walking trails or bike paths (check all that apply)?

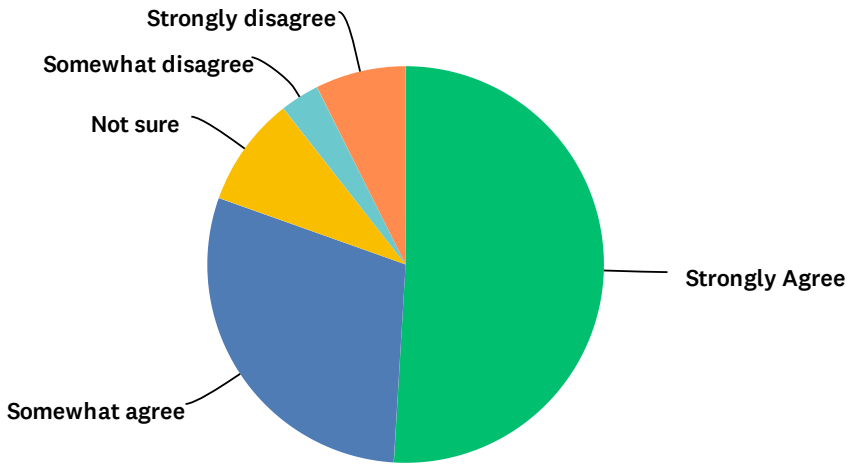
Answered: 283 Skipped: 33



ANSWER CHOICES	RESPONSES	
Supermarket	75.97%	215
Pharmacy	57.60%	163
Library	67.49%	191
School	33.92%	96
Restaurants	63.60%	180
Bank	37.81%	107
Gym	26.50%	75
Other (please specify)	23.32%	66
Total Respondents: 283		

Q6 I would like to walk for errands, shopping, and other activities within Ringwood more than I do now.

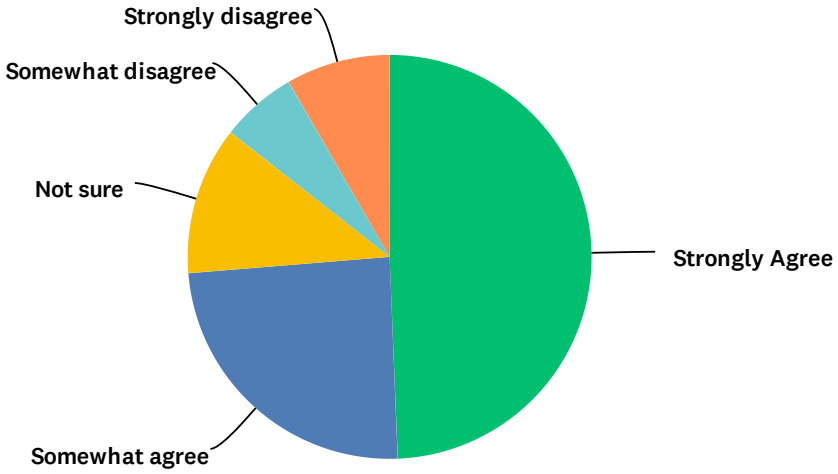
Answered: 312 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strongly Agree	50.96%	159
Somewhat agree	29.49%	92
Not sure	8.97%	28
Somewhat disagree	3.21%	10
Strongly disagree	7.37%	23
TOTAL		312

Q7 I would like to travel by bike for my errands, shopping, and other activities within Ringwood more than I do now.

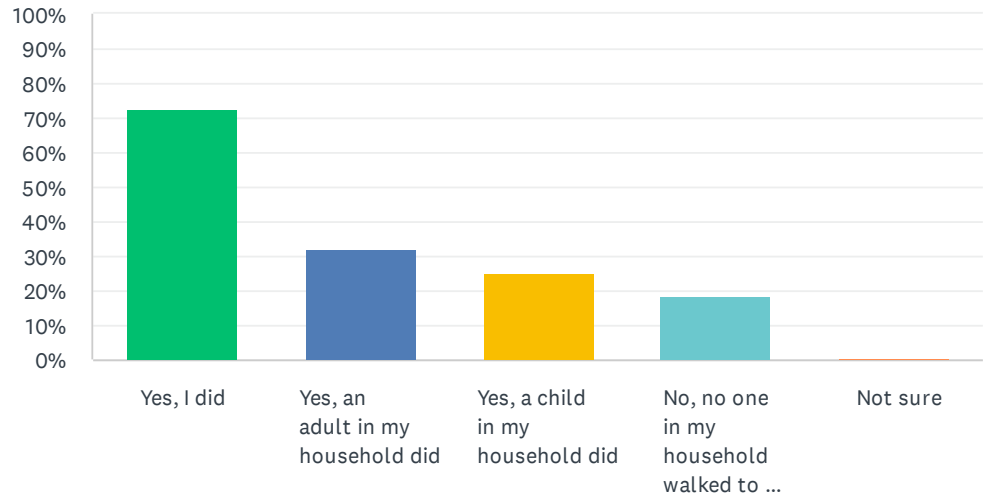
Answered: 312 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strongly Agree	49.36%	154
Somewhat agree	24.36%	76
Not sure	11.86%	37
Somewhat disagree	6.09%	19
Strongly disagree	8.33%	26
TOTAL		312

Q8 Did you or anyone in your household walk to a destination or for recreation for more than a ¼-mile within Ringwood in the last 6 months? (select all that apply)

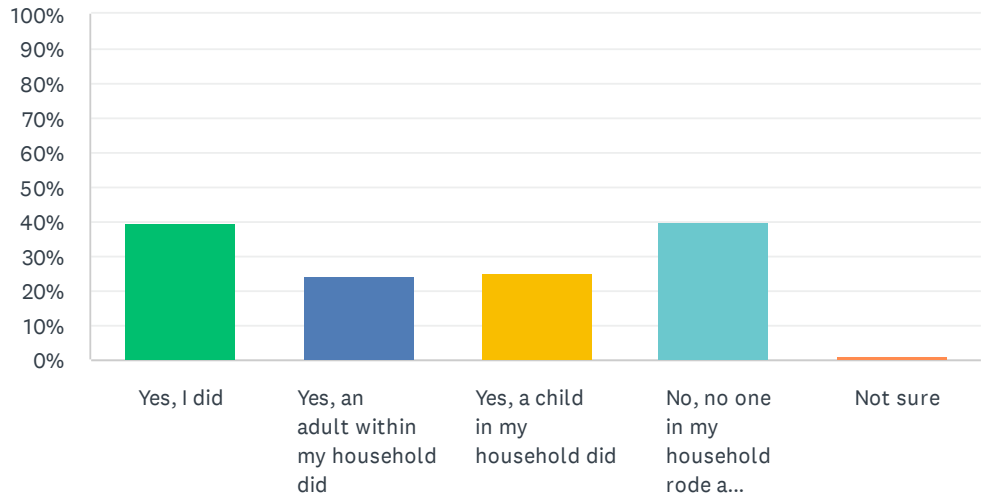
Answered: 315 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, I did	72.38%	228
Yes, an adult in my household did	32.06%	101
Yes, a child in my household did	25.40%	80
No, no one in my household walked to a destination within Ringwood in the last 6 months	18.41%	58
Not sure	0.63%	2
Total Respondents: 315		

Q9 Did you or did anyone in your household ride a bicycle to a destination or for recreation for more than ½ miles within Ringwood in the last 6 months? (select all that apply)

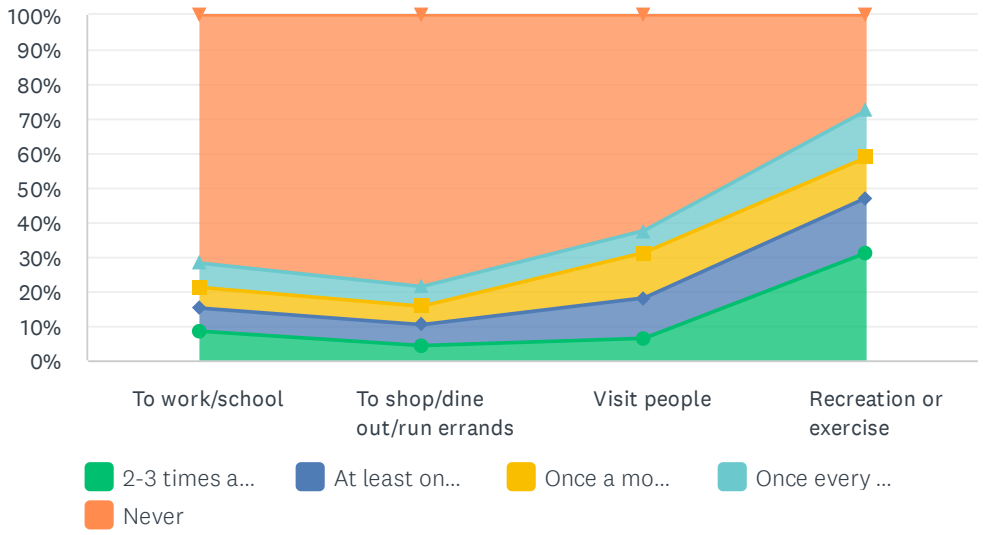
Answered: 315 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, I did	39.68%	125
Yes, an adult within my household did	24.13%	76
Yes, a child in my household did	25.08%	79
No, no one in my household rode a bicycle in the last 6 months	40.00%	126
Not sure	1.27%	4
Total Respondents: 315		

Q10 When weather permits, how often do you typically ride a bicycle…

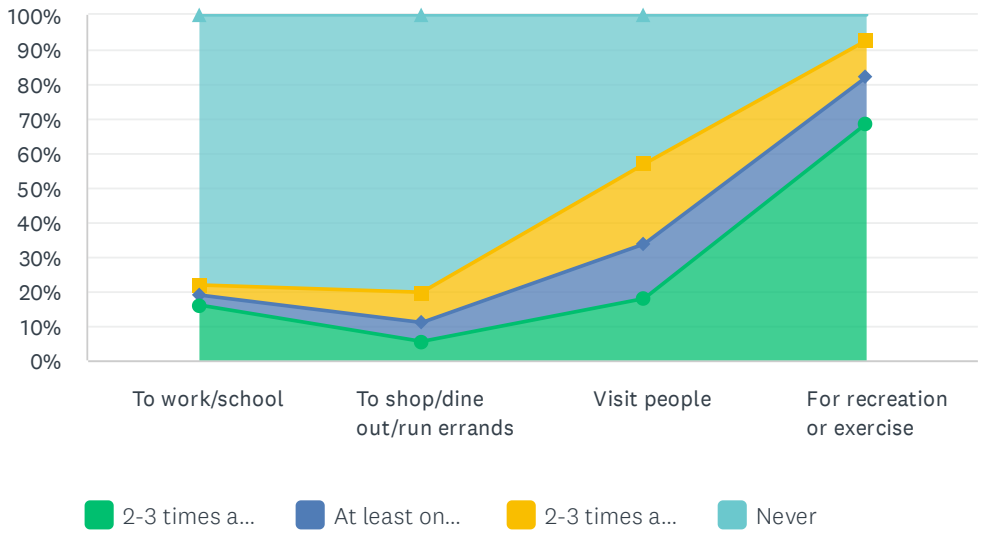
Answered: 312 Skipped: 4



	2-3 TIMES A WEEK	AT LEAST ONCE A WEEK	ONCE A MONTH	ONCE EVERY 2-3 MONTHS	NEVER	TOTAL
To work/school	8.45% 24	6.69% 19	5.99% 17	7.04% 20	71.83% 204	284
To shop/dine out/run errands	4.27% 12	6.05% 17	5.34% 15	5.69% 16	78.65% 221	281
Visit people	6.38% 18	11.70% 33	13.12% 37	6.38% 18	62.41% 176	282
Recreation or exercise	31.17% 96	15.91% 49	11.69% 36	13.64% 42	27.60% 85	308

Q11 In the past 30 days, how often did you walk…

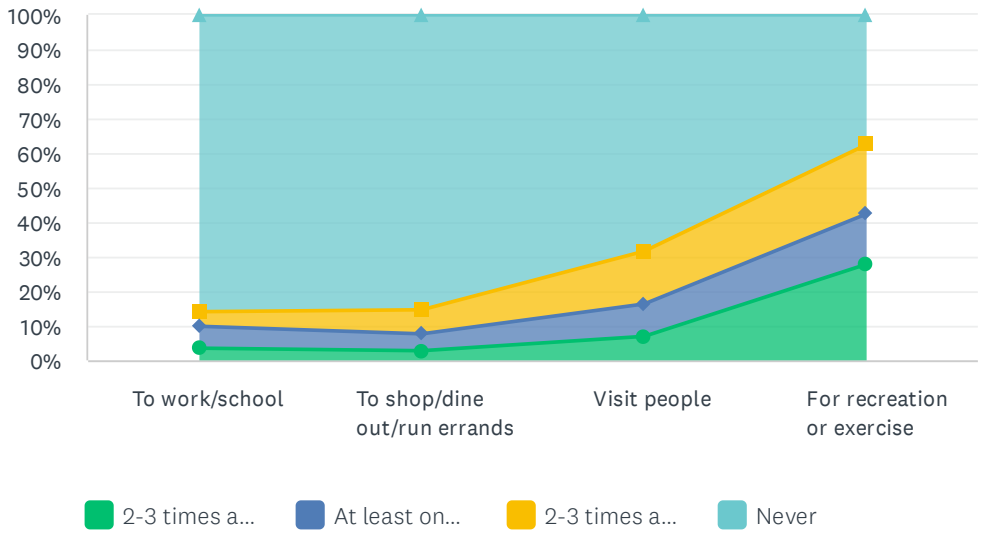
Answered: 315 Skipped: 1



	2-3 TIMES A WEEK	AT LEAST ONCE A WEEK	2-3 TIMES A MONTH	NEVER	TOTAL
To work/school	16.00% 44	2.91% 8	2.91% 8	78.18% 215	275
To shop/dine out/run errands	5.47% 15	5.47% 15	8.76% 24	80.29% 220	274
Visit people	17.89% 51	15.79% 45	23.16% 66	43.16% 123	285
For recreation or exercise	68.59% 214	13.46% 42	10.58% 33	7.37% 23	312

Q12 In the past 30 days, how often did you ride a bicycle…

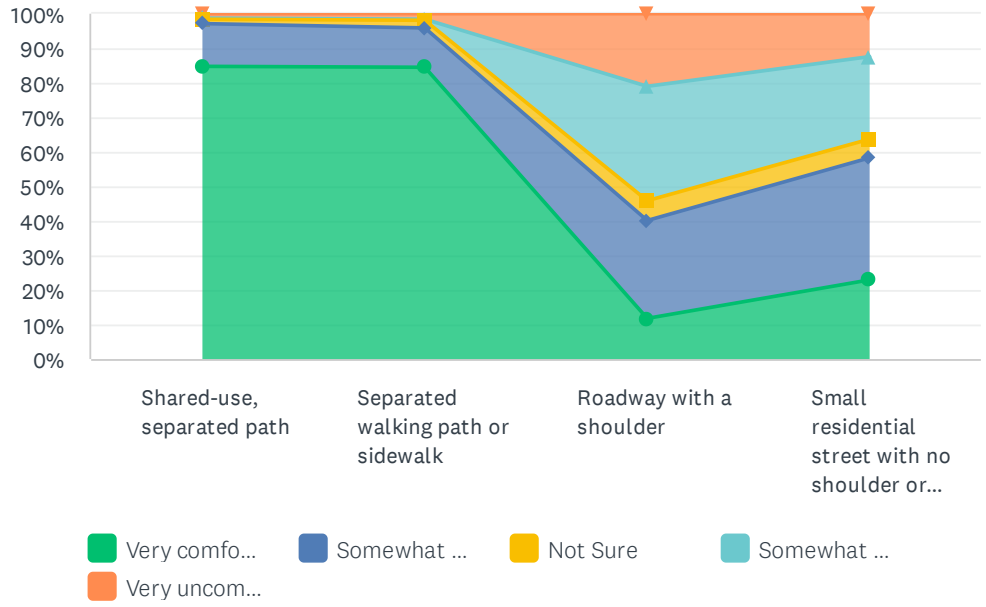
Answered: 315 Skipped: 1



	2-3 TIMES A WEEK	AT LEAST ONCE A WEEK	2-3 TIMES A MONTH	NEVER	TOTAL
To work/school	3.52% 10	6.34% 18	4.23% 12	85.92% 244	284
To shop/dine out/run errands	2.79% 8	4.88% 14	6.97% 20	85.37% 245	287
Visit people	6.94% 20	9.38% 27	15.28% 44	68.40% 197	288
For recreation or exercise	27.83% 86	14.56% 45	20.06% 62	37.54% 116	309

Q13 Below are descriptions and images of types of infrastructure. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel walking there.

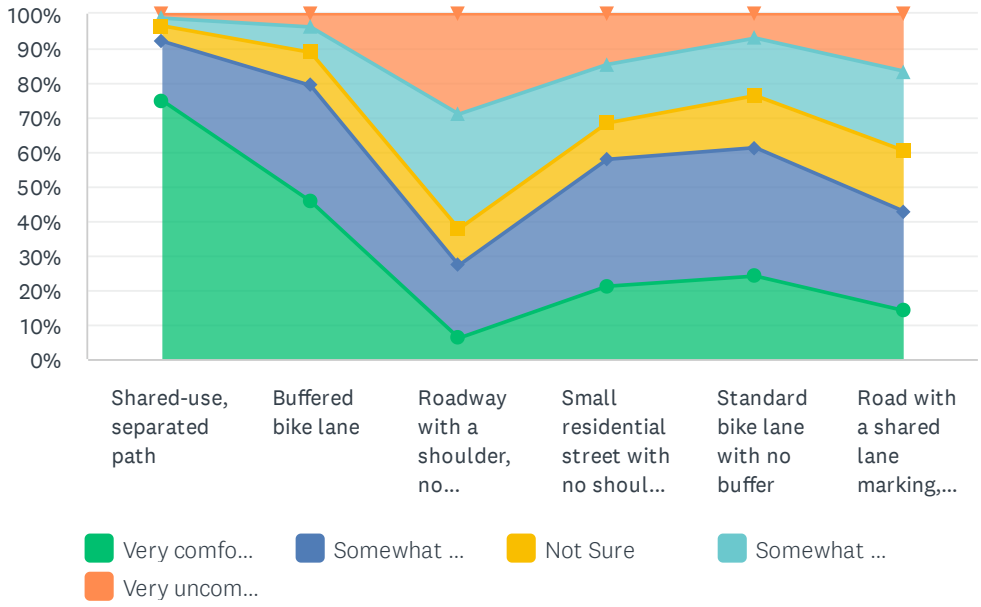
Answered: 316 Skipped: 0



	VERY COMFORTABLE	SOMEWHAT COMFORTABLE	NOT SURE	SOMEWHAT UNCOMFORTABLE	VERY UNCOMFORTABLE	TOTAL
 Shared-use, separated path	84.76% 267	12.38% 39	1.27% 4	0.32% 1	1.27% 4	315
 Separated walking path or sidewalk	84.49% 267	11.39% 36	2.22% 7	0.32% 1	1.58% 5	316
 Roadway with a shoulder	11.78% 37	28.34% 89	5.73% 18	33.12% 104	21.02% 66	314
 Small residential street with no shoulder or sidewalk	22.93% 72	35.35% 111	5.41% 17	23.89% 75	12.42% 39	314

Q14 Below are descriptions and images of types of infrastructure. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel riding a bike there.

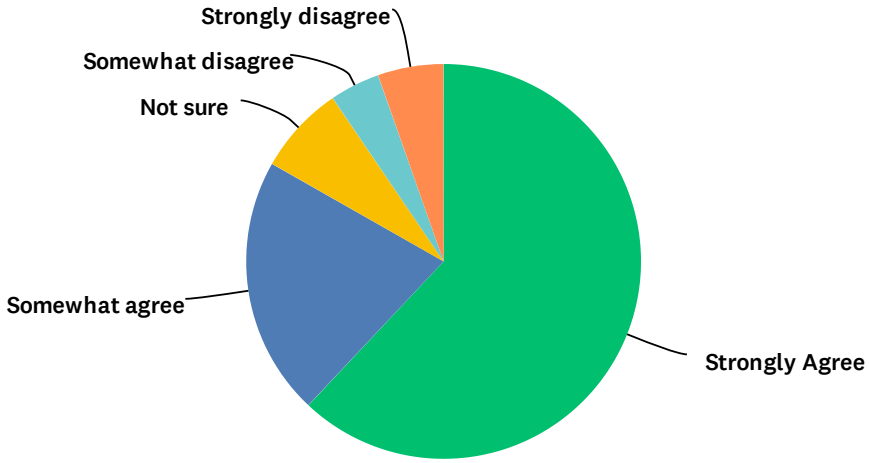
Answered: 314 Skipped: 2



	VERY COMFORTABLE	SOMEWHAT COMFORTABLE	NOT SURE	SOMEWHAT UNCOMFORTABLE	VERY UNCOMFORTABLE	TOTAL
 Shared-use, separated path	74.84% 235	17.20% 54	4.46% 14	2.23% 7	1.27% 4	314
 Buffered bike lane	45.69% 143	33.55% 105	9.58% 30	7.35% 23	3.83% 12	313
 Roadway with a shoulder, no dedicated bike lane	6.07% 19	21.09% 66	10.54% 33	33.23% 104	29.07% 91	313
 Small residential street with no shoulder or sidewalk	21.09% 66	36.74% 115	10.54% 33	16.93% 53	14.70% 46	313
 Standard bike lane with no buffer	24.04% 75	37.18% 116	15.06% 47	16.67% 52	7.05% 22	312
 Road with a shared lane marking, no dedicated bike lane	14.06% 44	28.75% 90	17.57% 55	23.00% 72	16.61% 52	313

Q15 My community would be a better place to live if more people walked to get places.

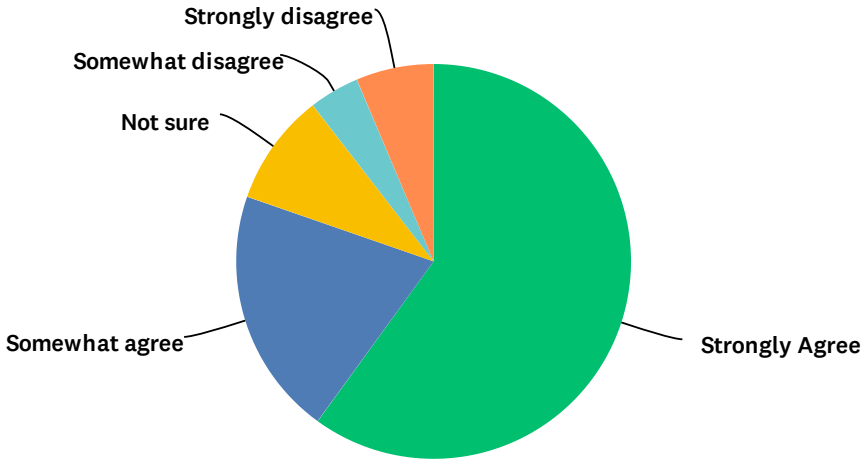
Answered: 316 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	62.03%	196
Somewhat agree	21.20%	67
Not sure	7.28%	23
Somewhat disagree	4.11%	13
Strongly disagree	5.38%	17
TOTAL		316

Q16 My community would be a better place to live if more people rode bicycles to get places.

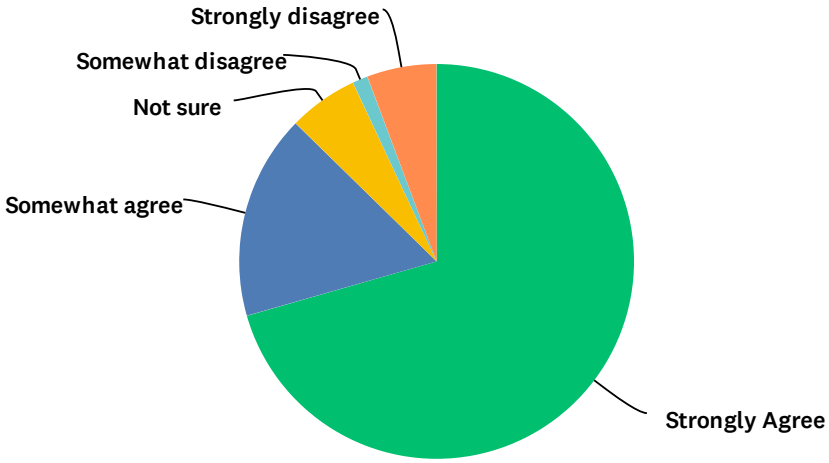
Answered: 315 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly Agree	60.00%	189
Somewhat agree	20.32%	64
Not sure	9.21%	29
Somewhat disagree	4.13%	13
Strongly disagree	6.35%	20
TOTAL		315

Q17 Improvements to make it easier and safer to walk in Ringwood would help someone like me.

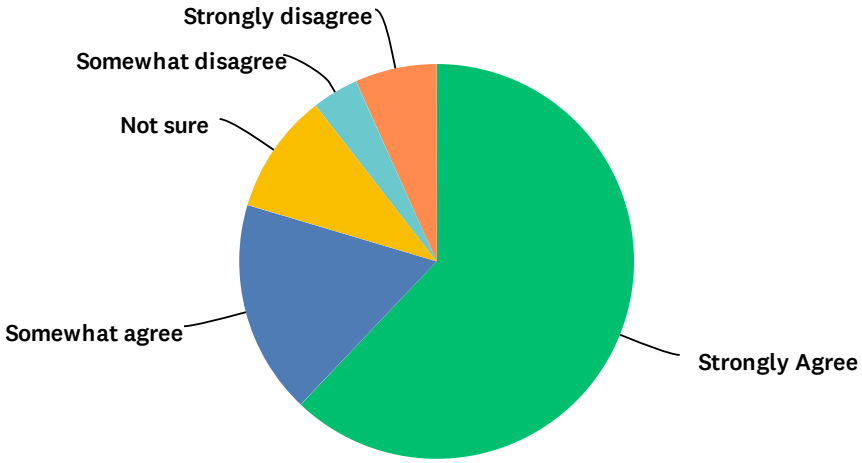
Answered: 316 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	70.57%	223
Somewhat agree	16.77%	53
Not sure	5.70%	18
Somewhat disagree	1.27%	4
Strongly disagree	5.70%	18
TOTAL		316

Q18 Improvements to make it easier and safer to ride a bicycle in Ringwood would help someone like me.

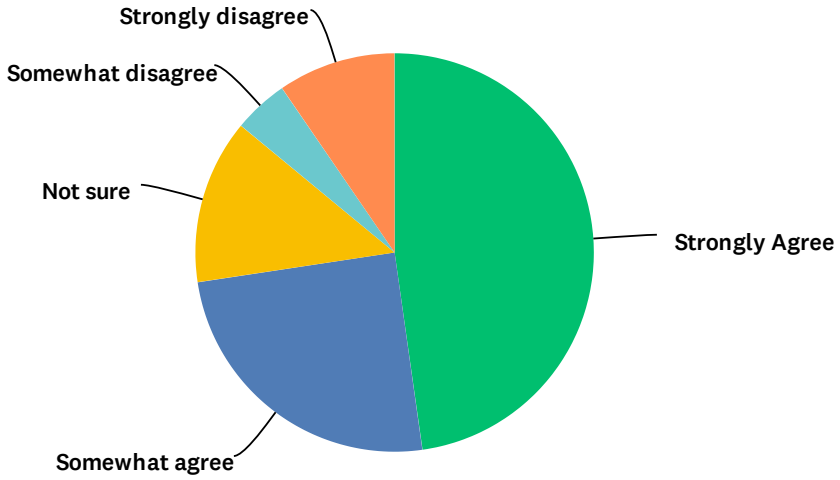
Answered: 314 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Agree	62.10%	195
Somewhat agree	17.52%	55
Not sure	9.87%	31
Somewhat disagree	3.82%	12
Strongly disagree	6.69%	21
TOTAL		314

Q19 I would shop and/or dine more in Ringwood if it were convenient and safe to walk or ride a bicycle to local businesses.

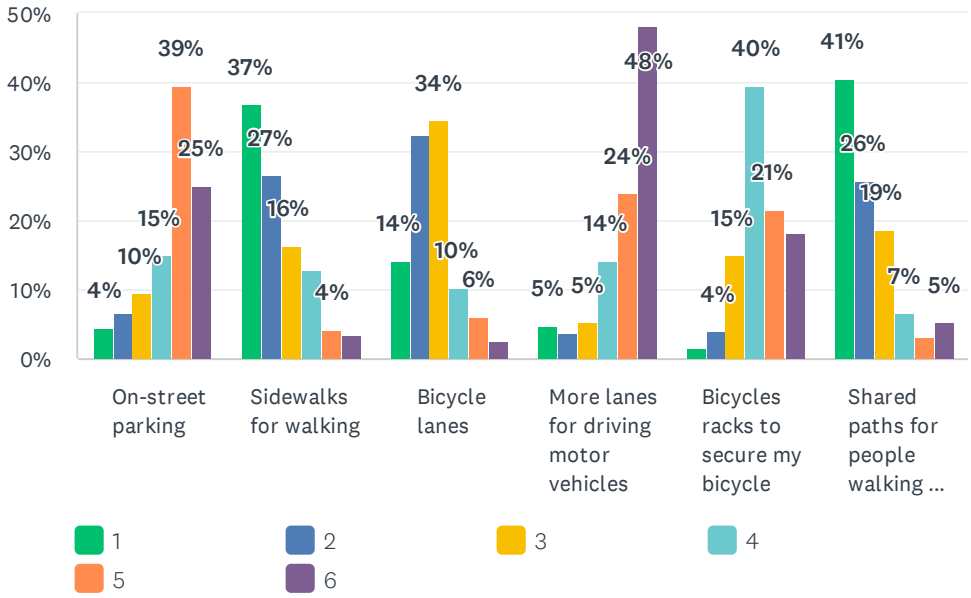
Answered: 314 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Agree	47.77%	150
Somewhat agree	24.84%	78
Not sure	13.38%	42
Somewhat disagree	4.46%	14
Strongly disagree	9.55%	30
TOTAL		314

Q20 Please rank in priority the following road elements (1 – highest priority, 6 - lowest priority).

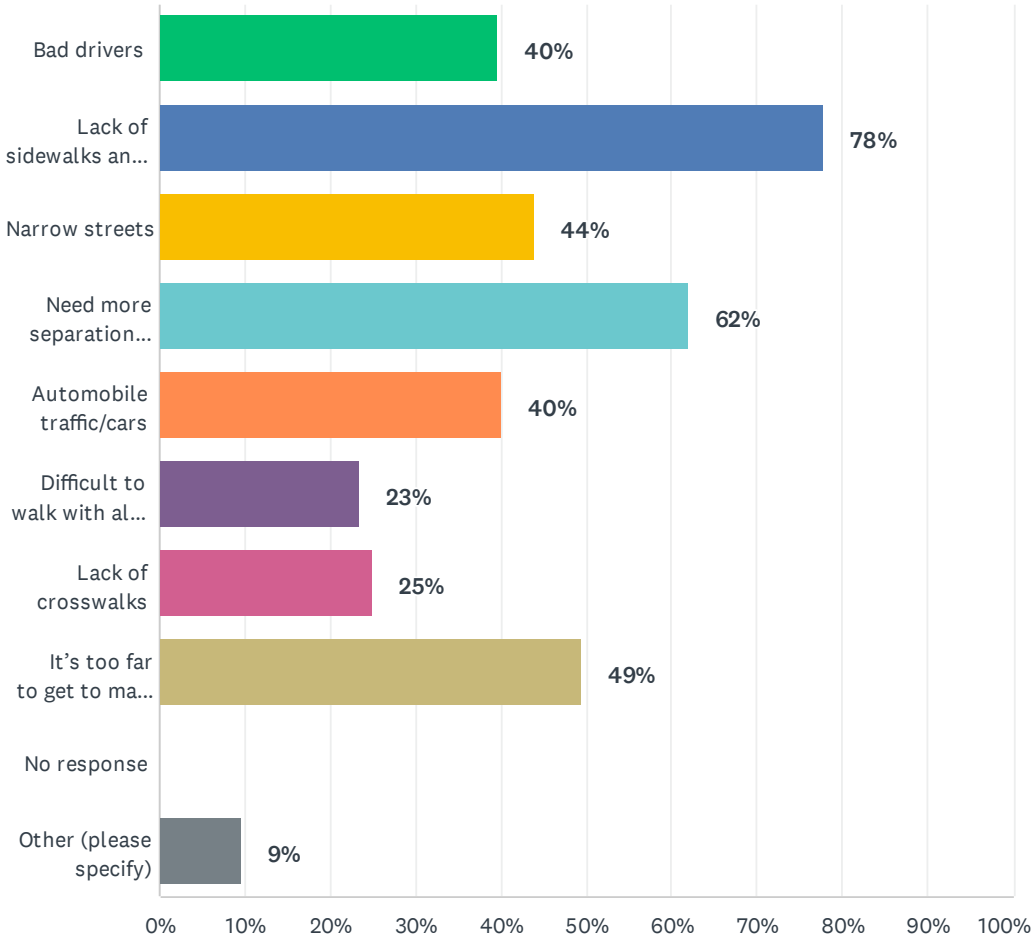
Answered: 312 Skipped: 4



	1	2	3	4	5	6	TOTAL	SCORE
On-street parking	4% 13	7% 19	10% 28	15% 44	39% 115	25% 73	292	2.47
Sidewalks for walking	37% 108	27% 78	16% 48	13% 38	4% 12	3% 10	294	4.69
Bicycle lanes	14% 42	32% 95	34% 101	10% 30	6% 18	3% 8	294	4.30
More lanes for driving motor vehicles	5% 14	4% 11	5% 15	14% 41	24% 70	48% 140	291	2.07
Bicycles racks to secure my bicycle	2% 5	4% 12	15% 45	40% 118	21% 64	18% 54	298	2.70
Shared paths for people walking and biking	41% 124	26% 79	19% 57	7% 20	3% 10	5% 16	306	4.78

Q21 Regardless of how you personally get around, what would you say are the biggest challenges for people walking to get around in Ringwood (select all that apply)?

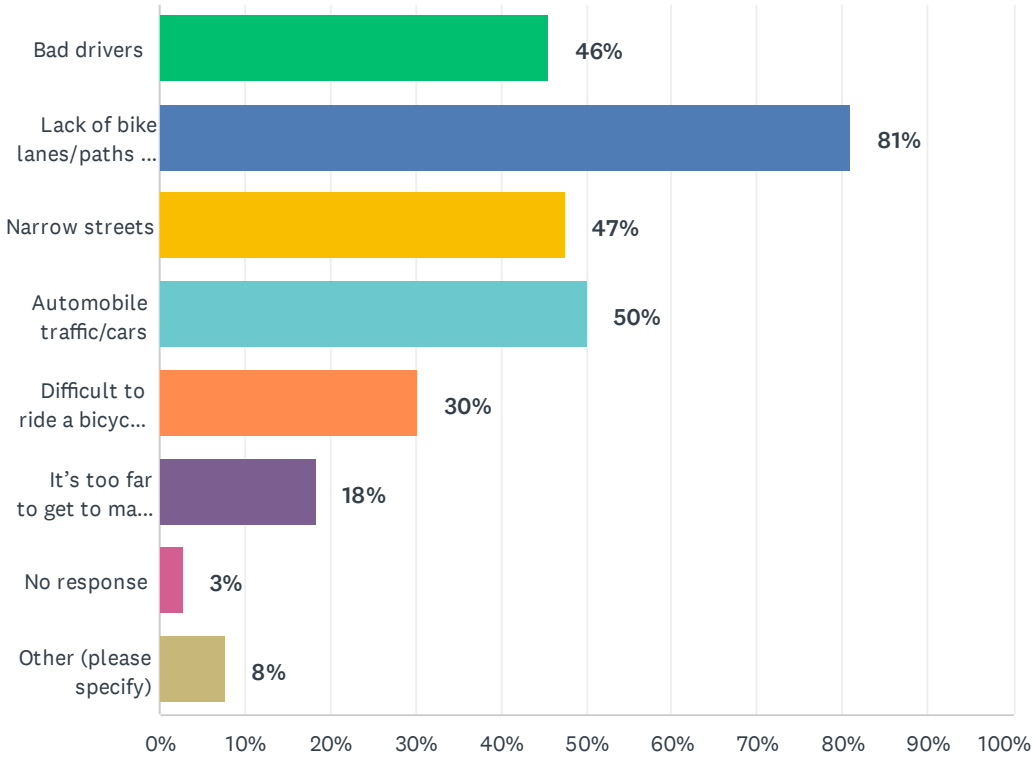
Answered: 316 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bad drivers	40%	125
Lack of sidewalks and pedestrian paths	78%	246
Narrow streets	44%	139
Need more separation between people walking and driving	62%	196
Automobile traffic/cars	40%	127
Difficult to walk with all the hills	23%	74
Lack of crosswalks	25%	79
It’s too far to get to major destinations on foot	49%	156
No response	0%	0
Other (please specify)	9%	30
Total Respondents: 316		

Q22 Regardless of how you personally get around, what would you say are the biggest challenges for people riding bicycles to get around in Ringwood (select all that apply)?

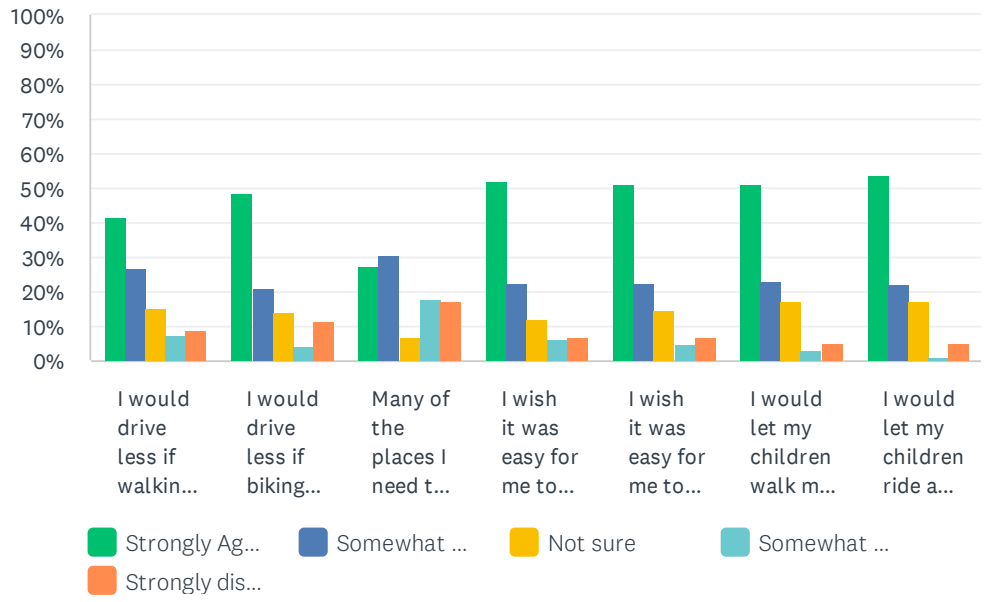
Answered: 316 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bad drivers	46%	144
Lack of bike lanes/paths or separation between people biking and people driving	81%	256
Narrow streets	47%	150
Automobile traffic/cars	50%	158
Difficult to ride a bicycle with all the hills	30%	96
It's too far to get to major destinations by bike	18%	58
No response	3%	9
Other (please specify)	8%	24
Total Respondents: 316		

Q23 Please indicate whether you agree or disagree with each of the following statements.

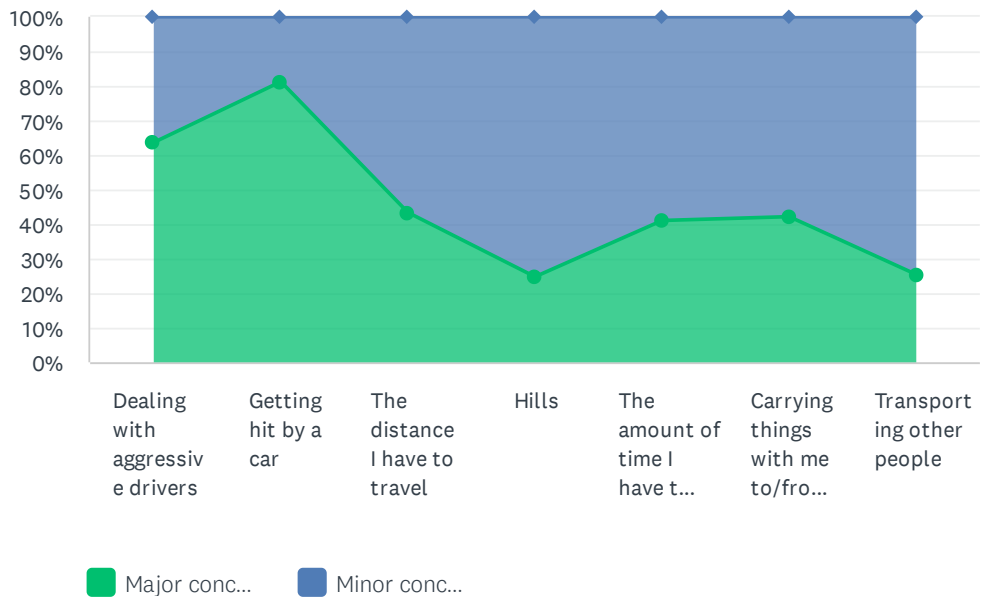
Answered: 316 Skipped: 0



	STRONGLY AGREE	SOMEWHAT AGREE	NOT SURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL
I would drive less if walking was safer in Ringwood.	42% 131	27% 85	15% 48	7% 23	9% 28	315
I would drive less if biking was safer in Ringwood.	49% 153	21% 66	14% 45	4% 14	12% 37	315
Many of the places I need to get to regularly are within biking or walking distance of my home.	27% 86	31% 96	7% 21	18% 57	17% 54	314
I wish it was easy for me to walk to get to most places from my home.	52% 164	23% 71	12% 38	6% 20	7% 21	314
I wish it was easy for me to ride a bicycle to get to most places from my home.	51% 161	23% 72	15% 46	5% 15	7% 21	315
I would let my children walk more if walking was safer in Ringwood.	51% 157	23% 71	18% 54	3% 9	5% 16	307
I would let my children ride a bicycle more if biking was safer in Ringwood.	54% 164	22% 68	17% 53	1% 4	5% 16	305

Q24 Please rate your level of concern with each of the following as you think about whether you should walk to get around Ringwood.

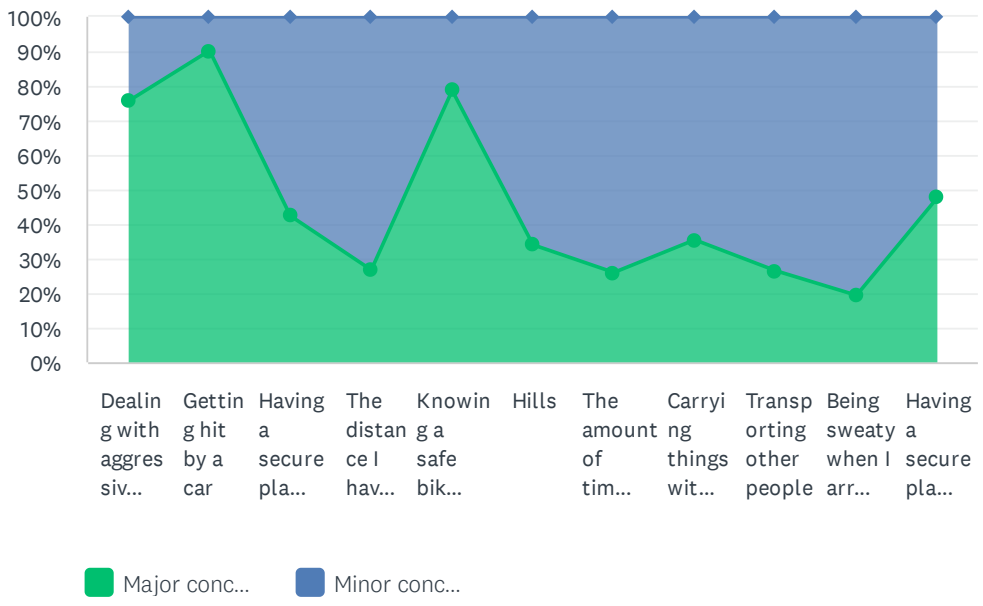
Answered: 313 Skipped: 3



	MAJOR CONCERN	MINOR CONCERN	TOTAL
Dealing with aggressive drivers	63.64% 196	36.36% 112	308
Getting hit by a car	81.23% 251	18.77% 58	309
The distance I have to travel	43.37% 134	56.63% 175	309
Hills	24.76% 76	75.24% 231	307
The amount of time I have to get where I am going	41.04% 126	58.96% 181	307
Carrying things with me to/from my destination	42.16% 129	57.84% 177	306
Transporting other people	25.41% 77	74.59% 226	303

Q25 Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Ringwood.

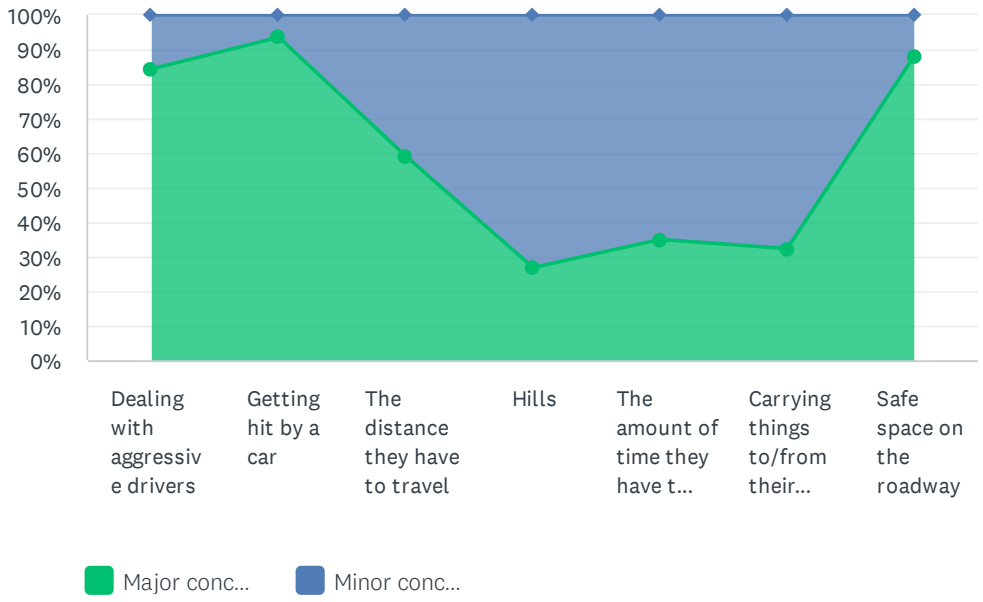
Answered: 310 Skipped: 6



	MAJOR CONCERN	MINOR CONCERN	TOTAL
Dealing with aggressive drivers	75.65% 233	24.35% 75	308
Getting hit by a car	90.23% 277	9.77% 30	307
Having a secure place to lock my bike at the places I go regularly	42.38% 128	57.62% 174	302
The distance I have to travel	26.73% 81	73.27% 222	303
Knowing a safe bike route to get where I am going	78.69% 240	21.31% 65	305
Hills	34.01% 101	65.99% 196	297
The amount of time I have to get where I am going	26.00% 78	74.00% 222	300
Carrying things with me to/from my destination	35.45% 106	64.55% 193	299
Transporting other people	26.51% 79	73.49% 219	298
Being sweaty when I arrive to my destination	19.40% 58	80.60% 241	299
Having a secure place to park my bike at my destination	47.65% 142	52.35% 156	298

Q26 Please rate your level of concern with each of the following as you think about whether children should walk to get around Ringwood.

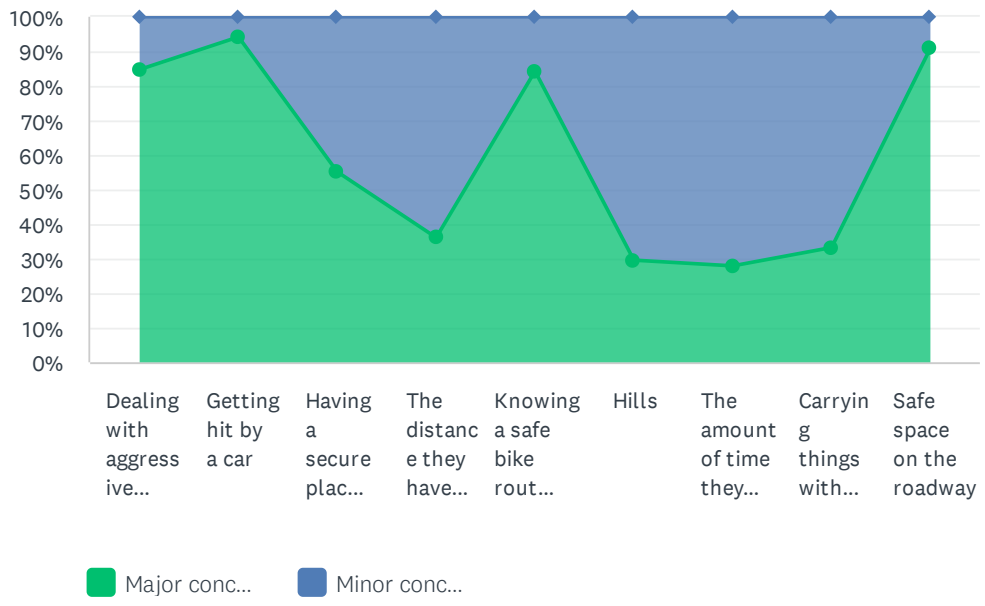
Answered: 309 Skipped: 7



	MAJOR CONCERN	MINOR CONCERN	TOTAL
Dealing with aggressive drivers	84.36% 259	15.64% 48	307
Getting hit by a car	93.51% 288	6.49% 20	308
The distance they have to travel	59.08% 179	40.92% 124	303
Hills	26.85% 80	73.15% 218	298
The amount of time they have to get where they are going	34.98% 106	65.02% 197	303
Carrying things to/from their destination	32.33% 97	67.67% 203	300
Safe space on the roadway	88.12% 267	11.88% 36	303

Q27 Please rate your level of concern with each of the following as you think about whether children should ride a bicycle to get around Ringwood.

Answered: 310 Skipped: 6



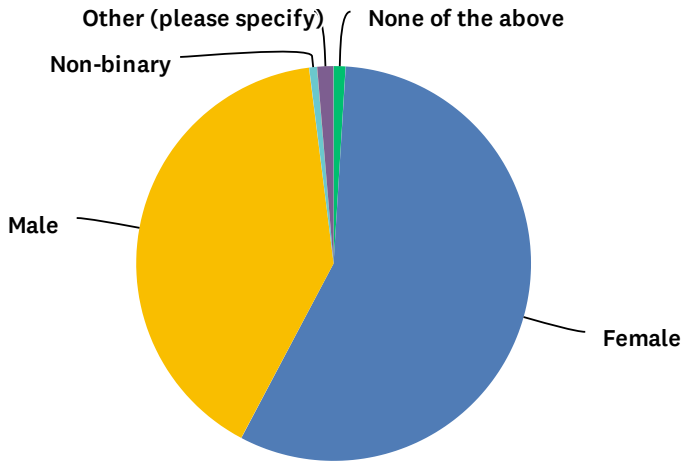
	MAJOR CONCERN	MINOR CONCERN	TOTAL
Dealing with aggressive drivers	84.74% 261	15.26% 47	308
Getting hit by a car	94.17% 291	5.83% 18	309
Having a secure place to lock their bike at the places they go regularly	55.12% 167	44.88% 136	303
The distance they have to travel	36.09% 109	63.91% 193	302
Knowing a safe bike route to get where they are going	84.26% 257	15.74% 48	305
Hills	29.57% 89	70.43% 212	301
The amount of time they have to get where they are going	27.91% 84	72.09% 217	301
Carrying things with to/from their destination	33.22% 99	66.78% 199	298
Safe space on the roadway	90.91% 270	9.09% 27	297

Q28 Is there anything else you would like to share about your experience walking or biking in Ringwood? Please use this space to tell us more about issues or concerns you have that may not have been captured in the previous questions.

Answered: 129 Skipped: 187

Q29 Please indicate your gender expression:

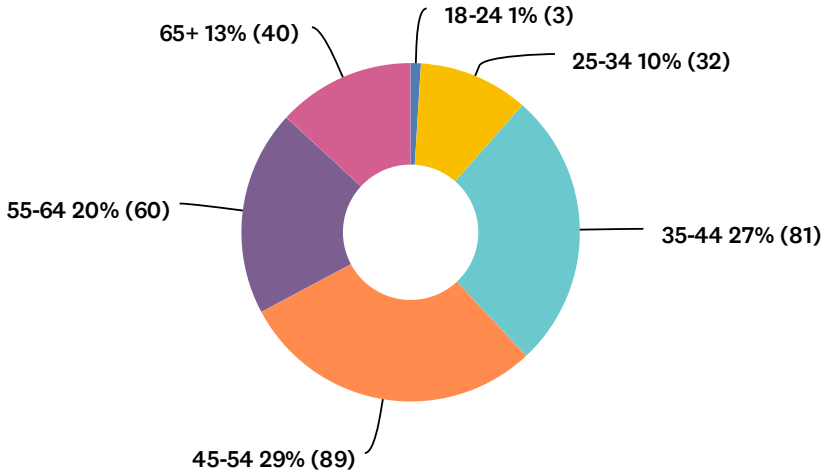
Answered: 303 Skipped: 13



ANSWER CHOICES	RESPONSES	
None of the above	0.99%	3
Female	56.77%	172
Male	40.26%	122
Non-binary	0.66%	2
Transgender	0.00%	0
Other (please specify)	1.32%	4
TOTAL		303

Q30 Please indicate your age range.

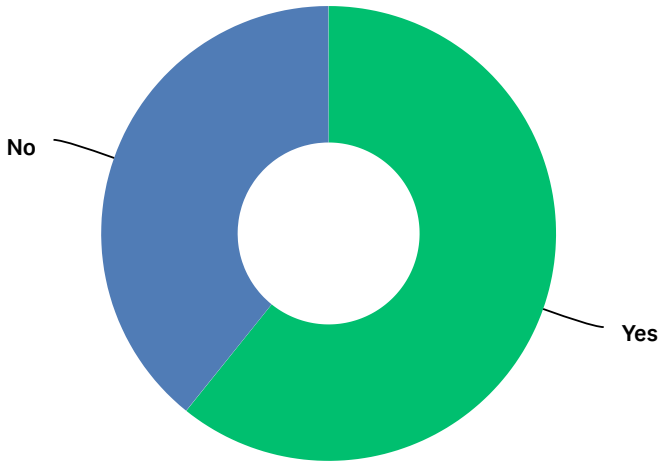
Answered: 305 Skipped: 11



ANSWER CHOICES	RESPONSES	
Under 18	0%	0
18-24	1%	3
25-34	10%	32
35-44	27%	81
45-54	29%	89
55-64	20%	60
65+	13%	40
TOTAL		305

Q31 Do you have any children in your household?

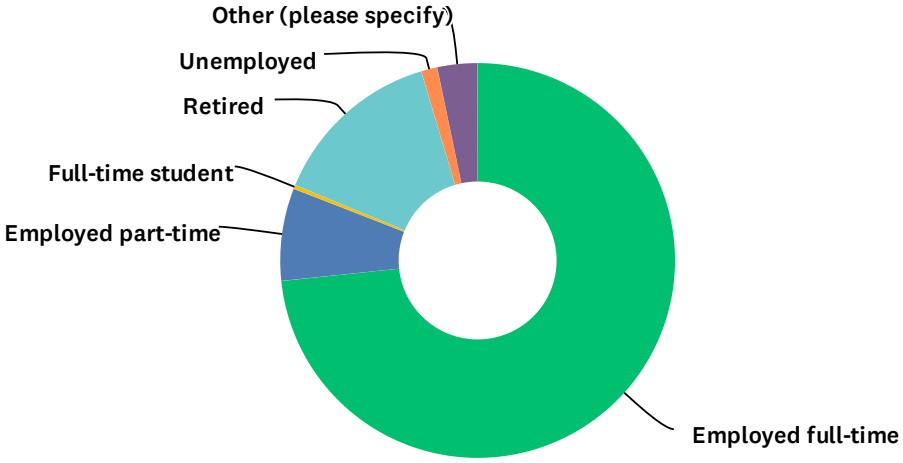
Answered: 311 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	60.77%	189
No	39.23%	122
TOTAL		311

Q32 What is your current employment status?

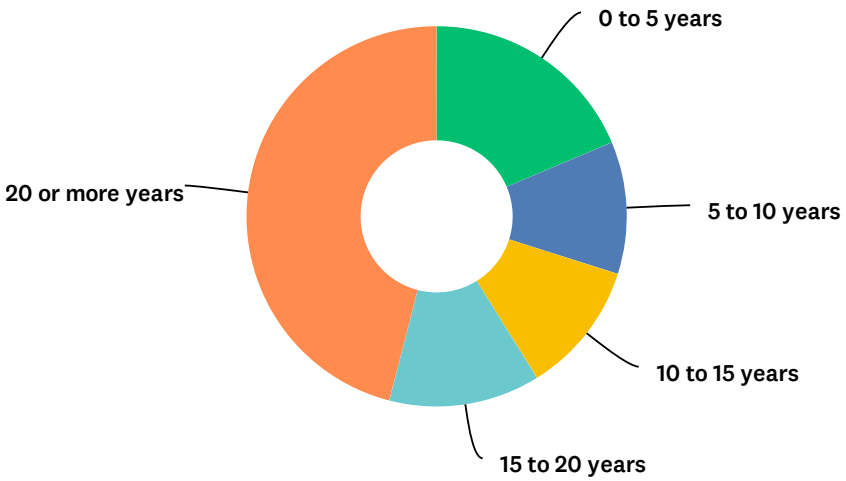
Answered: 304 Skipped: 12



ANSWER CHOICES	RESPONSES	
Employed full-time	73.36%	223
Employed part-time	7.57%	23
Full-time student	0.33%	1
Retired	14.14%	43
Unemployed	1.32%	4
Other (please specify)	3.29%	10
TOTAL		304

Q33 How many years have you lived in Ringwood?

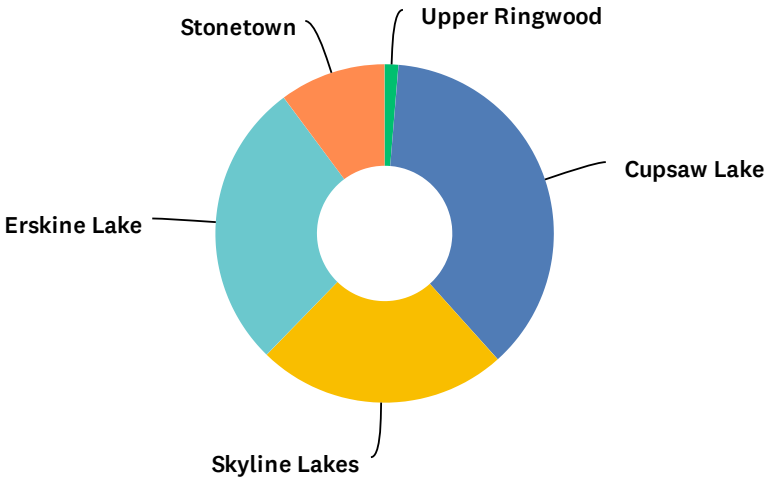
Answered: 311 Skipped: 5



ANSWER CHOICES	RESPONSES	
0 to 5 years	18.65%	58
5 to 10 years	11.25%	35
10 to 15 years	11.25%	35
15 to 20 years	12.86%	40
20 or more years	45.98%	143
TOTAL		311

Q34 What neighborhood of Ringwood do you live in?

Answered: 305 Skipped: 11



ANSWER CHOICES	RESPONSES	
Upper Ringwood	1.31%	4
Cupsaw Lake	37.05%	113
Skyline Lakes	23.93%	73
Erskine Lake	27.54%	84
Stonetown	10.16%	31
TOTAL		305

APPENDIX B

SAMPLE EASEMENT

PREPARED BY:

_____

PEDESTRIAN AND BICYCLE ACCESS AND USE EASEMENT

Block , Lot
BOROUGH OF RINGWOOD

THIS EASEMENT AGREEMENT is made on this day of 2023

Between: (name to be inserted
whose address is (to be inserted)
(the Grantor)

THE BOROUGH OF RINGWOOD,
a Municipal Corporation of the State of New Jersey
whose address is 60 Margaret King Avenue, Ringwood, New Jersey 07456
(the Grantee)

P R E A M B L E

The Grantor is the owner of real property known as Block , Lot on the Tax Map of the Borough of Ringwood and commonly known as: (insert address)

The Grantor has agreed, in consideration of One ($1.00) Dollar and other good and valuable consideration paid by Grantee to Grantor, the receipt and sufficiency of which are hereby acknowledged by Grantor, to grant to Grantee this Easement upon and within the Easement Area, on the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of said One (1.00) Dollar and other good and valuable consideration paid by Grantee to Grantor, Grantor hereby grants to Grantee and its successors, agents, servants, employees, guests and invitees, the following nonexclusive right over the portions of the Grantor's Property described in Schedule "A" the Easement Area.

A A right and permanent pedestrian and bicycle easement within, over, upon and across the Easement Area as described in Schedule A attached hereto and the right to repair, construct, re-construct and perpetually maintain a pedestrian and bicycle access facility and all necessary appurtenances thereto and thereon.

B. Grantee shall defend and indemnify Grantor against, and shall save Grantor harmless

from, any and all claims, demands, actions, causes of action, liabilities), , damages, costs and expenses (including reasonable attorneys' fees and expenses) incurred by, imposed upon or asserted against Grantor by reason of any accident, injury (including death at any time resulting therefrom) or damage to any person or property arising out of or resulting from any acts or omissions of Grantee or by any employee, licensee, invitee or agent of Grantee.

C. In the event any damage is caused to Grantor's Property or the improvements located thereon as a result of Grantee's maintenance, repair or use of such easement. Grantee hereby covenants and agrees, at its sole cost and expense, to promptly repair such damage and restore such Grantor's Property and the improvements located thereon to substantially similar conditions to that existing prior to commence of any work by Grantee.

D. The easement, rights and powers hereby granted and conveyed to the Grantee shall be deemed to run with the land, may be conveyed or assigned to the parties' respective successors and assigns, and shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns in title or interest (including any lessees and licensees).

E. .Grantor does hereby covenant with Grantee at the time of the execution of this easement, that it is seized and possessed of the Easement Area in fee simple, that it has a good and lawful right to convey it or any part thereof, and that Grantee shall quietly enjoy the said easement.

IN WITNESS WHEREOF, the parties have duly signed these presents the day and year as set forth below.

_____

(name) Grantor
(date)

Borough of Ringwood Grantee

By:_____
(name) , Mayor
(date)

Attest:

_____
(name) , Borough Clerk

STATE OF NEW JERSEY)

ss

COUNTY OF PASSAIC)

BE IT REMEMBERED that on 2023, before me, personally appeared , who, being by me duly sworn on his/ her oath deposes and makes proof to my satisfaction that she/he is the Municipal Clerk of the Borough of Ringwood, a municipal corporation of the State of New Jesrey, the municipality named in the within Instrument, that is the Mayor of the said municipality; that deponent well and truly knows the corporate seal of the said municipality; and the seal affixed to said Instrument is such seal and was thereto affixed; and said Instrument signed and delivered by said Mayor as and for his/her voluntary act and deed and for the voluntary act and deed of said municipality; in the presence of deponent who thereupon subscribed his/her name thereto.

_____

Sworn and subscribed to before
me the date aforesaid.

_____

STATE OF NEW JERSEY)

ss

COUNTY OF PASSAIC)

I, CERTIFY that on 2023,

personally came before me and acknowledged under oath, to my satisfaction, he/her:

(a) is named in and personally signed this document:
(b) signed, sealed and deliver this document as his/her act and deed; and
(c) made this Easement for $1.00 as the full and actual consideration paid for same.

_____

RECORD & RETURN TO: