

# APPENDIX H

## Crash & Speed Survey Summary



copy

# BOROUGH OF RINGWOOD

## POLICE DEPARTMENT

60 MARGARET KING AVENUE  
RINGWOOD, NJ 07456



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BERNARD F. LOMBARDO  
CHIEF OF POLICE

July 24, 2008

Laura Torchio, AICP  
7 Campus Drive, Suite 300  
Parsippany, NJ 07054

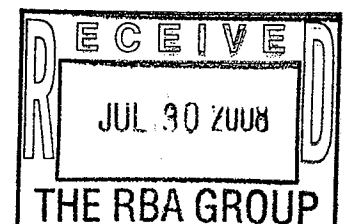
Ms. Torchio:

Attached is the information that was discussed as being needed to assist with the planning of safe bicycle and pedestrian access zones within the Borough. I have enclosed the following:

1. Summary of crashes involving pedestrians and pedalcyclists from 1/1/2002 – 7/24/2008.
2. A speed survey report that had been completed in 2004 which resulted in the lowering of speed limits in the Skyline Lakes Are (Skyline Lakes Drive0, Erskine Lakes (Lakeview Ave.), and Cupsaw Lake (Cupsaw Lake Drive).
3. A evaluation of two potential hazards existing along Greenwood Lake Turnpike which include pavement drop offs at the road edge and sharp edged fencing along portions of the Roadway.

Hopefully this information is helpful in moving forward with making our Community safer for all road users. I can be contacted at 973 475-7138 if there are any questions.

  
Lt. Gary Bertsch



Lt. Gary Bertsch  
Ringwood Police Department

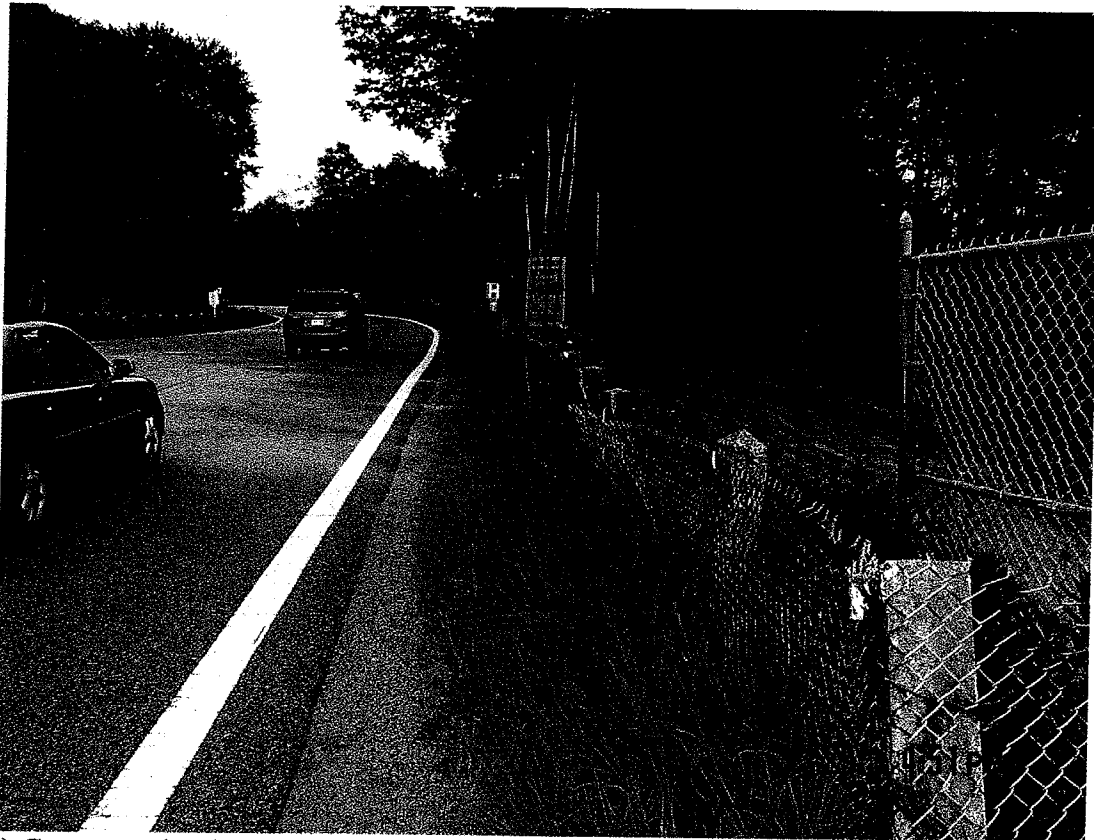
I take great interest in providing input to providing a safer environment for all road users. With this I would like to put a couple of safety issues on the table for consideration.

- Extending the road width, yet maintaining a marked fog line road width for vehicles would be certainly be a benefit towards safety.
- One of the items of concern is the current status of the fence along the Reservoir. The older fence was manufactured with sharp edges that protrude upward and measures approximately 4 ft. in height. At this point the fence is mostly rusted and very sharp. The newer fence had the top strands folded over which reduces the risk of someone being seriously injured on the sharp edge. See photos: A, B, C
- Another issue is the drop off at the pavement edge along a number of roads. This can be seen in a number of places, which can create a serious issue if a narrow bicycle tire goes off the edge of the pavement. See photos: D,E

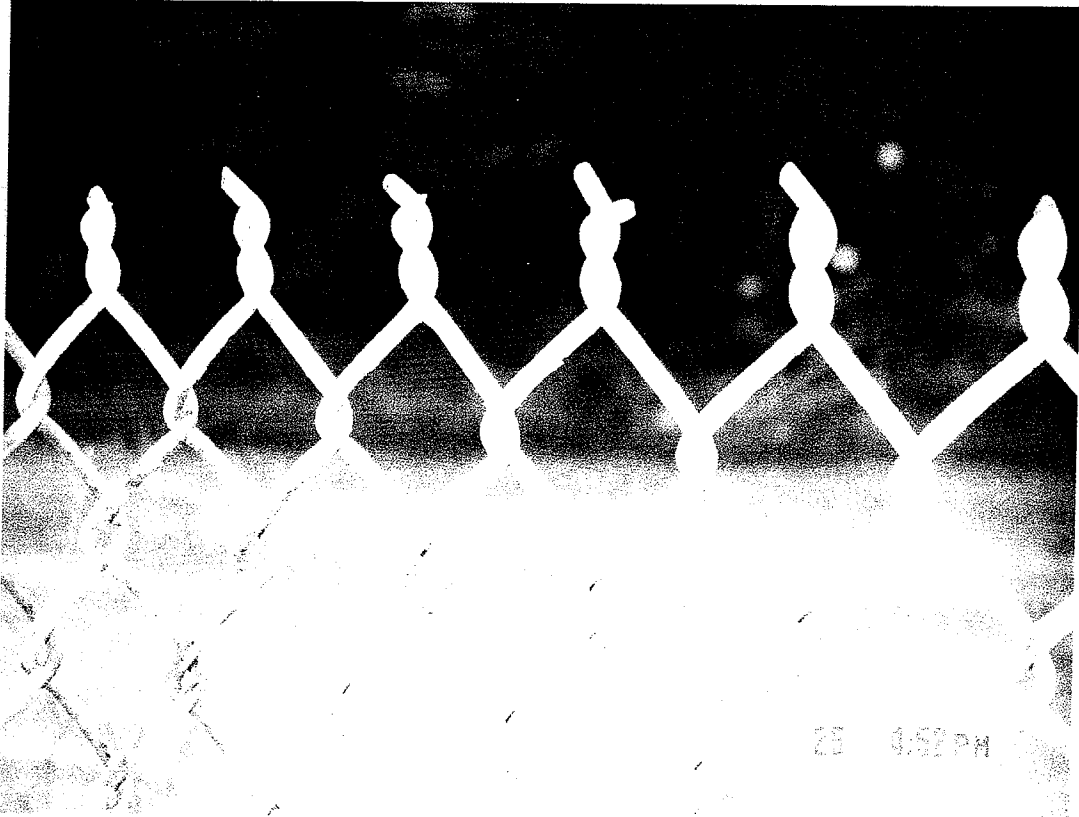
Respectfully



Lt. Gary Bertsch



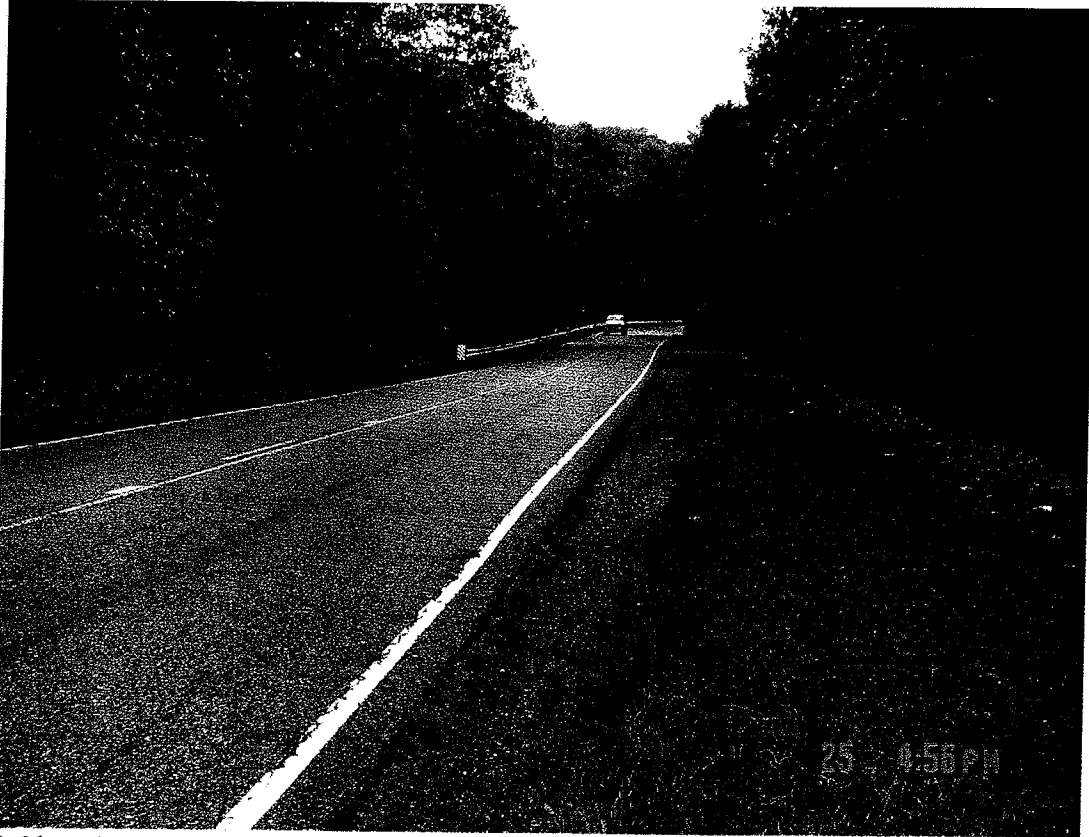
(A) Greenwood Lake Turnpike/Sloatsburg Road – Overall view



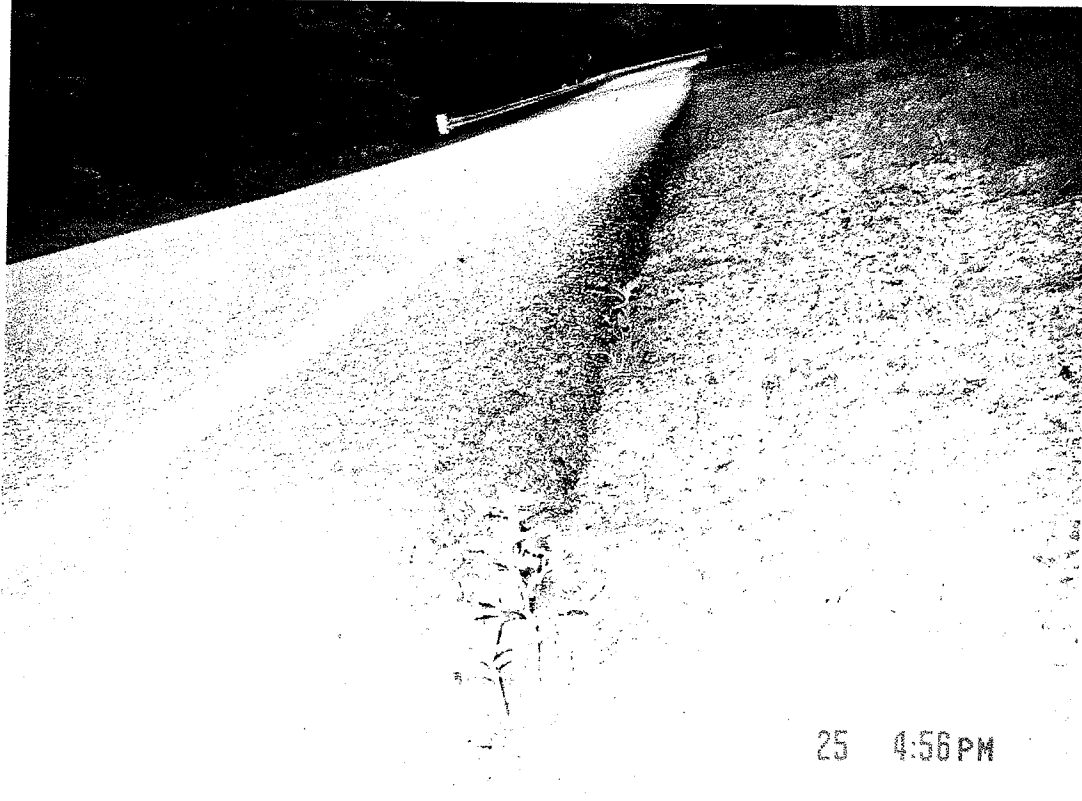
(B) Greenwood Lake Turnpike/Sloatsburg Road, Close up of sharp (old) fencing



(C) Greenwood Lake Turnpike/Sloatsburg Road, Close up of folded over (newer) fencing



(D) Sloatsburg Road, south of Carletondale Road – Overall view



(E) Sloatsburg Road, south of Carletondale Road - Closeup



# RINGWOOD LAKE COMMUNITY SPEED SURVEY



**Gary C. Bertsch**  
Lieutenant

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60 Margaret King Avenue  
Ringwood, NJ 07456

## EVALUATION FOR SPEED REDUCTION: SKYLINE LAKES DRIVE

**Current Speed Limit: 30 MPH**  
**Requested speed consideration: 25 MPH**

Skyline Lakes Drive is a residential street located within the Borough of Ringwood County of Passaic. The roadway has an established speed limit of 30 MPH. The roadway starts at Ringwood Ave. (PC Rt. 511) and continues around the lake ending back at an intersection meeting with Skyline Lakes Drive. The total length of roadway is 2.5 Miles without streetlights, surrounded by homes on both sides of the street for its near. The road intersects with 10 side roads intersecting with Skyline Lakes Drive. This being the distribution roadway to and from the area handles mostly local traffic, with some cut thru traffic from West Milford to access Skyline Drive or to Conklintown Road where the regional High School is located. The roadway is shared by road users other than motor vehicles including pedestrians and bicyclists since the area does not have provisions for bicycle paths or sidewalks. In addition on-street parking is permitted for the majority of Skyline Lakes Drive since off street parking is not available for a number of homeowners due to the layout/elevation of properties. Bicycle lanes and wider shoulders would not be feasible due to the layout of the roadway.

The character of the area is of a lake community (appendix A) with pedestrians using the roadway for walking to the beach which is located on the north end of the lake, as well as for recreation purposes including bicyclists, skateboarders and exercising. It is not unusual to see people walking around the lake with baby carriages during the day.

School bus stops are located at various locations along the roadway with children walking the road edge to/from school and to the beach area. The roadway consists of various terrain including limited sight hill crests, curves, various grades + and -, limited straight sections of roadway along with various intersections from different angles entering onto Skyline Lakes Drive.

There has been an out cry from various members of the community in the past requesting additional enforcement, traffic calming using stop signs (turned down by DOT) as well as a reduction of the speed limit.

A study of the speeds traveled on Skyline Lakes Drive (Appendix B) indicates an 85<sup>th</sup> percentile of 34.5 MPH. This is based on a survey conducted over a 3 day weekday period between 9AM and 3 PM. The average speed is between 28.3 MPH.

A 3 Year crash study was also conducted which is included in this report along with copies of the related crash reports (Appendix C). It was found that a number of crashes took place during inclement weather. There appears to be no pattern corresponding to time of day or day of week for crashes.

Even with this high percentile of speed, it is requested that the speed limit be reduced to the statutory residential speed of 25 MPH. If approved the seven existing 30 MPH speed signs would be changed to 25 MPH. In addition there will be publicity on the new speed, use of our two radar traffic signs to condition motorists which will be followed up with enforcement action. Consideration will also be given to some traffic calming techniques including speed humps, tables or raised crosswalks.

With the speeds reduced to the statutory residential speed limit of 25 MPH, it is believed it will increase the safety for all road users by allowing additional reactionary time for all road users.

### 3 YEAR CRASH HISTORY

**Crash Data 2001:**

CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2001-194	1/7/2001	10:41 AM	Skyline Lakes Dr	2	0	Clear	Parked - Hit and Run
2001-1082	2/1/2001	2:53 PM	Skyline Lakes Dr	2	0	Clear	Driver Inattention
2001-1225	2/5/2001	6:01 PM	Skyline Lakes Dr	2	0	Snow	Severe Road Conditions
2001-1519	2/13/2001	4:51 PM	Skyline Lakes Dr	2	0	Clear	Excessive Speed
2001-1851	2/22/2001	5:27 PM	Skyline Lakes Dr	1	1	Clear	Driver Inattention
2001-2156	3/3/2001	6:46 AM	Skyline Lakes Dr	2	0	Clear	Parked - Hit and Run
2001-2373	3/9/2001	8:40 AM	Skyline Lakes Dr	2	0	Snow	Severe Road Conditions
2001-4451	4/23/2001	6:13 AM	Skyline Lakes Dr	2	0	Clear	Unsafe backing
2001-5873	5/21/2001	3:15 AM	Skyline Lakes Dr	2	0	Clear	Driver Inattention
2001-5889	5/22/2001	11:35 AM	Skyline Lakes Dr	2	0	Clear	Driver Inattention
2001-7795	7/2/2001	2:48 PM	Skyline Lakes Dr	2	0	Clear	Driver Inattention
2001-12821	11/3/2001	10:17 AM	Skyline Lakes Dr	1	0	Clear	Driver Inattention
<b>TOTAL</b>	<b>12</b>			<b>22</b>	<b>1</b>		

**Crash Data 2002:**

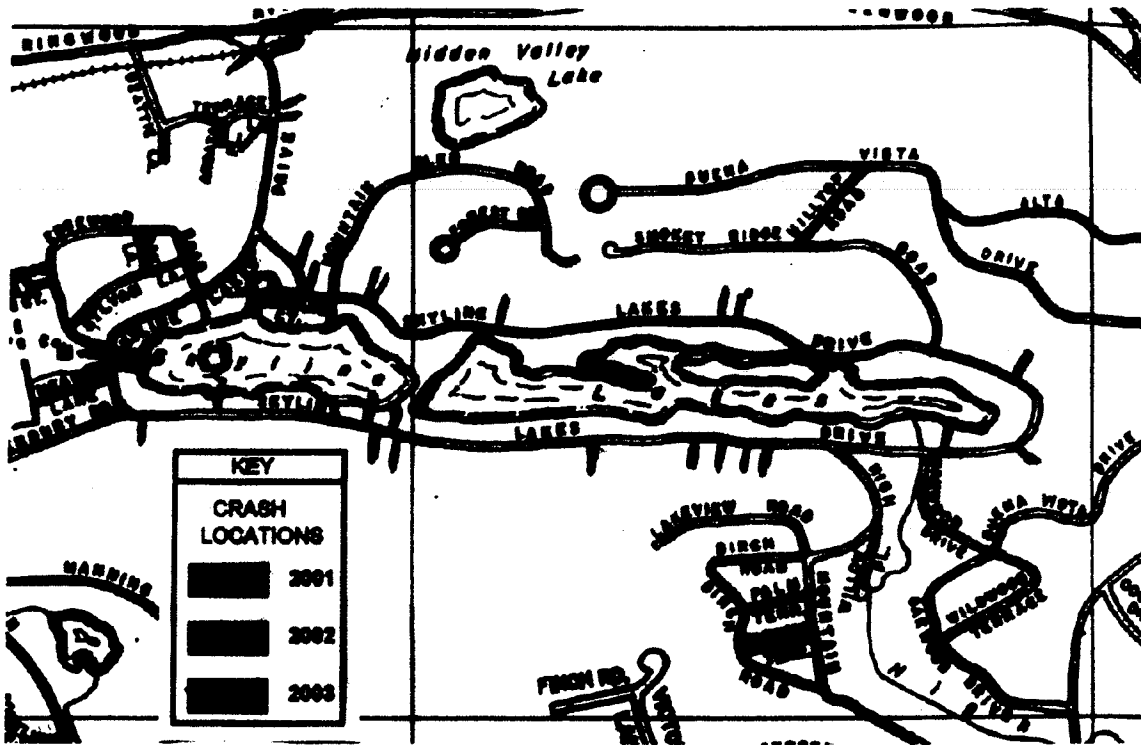
CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2002-614	1/20/2002	9:20 PM	Skyline Lakes Dr	1	0	Dry	Driver Inattention
2002-3628	4/17/2002	10:11 AM	Skyline Lakes Dr	2	0	Dry	Driver Inattention
2002-3997	4/28/2002	3:00 AM	Skyline Lakes Dr	1	0	Dry	Animal
2002-5478	6/8/2002	5:08 PM	Skyline Lakes Dr	2	0	Dry	Driver Inattention
2002-6100	6/27/2002	3:23 PM	Skyline Lakes Dr	2	0	Dry	Driver Inattention
2002-7817	8/9/2002	1:38 AM	Skyline Lakes Dr	3	0	Dry	Excessive speed/conditions
2002-9890	9/26/2002	9:44 AM	Skyline Lakes Dr	1	0	Wet	Excessive speed/conditions
2002-13013	12/23/2002	2:42 PM	Skyline Lakes Dr	1	1	Dry	Driver illness
<b>TOTAL</b>	<b>8</b>			<b>13</b>	<b>1</b>		

**Crash Data 2003:**

CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2003-1543	2/10/2003	5:51 PM	Skyline Lakes Dr	1	0	Snow	Excessive speed/conditions
2003-5718	5/31/2003	5:32 AM	Skyline Lakes Dr	2	0	Rain	Excessive speed/conditions
2003-12365	11/7/2003	11:15 PM	Skyline Lakes Dr	3	0	Dry	Driver Inattention-DUI
2003-11486	11/7/2003	11:11 PM	Skyline Lakes Dr	2	0	Dry	Driver Inattention-DUI
2003-11487	11/7/2003	11:15 PM	Skyline Lakes Dr	2	0	Dry	Driver Inattention-DUI
2003-12348	12/2/2003	8:56 AM	Skyline Lakes Dr	2	0	Ice	Severe Road Conditions
2003-12840	12/19/2003	6:25 PM	Skyline Lakes Dr	2	1	Dry	Improper Turn
2003-13027	12/25/2003	11:10 PM	Skyline Lakes Dr	3	0	Dry	Driver Inattention-Hit & Run
<b>TOTAL</b>	<b>8</b>			<b>17</b>	<b>1</b>		



# 3 YEAR CRASH HISTORY MAP LOCATIONS





# RINGWOOD LAKE COMMUNITY SPEED SURVEY

Sgt. Gary Bertsch  
Traffic Bureau  
Ringwood Police Department

## EVALUATION FOR SPEED REDUCTION: CUPSAW DRIVE

**Current Speed Limit: 30 MPH**  
**Requested speed consideration: 25 MPH**

Cupsaw Drive is a residential street located within the Borough of Ringwood County of Passaic. The roadway has an established speed limit of 30 MPH. The roadway starts at Cupsaw Plaza and continues around the lake ending back at Cupsaw Plaza. The total length of roadway is 2.1 Miles without streetlights, with some 190 homes located along the length. Twelve side roads intersect with Cupsaw Drive, with Cupsaw Drive being the distribution roadway to and from the area handling mostly local traffic. The roadway is shared by road users other than motor vehicles including pedestrians and bicyclists since the area does not have provisions for bicycle paths or sidewalks. In addition on-street parking is permitted for the majority of Cupsaw Drive since off street parking is not available for a number of homeowners due to the layout/elevation of properties. Bicycle lanes and wider shoulders would not be feasible due to the layout of the roadway.

The character of the area is of a lake community (appendix A) with pedestrians using the roadway for walking to the beach which is located on the north end of the lake, as well as for recreation purposes including bicyclists, skateboarders and exercising. It is not unusual to see people walking around the lake with baby carriages during the day.

School bus stops are located at various locations along the roadway with children walking the road edge to/from school and to the beach area. The roadway consists of various terrain including limited sight hill crests, curves, various grades + and -, limited straight sections of roadway along with various intersections from different angles entering onto Cupsaw Drive.

There has been an out cry from various members of the community in the past requesting additional enforcement, traffic calming using stop signs (turned down by DOT) as well as a reduction of the speed limit. A sampling of the speed was done using a radar device and timing the amount of time from the Cupsaw Plaza to the furthers point on Cupsaw Drive (Duffy Road) and it was found to take 2.0 minutes traveling at the posted speed limit of 30 MPH (traveling on the east side of the lake — 1.1 miles). Traveling the same route and distance at 25 MPH would increase the travel time by 30 seconds

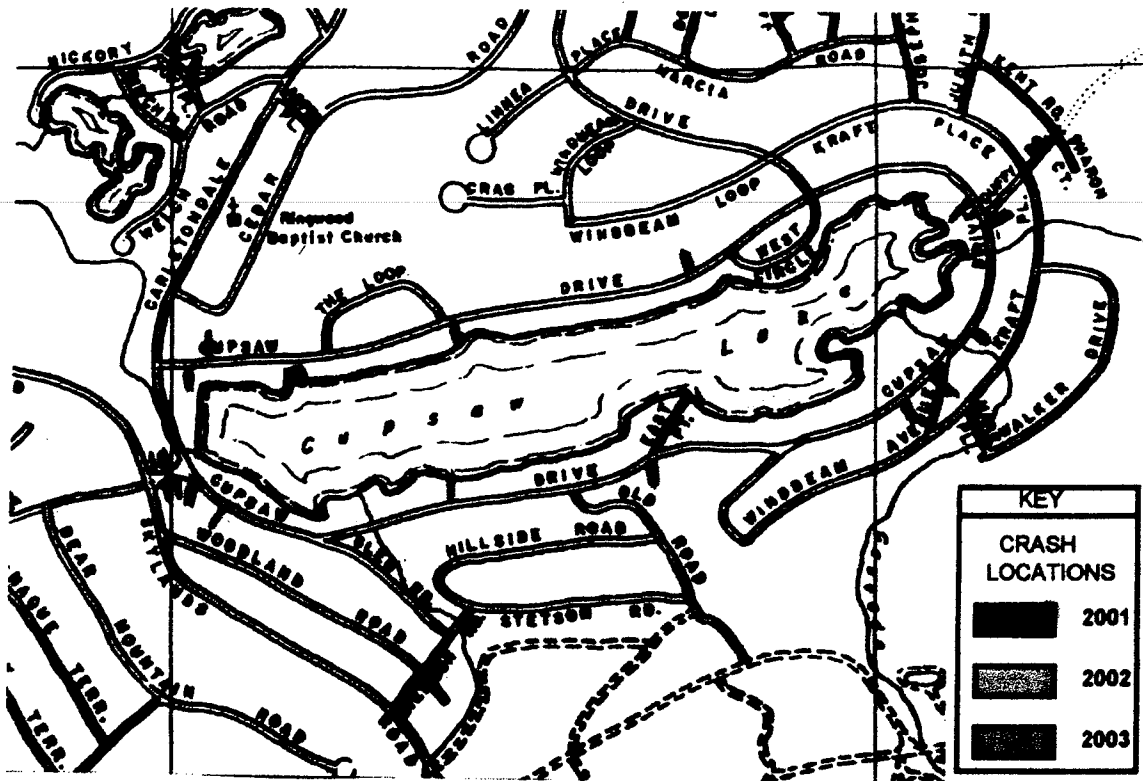
A study of the speeds traveled on Cupsaw Drive (Appendix B) indicates an 85<sup>th</sup> percentile of 30-31 MPH. This is based on at least 100 vehicles traveling between 9AM and 4 PM, Weekdays between Monday and Friday. The average speed is between 23-27 MPH.

A 3 Year crash study was also conducted which is included in this report along with copies of the related crash reports (Appendix C). It was found that a number of crashes took place during inclement weather. There appears to be no pattern corresponding to time of day or day of week for crashes. The only place where there is a high concentration of vehicle crashes is at the intersection near Cupsaw Plaza (small shopping area).

Even with this high percentile of speed, it is requested that the speed limit be reduced to the statutory residential speed of 25 MPH. If approved the seven existing 30 MPH speed signs would be changed to 25 MPH. In addition there will be publicity on the new speed, use of our two radar traffic signs to condition motorists which will be followed up with enforcement action. Consideration will also be given to some traffic calming techniques including speed humps, tables or raised crosswalks.

With the speeds reduced to the statutory residential speed limit of 25 MPH, it is believed it will increase the safety for all road users by allowing additional reactionary time for all road users.

### 3 YEAR CRASH HISTORY



**Crash Data 2001:**

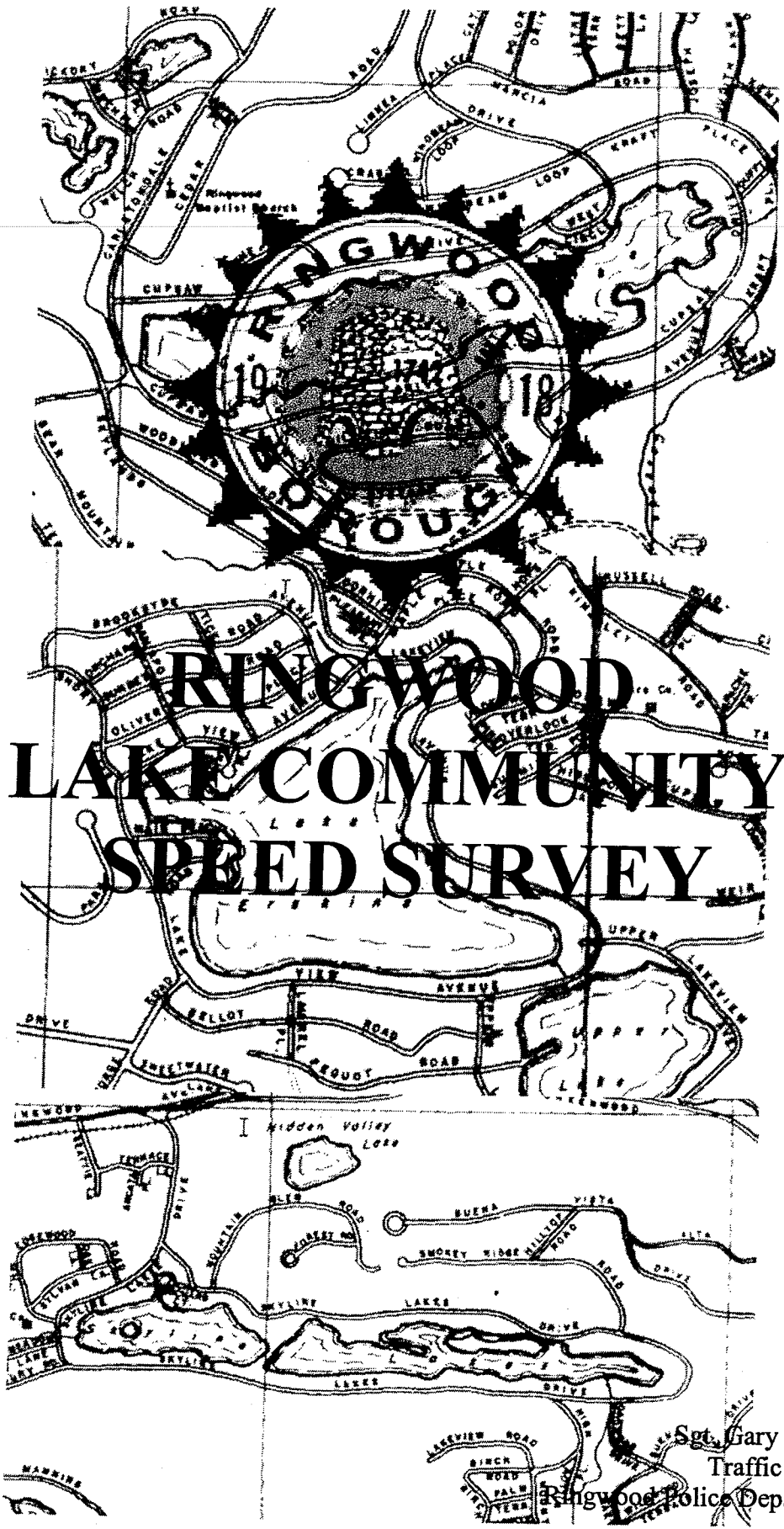
CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2001-50	1/2/2001	4:43 PM	Cupsaw Drive	2	1	Snow	Severe road conditions
2001-276	1/8/2001	11:07PM	Cupsaw Drive	3	0	Snow	Severe road conditions
2001-1226	2/5/2001	6:15 PM	Cupsaw Drive	2	0	Dry	Driver inattention
2001-3127	3/26/2001	12:03PM	Cupsaw Drive	1	0	Snow	Severe road conditions
2001-7570	6/27/2001	1:12 PM	Cupsaw Drive	2	1	Dry	Failed to obey Stop
2001-8403	7/15/2001	8:27 PM	Cupsaw Drive	1	0	Dry	Animal in Roadway
<b>TOTAL</b>	<b>6</b>			<b>11</b>	<b>2</b>		

**Crash Data 2002:**

CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2002-581	1/19/2002	1:24 PM	Cupsaw Drive	1	0	Snow	Severe Road Conditions
2002-1145	2/6/2002	7:17 AM	Cupsaw Drive	2	0	Dry	Driver Inattention
2002-11916	11/21/2002	1:40 PM	Cupsaw Drive	1	0	Dry	Vehicle defect
<b>TOTAL</b>	<b>3</b>			<b>4</b>	<b>0</b>		

**Crash Data 2003:**

CAD	Date	Time	Location	# Veh.	# Inj.	Road	Contrib. Factor
2003-46	1/2/2003	6:10 PM	Cupsaw Drive	1	0	Ice	Excessive speed/conditions
2003-1844	2/18/2003	6:26 PM	Cupsaw Drive	2	0	Snow	Severe Road Conditions
2003-2985	3/24/2003	7:26 AM	Cupsaw Drive	2	0	Dry	Driver Inattention
2003-9036	8/28/2003	5:59 PM	Cupsaw Drive	2	0	Dry	Driver Inattention
2003-10403	10/6/2003	11:18 AM	Cupsaw Drive	2	0	Dry	View Obstruction-Other Veh.
2003-11110	10/26/2003	8:02 AM	Cupsaw Drive	2	0	Dry	Driver Inattention
2003-12109	11/24/2003	5:49 PM	Cupsaw Drive	2	0	Dry	Driver Inattention
2003-12480	12/7/2003	3:31 PM	Cupsaw Drive	1	1	Snow	Excessive speed/conditions
<b>TOTAL</b>	<b>8</b>			<b>14</b>	<b>1</b>		



Sgt. Gary Bertsch  
Traffic Bureau  
Ringwood Police Department

## EVALUATION FOR SPEED REDUCTION: LAKEVIEW AVENUE

**Current Speed Limit: 30 MPH**  
**Requested speed consideration: 25 MPH**

Lakeview Avenue is a residential street located within the Borough of Ringwood County of Passaic. The roadway has an established speed limit of 30 MPH. The roadway starts at Erskine Road (Little Beach) and continues around the lake ending back at Erskine Road. The total length of roadway is 2 Miles without streetlights, with some 231 homes located along the length. Twelve side roads intersect with Lakeview Avenue. Lakeview Avenue is a distribution roadway to and from the area, handling mostly local traffic. The roadway is shared by road users other than motor vehicles including pedestrians and bicyclists since the area does not have provisions for bicycle paths or sidewalks. In addition on-street parking is permitted for the majority of Lakeview Avenue since off street parking is not available for a number of homeowners due to the layout/elevation of properties. Bicycle lanes and wider shoulders would not be feasible due to the layout of the roadway.

The character of the area is of a lake community (appendix A) with pedestrians using the roadway for walking to the beach which is located on the north end of the lake, as well as for recreation purposes including bicyclists, skateboarders and exercising. It is not unusual to see people walking around the lake with baby carriages during the day.

School bus stops are located at various locations along the roadway with children walking the road edge to/from school and to the beach area. The roadway consists of various terrain including limited sight hill crests, curves, various grades + and -, limited straight sections of roadway along with various intersections from different angles entering onto Cupsaw Drive.

There has been an out cry from various members of the community in the past requesting additional enforcement, traffic calming using stop signs (turned down by DOT) as well as a reduction of the speed limit.

A study of the speeds traveled on Lakeview Ave (Appendix B) indicates an 85<sup>th</sup> percentile of 29.3 MPH. This is based on at least 100 vehicles traveling between 9AM and 4 PM, Weekdays between Monday and Friday. The average speed is between 23.5 MPH.

A 3 Year crash study was also conducted which is included in this report along with copies of the related crash reports (Appendix C). It was found that a number of crashes took place during inclement weather. There appears to be no pattern corresponding to time of day or day of week for crashes.

Even with this high percentile of speed, it is requested that the speed limit be reduced to the statutory residential speed of 25 MPH. If approved the seven existing 30 MPH speed signs would be changed to 25 MPH. In addition there will be publicity on the new speed, use of our two radar traffic signs to condition motorists which will be followed up with enforcement action. Consideration will also be given to some traffic calming techniques including speed humps, tables or raised crosswalks.

With the speeds reduced to the statutory residential speed limit of 25 MPH, it is believed it will increase the safety for all road users by allowing additional reactionary time for all road users.

### 3 YEAR CRASH HISTORY

#### 2001

CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2001-663	1/20/2001	12:02 AM	Lakeview Ave	1	0	Clear	Driver Inattention
2001-950	1/29/2001	12:37 PM	Lakeview Ave	2	0	Clear	Driver Inattention
2001-2272	3/6/2001	10:32 PM	Lakeview Ave	1	0	Snow	Excessive speed/conditions
2001-5439	5/12/2001	8:15 AM	Lakeview Ave	1	0	Clear	Driver Inattention
2001-6391	6/1/2001	9:58 PM	Lakeview Ave	1	1	Clear	Excessive speed
2001-7268	6/20/2001	8:52 AM	Lakeview Ave	1	1	Clear	Roadway Obstruction
2001-8141	7/9/2001	4:00 PM	Lakeview Ave	2	0	Clear	Driver Inattention
2001-11869	10/11/2001	11:37 PM	Lakeview Ave	1	1	Clear	Animal
2001-14126	12/12/2001	1:02 AM	Lakeview Ave	5	0	Clear	Driver Inattention-DUI
<b>TOTAL</b>	<b>9</b>			<b>15</b>	<b>3</b>		

#### 2002

CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2002-53	1/2/2002	2:43 PM	Lakeview Ave	2	0	Dry	Driver Inattention-Sun glare
2002-2604	3/18/2002	7:32 AM	Lakeview Ave	3	0	Snow	Excessive speed/conditions
2002-3211	4/5/2002	1:30 AM	Lakeview Ave	2	0	Dry	Driver Inattention-Hit & Run
2002-4639	5/17/2002	9:27 PM	Lakeview Ave	2	0	Dry	Driver Inattention
2002-5203	5/31/2002	9:05 PM	Lakeview Ave	1	0	Wet	Driver inattention
2002-7428	7/30/2002	11:30 AM	Lakeview Ave	1	1	Dry	Excessive speed/conditions-DUI
2002-8743	8/30/2002	11:09 PM	Lakeview Ave	3	0	Dry	Other driver action
2002-11932	11/21/2002	9:54 PM	Lakeview Ave	1	0	Dry	Driver inattention-DUI
<b>TOTAL</b>	<b>8</b>			<b>15</b>	<b>1</b>		

#### 2003

CAD	Date	Time	Location	# Veh.	# Inj.	Road Cond.	Contrib. Factor
2003-78	1/3/2003	3:58 PM	Lakeview Ave	2	0	Snow	Excessive speed/conditions
2003-329	1/10/2003	4:43 PM	Lakeview Ave	2	0	Dry	Driver Inattention
2003-636	1/17/2003	5:12 PM	Lakeview Ave	1	0	Dry	Other drivers action
2003-1546	2/10/2003	7:34 PM	Lakeview Ave	2	0	Snow	Excessive speed/conditions
2003-1547	2/10/2003	7:44 PM	Lakeview Ave	1	0	Snow	Excessive speed/conditions
2003-4770	5/9/2003	5:11 PM	Lakeview Ave	3	0	Dry	Driver Inattention
2003-7306	7/11/2003	11:17 PM	Lakeview Ave	3	0	Dry	Driver Inattention-DUI
2003-12684	12/14/2003	1:34 PM	Lakeview Ave	1	0	Snow	Severe Road Conditions
2003-13024	12/25/2003	10:02 PM	Lakeview Ave	1	0	Ice	Severe Road Conditions
2003-13025	12/25/2003	10:08 PM	Lakeview Ave	2	2	Ice	Severe Road Conditions
<b>TOTAL</b>	<b>10</b>			<b>18</b>	<b>2</b>		

