

North Jersey Trail Network Initiative

- **The vision for connecting people, places, and trail systems in North Jersey**

Tiffany R. Robinson, New Jersey Bike & Walk Coalition



Today's Purpose

- Share Progress Since Last RTAC briefing in October 2024 and NJTN Launch in February 2025
- Present Emerging Network and Opportunity Corridors
- Highlight county/municipal opportunities for collaboration
- Next steps



Project Partnership



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Local Mobility, Regional Impact

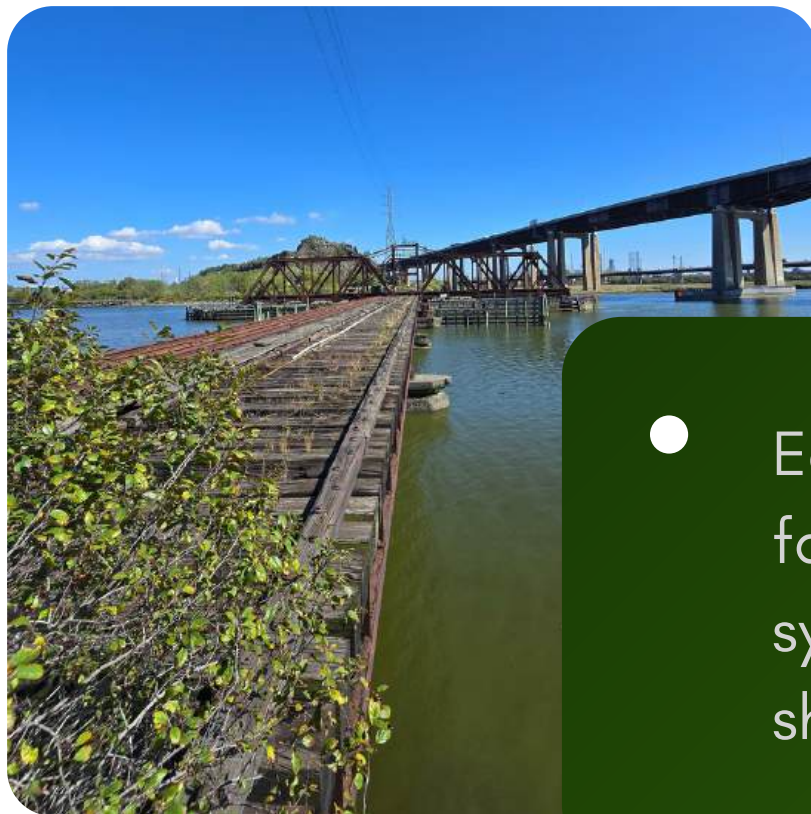


Building the Network

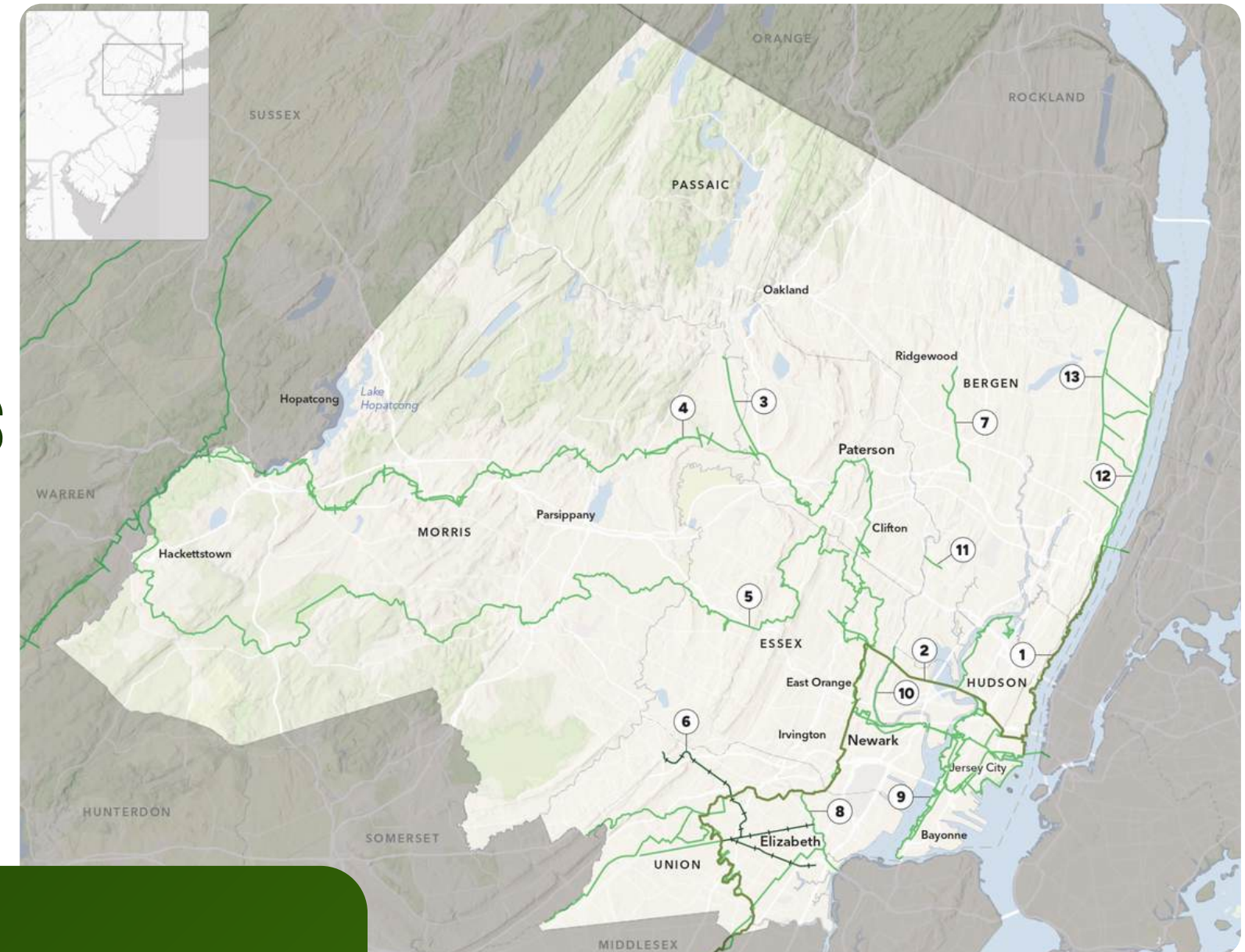
Link the network.

Fill the gaps.

Create safe opportunities for active mobility.



- Each new link brings cleaner air, safer streets, and fairer access to green space – turning a fragmented system into a connected, climate-ready network shaped by how people really move.



What We've Heard So Far

If everything goes right, fifteen years from now, how do you envision this trail network serving the North Jersey region?

Themes

-  **Connections**
-  **Equitable & Accessible Mobility**
-  **Active Mobility & Mode Shift**
-  **Environment & Resilience**
-  **Community & Lifestyle**



A word cloud of responses to the survey question. The most prominent words are 'Green corridors', 'Community', 'Web of trails', 'Safe', 'Connections', 'Economic driver', 'Safe biking', 'Fresher air', 'Source of pride', 'Connected communities', 'Links to existing transit', 'Active transportation is the norm', 'Completely accessible', 'Alternative to driving', 'Unique Economic Options', 'Not in my car', 'Web of trails', 'Safe family', 'Fun helpful', 'Safe recreation', 'Coordinate travel', 'Athletic TOD activity', 'Elevating Fitness', 'Target Zero', 'JC-Newark connectivity', 'Safe micromobility', 'Useful', 'Connections', 'Connections', 'Safe', 'Family', 'Unique Economic Options', 'Green corridors', 'Active transportation is the norm', 'Completely accessible'.



Working Groups

Creating and Promoting the Vision for the Network

- Building a Coalition
- Co-creating a shared vision
- Identifying key partners and stakeholders
- Generating community feedback, excitement and support and partnerships

Defining the Network Map

- Identifying existing corridors
- Identifying new corridors/connections/gaps
- Identifying criteria for network inclusion and priority corridors
- Identifying opportunity corridors for selection by NJTPA for its UPWP corridor studies

Implementing the Network

- Identifying supporting needs e.g. policy changes
- Identifying design elements
- Identify funding sources
- Identify key partners and stakeholders

Vision Statement

The North Jersey Trail Network envisions a region where people have safe, accessible, and affordable ways to walk, bike, roll, enjoy the outdoors, and reach the places they need to go. It creates connected, welcoming spaces that support a healthier, stronger, more vibrant and resilient North Jersey. It serves Morris, Passaic, Essex, Bergen, Hudson, and Union counties.

- ⊕ Add
- 📁 Layers
- 📄 Tables
- 🗺️ Basemap
- ☰ Legend**
- 🔖 Bookmarks
- 📊 Charts
- 📁 Save and open
- ⚙️ Map properties
- 🔗 Share map
- 🔌 Embed map
- 📱 Create app
- 🖨️ Print
- 📘 Information
- ⏪ Collapse

Legend ×

NJTNI Development Comments (points)

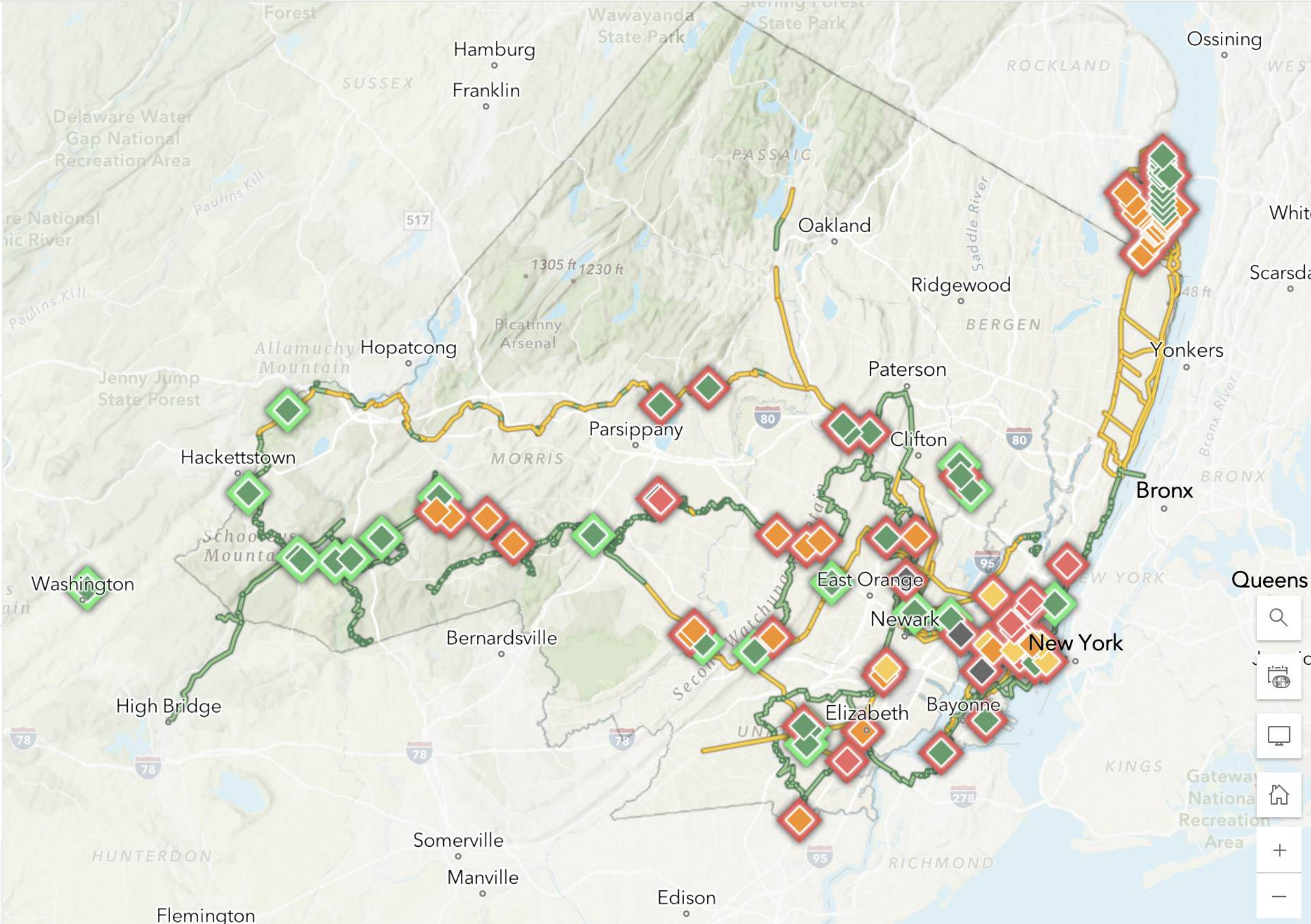
- ◆ Inclusion
- ◆ Exclusion
- ◆ Geometry Update
- ◆ Attribute Update
- ◆ Other

NJTNI Development Comments (points) - Submission Status

- ◆ Approved and resolved
- ◆ Other

NJTNI Trail Network (in development)

- Segment Status
- Existing
 - Proposed



Trail Network Inclusion Criteria

Network Inclusion Criteria = baseline standards. Every proposed segment should meet these criteria.

Off-road/On-road	<p>Off-street, On-street, separated from vehicular traffic.</p> <ul style="list-style-type: none"> ◦ Shared-use paths with separated facilities for walking and cycling is preferred. ◦ Key on-street or neighborhood connections that are Level of Traffic Stress 1 and connect between existing trails may be included. ◦ Sidewalk not preferred except necessary for connections (must have physical buffer for safety).
Width	<p>10-12 feet minimum, with an 8-foot allowance for older trails.</p> <ul style="list-style-type: none"> ◦ Can be narrower in short segments to accommodate design constraints but prefer shared-use paths.
Design Standards	<p>“New” trails designed according to best practices.</p> <ul style="list-style-type: none"> ◦ (AASHTO and/or NACTO standards)
Types of Use	Designed for non-motorized use.
User Groups	Cyclists and pedestrians of all ages and abilities, with an additional focus on spanning transit deserts and EJ communities
Surface	<p>Prefer paved trails.</p> <ul style="list-style-type: none"> ◦ Firm crushed stone (where paving is not feasible or appropriate), for example in rural areas or on an interim basis. ◦ Prioritizing ADA accessibility for all surface types. ◦ Boardwalks and bridges are acceptable
Relation to the Network	Each trail should connect to the overall network in at least one point (or will connect to the network with the completion of future trail segments)
Connectivity & Access	Well-suited for serving both transportation and recreation uses.
Feasibility	<p>Right of way identified and trail capable of being built within 25 years.</p> <ul style="list-style-type: none"> ◦ Preferred right of way or easements to be identified or acquired. ◦ Planned trails preferred to be in an associated local plan or study. ◦ Planned trails should have potential to complete a feasibility study within 5 years.
Exceptions	Trails that are considered essential spines of their respective jurisdiction’s multi-use trails network may be included, on a case-by-case basis, if they do not meet all of the criteria.

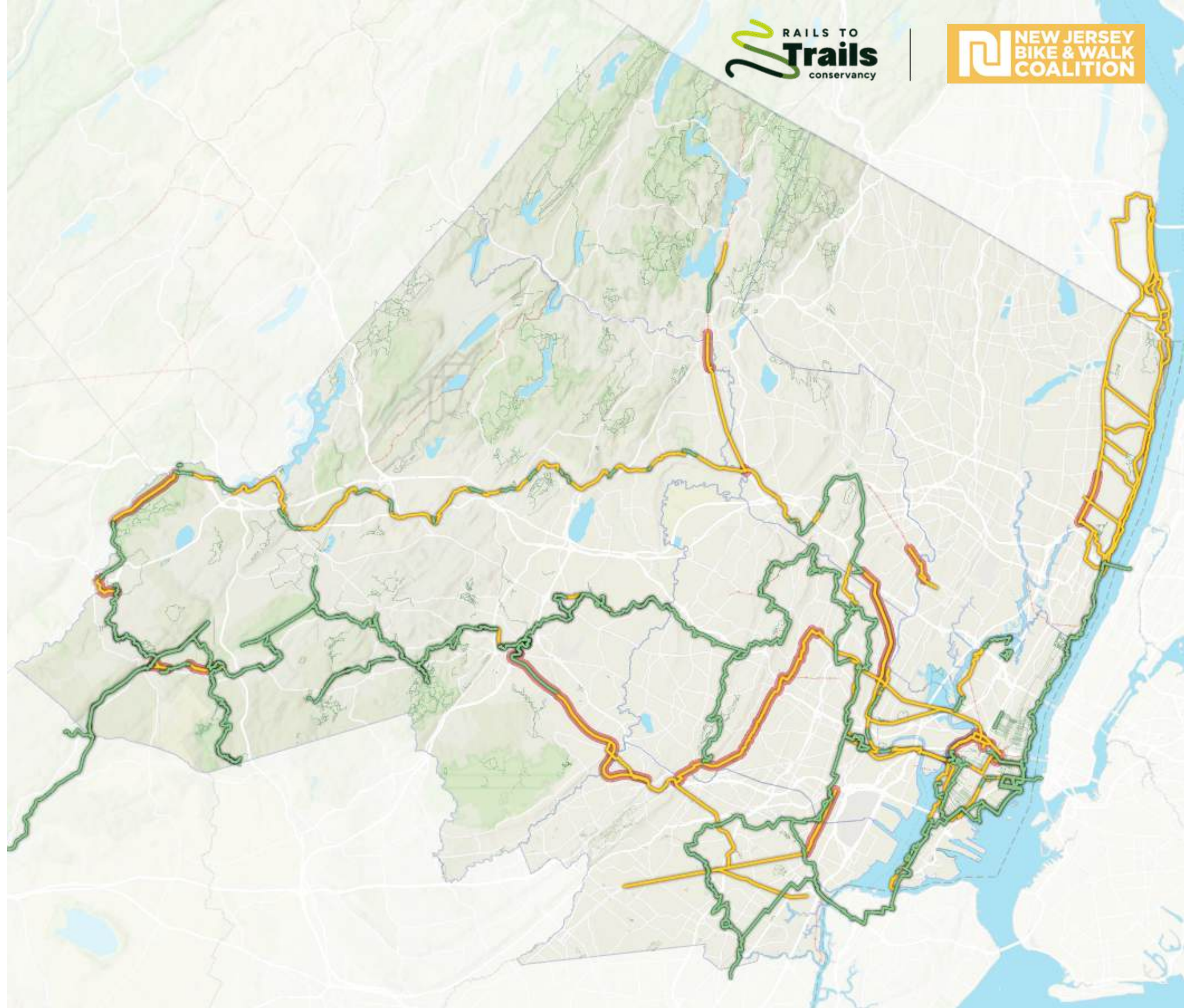
North Jersey Trail Network Initiative



NJTNI Trail Network

Segment Status

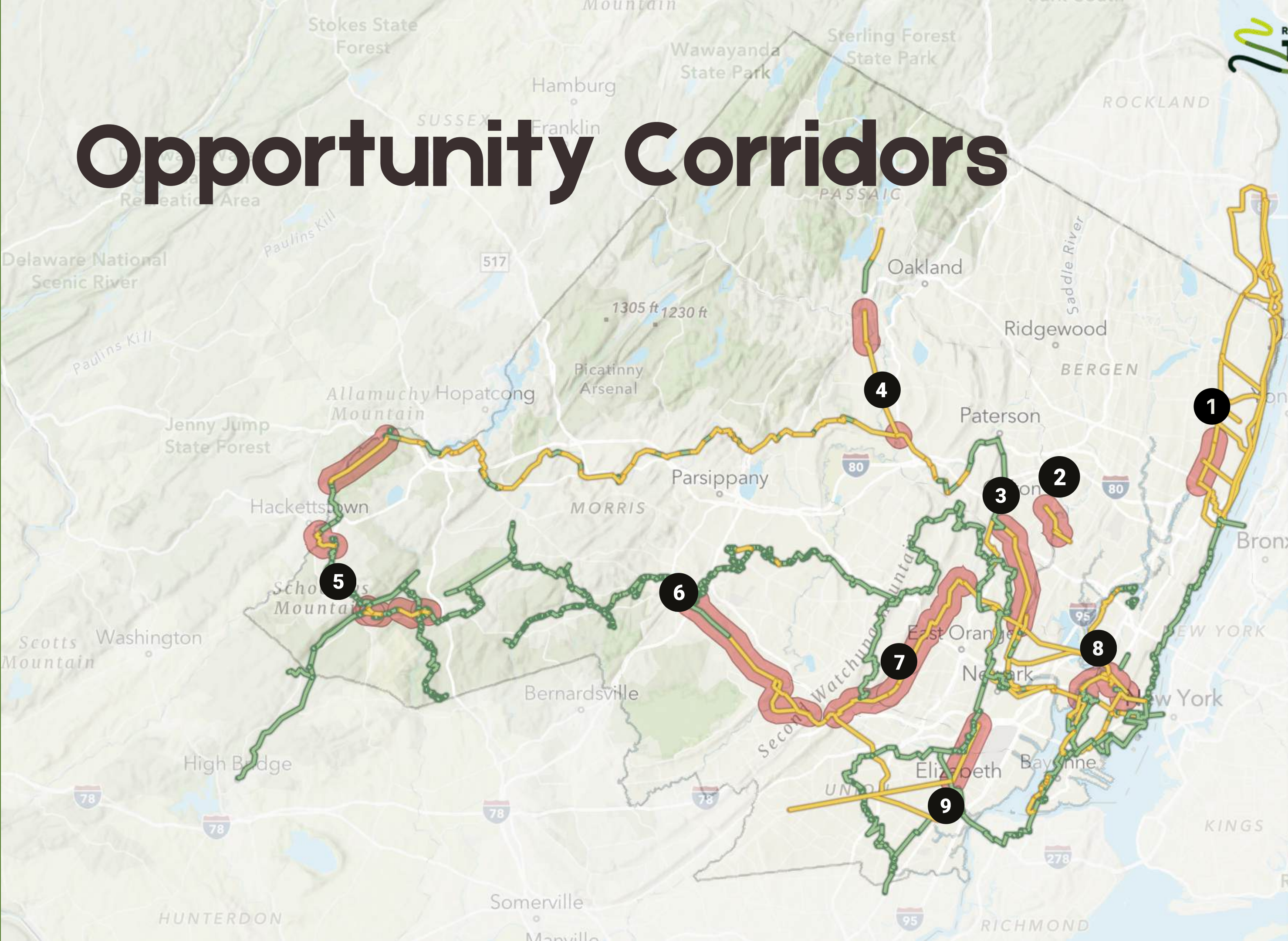
-  Existing
-  Proposed
-  NJTPA Trails
-  NJ DEP Trails
-  NJTPA Abandoned Rail
-  NJTNI Opportunity Corridors



Opportunity Corridors

Proposed Opportunity Corridors

1. Northern Valley Greenway Extension
2. MCG - Carlton Hill Greenway
3. MCG - Newark Industrial Track - the Greenway
4. Pompton Valley Rail Trail Extension
5. Patriot's Path Gaps
6. Patriot's Path - Traction Line - Summit Park Line - Rahway Valley Rail Trail
7. SoMa River Greenway Extension to the Greenway and RVRT
8. ECG - Hackensack River Greenway
9. Frelinghuysen Ave (on- street)

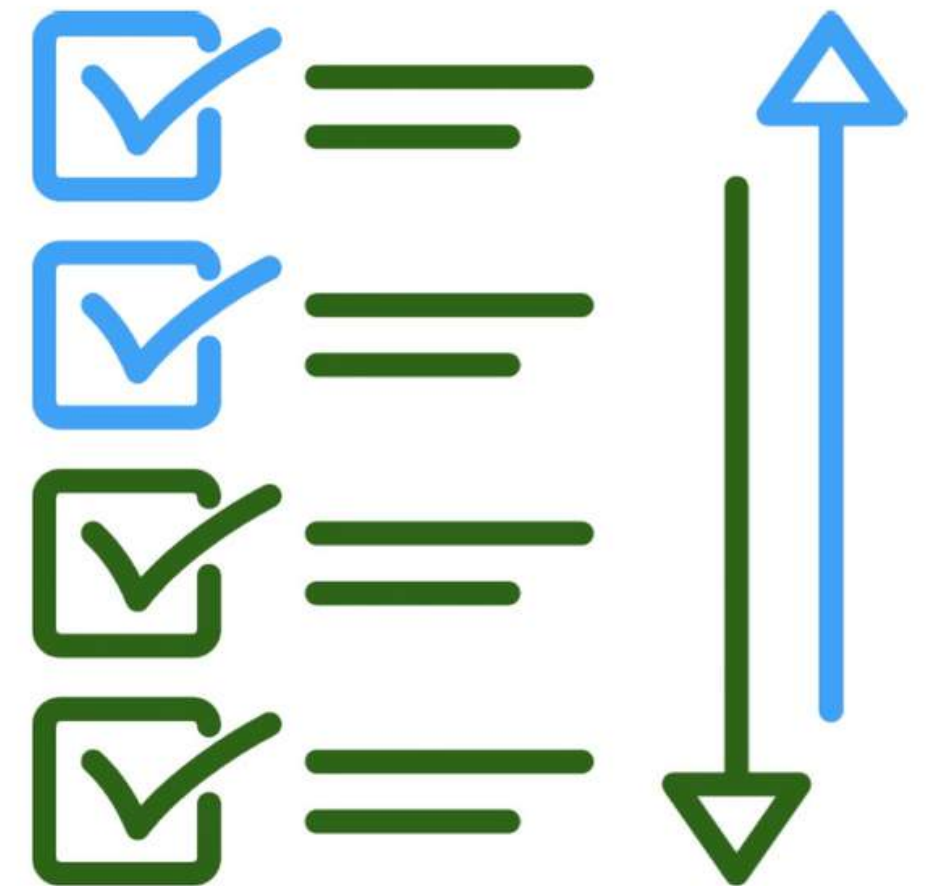


What Comes Next

Project Prioritization

Network Inclusion • Project Pipeline • Prioritization

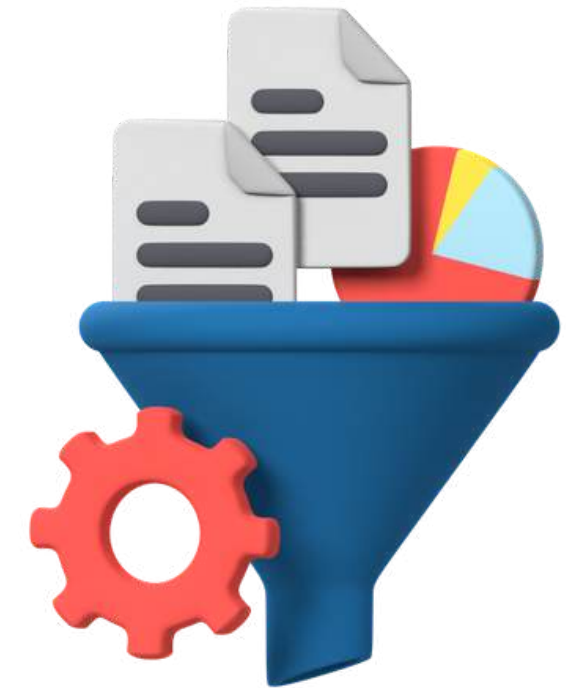
- Define the scope of what's included in the network
- Identify projects, corridors, and concepts within that network
- Develop criteria to evaluate and prioritize those projects
- Apply the criteria to help organize, sequence, and coordinate work over time



Building Out the Pipeline

Draft Prioritization Criteria

- Access & Connectivity – i.e. improves access for people and connects key destinations
- Safety & Resilience – i.e. provides a safe alternative route
- Equity & Health – i.e. serves an identified EJ community or historically underinvested area
- Feasibility & Readiness – i.e. has momentum, partners, existing plans/concepts or funding
- Economic Impact – i.e. improves access to or visibility of nearby businesses



Continuing to Build the Network

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Up Next

NJTN + RTAC

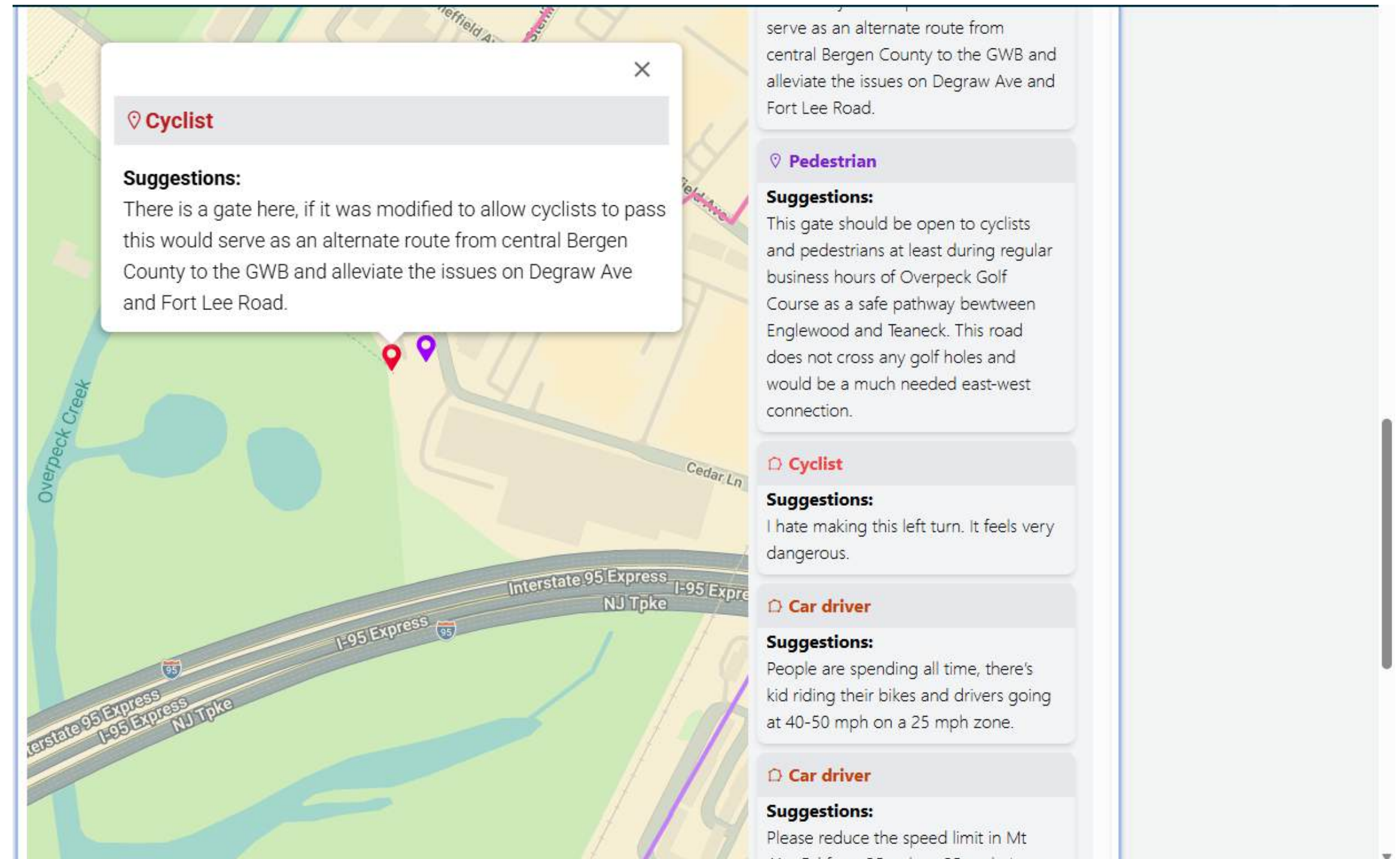
Helping us move from **vision** to **implementation**

- Review NJTN gaps + links
- Identify projects in the NJTN region, along the corridors and/or in the gaps that could qualify for funding for feasibility, quick-builds or future implementation.
 - Consider them for LCPD, Subregional Studies, STP, Safety Plans, or Demo Projects
- Encourage municipalities to consider NJTN corridors/projects as part of their subregional transportation plans or as an alternative to their local safety action plan solutions
- Join us for groundtruthing of corridors or discussions with the municipalities
- Coordinate with NJTN on scoping + engagement
- Share NJTN materials and encourage local plan integration

Gap Analysis

Identifying:

- Spot Issues
- Operational Issues
- Policy Change



Cyclist

Suggestions:
There is a gate here, if it was modified to allow cyclists to pass this would serve as an alternate route from central Bergen County to the GWB and alleviate the issues on Degraw Ave and Fort Lee Road.

Pedestrian

Suggestions:
This gate should be open to cyclists and pedestrians at least during regular business hours of Overpeck Golf Course as a safe pathway between Englewood and Teaneck. This road does not cross any golf holes and would be a much needed east-west connection.

Cyclist

Suggestions:
I hate making this left turn. It feels very dangerous.

Car driver

Suggestions:
People are spending all time, there's kid riding their bikes and drivers going at 40-50 mph on a 25 mph zone.

Car driver

Suggestions:
Please reduce the speed limit in Mt ... from 35mph to 25 mph.

NJTN Next Steps

- **Improving ways of communicating and building up an online presence**

Spring 2026

- **Groundtruthing of corridors/gap analysis**

Late spring/early summer 2026

- **Start up the Implementation working group**

Late summer 2026

- **Hosting targeted community conversations with counties/municipalities and community members**

Fall 2026

- **Continue working with the broader group to formalize a coalition**

- **Continue working with the mapping and visioning working groups**

Ongoing

Join Us!

Do you live, work, play, plan trails, commute, or lead efforts to connect communities in North Jersey?

Whether you're a resident, commuter, planner, advocate, or municipal or county leader, we'd love for you to join this effort and help shape the future of trails in the region!

Scan the QR code to register your interest for one of the working groups!



OR Visit bit.ly/NJTNWorkingGroup





Celebrate **Trails** *Day*

powered by rails to trails conservancy

**Save the Date:
Saturday, April 25**



It's more than a day outside...



Coming Soon!

www.NorthJerseyTrails.org

Thanks for listening!



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Open Discussion and Q&A

