



EAST-SIDE CLAYTON AVENUE QUESTIONNAIRE RESULTS

Results of the public Survey/Questionnaire conducted during June and the first week of July 2017 in Bay Head, New Jersey regarding the use of the abandoned railroad right-of-way along the east side of Clayton Avenue.

JULY 2017

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07/29/2017

FORWARD: LETTER FROM MAYOR CURTIS



BOROUGH OF BAY HEAD

MAYOR WILLIAM W. CURTIS

July 29, 2017

Thank you for participating in the recent survey conducted to find out what you felt should be done, if anything, with regard to the state's Right of Way (ROW) on the east side of Clayton Avenue. The accompanying report shows the results of that survey.

I also want to share with you that the Agreement the State wanted us to sign is correct, in fact better than what we had asked for. I have signed it and returned it to the state for signatures from the Treasury Department and the Department of Transportation. In short, the Agreement says we can use the east-side Clayton Avenue ROW until the State wants to put a new rail line in in that space. Not a likely scenario.

Again, I want to thank you for your interest and your input. Rest assured we will have another public meeting on this before any final decisions are made on this property.

If you have any further comments or questions, please feel free to call the office and we will attempt to answer them.

Sincerely,

A handwritten signature in black ink that reads "Bill Curtis". The signature is written in a cursive style.

William W. Curtis
Mayor

1. SUMMARY OF RESULTS

BACKGROUND

The Questionnaire regarding the east-side of Clayton Avenue was first distributed at the *Bay Head Public Meeting* held at the Bay Head Municipal Building on June 1, 2017. Additional copies of the Questionnaire were available throughout June 2017 at the Municipal Building as well as by download or via online submission at the Borough of Bay Head Web Site -www.bayheadnj.org.

The Questionnaire was open to all Bay Head residents and all residents were encouraged to take the survey. The survey was closed for further submission on July 10th. A copy of the original Questionnaire is provided in Appendix A. A copy of this report will also be available in early August on the Borough of Bay Head website.

In total, 68 responses including two letters were received.

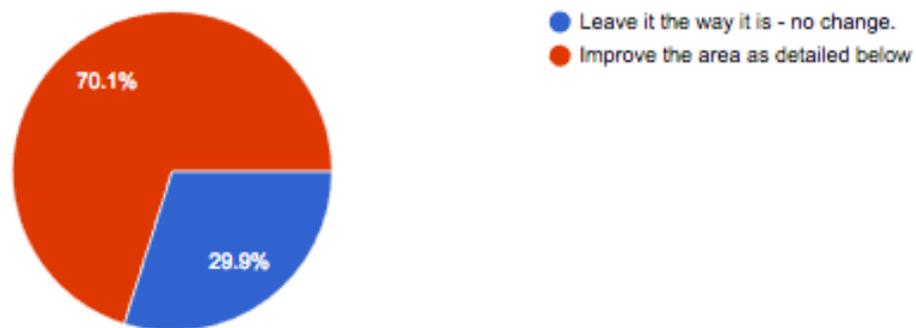
SURVEY RESULTS

The first question on the survey asked how the right-of-way should be used - whether the area should be left the way it is, or if improvements should be made to the area.

Approximately 70% of the respondents thought the area should be improved and 30% thought the property should be left the way it is.

How do you think the 66-foot wide right-of-way on the east side of Clayton Ave from Johnson St to the Mantoloking border should be used?

67 responses



2. SPECIFIC IMPROVEMENTS IN THE RIGHT-OF-WAY

Regarding possible improvements in the right-of-way area, the survey asked which of the following specific enhancement should be made to the area, with the option of selecting as many of the specific choices (or none) as applicable as well as adding “other” options.

- Walking path or sidewalk (for walkers only)
- Multi-use path (for walking and biking)
- Keep existing shade trees
- Incorporate native plants and shrubs
- Butterfly garden
- Playground equipment
- Park bench(s)
- Lighting
- Security camera
- Appropriate safety signage
- Handicap accessible
- High visibility cross walks
- Other

2.1.SURVEY RESULTS

According to the survey, the top-three choices for improvement to the area were:

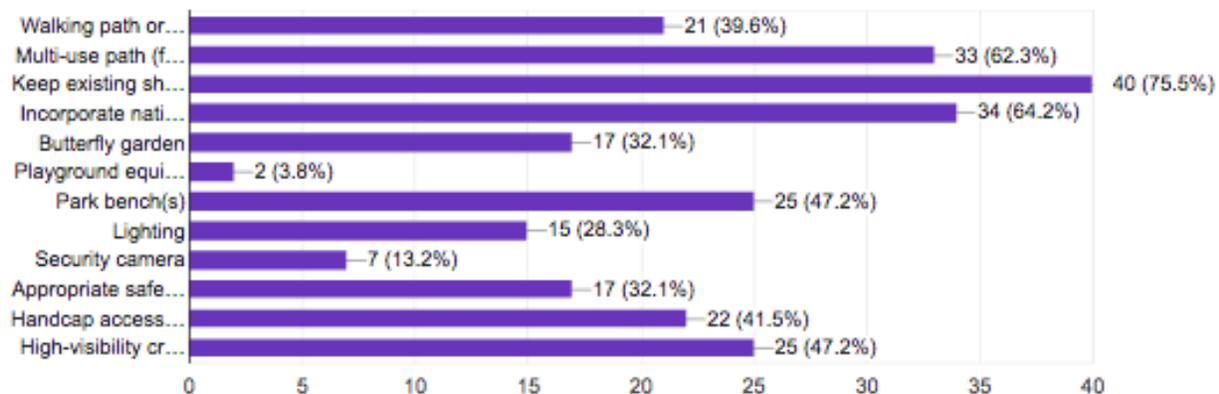
1. Keep the existing shade trees, chosen by 75%.
2. Incorporate native plants, favored by approx. 64%.
3. Provide multi-use path for walking and biking, selected by 62% of the responses.

The least popular improvement was to incorporate playground equipment in the ROW which was selected on less than 4% of the responses.

All of the choices are summarized on the bar-chart below.

If you answered "improve the area" to the right-of-way question above, please indicate the improvements you think should be made to the area (assuming external funding can be obtained). Please check all that are applicable.

53 responses



2.2. COMMENTS AND SUGGESTIONS

The following additional “other” comments were provided.

We enjoy the meandering style of parks sidewalk. Perhaps it could weave around various gardens. Use entire stretch to Manto.

Am concerned about maintenance. Am concerned about a bike path could be more dangerous with people trying to use it coming south from Lake Avenue.

Who will maintain garden etc.? Currently the shade trees and other plantings are not maintained.

Trees providing street shade and canopy should be used as well as other plantings.

All of the proposed improvements in your survey other than crosswalks, signage and a sidewalk, are inconsistent with the principal rationale - safety - of the improvements and instead suggest the development of a park. This park-like area is likely to attract and be used more by out-of-towners than residents, both increasing traffic and creating an incentive to loiter in the area during the days and the evenings, particularly on weekends. Improving the area with things like benches - will there also be trash cans and bathrooms - will only increase this risk and place additional maintenance and security requirements on the Town. Security cameras and lighting will not solve these issues and together with the removal the existing large trees on that side of the street will be a further intrusion on the residents. The project is likely to reduce the property values of the surrounding homes.

One side for walkers, the other side for bicycles.

Playground should be: use at your own risk; children must be supervised at all times.

If playground is included, a safe stopping (not an all-day parking) spot for ice-cream truck (no-music rule).

Some bike stands.

Some trash and recycling bins.

A fitness trail (various stations: sit-ups, pull-ups, jumping jacks, stretching, etc.).

Water fountain(s): friendly for refilling water bottles; lower portion for dogs.

Using primarily native plants throughout will automatically attract butterflies and other beneficials without adding extra costs or maintenance/up-keep requirements. Not having a specific butterfly garden would also eliminate a concentrated area of bugs, insects, and predators, which may become a nuisance.

Berms to add screening from residences could also be a nice landscape feature and create a more park like feel

I love the idea of a walking area. Many people have walked their dogs here and now we are forced onto the street in many areas as adjacent homeowners continue to encroach old railroad easement.

In particular, the following areas are a problem:

- 1) Southeast corner of Bristol Place -this homeowner planted large unsightly shrubs and cut the easement property in half,
- 2) southeast corner of Egbert Street - the homeowner planted bamboo and several shrubs - this hindered the turning sight line and took away a large portion of the open space,
- 3) southeast corner of Goetze Street - the homeowner put up a fence and claimed a huge portion of the state property as his own,
- 4) Sacred Heart Church - there is now a gazebo located on a busy corner (Goetze and Clayton) and the church continues to take the state property as their parking lot - it is not their property. The church does not get a special exemption simply because they are a house of worship,
- 5) the house directly south of the church on the east side of Clayton - this homeowner has put up a fence and claimed a large part of the state property as his own parking lot.

I believe photos should be taken of all properties on east side Clayton Avenue from Johnson to the Mantoloking border so that the decision makers can truly view the opportunistic taking that landowners have been doing over the years.

The decision makers will then see that the overall effect is that pedestrians are being forced into the street on to an already dangerous and heavily traveled Clayton Avenue.

This unlawful taking by private property owners has deprived the public (pedestrians, bikers, and drivers alike) of safely traveling this road.

In addition, the property owners adjacent to the railroad easement property have no property claim and LACK legal standing to object to anything that the town decides to do with this property.

These homeowners do NOT have an ownership interest in the property and they do NOT pay taxes on the property. Therefore, their interests should not be considered.

Install the multi-use path as close to the street (Clayton Ave) as possible to minimize the disruption to the area except where necessary to install the path. Keep all driveways as they are now with the new path running through them as elsewhere in town.

No so sure a multi-use will work.

Just a pedestrian walkway - either straight or winding through the area.

A walkway would greatly improve safety for pedestrians since there is no sidewalks in this section.

Minimal lighting only.

I would not have the cross walk at the end of Clayton. I would around the corner on Johnson and bring it up to Lake and have a 3 way stop at Lake and Johnson and have the cross walk there which would be much safer and less confusing as well as more visible than trying to have the cross walk and stops at the corner of Johnson and Clayton. If you have it at Johnson and Clayton you still have bikers and walkers having to cross Lake if going east to the beach at a intersection that has people going almost every direction.

Clear out the properties who have taken over this space.

Clayton Ave is currently dangerous for walkers, joggers, & bicycles. Have been serious incidents.

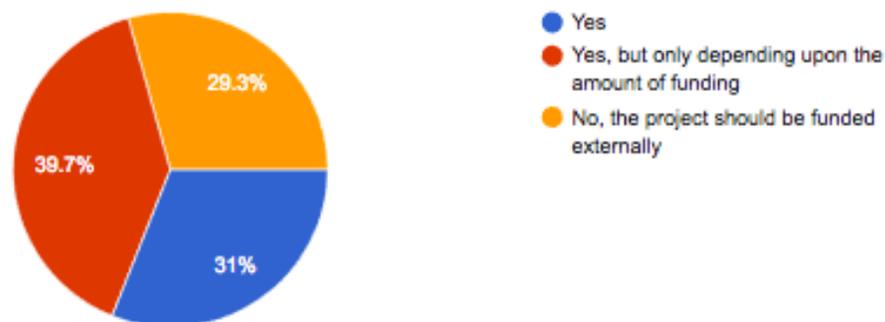
3. EXTERNAL FUNDING

The survey asked if the Borough should proceed with the project even if external funding were not available.

The results were relatively evenly split on this issue with 31% of the responders saying the project should proceed even if no external funding were provided; 39% saying the project should proceed only if at least partially external funding were available; and 29% saying they would not be in favor of the project unless it were completely funded by external funds.

If no or only partial external funding can be raised, would you still be in favor of the project?

58 responses



4. REASONS FOR NOT IMPROVING THE AREA

If respondents indicated they were not in favor of improving the right-of-way area (see Section 1), they were asked to explain the reason(s). Here are the responses.

The principal rationales provided by at the June town meeting for considering improvements to the East side of Clayton Ave are: 1) safety, in particular for children commuting to the Bay Head School and into town, and 2) concern that the State of NJ may seize the land.

The percentage of Bay Head School pupils residing on Clayton Avenue is likely small, but if the Town wishes to provide those data in support of the school commute concern, that would help to provide more clarification as to how significant of a safety issue this is. Further, there is little evidence that converting the east side of Clayton Ave to a park-like area with a winding bike path would improve pedestrian or biker safety.

- Access to the area in question would require pedestrians and bikers to cross either or both of Johnson St. and Clayton Avenue to access the 1/3rd mile area, creating increased opportunity for traffic-related accidents and incidents.
- Landscaping and a winding path are likely to make pedestrians and bikers less visible to drivers as they enter the areas where they must enter traffic to leave the area
- Improving the area - particularly with some of the suggested items like benches, playground equipment, etc., it is likely to increase traffic in the area, especially from out-of-town visitors who are less familiar with the traffic patterns and rules of the town, further decreasing safety of pedestrians and bikers

Pedestrian and bikers are not required by law not to use the street and are likely to continue to do so even if the area is improved

With regard to seizure by the State, there is no evidence that such an event is more likely now than it has been since the railway was abandoned. If the risk has really increased, the town should explain why they believe that to be the case and provide a plan depicting the minimum amount of town-related improvements required to deed the land back to the town for resale to the residents along the East side of Clayton Ave.

Not needed, people and kids will still walk & bike in road - too costly!

Natural beautiful yards.

✓**NOTE:** The comments immediately below are from a letter and were not submitted on a Questionnaire.

To sum up:

1. A meandering path would do no good, would take up parking spots for people further south and would have to stop due to a small expanse of wetlands.

2. A meandering path would necessitate the destruction of old growth native plantings along the way, destroy bird and bee sanctuaries and make for more noise and pollution in this area.
3. Cyclists need to realize that since we don't have many regulations on zoning for parking, the creation of more one-way streets, and the adherence to the speed limit, they have to bike with the utmost caution and realize that their vehicle is outweighed and out powered by a lot.
4. There is very little green space here in BH. Leave this area alone. I strongly doubt that NJTransit is going to suddenly put the railroad back or turn this area into a parking lot. The lots are also not sized for the construction of new homes.
5. As for the sidewalk creation on the west side of Clayton, the same issues of property destruction and destruction of some beautifully planted areas does not create any more safety unless the intersection of Johnson and Lake is addressed and there is additional education given to all regarding the seriousness of bike and walking safety in this small town.
6. Oh, two last safety issues to discuss: Parents should ride BEHIND their young children not in front of them. They should be discussing the route with their children prior to them getting on their bicycles. In addition to the danger, the young children should be learning from their parents, not continuously trying to keep up with them.
7. Second issue: People cycling while holding on to their dogs' leashes. The ASPCA cites this a cruelty to the animal, literally being forced to keep up and not being able to walk as a dog naturally walks; stopping to sniff and enjoy and mark their surroundings at their own pace. They are also causing another potentially dangerous situation if they get off their leashes or if the cyclist is not paying attention to oncoming traffic.

I am pleased that you will be sending me email to update me on these issues and hope to meet with all of you again in the near future.

I think a sidewalk would be beneficial in that area for walkers only.

A path to no-where will not be used by bikers, skateboarders, etc. - maybe a few walkers.

Virtually nothing to gain. Can't make a "silk purse" out of a 'sow's ear." A true bike path can't be achieved with the cross streets & driveways that would intersect, etc.

Not needed, people and kids will still walk & bike in road - too costly!

Counter Argument to Clayton Avenue Bike Path Proposal (attached to Questionnaire)

I. SAFETY

- The main safety issue is the Clayton-to-Lake transition at Johnson. It is unclear that the Path would remedy this.
- Residents whose current ingresses/egresses are lost to the Path will now park on the street during the day - aggravating the situation on the street.
- If redesign to keep ingresses, then safety factor of bike-path is negated.
- If/when the West Sidewalk is completed, observe the new pedestrian/bike patterns for 1-2 years and then re-assess need for additional bike path.
- Maybe add a painted bike lane on the west side and move vehicle parking to the east. Then wait and assess.
- Speed humps on Clayton are alternate option to slow vehicle traffic.

2. PRIORITY

Local and State Time & Resources should be aimed at more important/useful/desired projects than a 1/3-mile bike lane on the edge of town that will mainly benefit Mantoloking summer residents. Town priorities should be:

- **HISTORIC PRESERVATION & RESTORATION** Bay Head's most unique and valuable asset, being diminished annually with every razed or newly-altered pre-war landmark structure. Town policy should be to fiercely guard its surviving historic architectural legacy.
- **FIX ZONING SETBACKS:** Bay Head, second most valuable asset among Shore Towns Is its greenspace. That house footprints can take 90%, of a plot is damaging that green character.
- Making centrally-located **HOWE FIELD** useable & desirable. by adding shade trees, benches. water fountains and a meandering/bike path around the perimeter.
- **SHADE TREE PLANTING.** Streets are not comfortably walkable on sunny summer days due to lack or shade.
- **BEACH REPLENISHMENT**

3. USAGE

Those intimately familiar with Clayton Ave know it's pedestrian and vehicular traffic patterns. For a vast majority of the hours for the year. there is only light usage or Clayton Ave by pedestrians and cyclists. Central Park, this is not.

Take the beautiful and centrally-located Centennial Park: it is common to find this park empty on the most beautiful of days. Over decades, I have almost never seen people use the nice park by the Recycling center. Howe Field is almost always empty.

The point: Bay Head is fortunate to already have a surplus of public parks that are located near the majority of residents. and they are all very lightly-utilized. In a beach town, people often go to the beach. A walking path/park on the southern edge of town, where the fewest year-round residents are located, would surely be the least utilized of all. Why would Bay Headers suddenly go use a distant (for most) walking/bike path when they don't use the current central parks very often?

- A handful of Mantoloking summer residents would benefit the most - biking to the BHYC.
- People from other towns might be enticed to come in, park on the street and use the path.

We pay for their benefit

4. FUNDING/TAXES

In the likelihood that only a matching grant (if any) is obtained, then a significant cost (tax) will be borne by the residents, most of whom will rarely, if ever, use the path.

- As of now, the town only has to pay to mow a small section of the Railway near Johnson. Elsewhere, these costs are born by adjacent property owners. A path would shift perpetual landscape and maintenance costs to the town taxpayer.
- Cost of potential lawsuits

5. ENVIRONMENT

- Bay Head's priority needs to be establishing greater shade tree cover, not removing existing large trees for new paths/sidewalks. Shade trees take a very long time to grow on barrier islands and mature broadleafs are increasingly rare.
- Even if some are spared, it would seem that numerous large, decades-old trees - some of the largest and oldest in town, will be targeted and eliminated for this project.
- Westside sidewalk project should prioritize (go around) any older, large shade trees.
- Wetlands in the area.
- Asphalt laid down where there is currently grass,

Why are we spending money? I think they should sell to the homeowners and collect tax.

We agree with Pediatrician who spoke at the town meeting. Any increase in safety off the road would be offset by plants that obstruct the view.

I think a sidewalk would be beneficial in that area for walkers only

It is a waste of money. The monies could be used to focus on the Center of the Town to make it a safer pedestrian, bike-riding area for all people. The Center of Town is a serious safety issue, bike riders with no helmets, cars not stopping, but rolling through the red light onto Lake Avenue and then speeding up. It is tragedy waiting to happen. There are feral cats on East Avenue, Rt. 35, and Lake Avenue. Why not try to rectify this situation? We already have a park that a butterfly garden could be placed. And since our beautiful town is on its way back from Hurricane Sandy to becoming the "premier" beach town in all of New Jersey, why do you want to divide people?

After a great deal of thought, it seems to me that safety will not be improved, which has been the driving force when introduced. If any improvement is made, perhaps a sidewalk without imposing on driveways, if possible. Absolutely no benches or "park" accoutrements should be installed.

Seems like an odd spot to fix up to attract people/kids. I go by that area often & it's a small space to cultivate for activity. There are plenty of parks, open spaces & bigger roads for bike riding & walking in the town or surrounding towns.

Looks nice the way it is. A shared bike path that crosses multiple streets seems dangerous. Lights and security camera would change the whole feel of Bay Head! Sees a waste of time and resources.

Too congested already. More activity will make accidents more likely. Johnson Street a problem. Existing wetlands will be affected.

5. OTHER SUGGESTIONS AND COMMENTS

The survey also provided an area for any other comments or suggestions. Here are the responses.

I think it would be a wonderful addition to the town. It would help balance the use area by offering an alternative to beach walking or Twilight Lake. Maybe develop a walk along the Lake too!

Why does the church have a right to pave in the area when other home owners on the east side do not?

Happy to volunteer on the project or others.

Nothing needs to be changed. Fine the way it is.

I am requesting that all non-handicap parking on Clayton be prohibited immediately due to safety concerns. (Request received by letter to Mayor Curtis with cc to Chief Hoffman).

I think the town will regret not acting on this offer. A future Governor may see this property as a way to introduce Mount Laurel condos to Bay Head or use for storage of salt and road equipment.

I am not in favor of the Clayton Ave east side project. That side of the street should absolutely remain as is. There is no need for a walking path or multi-use path there and it would be a waste of money and effort - and there certainly is not a need for playground equipment, park benches, security cameras or anything else listed. Why on earth would that land be developed in that way? Who would use it? Why would we seek to draw people to that end and side of town when we have a massive beach and other public spaces throughout town? I would rather see the town improve the existing play spaces and park benches and place security cameras where there is real traffic (both pedestrian and vehicular) such as on Bridge Ave or Main Ave. I would rather see the town address the safety of our children by enforcing the speed limits and traffic laws throughout town (and especially on the side streets) and installing delayed green lights at intersections. I would even support installing speed bumps or chicanes -- but developing the east side of Clayton for a path with playground equipment, etc.? That is a ridiculous and wasteful idea.

Safety in that area is most important. especially for bikers. Why not make it pretty, too? Environmental/education grants should be available if we look hard enough.

The meandering path/trail in the ESCROW between Bristol Pl and Johnson St is a bad idea. Please keep any path/trail near the Street (Clayton Ave.) The rendering shows the path/trail coming right next to my house. This will negatively impact my family's quality of life and property value.

Will the ESCROW be clear cut before installation? If "yes", path/trail consideration must be given to existing trees & plantings.

Will utility companies be allowed to stage operation for NJ state funded projects on the ESCROW near Bristol Pl as they have done numerous times in the past, pre and post Sandy?

Safety is a big concern. This project will possibly improve safety along Clayton Ave but the rest to the town should be considered in the congested center of town and near the school. Try to get a grant for a town-wide improvement project.

No taxpayer money need to be used for a project that will only be used the most 4 months!

Need to develop safe riding of bikes on west side - addressing Johnson St issues. Bikers must learn to obey "stops" & "lights." Can we use bike patrol to stop/correct/fine kids and adults ride as if they own the roads and sidewalks?

If multi-use path, "safety chutes" making bikers & walkers come to a "stop" should be installed at street crossings - used in Europe.

Perhaps a "soft" surface (environmental friendly) path could be installed, winding thru a naturalized area.

Suitable dog walker facilities must be provided.

I think the improvement around Twilight Lake, Scow Ditch, and existing park are equal/or higher priority, but keeping R.R. ROW under local control is essential.

Extending church parking lot with paving shouldn't happen, stone is satisfactory for the few times a week the area is used!"

If pedestrian and biker safety really is the predominant concern, the Town should consider the following alternatives:

- Create a bike-path in the street on the west side of Clayton Ave that is the width of the existing parking spaces. This could be demarcated by a low, raised cement curb-like structure. This could be accessed by pedestrians and bikers without the need to cross Clayton Ave at Johnson St. or at the entrance to Mantoloking and would keep them visible to drivers at all times. This could be accomplished by either expanding Clayton Ave on the east side by the requisite amount or by eliminating all parking on Clayton Ave.
- Add speed bumps along the length of Clayton Avenue from Johnson St to Mantoloking with the equivalent of mid-block spacing. One of the biggest dangers is the speed at which drivers, especially "non-residents," drive down Clayton to avoid Main Ave. The stop signs have helped somewhat, but speed bumps would also be beneficial.

If seizure of the land by the State really is a concern, the Town should determine what is required to gain access to the land for the ultimate purpose of sale to the residents on the east side of Clayton Ave.

There was mention at the Town meeting of a \$190,000 grant the Town has earned from the State for its efforts to promote wellness. While this indeed is a commendable accomplishment, the grant amount is insufficient to improve, maintain and secure the property as proposed. Additionally, the cost to the residents of improving their properties to compensate for the changes the town has proposed is likely to equal or exceeds that amount. If the Town likely could raise in excess of \$190,000 for general improvements through a combination of donations and sale proceeds of the area under discussion back to the residents.

We very much appreciate the Town's transparency regarding this matter, though it was somewhat disappointing to learn about the time spent developing an improvement plan that was subsequently shared with the State, prior to there being any opportunity for public comment. We look forward to continuing the effort to find and implement the best use for the land in question for the residents of Bay Head and of Clayton Ave and surrounding streets.

Have the state sell property to homeowners. More taxes for town!

No taxpayers' dollars!

As far as upkeep and funding: may be residents can "adopt" a portion of the trail to pick up trash (like the adopt-a-highway).

Think having the Borough determine the use of the property is much smarter than leaving it in the hands of the state.

No driveways across the ROW

Great idea. Willing to help out.

Town should take ownership of land and develop as park/recreational area.

It is important for the decision makers and the public to see how the adjacent homeowners have grabbed the DOT property without any rightful claim to do so. The adjacent homeowners have erected fences, planted shrubs, and even put in their own parking lots - they continue to diminish this public thoroughfare. The effect is that the street has become an incredible hazard for all.

It is interesting to note that the homeowners who have property adjacent to the proposed project have been the most vocal against the project.

They have a true vested interest in the outcome of the decision and of course are only interested in improving the value of their property.

That is why many of these homeowners have made a "land grab" and taken over this property in question as their own - they have put up fences, parking spaces and parking lots, and planted a landscaping buffer all on property that is not their own. How did the town even allow fences to be put up on this property? Was a permit issued to allowed fences on DOT property? To get a fence in Bay Head, one needs a permit. It would be interesting to investigate whether the permits were issued.

Overall, when the town council hears the objections of homeowners' who have properties adjacent to the subject property, their views should be considered in light of their vested interest. Of course, they have objections, because they have taken over these areas.

They keep improving their own properties all at the expense of Bay Head taxpayers and the overall public.

Those areas have always been used by pedestrians and they have been taken away or significantly shrunk.

The traffic on Clayton Avenue continues to increase and for public safety there needs to be more areas for grandparents, parents and children to enjoy the outdoor environment safely.

The most critical area of concern is at the intersection of Clayton Ave and Johnson Street. Before anything else is done, this area needs to be addressed and made safe(er). This is the worst part of the entire area.

Not in favor of the project. If the town continues to pursue project and receives funding, it should not make well-landscaped areas any less attractive.

Sidewalks should be on all streets - sidewalk safety is important all over town, not just Clayton Ave.

I would be in favor of funding a sidewalk or walking path but nothing more.

The area could be put to better use for the community. It's important that the scale and size of the walkway if completed is kept to a minimum while still accommodating the most folk. Not too wide and definitely somewhat hidden from view with plantings between Clayton and the path... but open at intersections/ crosswalks and the couple driveways that traverse the path and should be grandfathered.

Please choose the least ostentatious route.

East Ave is arguably more dangerous with the newly painted lines and the cheap crosswalk signs that have been peppered all over town look terrible. Tone down the all signage and clean the mess.

As stated above, move the cross walk to Lake and Johnson. For multiple reasons

Let the homeowners buy the rights from the town! This will bring in more tax revenues.

It should enhance town and the neighborhood.

Sell back to owners at fair market.

Long term concern: cost to maintain once ROW is acquired by Borough?

This area is impacted by the dangerous corner/triangle of Clayton and Lake Avenue. I believe this is a priority, in terms of safety.

In my opinion, a path for walking and biking would be an asset to the community. However, I feel that it should be attractive yet look as natural as possible rather than like an amusement park with lights, heavy signage and playground equipment. The playground behind the Borough Hall is ideal especially now that restrooms and a water fountain have been added.

The use/placement of signs has become excessive and un-needed in other parts of town & I'm afraid the same thing will happen here.

Really seems like there are much better uses for town/state/federal funding This is a path to nowhere. I doubt many Bay Head residents will utilize it.

Church parking lot should remain impervious. Why would Environmental Commission agree to blacktop?

APPENDICES – A. QUESTIONNAIRE

CLAYTON AVENUE - EAST SIDE QUESTIONNAIRE

6/5/17

CONTACT INFORMATION (OPTIONAL)

NAME: _____

ADDRESS: _____

EMAIL: _____

Do you want to receive emails regarding followup to this meeting?

- Yes
- No

Please answer the questions below regarding the proposed multi-use path on the east side of Clayton Avenue.

EAST SIDE CLAYTON RIGHT-OF-WAY

A. How do you think the 66-foot wide right-of-way on the east side of Clayton Ave from Johnson St to the Mantoloking border should be used?

- Leave it the way it is - no changes. Please explain reason for "no change" below:

- Improve the area as detailed in Question B below.

B. Please indicate any improvements you think should be made to the right-of-way area (assuming external funding can be obtained):

Please check all that are applicable.

- | | |
|--|--|
| <input type="checkbox"/> Walking path or sidewalk (for walkers only) | <input type="checkbox"/> Playground equipment |
| <input type="checkbox"/> Multi-use path (for walking and biking) | <input type="checkbox"/> Park bench(s) |
| <input type="checkbox"/> Keep existing shade trees | <input type="checkbox"/> Lighting |
| <input type="checkbox"/> Incorporate native plants and shrubs | <input type="checkbox"/> Security camera |
| <input type="checkbox"/> Butterfly garden | <input type="checkbox"/> Appropriate safety signage |
| <input type="checkbox"/> Other: | <input type="checkbox"/> Handycap accessible |
| | <input type="checkbox"/> High visibility cross walks |

C. If no or only partial external funding can be raised, would you still be in favor of the project?

- Yes
- Yes, but only depending upon the amount of funding
- No - project must be financed externally

D. Please add any other suggestions, questions, or concerns regarding the Clayton Ave east side project.

Thank you for participating in this survey. Please drop-off (or mail) your completed questionnaire to "Borough of Bay Head, Borough Hall - 2nd Floor, 83 Bridge Avenue, BayHead, NJ 08742. "