



SENIOR WALKABILITY WORKSHOP

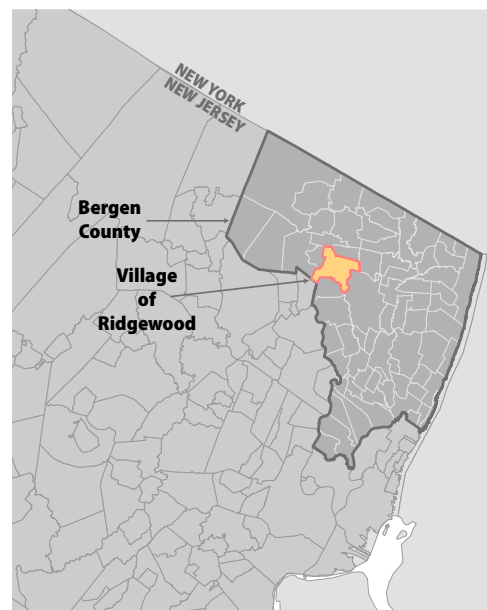
JUNE 2017





INTRODUCTION

As part of its safety initiatives, the New Jersey Department of Transportation's (NJDOT) Office of Bicycle and Pedestrian Programs sponsors senior mobility workshops throughout the state in an effort to raise awareness and help decision makers and professionals better understand the unique mobility needs of senior citizens. These workshops provide an interactive educational program that allows seniors, community decision makers, transportation professionals, health professionals and others to work collaboratively in order to make our communities safer and more walkable for all residents. The workshops discuss why walking is important, particularly for older adults; allow all attendees to see and experience barriers to pedestrian mobility through the eyes of seniors; and investigate how to diagnose, design, and implement strategies and activities to improve walking conditions in the community. In conjunction with NJDOT, a project team of professionals from WSP and Civic Eye Collaborative (CEC) conducted a workshop for Ridgewood on June 19, 2017.



RIDGEWOOD CONTEXT

In Ridgewood, seniors comprise approximately 12.5% of the population (2010 census). In New Jersey, the senior population is projected to grow by 72% between 2000 and 2030, and the senior percentage of the population is projected to grow from 13% to 20% of the state population. Within Bergen County, where Ridgewood is located, a 54% increase in the senior population is anticipated between 2000 and 2030. This aging trend is illustrated in Table 1.

Ridgewood is fairly dense, with access to a train station on the Main/Bergen County and Port Jervis Line and a walkable downtown. The village adopted a Complete Streets policy in June 2011 and should seek opportunities to implement the policy.

The following factors affect pedestrian safety and mobility in Ridgewood:

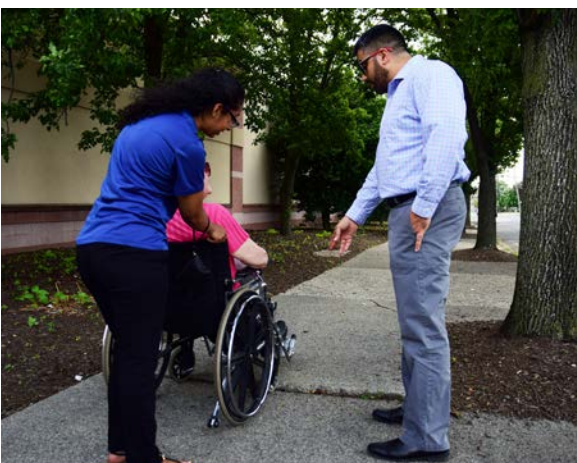
- Ridgewood Ave and Franklin Ave are Ridgewood's primary arterials, bisecting downtown Ridgewood.
- The railroad right-of-way is a barrier for pedestrians and vehicles, limiting crossings from the west to

Table 1: Changes in the Senior Population from 2000 to 2030

Year	U.S.	New Jersey	Bergen County	Ridgewood
2000	34,991,753	1,113,136	134,820	3,031
	12.4% of pop	13.2% of pop	15.2% of pop	12.2% of pop
2010	40,267,984	1,185,993	137,103	3,112
	13.0% of pop	13.5% of pop	15.1% of pop	12.5% of pop
2020*	55,969,000	1,508,400	166,900	
	16.8% of pop	16.3% of pop	17.6% of pop	
2030*	72,774,000	1,916,700	207,100	
	20.3% of pop	19.9% of pop	20.9% of pop	
	108% change in Seniors from 2000	72% change in Seniors from 2000	54% change in Seniors from 2000	

Source: U.S. Census, NJ Department of Labor

*Projected figures



the east side of the village to just two intersections.

- The dense and mixed-use core in downtown Ridgewood creates a walkable environment. However, sidewalk maintenance, high traffic speeds, driver behavior, and lack of appropriate crosswalk infrastructure (e.g., visible crosswalk striping, and pedestrian signal heads with countdown timers) were common issues cited by workshop participants that hamper walking within the village.
- Franklin Avenue's crossings within the downtown area are particularly difficult to navigate due to high traffic volumes and speeds, long crossing distances, poor lighting conditions and failure of drivers to yield to pedestrians.

SENIOR MOBILITY CONTEXT

As the population ages, there are a variety of impacts on the transportation system and how it needs to adapt to maintain access and mobility for shifting demographics. Seniors are less likely to drive and may live in communities with few transportation alternatives. Combined with physical limitations, these factors can cause seniors to effectively feel trapped in their own homes and communities. Improving senior mobility is essential to maintaining a high quality of life for older adults. It ensures that seniors have safe access to their daily needs and activities, and enables seniors to 'age in place' by maintaining independence and staying in their homes and communities.

Walking is a fundamental component of senior mobility that has numerous benefits:

- Walking is a mode that is available to everyone – all ages, incomes, and abilities
- Walking helps maintain independence for those who do not drive
- Walking is an easy form of physical activity that can improve health, including reducing the risk of heart disease, obesity, diabetes, and many other conditions, while also improving strength, balance, and flexibility
- Walking is also an important social activity, providing opportunities to meet others and be engaged in the community

However, there are numerous barriers that discourage walking for seniors and all pedestrians, including high traffic speeds and congestion, long walking routes between destinations, and lack of adequate pedestrian infrastructure. The effects of aging amplify the impacts of physical barriers that may otherwise appear minor to younger, more able-bodied pedestrians. As we age, walking speed and reaction time decreases, and physical mobility, vision, hearing, and cognition can deteriorate, causing various physical barriers to become insurmountable obstacles.

The effects of aging can also leave seniors more vulnerable to severe injuries from pedestrian crashes. While seniors are involved in fewer total pedestrian crashes per capita in New Jersey, the fatality rate among seniors is significantly higher than the statewide average.

Improving senior pedestrian mobility requires a comprehensive approach of engineering, education, encouragement, and enforcement elements. This workshop is one element of that approach, an educational program to raise awareness of senior mobility, share information on engineering best practices, and identify local mobility issues. The output of the workshop includes recommendations for engineering, policy, and programmatic approaches to improve mobility for the entire community.

WORKSHOP SUMMARY

The Ridgewood Senior Mobility Workshop was held at the Ridgewood Public Library on Monday, June 19th, 2017, from 9:30am – 12:30pm. Ridgewood was selected for NJDOT's Senior Workshop series due to its active senior population and strong local interest and support for the workshop. Approximately 25 people participated, including representatives from NJDOT, the Village of Ridgewood, Bergen County, and about 10 seniors.

The workshop had three main components: a presentation on senior mobility, a field walk to observe and experience local senior mobility issues, and a brainstorming session to discuss what was observed in the field and more general senior mobility issues throughout the Village. All of the workshop materials, including the agenda, participant worksheets, and sign-in sheet, can be found in the Appendix.

Presentation

A representative from NJDOT kicked off the workshop by explaining its purpose, highlighting the importance of pedestrian and senior mobility and safety to NJDOT, and introducing the project team. Staff from WSP then presented an overview of senior mobility, defining the issues, demographic shifts, impacts of aging on mobility, and the benefits of and barriers to walking. The final segment focused on how to diagnose, design, and implement pedestrian infrastructure to address senior mobility needs. Through extensive photo examples, including many from the local area, the presentation illustrated how poor design can create serious barriers to senior mobility. Examples of alternative engineering treatments were also presented to demonstrate how design can be used to improve mobility, including best practices in sidewalk design and connectivity, driveway design, crossing and curb ramp design, signage, lighting, and signal timing. Before and after photos of improvement projects from around New Jersey highlighted local success





stories. The presentation educated all attendees on how to evaluate walking conditions in their local community, provided local officials and decisions makers with design tools that they can utilize going forward, and encouraged walking and safe walking habits among seniors.

Field Observation

To reinforce and illustrate the information discussed in the presentation, the project team led attendees on a short field walk from the Ridgewood Public Library, along Franklin Avenue, to the NJ Transit train station. The walk accomplished several objectives: it provided the opportunity for the project team to discuss and demonstrate barriers to mobility with the workshop participants; it enabled participants to take a close critical look at the pedestrian environment; and it allowed the project team to gather extensive local input on issues, barriers, and potential improvement options for the local area.

In the field, the workshop participants and the project team mixed together and shared information about personal experiences walking in the area, significant obstacles and concerns, typical traffic patterns, and ideas to improve walking conditions. Attendees were asked to record their observations on a notes sheet while they were in the field. The project team also used a wheelchair for a hands-on demonstration during the field walk. This enabled the workshop participants to try to navigate the local area in a wheelchair and better understand the needs of the mobility-impaired. It helped highlight the impacts of common deficiencies in the existing pedestrian infrastructure, such as an absence of safe crossings, obstructions along the sidewalk, and cracked sidewalks.

The field walk brought workshop participants to one of Ridgewood's principal arterials, Franklin Avenue. The group discussed issues along the route, and highlighted strengths and deficiencies with the pedestrian network. The project team selected this route for the field visit because



preliminary surveying indicated that the deficiencies along this corridor represented typical senior mobility barriers.

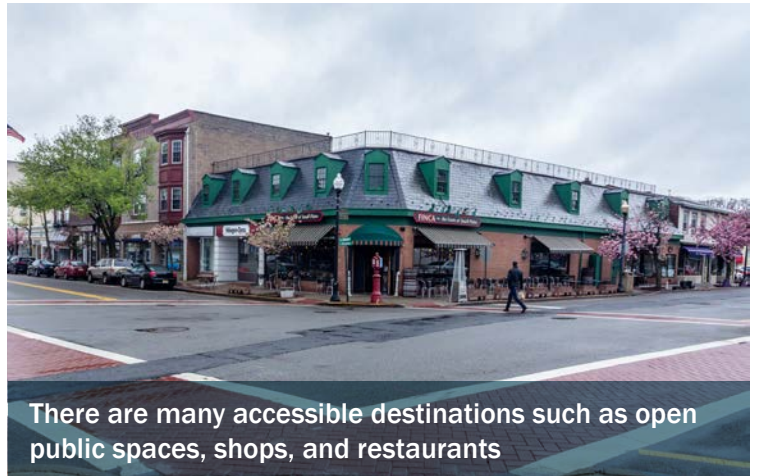
Brainstorming Session

Upon returning to the Senior Center, the project team facilitated a brainstorming session to discuss observations from the field and more general walkability issues throughout Ridgewood. The public officials, project team, and other attendees used large aerial maps to identify key destinations for seniors in the village; locations and corridors with senior pedestrian barriers; key pedestrian routes; and potential pedestrian route enhancements to improve circulation. In addition to recording information on the aerials as groups, attendees were also asked to record their input on a worksheet related to major senior destinations, and the typical types of pedestrian issues they see around Ridgewood.

The following pages document some of the findings of the workshop, including field observations, brainstorming exercises, aerial map notations, written comments, group discussion, and recommendations for possible next steps.

FIELD OBSERVATION | AREA STRENGTHS AND DEFICIENCIES

Strengths and deficiencies were identified by the group during the course of the walk. Strengths included a mostly complete sidewalk network, numerous pedestrian destinations and an active downtown core. Deficiencies discussed among the group included sidewalk maintenance and lack of comfortable crossings.



There are many accessible destinations such as open public spaces, shops, and restaurants



Several crosswalks need to be restriped and updated



There are gaps in the sidewalk network



Insufficient pedestrian lighting and visibility under railroad underpass

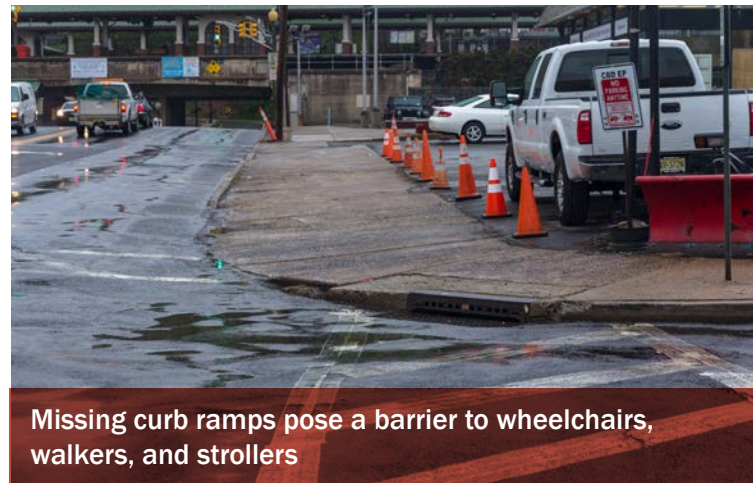


Highly visible and intuitive pedestrian signage encourages safe crossing practice

STRENGTHS AND DEFICIENCIES | FIELD OBSERVATION



Obstructions along the sidewalk restrict access for wheelchairs, walkers, and strollers



Missing curb ramps pose a barrier to wheelchairs, walkers, and strollers



There are many well marked crossings



A shuttle bus is available to senior residents



Areas with heaved sidewalks create an uneven walking surface

Although a complete sidewalk network can be found in most of the Village, sections are cracked or uneven and high traffic volumes and the lack of highly visible crosswalks in some areas can make pedestrian crossings difficult. Many positive examples of crossing infrastructure were observed and these should be replicated throughout the village.



SUMMARY OF DISCUSSION

During the brainstorming session, the group was asked a series of questions related to their preferred destinations, observed issues, and pedestrian mobility challenges faced. This feedback is summarized in the following sections and illustrated on the map on page 12 and 13.

What are the most popular destinations for seniors in Ridgewood?

- Senior housing (S.H.A.R.E. Inc., Ridgecrest Senior Housing)
- Grocery stores (Kings Food Market, Stop and Shop)
- Train Station (Ridgewood Train Station and Ho-Ho-Kus Train Station)
- Shops, restaurants, entertainment (Bow Tie Warner Theater, Ben and Jerry's, Rite Aid, downtown Ridgewood)
- Churches (Mt. Carmel Church, Unitarian Society of Ridgewood)
- Parks (Park at Wild Duck Pond, Veteran's Park, Graydon Pool)
- Medical facilities (the Valley Hospital, Van Dyk Healthcare, Ridgewood Center Extended Care)
- Public Buildings (Ridgewood Village Hall, Ridgewood Public Library, Post Office)
- Banks (Capitol One Bank, Columbia Bank)
- Community Centers (Ridgewood YMCA)
- Schools (Ridgewood High School, Travell Elementary School)



What common barriers to senior mobility have you noticed in Ridgewood?

- Poor pedestrian lighting
- Missing or inadequately marked crosswalks
- Lack of pedestrian signals or push buttons
- Vehicles traveling at high speeds
- Missing ADA-compliant curb ramps

What are your biggest challenges in walking to where you want to go?

- Vehicles do not yield to pedestrians
- High volume traffic and speeds
- Insufficient crossing times
- Parked vehicles block visibility between oncoming vehicles and crossing pedestrians
- Sidewalks in state of disrepair

SUMMARY OF SENIOR MOBILITY ISSUES

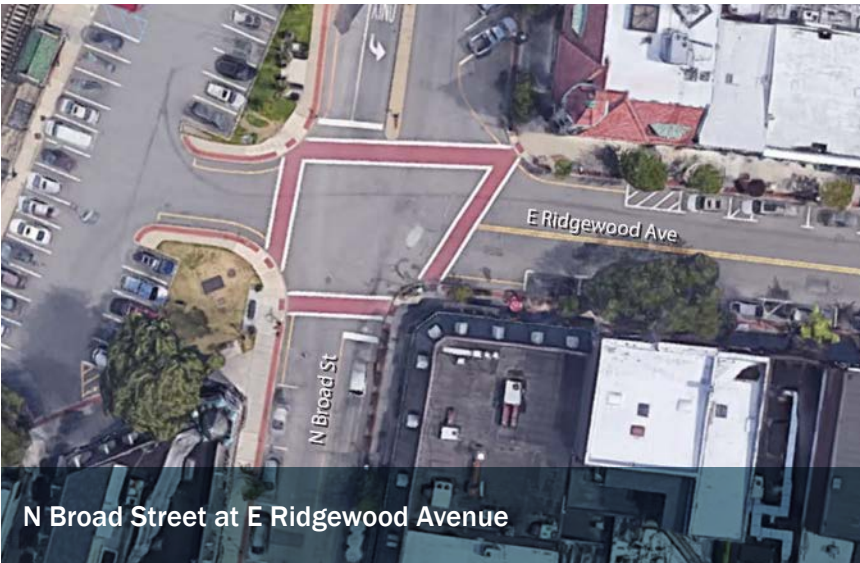
One reason for conducting the brainstorming session is to better understand which issues present the greatest real or perceived obstacles to senior mobility in Ridgewood. Based on input from the field walk and brainstorming session, these general issues were identified and should be prioritized for future improvements:

- Areas in downtown Ridgewood need more enhanced pedestrian crossings and improved maintenance.
- The connection from Ridgecrest senior housing to the downtown is challenging due to gaps in the sidewalk network.
- Signal timing should be adjusted to allow additional time for pedestrians to get safely across.
- Parallel parking along the roadway limits visibility for pedestrians and motor vehicles.
- Some sections of the sidewalk network are cracked, missing, uneven, or in need of repair.
- Crosswalks throughout the village should be updated to high-visibility crosswalk striping.
- Observation of unsafe practices among both pedestrians and motorists.



The workshop field walk focused on the Ridgewood downtown. The characteristics and deficiencies identified along the walking route are typical of many locations in Ridgewood. In addition to the downtown, workshop participants identified other problem areas during the brainstorming session. These are summarized in the following narrative, map, and improvement matrix.

Individual Locations:



N Broad Street at E Ridgewood Avenue

■ **N Broad Street at E Ridgewood Avenue** - Workshop participants identified this intersection as a major pedestrian node. With numerous attractions, such as shops, restaurants and the Ridgewood train station, this node attracts heavy pedestrian and vehicular traffic. It is difficult for pedestrians to navigate for several reasons. Vehicles approaching from the north make U-turns frequently despite the presence of signage prohibiting U-turns, creating confusion and conflict between pedestrians waiting to cross and vehicles making the turn.

■ **Northern Parkway, between Fairway Road and Irvington Street** - During the brainstorming session, workshop participants identified this stretch of Northern Parkway as a barrier to accessing Veteran's Park. There is a gap in the sidewalk network along this roadway between Fairway Road and Collingwood Place, limiting pedestrian access to the park.

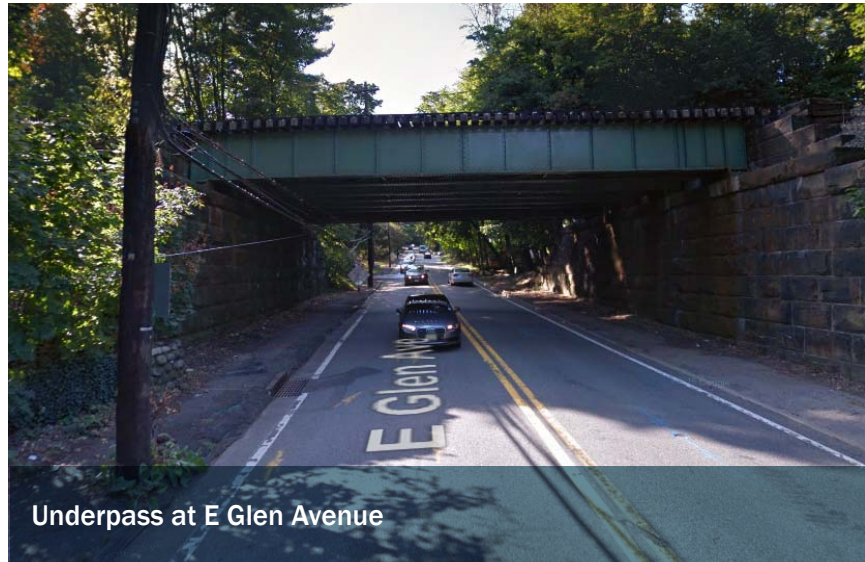


South of the intersection at Fairway Road, facing south along Northern Parkway

■ **Railroad underpass at Franklin Avenue and E Glenwood Avenue** - The railroad tracks divide the east and west sides of the village, limiting crossing opportunities to just two locations, at W Glen Ave and W Ridgewood Ave. Residents crossing from the west side of the train tracks on foot face a challenge when accessing the downtown and other businesses on the east side of the village. Residents cited the two locations as challenges due to high vehicle speeds and volumes, poor lighting, and narrow sidewalks.

■ **W Glen Avenue at Upper Boulevard** - This intersection leads to one of the two railroad underpasses connecting the east side of the village to the west. As such, it has heavy pedestrian

and vehicular traffic. Residents cited this intersection as problematic for several reasons. There are high vehicles speeds and volumes, a lack of adequate crossings, and narrow sidewalks.



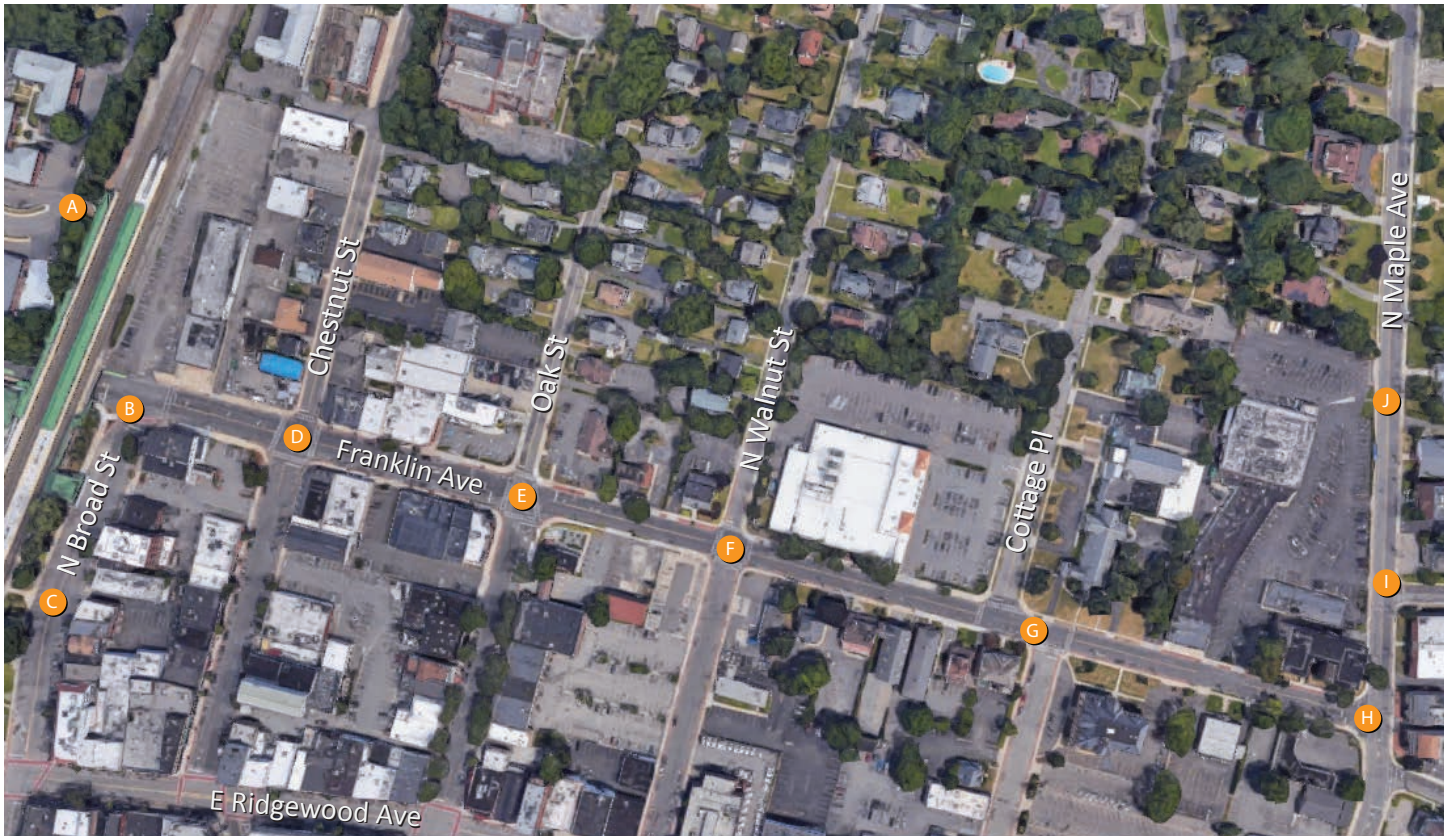
Underpass at E Glen Avenue



W Glen Avenue at Upper Boulevard







Ridgewood downtown area
locator map

Ridgewood Downtown Area Recommendations

High travel speeds, low visibility due to on-street parking near intersections, and long crossings characterize the area surrounding the downtown. This creates a very challenging environment for both pedestrians and motor vehicles. While Ridgewood has taken measures to address the matter, such as upgrading crosswalks and installing pedestrian signage, workshop participants commented that there is still a regular occurrence of traffic incidents. Below are several strategies that can be implemented to improve the environment not just for pedestrians and seniors, but for all users (locations shown in the map above):

- A** Install sidewalk and crosswalks with signage to complete the sidewalk network throughout the Ridgcrest apartment complex.
- B** Restripe faded crossings with high-visibility crosswalk striping across Franklin Ave and N Broad Street and construct ADA-accessible ramp at the northeast corner. Construct curb extension at the southeast corner of Franklin Ave and N Broad St to shorten the crossing distance across N Broad St and to increase pedestrian visibility.
- C** To improve pedestrian access to local businesses, install curb extensions mid-block and high-visibility crossing from the train station platform to cross N Broad St. Install Rectangular Rapid Flashing

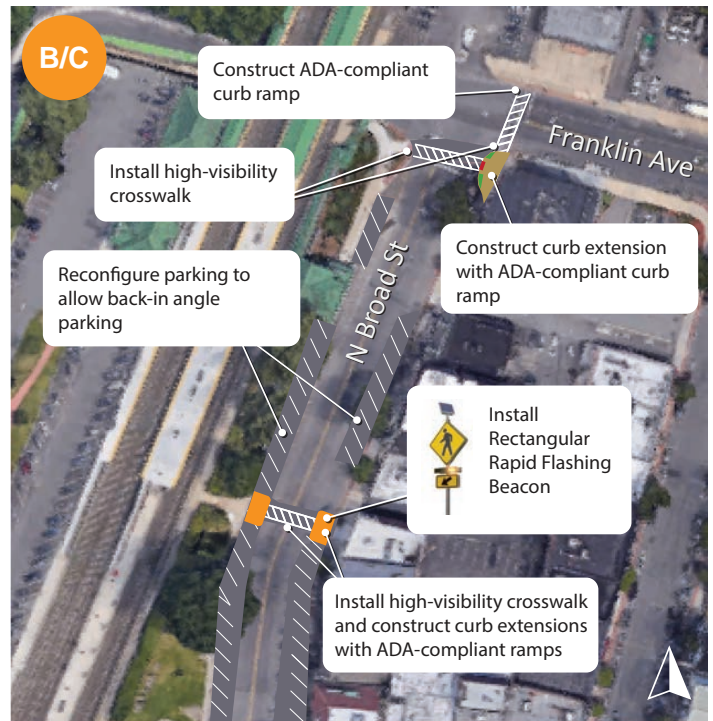
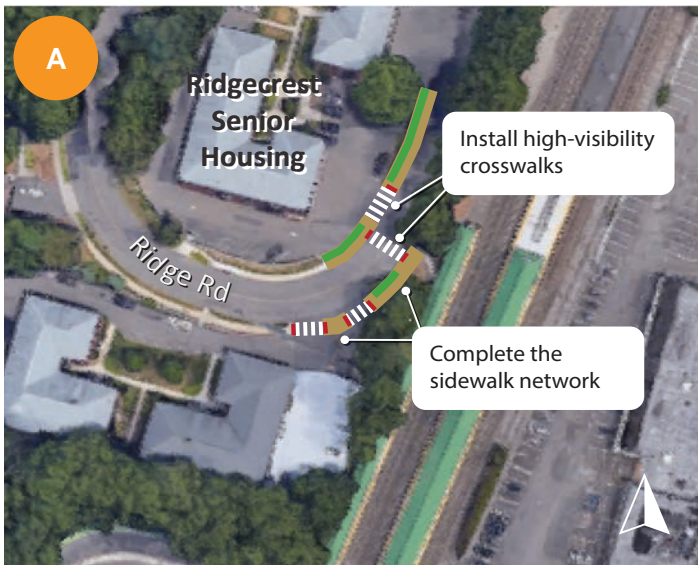
Beacon (RRFB) to alert drivers when pedestrians are present.

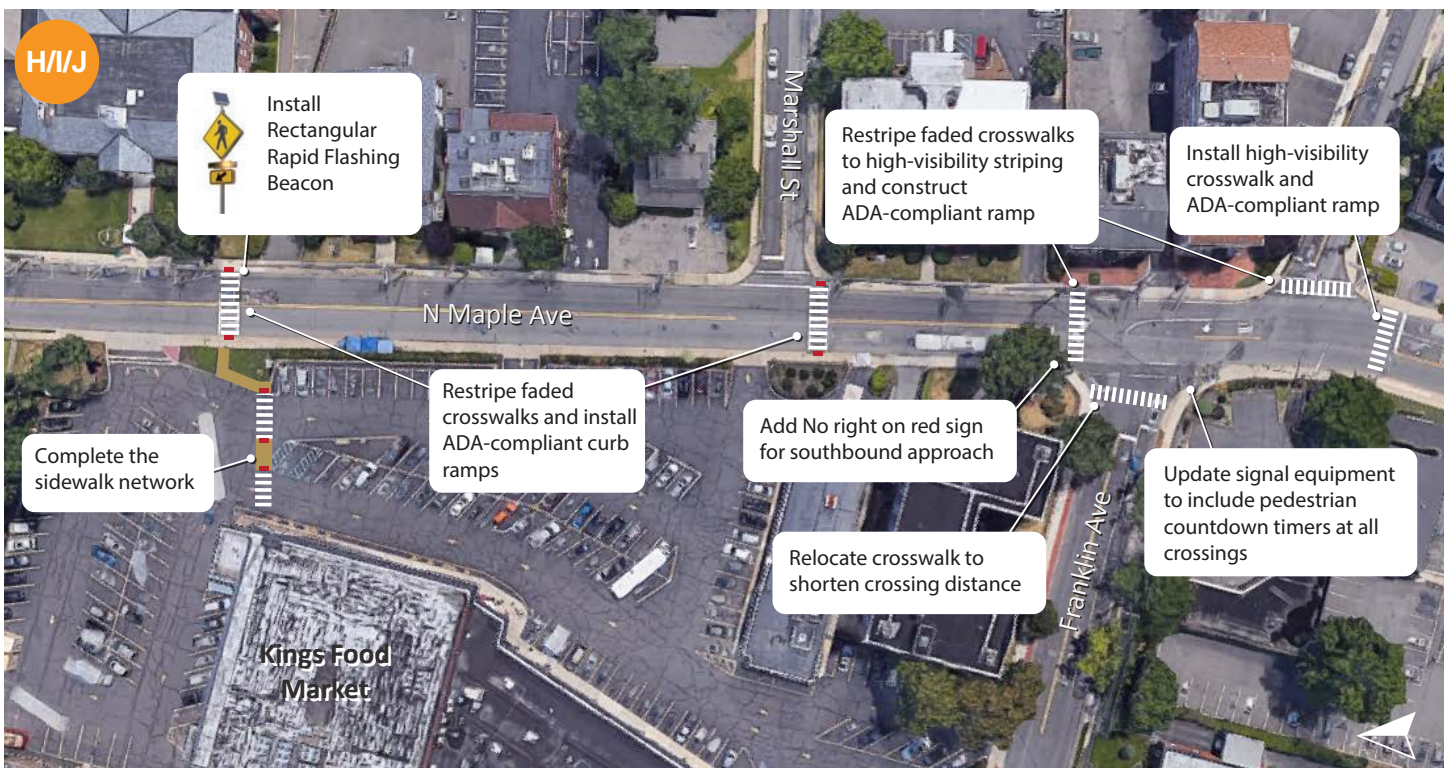
- D** Relocate all crosswalks along Franklin Ave to shorten pedestrian crossing distance and improve pedestrian visibility. Relocate crosswalk along northerly leg of Oak St to shorten pedestrian crossing distance and to avoid placing the crosswalk over the drainage inlet. Install curb extensions at the northeast, southeast, and southwest corner of Franklin Ave and Chestnut St, to help tighten the intersection, reduce traffic speeds, shorten pedestrian crossings, and improve pedestrian visibility.
- E** Relocate all crosswalks along Franklin Ave to shorten pedestrian crossing distance and improve pedestrian visibility. Update signal equipment at all crossings at Franklin Ave and Oak St to include pedestrian countdown timers.
- F** Relocate crosswalk at N Walnut St along the southerly leg to shorten pedestrian crossing distance and improve pedestrian visibility. Construct curb extension at the southwest corner of Franklin Ave and N Walnut St, along N Walnut St, to help improve pedestrian visibility. Install pedestrian crossing signage along Franklin Ave next to the crosswalks, to alert drivers to pedestrian presence.
- G** Install pedestrian refuge island along the western approach to Franklin Ave at Cottage Pl to shorten pedestrian crossing distance (shown at the top of page 17). The refuge island should include an RRFB, which would increase pedestrian visibility and alert drivers to pedestrian presence.
- H** Restripe and update faded crosswalks to high-visibility striping. Relocate crosswalk at N Maple Ave along the southbound approach to the intersection and across Franklin Ave at the eastbound approach, to shorten pedestrian crossing distance and improve pedestrian visibility. Provide crosswalk across N Maple Ave at the northbound approach to Franklin Ave at N Maple Ave. Add ADA-compliant curb ramps at the northeast and southeast corner of Franklin Ave at N Maple Ave. Update signal equipment to include pedestrian countdown timer. Add no right on red sign at the southbound approach to N Maple Ave at Franklin Ave.
- I** Restripe faded crossing across N Maple Ave by the Marshall St intersection and install ADA-compliant curb ramps.
- J** Restripe faded crossing across N Maple Ave by the Ridgewood Public Library and install ADA-compliant curb ramps. The crossing should include RRFB to alert drivers to pedestrian presence. To improve access to the Kings Food Market shopping plaza, install an ADA-compliant ramp leading to the Kings Food Market parking lot. To establish safe access for pedestrians, install sidewalk and high-visibility crosswalk striping to complete the sidewalk network throughout the shopping plaza (as shown at the bottom of page 17).

In addition to these recommendations, Ridgewood should consider the use of Stop here for pedestrians (MUTCD R1-5b and W16-7P) signs at unsignalized locations where crossings are long and pedestrians may be deterred by high traffic volumes and speeds.



Ridgewood Downtown Improvement Concepts





IMPLEMENTATION MATRIX

Site-Specific Recommendations

Recommendation	Lead Agency	Partners	Time Frame
N Broad St at E Ridgewood Ave			
Four-way stop sign	Village		Short
Relocate crosswalk further back from intersection	Village		Short
Northern Parkway, between Fairway Rd and N Irving St			
Install sidewalk	Village		Medium
Railroad underpass @ W Glen Ave (CR 82) and W Ridgewood Ave			
Install pedestrian scale lighting	Village	NJ Transit	Short
W Glen Ave (CR 82) at Upper Blvd			
Install high-visibility crosswalk striping at all legs of the intersection	County	Village	Short
Install Yield to pedestrian signage	County	Village	Short
Install sidewalk along the north side of W Glen Ave	County	Village	Medium

Downtown Area Recommendations

Recommendation	Lead Agency	Partners	Time Frame
Location A – Ridgcrest Apartment Complex connection to NJ Transit station			
Install sidewalk and high-visibility crosswalk striping with pedestrian signage	Village	Property Owners	Medium
Location B – Franklin Ave (CR 80) at N Broad St			
Restripe crosswalk	County	Village	Short
Install curb extension at southeast corner and install ADA-compliant curb ramp at northeast corner	County	Village	Long
Location C – Midblock crossing, to cross N Broad St from train station			
Install high-visibility crosswalk striping	Village	NJ Transit	Short
Install Rectangular Rapid Flashing Beacon	Village	NJ Transit	Medium
Install curb extensions on both sides of roadway	Village	NJ Transit	Long

Downtown Area Recommendations

Recommendation	Lead Agency	Partners	Time Frame
Location D – Franklin Ave (CR 80) at Chestnut St			
Relocate crosswalks along Franklin Ave and crosswalk along northern crossing at Oak St	County	Village	Short
Install curb extension at northeast corner	County	Village	Long
Install curb extensions and reduce curb radius at southeast and southwest corners	County	Village	Long
Location E – Franklin Ave (CR 80) at Oak St			
Relocate crosswalks along Franklin Ave	County	Village	Short
Update signal equipment at all crossings to include pedestrian countdown timers	County	Village	Long
Location F - Franklin Ave (CR 80) at N Walnut St			
Relocate crosswalk across N Walnut St	Village		Short
Install pedestrian crossing signage at Franklin Ave approaches to intersection	County	Village	Short
Install curb extension at southwest corner	Village		Long
Location G - Franklin Ave (CR 80) at Cottage Pl			
Install interim curb extensions with paint and flexible bollards or planters	County	Village	Short
Convert interim treatment to raised curb extensions	County	Village	Long
Location H - N Maple Ave (CR 507) at Franklin Ave (CR 80)			
Restripe and update faded crosswalks	County	Village	Short
Add ADA-compliant curb ramps at the northeast and southeast corner of the intersection	County	Village	Short
Install pedestrian countdown timer equipment	County	Village	Medium
Add no right on red sign at southbound approach on N Maple Ave	County	Village	Medium
Location I - N Maple Ave (CR 507) at Marshall St			
Restripe faded crosswalk and install ADA-compliant curb ramps	County	Village	Medium
Location J - Midblock crossing, between Library and Kings Food Market Plaza			
Restripe faded crosswalk and install ADA-compliant curb ramps	County	Village	Medium
Install Rectangular Rapid Flashing Beacon	County	Village	Medium
Install sidewalk and crosswalks to complete sidewalk network	Village	Business Owners	Medium

General Recommendations

Recommendation	Lead Agency	Partners	Time Frame
Continue to require new development and redevelopment projects to install sidewalks and pedestrian amenities	Village	County	On-going
Continue maintenance of existing sidewalk network to keep in state of good repair	Village	Property owners	On-going
Coordinate pedestrian improvement efforts between seniors and schools (e.g., Safe Routes to School initiatives)	Village	County, NJDOT	Medium
Implement traffic calming measures throughout the village where data and public feedback indicate problems with speeding	Village	County	Medium
Implement education and enforcement programs regarding pedestrian safety and traffic laws	Village	Police, County, NJTPA, TMAs, NJDOT	Medium
Continue to install ADA-compliant curb ramps at intersections village-wide	County, Village		Medium
Continue to upgrade traffic signal equipment and access to current pedestrian standards, per MUTCD and ADA requirements, village-wide; ensure adequate pedestrian crossing times are provided in the signal timing	Village, County		Long
Improve lighting at pedestrian crossings, particularly on roadways with wide cross sections and corridors that provide access to transit	County, Village		Long
Conduct Bicycle and Pedestrian Circulation Study through NJDOT's local assistance program	Village	NJDOT	Medium
Need for bus shelters village-wide	Village	NJ Transit	Long

NEXT STEPS

For additional improvement locations throughout Ridgewood, the Village should continue to work with various jurisdictions and interested stakeholders (e.g. Bergen County, NJ TRANSIT, NJTPA, local businesses, schools, developers, etc.) to prioritize pedestrian improvement projects and leverage available resources.





APPENDIX

WORKSHOP MATERIALS





Senior Walkability Workshop

June 19, 2017

9:30AM – 12:30 PM

Ridgewood Public Library Auditorium

125 North Maple Avenue, Ridgewood, NJ 07450

9:30–9:35 I. Welcome & Introductions

9:45–10:15 II. Context (presentation)

- Understanding senior mobility
- Benefits of walking
- Barriers to walking
- What are best practices of design for enhanced senior walkability?
- Instructions for walk

BREAK

10:30–11:40 III. Taking an Observational Walk

- Walkability audit
- Field observations

BREAK

11:55–12:30 IV. Brainstorming Session for Improvements

- Discuss field observations
- Next Steps



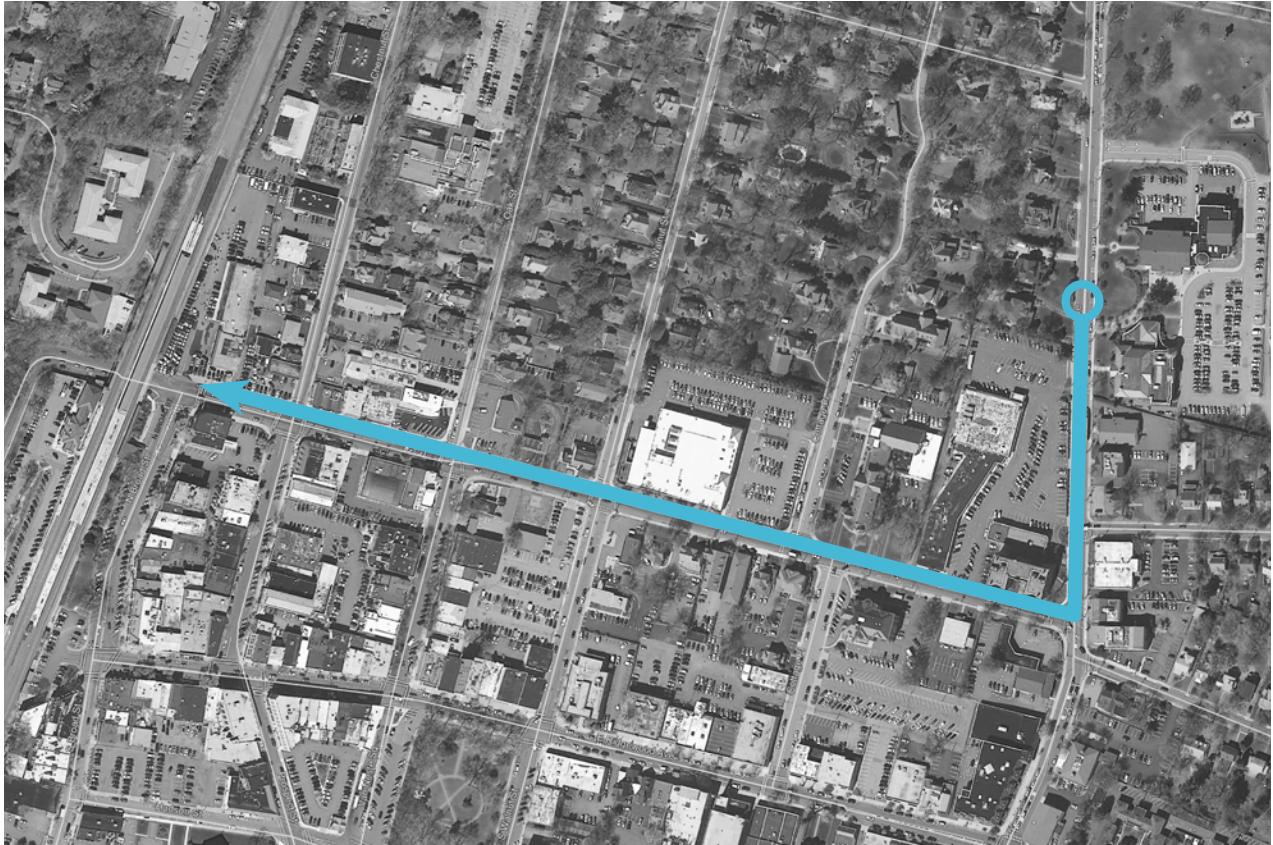
RIDGEWOOD

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Field Observation Worksheet

What are we doing? The purpose of this walk is to identify typical obstacles to senior mobility in the built environment.



Field Notes and Observations:

RIDGEWOOD

SENIOR WALKABILITY WORKSHOP



Brainstorming Session Worksheet

What are we doing?

The purpose of this session is to work together as a community to identify the areas which residents feel should be prioritized to improve senior mobility. **Please complete this worksheet and also help mark up a map.**

- ___ I am a senior
- ___ I am a public official
- ___ Other (please specify)

1

Where do you believe most seniors in Ridgewood want to go?

_____	_____	_____
_____	_____	_____

2

What senior mobility issues have you noticed in Ridgewood?

Mobility Issue	Location that issue is observed
___ Cracked, uneven, or broken sidewalks	_____
___ Missing or insufficiently marked crosswalks	_____
___ Lack of pedestrian signals or push buttons	_____
___ Insufficient pedestrian crossing times	_____
___ Obstructions on walking routes	_____
___ Missing ADA compliant ramps	_____
___ Steep grades along walking routes	_____
___ Vehicles traveling at high speeds	_____
___ Other: (please describe)	_____

3

What are your biggest challenges in walking where you want to go?

4

Any additional observations?

RIDGEWOOD

SENIOR WALKABILITY WORKSHOP



Sign-In Sheet (06.19.2017)

Name	Organization	Senior?	Email (for follow up information)
LIGIA VERA	Ridcrest		
Elizabeth Da Silva	Ridcrest		
MAILTO: MAZZIOFR			
Gabriella Bacchus	R2-Ride		gbacchus@r2r.org
Charles S. Di Marco	Village of Ridgewood		- CSA
Ken Aloisio	County of Bergen	N	kaloisio@co.bergen.nj.us
CLAUDIA BOTZ		yes.	cebotz@hotmail.com
HANS-JURGEN LEHMANN		YUP	HJLJTP@GMAIL.COM
Sue Wilrich	Ridgcrest Senior Housing	no	RidgcrestActivities@gmail.com
Michael Sedon	Village	no	msedon@ridgewoodnj.net
Briette Bogart	RIDGEWOOD	NO	BBOGART@ridgewoodnj.net
MARYANNE GRUNDY			201-652-7231
Jay Chuck		no	jchuck@Ridgewoodnj.net
Julia Stoumbos	HMTF	No	jstoumbos@pubfoundation.org
Deanna Schablik	VOR	NO	dschablik@ridgewoodnj.net

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SENIOR WALKABILITY WORKSHOP



Sign-In Sheet (06.19.2017)

Name	Organization	Senior?	Email (for follow up information)
GRACE PATTERSON			
<i>Margaret Braca</i>	<i>SHARE, Inc.</i>	<i>yes</i>	<i>130 Prospect St</i>
<i>Marianne Bennett</i>	<i>SHARE, Inc.</i>		<i>shareofficeinfo@yahoo.com</i>
<i>JOYAN MEHANDZIC</i>	<i>RIDGEWOOD ENGINEERING</i>		<i>JMEHANDZIC@RIDGEWOODSJS.NET</i>
<i>CATHERINE GAEVE</i>		<i>YES</i>	<i>CATHYGAEVE@YAHOO.COM</i>

