



HUNTERDON COUNTY BICYCLE PLAN | 2026

APPENDIX B: EXISTING CONDITIONS ANALYSIS



JUNE 2026



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1 Existing Conditions

Hunterdon County, situated in western New Jersey, is predominantly rural with a rich historical heritage, renowned for its picturesque landscapes, preserved agricultural areas, and dynamic small-town communities. Spanning 427.8 square miles, it ranks as New Jersey's eighth largest county by area and borders Warren, Morris, Mercer, and Somerset counties within the state, as well as Bucks County in Pennsylvania. Founded in 1714, Hunterdon County's transportation infrastructure reflects its age and varied topography, comprising a network of rural roads—many still following their original early-1700s alignments—overlaid with higher-speed interstate, U.S., and state highways. These historic routes often feature constrained infrastructure, such as narrow roadways, roadway cuts, and stream crossings including stone arch bridges. With the development of railroads and highways, new routes were engineered through mountainous and hilly terrain, occasionally replacing segments of the rural road system.

Current conditions in Hunterdon County are shaped by its established infrastructure, challenging topography, and a road system largely developed without explicit provision for bicycle usage. The abandonment of certain railroad branch lines has enabled the creation of rail-to-trail greenways by both county and state authorities, serving as models for future greenway projects and enhancing recreational and everyday connections between communities. As the highway and roadway network reaches maturity, future improvements will focus on accommodating cyclists and pedestrians. Multiple municipalities in Hunterdon County have implemented Complete Streets ordinances, plans, or studies to enhance safety and connectivity.

Hunterdon County maintains a strong commitment to preserving open space and benefits from extensive municipal, county, and state parklands, along with existing trails that connect parks and greenways with active transportation facilities, both on and off-road. These initiatives aim to foster recreation, tourism, healthy lifestyles, and improved linkages for daily transportation and safety.

The goal of the Hunterdon County Bicycle Network Plan is to create a countywide, interconnected network of bicycle facilities for a variety of bicycle types, purposes, and bike riding abilities and interests consistent with Hunterdon County local context and conditions. The Hunterdon County Bicycle Network Plan emphasizes bicycling as a necessary and accessible form of everyday mobility, work access, and personal travel, in addition to much-desired recreation, tourism, and access to schools, parks, and town centers.



1.1 Population and Demographics

Population Trends

The total population of the county in 2024 was 131,708 (American Community Survey (ACS), 5-year estimates). Hunterdon County's population has remained stable from 2015 to 2020, with a slight increase in recent years. Two recent notable jumps in population were observed, with population increasing by 3.9 percent from 2020 to 2021 and again by 1.2 percent from 2023 to 2024, also a significant rise. All other year-to-year changes were less than 1,000 people and not as significant.

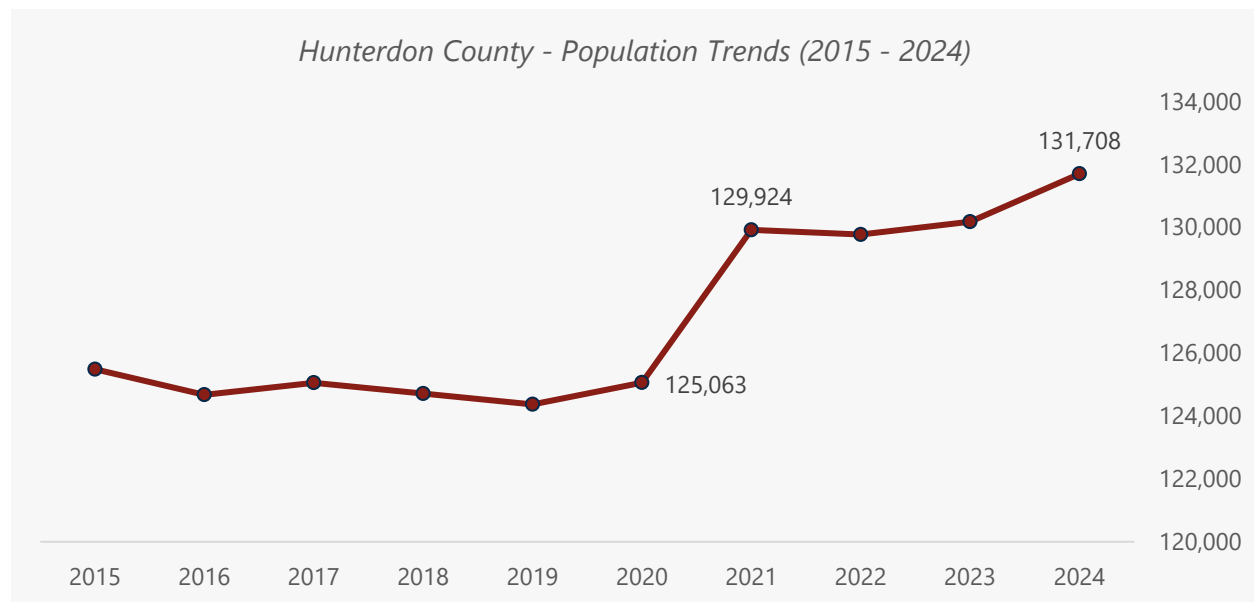


Figure 1: Population Trends from 2015 to 2024 in Hunterdon County, NJ

Demographics

The median age in Hunterdon County is 46.3 years, compared to 40.1 years for New Jersey (ACS 2024, 1-year estimates). Individuals aged 65 years or older comprise 21.8 percent of the population compared to 18 percent statewide. The median household income in Hunterdon County is \$136,901, while the state median is \$104,294 (ACS 2024, 1-year estimates). The employment rate in the county is 63 percent, with 25.4 percent of workers employed in educational services, health care, and social assistance. In 2024, 9.4 percent of the county's population had a disability. Regarding race and ethnicity, 84 percent of the population identifies as white, followed by five percent Asian, three percent Black/African American, and roughly ten percent are Hispanic/Latino.

Traditionally underserved populations in Hunterdon County are concentrated primarily in boroughs and town centers, especially Flemington, with additional clusters in Lambertville, Lebanon, High Bridge, Glen Gardner, Clinton, Readington, Raritan and Hampton. Flemington Borough stands out as the most underserved municipality, with high concentrations of minority, low-income, foreign-born, Limited English Proficiency, and lower educational attainment population - facing compounded equity and mobility challenges. Hunterdon County has notably higher share of residents aged 65+ (20%), having risen significantly over the past decade, making aging population the county's most significant regional concern. Hunterdon County has a higher labor force participation rate among seniors aged 65–74 (39.2%) than New Jersey overall (35.3%).

Journey to Work

Commuting data is derived from the most recent one-year ACS estimates of journey to work patterns. Based on these data, about one-half of Hunterdon residents (49.8 percent) commuted within Hunterdon County in 2024 (up from 45.6 percent in 2020), 42.2 percent worked in other New Jersey counties, and the remaining 7.9 percent worked outside of New Jersey. About 55 percent of households with workers aged 16 or older have at least two vehicles available in the household while only 1.3 percent of households have no vehicles available in the household. The highest concentration of households without a vehicle are in Lambertville, East Amwell Township, and Clinton.

Table 1: Workers in Hunterdon County (ACS, 2024)

Worker in Hunterdon County (ACS 2024 1-year)	Total	Percent
Total Workers	68,733	100
Worked within New Jersey	63,280	92.1
Worked in Hunterdon County	34,255	49.8
Worked Outside Hunterdon County	29,025	42.2
Worked Outside of New Jersey	5,453	7.9

Of the workers aged 16 and above (estimated 68,733), 70.4 percent drove to work (down 7.3 percent from 2020), 6.4 percent carpooled, 1.8 percent used public transportation, and 19.3 percent worked from home (up 8.2 percent from 2020) in 2024. Of the remaining, 0.8 percent walked while 1.3 percent used other means to commute to work. The average travel time to work in the county was 33.7 minutes (ACS 2024, 1-year estimates) with 40 percent of workers having commute times between 30 to 60 minutes, and 27 percent of workers with commute times between 15 to 30 minutes. Roughly 19 percent of workers had commute times of 15 minutes or less.



1.2 Health Indicators

By creating a safe, accessible, and interconnected bicycle network, the plan encourages residents to engage in regular physical activity, which can help reduce obesity rates and improve cardiovascular health. As also noted in the Mercer County Bike Plan, commuters who cycle to work have a 41 percent lower risk of dying from chronic diseases and a 46 percent lower risk of developing cardiovascular disease compared to car commuters. This evidence highlights the substantial health benefits associated with active commuting, reinforcing the importance of designing bicycle networks to promote increased physical activity, especially in areas with elevated rates of chronic conditions.

Bicycle infrastructure can directly influence physical activity levels, which helps reduce obesity and diabetes rates. The Center for Disease Control and Prevention (CDC), in partnership with Robert Wood Johnson Foundation (RWJF) and CDC Foundation, started the project PLACES in 2015, which provides health and health-related data using small-area estimation for counties, incorporated and census designated places, census tracts, and ZIP Code Tabulation Areas (ZCTAs) across the United States.

From the PLACES database, model-based estimates of obesity, asthma, diabetes, and physical inactivity prevalence among adults aged 18 years and older at the census tract levels in 2022 in Hunterdon County are presented in Figures 2-5:

- **Obesity** – By census tract, the estimated percentage of adults aged 18 years or older with obesity in 2022, based on 95 percent CI (Confidence Interval).
- **Asthma** - By census tract, the estimated percentage of adults aged 18 years or older with current asthma in 2022, based on 95 percent CI.
- **Diabetes** - By census tract, the estimated percentage of adults aged 18 years or older with diabetes in 2022, based on 95 percent CI.
- **Physical Inactivity** - By census tract, the estimated percentage of adults aged 18 years or older with reported physical inactivity in 2022, based on 95 percent CI.
- Data sources used to generate these estimates include the Behavioral Risk Factor Surveillance System (BRFSS), Census 2020 population, and the American Community Survey (ACS) estimates.

Obesity, Asthma, and Diabetes rates in Hunterdon County are estimated to be below or near the **national average**, reflecting the county's generally favorable health indicators and environmental conditions. The County's relatively affluent population and lower urban density may contribute to such lower rates compared to more urbanized counties. Table 2 lists average rates of these conditions in Hunterdon and nearby counties.



Table 2: Health Indicators in Hunterdon County and neighboring counties

Health Indicators	Hunterdon County	Somerset County	Warren County	National Average
Obesity	26.9	27.2	29.6	37.4
Asthma	9.3	8.3	9.5	10.6
Diabetes	9.2	9.2	9.7	13.6
Physical Inactivity	20.6	18.2	22.2	25.3

Hunterdon County also typically ranks better than the **national average** in terms of physical activity levels. This is consistent with its higher socioeconomic status and access to recreational resources. The county shows lower-than-average physical inactivity rates compared to more urban counties in New Jersey, meaning, residents in Hunterdon County are more active than residents in other counties. The percentage of adults reporting no recreational physical activity is also lower than the state and national averages. Lower physical inactivity correlates with better overall health outcomes, including reduced rates of obesity, cardiovascular disease, and diabetes. It may reflect better access to parks, trails, and fitness facilities, as well as higher health literacy.

However, despite Hunterdon County's rural character and green spaces, the American Lung Association grades the County as a "D" for air quality due to ozone and particulate matter pollution, which can contribute to cardiovascular disease and asthma (American Lung Association, State of the Air, 2025). Exposure to poor air quality can be higher in proximity to major highways, such as Interstate 78, US highways 202 and 22, and busy state highways such as NJ 31.

Regional and municipal level variances in health outcomes may be influenced by physical access to facilities, socio-economic factors, environmental quality, or a combination of those factors. A comparison of the census tracts rates for these factors indicates that:

- For asthma (Figure 2), the western, southern, and northeastern census tracts show above county average asthma rates.
 - Western Hunterdon County (near I-78 corridor).
 - Southern areas (near Route 179 and Route 31).
 - Northeastern areas (near Route 202 and bordering Somerset County).
- For diabetes (Figure 3), most of the county shows average diabetes rates, but there are notable clusters of above-average rates (listed below).
 - Western Hunterdon County (near Holland Township and I-78 corridor).
 - Southern areas (near West Amwell Township).
 - Northeastern areas (near Clinton and bordering Somerset County).



- For obesity (Figure 4), the western, southern, and northeastern census tracts show above county average obesity rates.
 - Western Hunterdon County (near Holland Township and I-78 corridor).
 - Southern areas (near West Amwell Township and Route 179).
 - Northeastern areas (near Clinton and bordering Somerset County).

These health indicators (obesity, asthma, diabetes) can play a critical role in planning a Bicycle Network for Hunterdon County because they provide insight into where active transportation infrastructure and trail development could have the greatest health impact.

Areas with above-average rates of diabetes and obesity (western, southern, and northeastern tracts) indicate communities that could benefit most from increased physical activity. Building bike lanes and trails in these areas can encourage active commuting and recreational bicycling, helping reduce obesity and diabetes prevalence. Also, the use of greenways and local roads can help minimize cyclist exposure to vehicle emissions.

The NJTPA Regional Active Transportation Plan notes that encouraging bicycling can reduce car dependency, leading to lower emissions and improved air quality, which benefits individuals with asthma. New Jersey's asthma rate is nine percent higher than the national average, making active transportation critical for all residents' health. Additionally, moderate physical activity can improve lung function over time, noted by PeopleForBikes Health Statistics. Promoting bicycling as a daily activity can help manage and prevent diabetes by improving insulin sensitivity and aiding weight control.

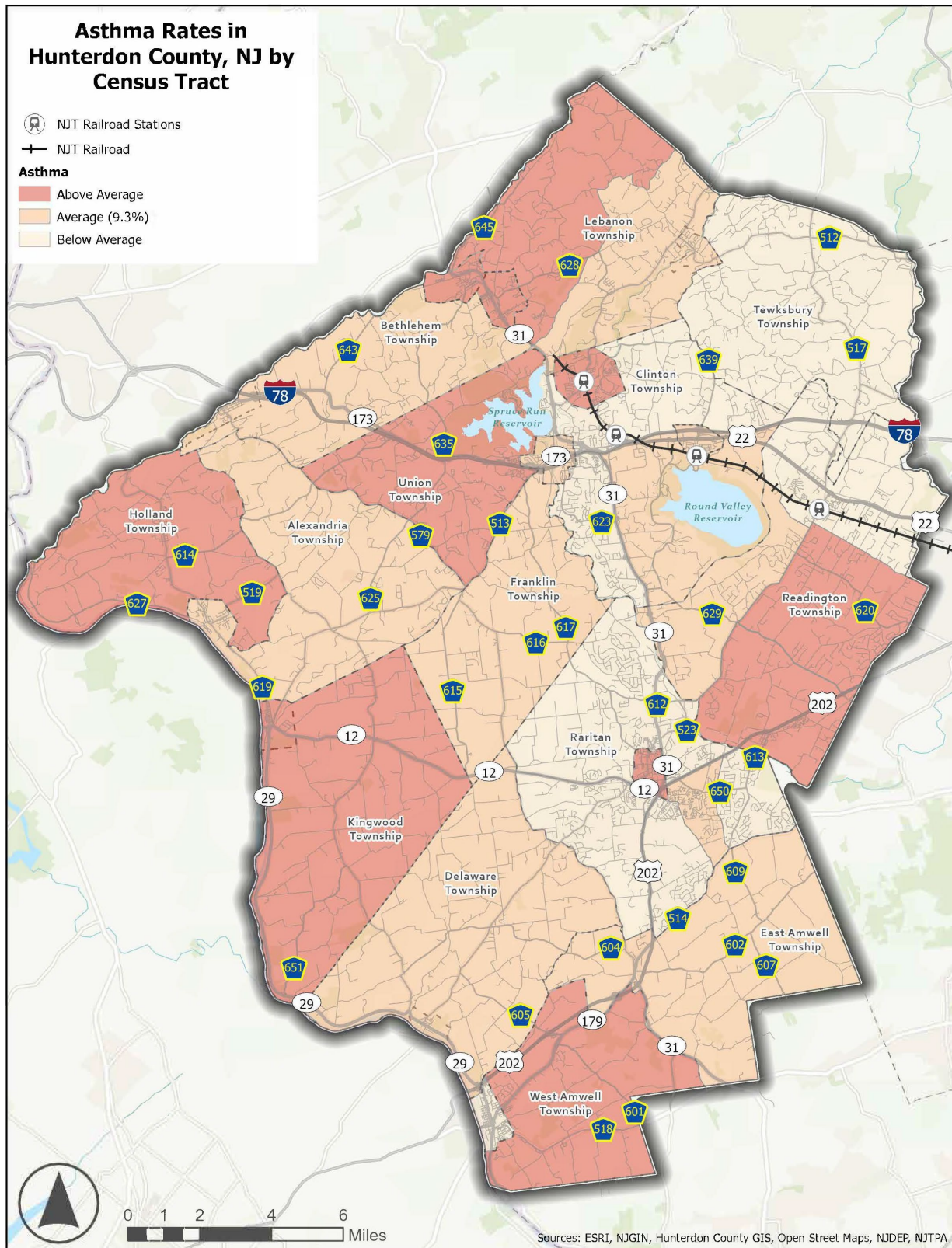


Figure 2: Asthma Rates by Census Tracts in Hunterdon County, NJ (CDC PLACES, 2022)

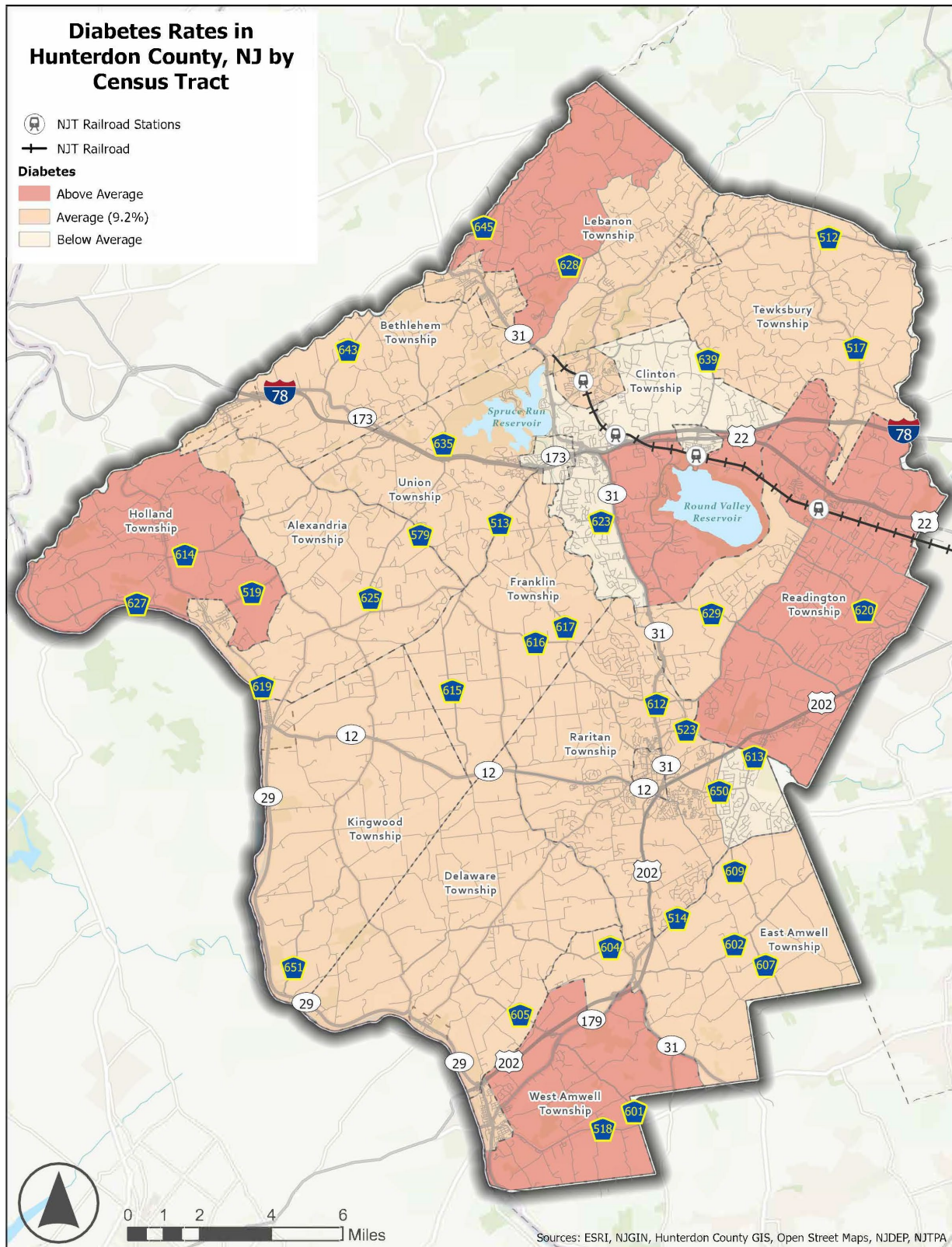


Figure 3: Diabetes Rates by Census Tracts in Hunterdon County, NJ (CDC PLACES, 2022)

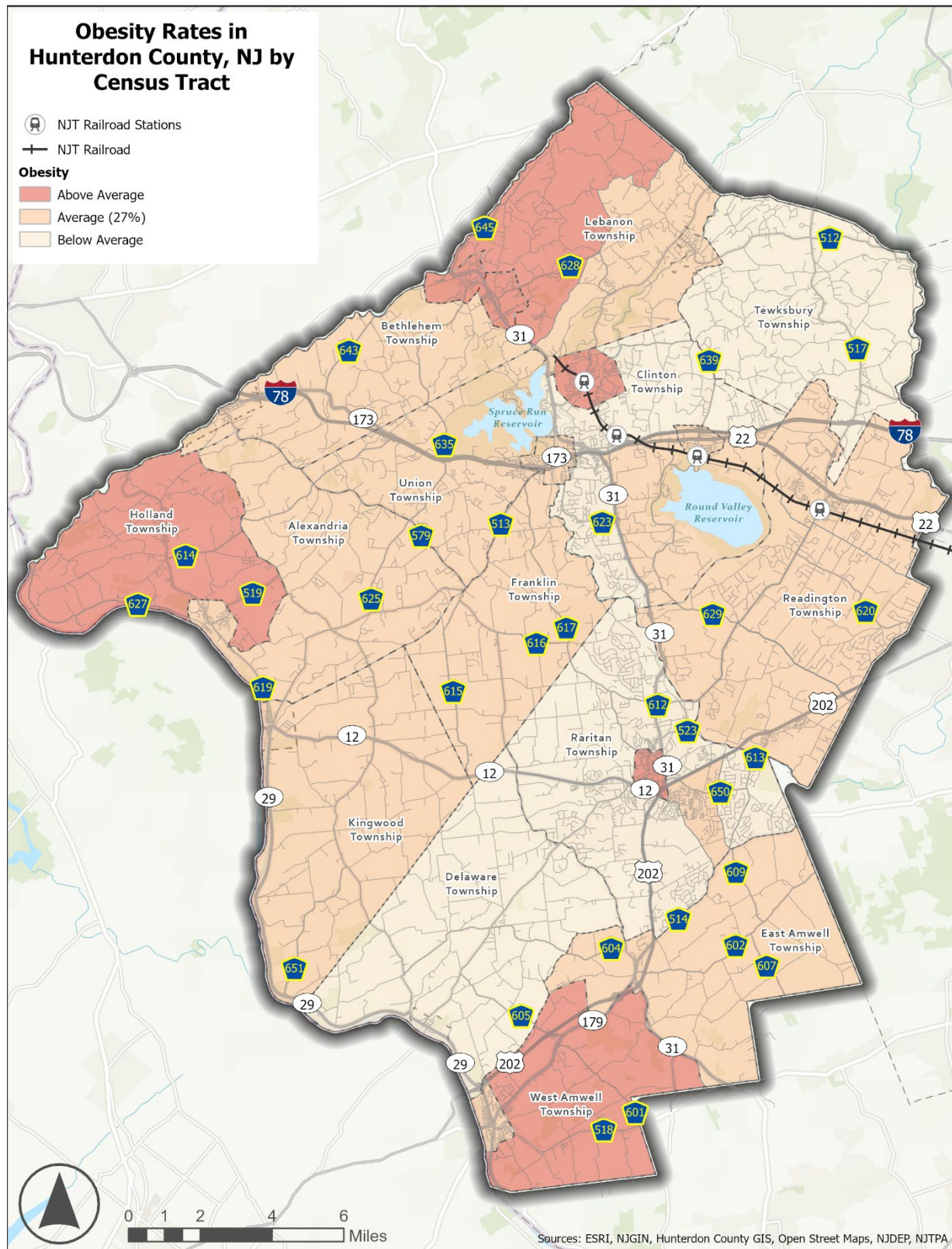


Figure 4: Obesity Rates by Census Tracts in Hunterdon County, NJ (CDC PLACES, 2022)

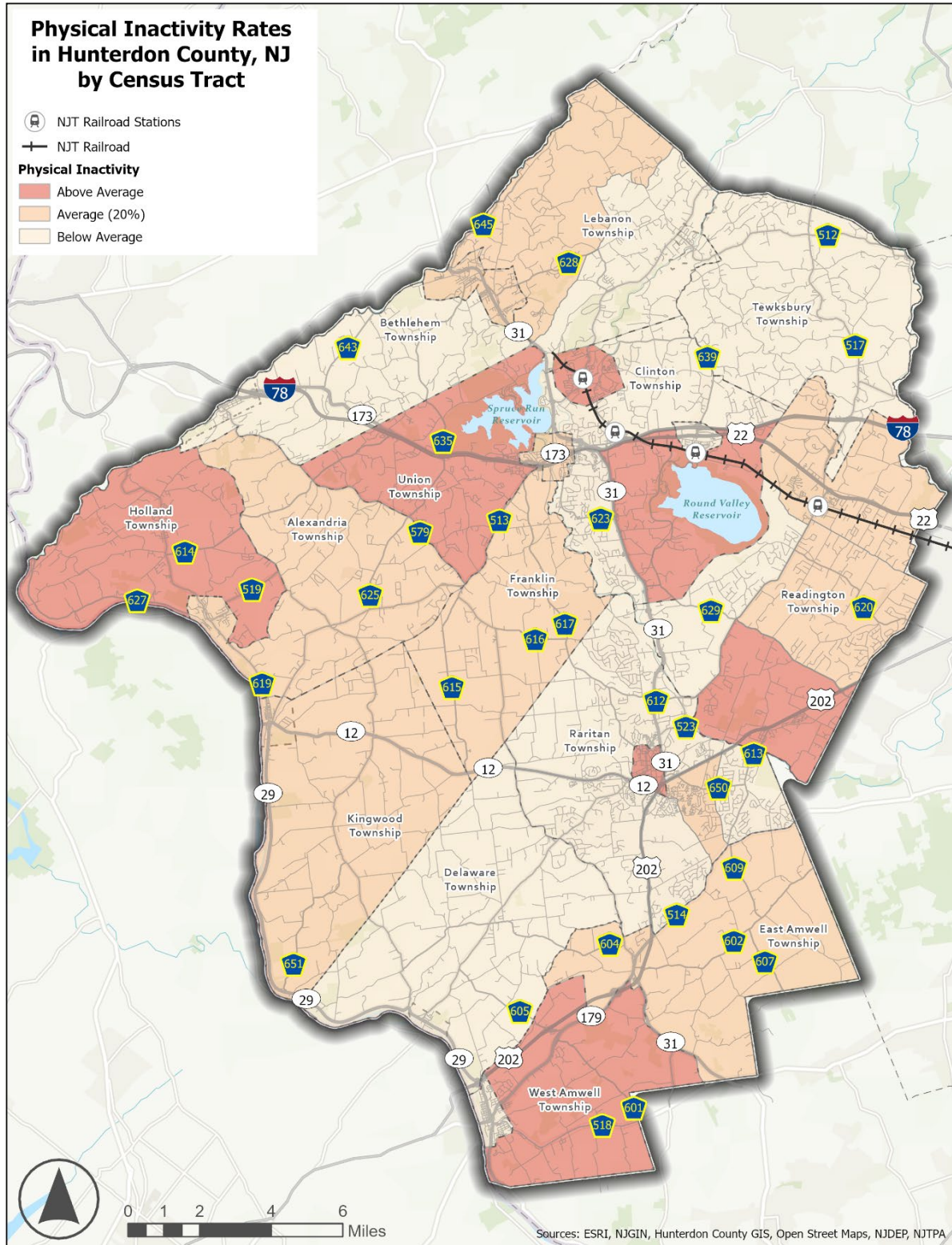


Figure 5: Physical Inactivity Rates by Census Tracts in Hunterdon County, NJ (CDC PLACES, 2022)

1.3 Planning and Environmental Linkages (PEL)

The objective of the Planning and Environmental Linkages (PEL) assessment is to identify specific land use designations that would severely constrain or prohibit the introduction of dedicated bicycle facilities. As identified by Hunterdon County Planning Department, such land use designations include Wildlife Management Areas managed by NJ Fish and Wildlife and Preserved Farmland as preserved through New Jersey's Farmland Preservation Program administered by the State Agriculture Development Committee (SADC). Table 3 shows the area in square miles by land use types in Hunterdon County.

The Wildlife Management Areas and SADC Preserved Farmland are preserved to protect the natural environment and agricultural character/heritage of Hunterdon County. The feasibility of building significant infrastructure projects, such as shared used paths, differs in these land types:

- Preserved farmland – generally privately owned, and so excludes public access, unless there is a provision allowing it in the preservation agreement or deed or permission is given by the landowner.
- Wildlife Management Areas - generally discourages new footpaths or trails to protect environmentally sensitive wildlife habitats.

In contrast Parks, Recreation, and Open Space lands are set aside by the state, county, and municipalities throughout Hunterdon for active recreation in land areas similar or near these environmentally sensitive locations for wildlife management or preservation. The feasibility of building significant infrastructure projects, such as shared used paths, is much greater on these land uses.

- Parks, Recreation, and Open Space (State, County, Municipal) - generally allow passive use recreation with limited active use development.

Table 3: Land Uses in Hunterdon County

Land Use	Land Area (sq mi)	Land Area Percentage
Park, Recreation, & Open Space	52.7	12.0%
Wildlife Management Areas	6.8	1.6%
Preserved Farmlands	60.4	13.8%
Other Properties	317.5	72.6%
Hunterdon County Total Land Area	437.4	100.0%

Figure 6 shows the environmental limitations and preserved land in Hunterdon County,

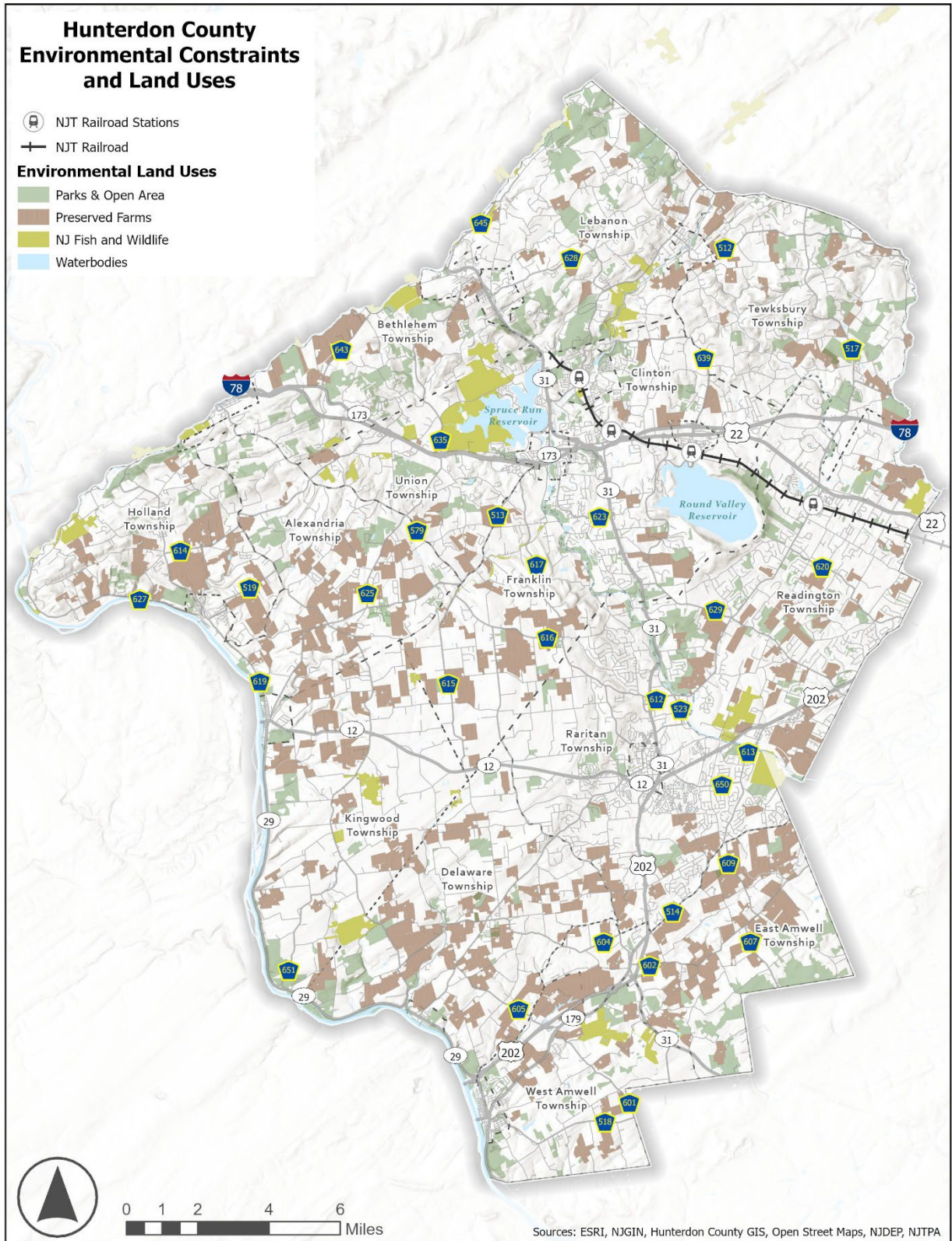


Figure 6: Environmental Limitations and Preserved Land in Hunterdon County, NJ



1.4 Roadway Network

Hunterdon County encompasses an extensive network of roadways, including municipal, county, and state routes. The built environment is largely rural and suburban, with small towns, preserved open spaces, and agricultural landscapes. The county's transportation infrastructure includes approximately 1,645 miles of roadways, with a significant portion maintained by the county and local municipalities (Figure 7).

Several state highways and regional corridors traverse the county and connect its towns and rural communities to the broader region (Figure 8). Interstate 78 (I-78) provides critical east-west connectivity to New York and Pennsylvania in the northern portion of the county.

Hunterdon County's roadway inventory includes the following types of roads:

- **Local/Municipal Roads** serve residential neighborhoods and rural areas. Local roads account for 66 percent or 1,088 miles of roadways.
- **County Routes** provide regional connectivity between municipalities. County routes account for 15 percent or 241 miles of roadways.
- **U.S. and State Highways** facilitate longer-distance travel and access to neighboring counties and metropolitan areas. Highways account for 10 percent or 168 miles of roadways.
- **Interstate 78 (I-78)** provides critical east-west connectivity to New York and Pennsylvania in the northern portion of the county. I-78 accounts for one percent or 18 miles of roadways.

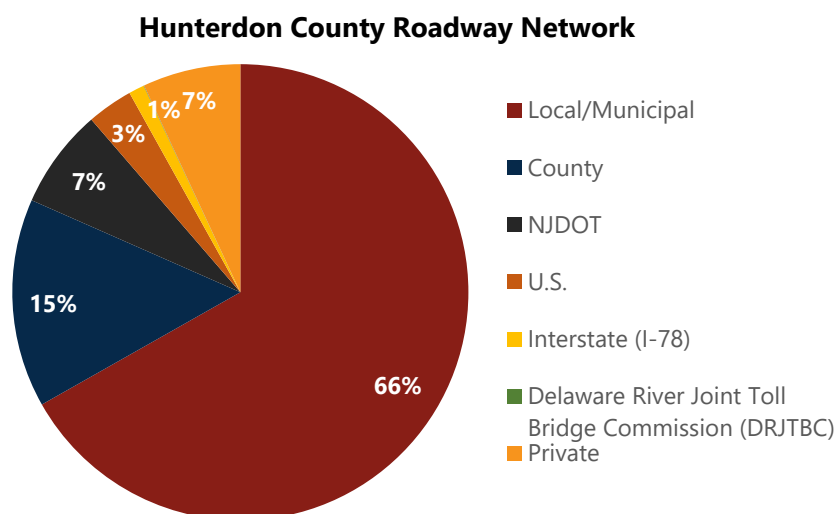


Figure 7: Roadway network breakdown by jurisdiction in Hunterdon County



Significant county routes include:

- **CR 513** – A long route that traverses the county from Frenchtown through Clinton, Califon, and to points in Morris County including Chester.
- **CR 514** – Runs east-west through the county, connecting with NJ 31 and US 202.
- **CR 518** – Connects Lambertville to Hopewell and Princeton areas.
- **CR 579** – A north-south route serving rural and suburban areas, connecting Bloomsbury to Ringoes, and to points in Mercer County including Trenton.
- **CR 519** – Aligned south to north from NJ 29 in Stockton and connecting to Warren County.
- **CR 523** – Aligned diagonally southwest to northeast from NJ 29 in Stockton and connecting to Somerset County.

Highways managed by NJDOT include:

- **NJ 12** – Connects Flemington to Frenchtown and serves as a central east-west corridor; it is also a popular bikeable route.
- **NJ 29** – Runs along the Delaware River, connecting Frenchtown to Trenton and is the Delaware River State Scenic Byway.
- **NJ 31** – A major north-south route linking Butzville to Trenton, along with linking Clinton, Flemington, and Pennington, and is a principal route for recreational travel to the Delaware Water Gap National Recreational Area and the Poconos.
- **NJ 173** – Parallels I-78 and serves local traffic in the northern part of the county.
- **NJ 179** – Connects Lambertville to Ringoes, serves as a scenic bikeable route through historic areas, providing access to the Hunterdon County Fairgrounds.
- **US 22** – A major regional corridor that parallels I-78 and intersects with NJ 31 east of Clinton and NJ 173 in the west of Clinton, continuing west to Greenwich Township, Warren County.
- **US 202** – A major regional corridor that intersects with NJ 31 in Flemington and continues toward Somerville and Pennsylvania.
- **Interstate 78 (I-78)** – A key interstate highway in the northern part of the county, providing access to New York City and Pennsylvania.

Generally, wide arterial roads and high-speed corridors can hinder pedestrian and bicycle access, restricting the creation of walkable and bike-friendly environments vital for vibrant and connected communities. Strategic planning initiatives that prioritize multimodal transportation, implement traffic calming measures, and enhance pedestrian and bicycle infrastructure are essential to maintaining Hunterdon County's character while promoting mobility and safety for all users.

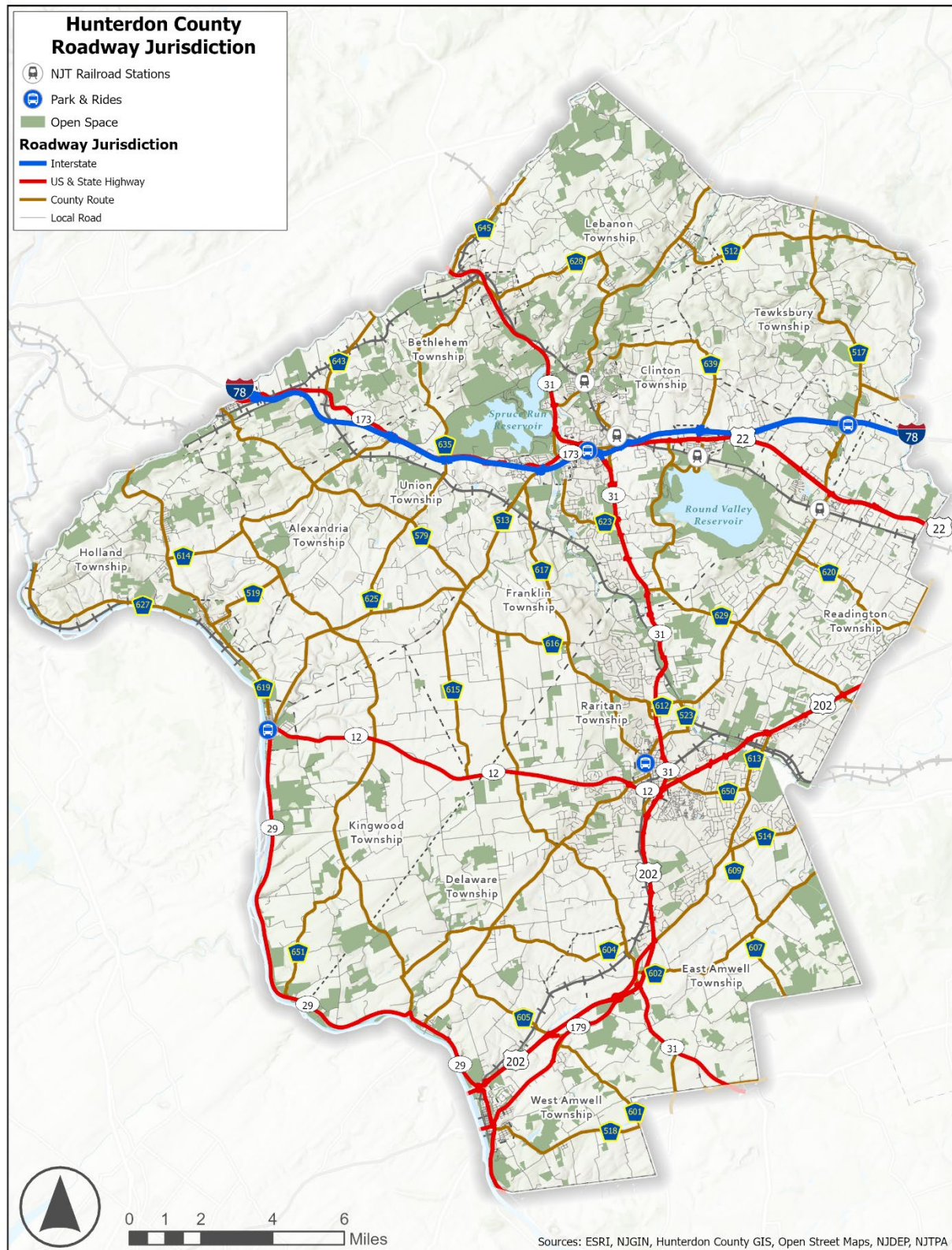


Figure 8: Roadway Network in Hunterdon County, NJ, (October 2025)

1.5 Public Transit

Hunterdon County has a diverse but limited public transit infrastructure (Figure 9) focused on regional connectivity to Newark and New York City and community-based paratransit transportation services with limited fixed routes for local destinations.

NJ TRANSIT Rail – Raritan Valley Line

High Bridge Station is the western terminus of the Raritan Valley Line, which connects Hunterdon County to Newark Penn Station and New York City (via transfer, limited direct). This line serves as a vital commuter rail corridor for residents in High Bridge, Annandale, Lebanon, Whitehouse, and nearby areas. There is no weekend service.

High Bridge was designated a Transit Village in 2025, recognizing its potential for transit-oriented development and improved bike-pedestrian access.

On the Raritan Valley Line, bicycles are allowed under the following conditions:

- Collapsible bicycles are always permitted on NJ TRANSIT trains.
- Standard frame bicycles are allowed on many trains during off-peak hours.
- Bicycles are not allowed on inbound trains to Hoboken, Newark, or New York during peak hours.

NJ TRANSIT Rail – Peapack Gladstone Line

The Gladstone station is the western terminus of the Morris and Essex Line Peapack and Gladstone Branch, which provides service to Newark Broad Street Station, Hoboken, and New York City, via one-seat-ride Midtown Direct service or transfer to PATH. While no stations are in Hunterdon County, the Peapack, Gladstone, and Far Hills stations are convenient to villages in Tewksbury Township, including Pottersville and Oldwick. Weekend service is provided.

At the Peapack and Gladstone Branch, bicycles are allowed under the following conditions:

- Collapsible bicycles are always permitted on NJ TRANSIT trains.
- Standard frame bicycles are not permitted on peak inbound and outbound weekday trains to Newark Broad Street, Hoboken, or New York and have similar restrictions on weekday service. They are not allowed on Holidays.
- Connecting trains may have different bicycle policies.

NJ TRANSIT Bus

NJ TRANSIT Buses do not serve Hunterdon County.



Hunterdon County LINK Transportation System

The LINK is Hunterdon County-supported paratransit service, primarily for disabled residents but open to the public. It effectively serves as a bus system due to the lack of other transit options. It offers flexible routes and demand-response services for all residents. It serves key towns including Flemington, Clinton, Lambertville, High Bridge, Milford, and others. LINK routes are designed to connect residents to shopping centers, medical facilities, employment hubs, and NJ TRANSIT stations, shown in Figure 10. Services include Fixed Routes (e.g., NJ 21 “Saturday Shuffle”), Demand-Response Services for seniors, persons with disabilities, and low-income individuals, and Volunteer Driver Program for human services transportation.

Bicycles are allowed on the Hunterdon County LINK Transportation System, space permitting, though few vehicles have external bike carriers. A bicycle carrier has been installed on a LINK vehicle used on Route 17, which travels from Milford to Flemington to Whitehouse to Clinton. This carrier can hold up to two bicycles at a time. A bicycle carrier has been installed on a LINK vehicle used on Route 17, which travels from Milford to Flemington to Whitehouse to Clinton. This carrier can hold up to two bicycles at a time.

Regional Bus Services - Trans-Bridge Lines

Trans-Bridge Lines provides commuter bus service from Lehigh Valley and Doylestown through Hunterdon County with stops in Clinton and Flemington to Newark Airport, New York City’s Port Authority Bus Terminal, Wall Street, and the Cruise Terminal. This service originates in Pennsylvania. This service is private and popular among daily commuters and travelers.

- Allentown to New York
 - Stops in Clinton
- Doylestown to New York
 - Stops in Lambertville and Flemington

Bicycles are allowed on the Hunterdon Trans-Bridge Lines.

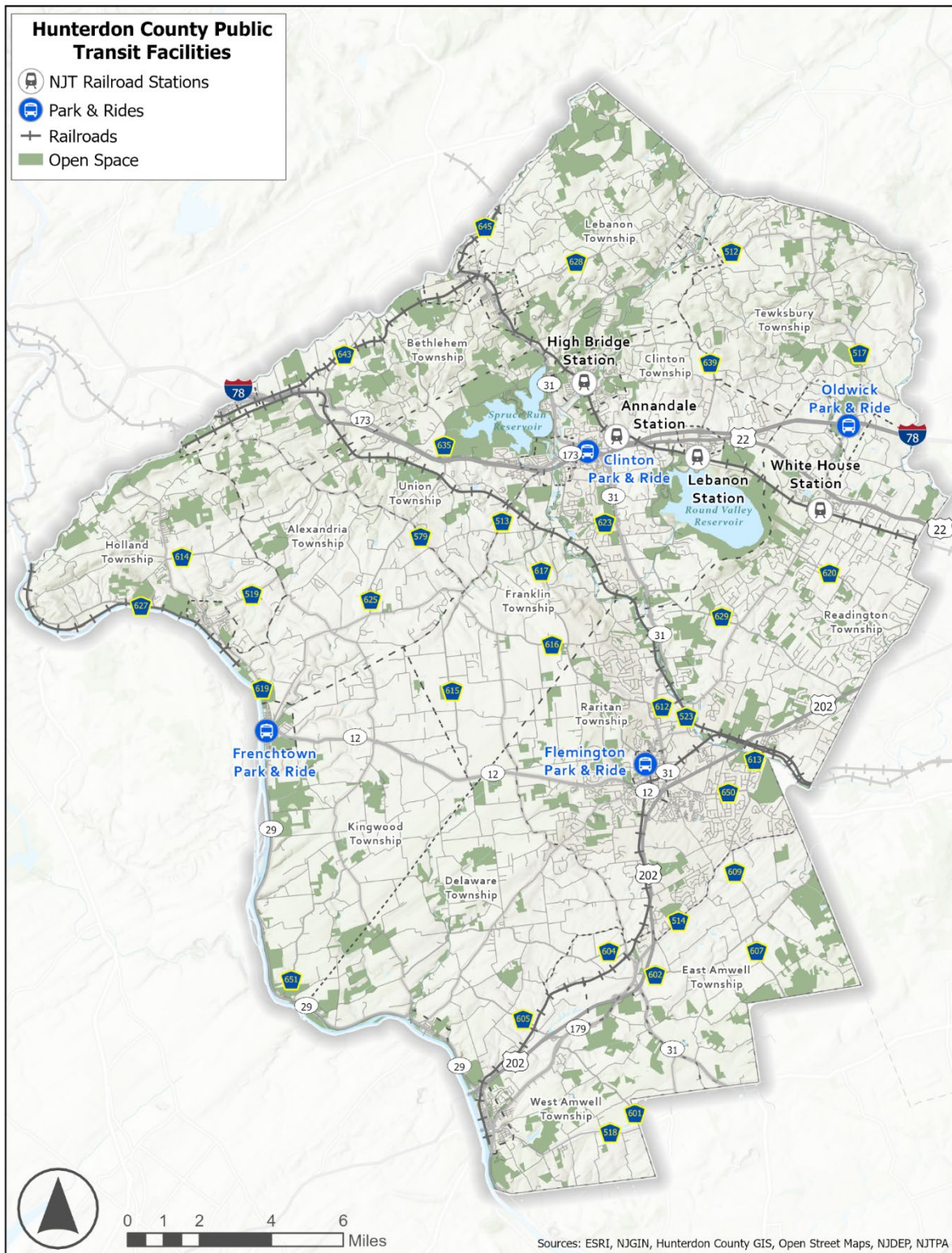


Figure 9: Public Transit Facilities in Hunterdon County, NJ

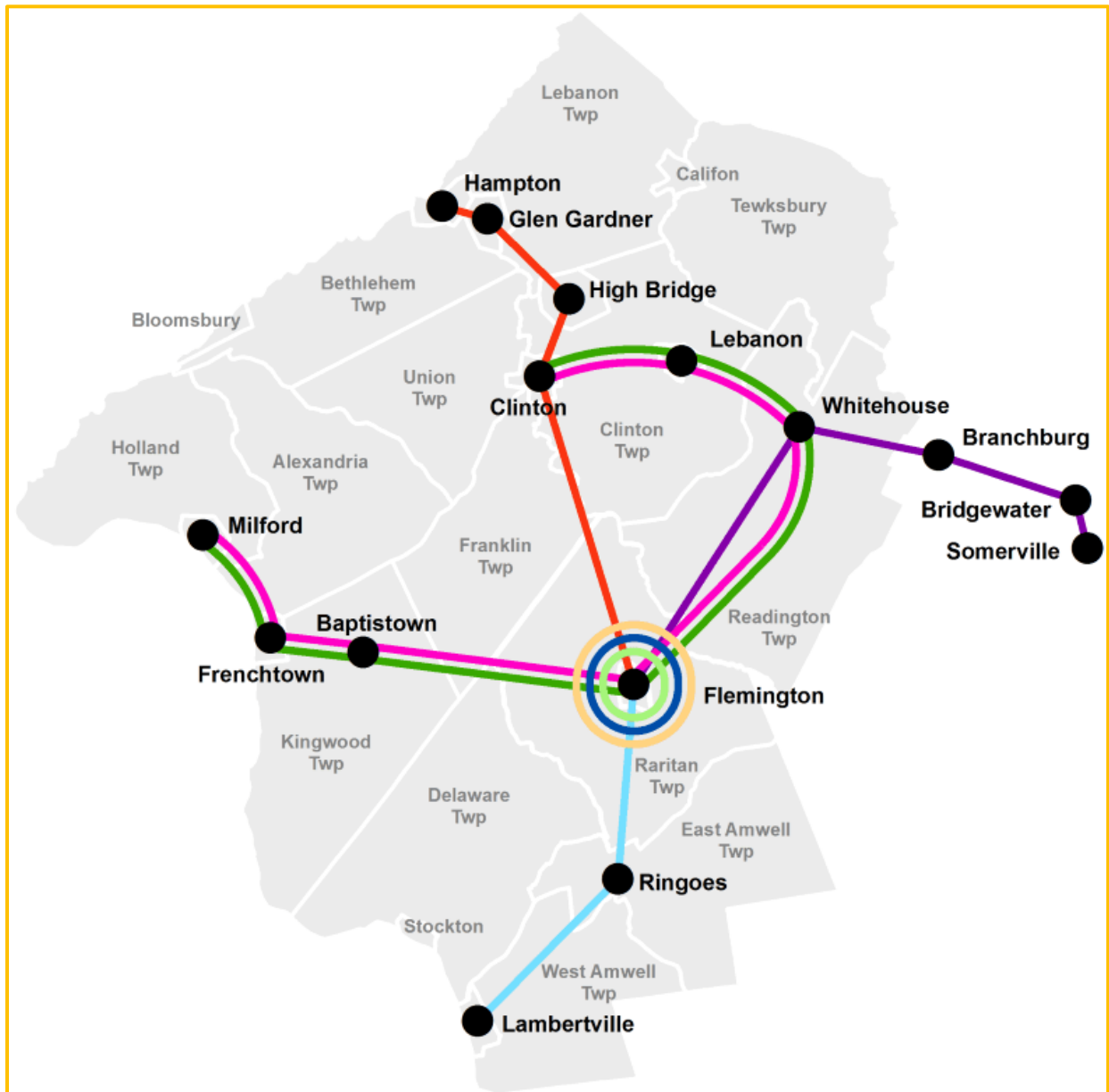


Figure 10: Routes of LINK Transportation System

1.6 Crash Analysis and Findings

Crash patterns in Hunterdon County highlight several critical safety concerns for bicyclists and pedestrians. Comprehensive crash data resources were gathered using the New Jersey Department of Transportation’s Safety Voyager platform and Numetric, which is maintained by NJ Division of Highway Traffic Safety, for the most recent five years (2018 – 2022) for which data was available at the time this plan was initiated (Figure 11). Numetric data provides additional crash details—such as pre-crash actions, traffic control, driver condition, and vehicle type— not included in the Safety Voyager data, enabling a more comprehensive analysis when used together. A five-year period is recommended to assess long term safety trends, including crash occurrence, type, severity, contributing circumstances, and conditions.

The crash data shows that number of crashes per year drops significantly in 2020 and 2021 (Table 4). This value was confirmed in both NJDOT’s Safety Voyager crash database as well as Numetric. The year-to-year drop from 2019 to 2020 can be attributed to the COVID-19 pandemic. Crash rates began to increase during 2022 but had not yet reached pre-pandemic levels. The fatalities in 2020 almost tripled from previous years. The trend of less overall crashes but more FSI crashes was not unique to Hunterdon County and was a statewide and national trend in large part due to the pandemic.

Table 4: Hunterdon County Crashes by Year (2018 - 2022)

Year	Total Crashes	Fatal	Serious Injury	Total FSI Crashes
2018	4,123	5	15	20
2019	4,040	6	43	49
2020	2,828	15	40	55
2021	2,810	9	40	49
2022	3,187	9	51	60
Total	16,988	44	189	233

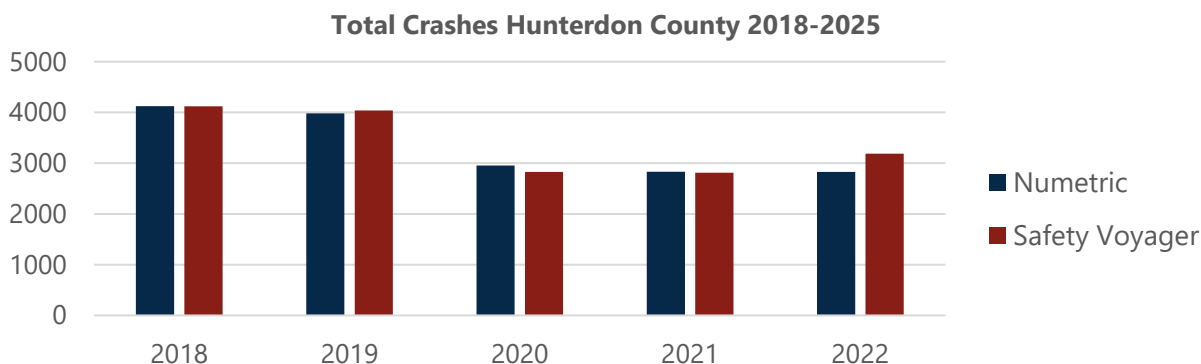


Figure 11: Total crashes in Hunterdon County between 2018 to 2025

Bicyclist & Pedestrian crashes (Table 5) totaled 117 or about 0.7 percent of all crashes, and 25 of 233 Fatal and Serious Injury (FSI) crashes or 10.7 percent of all FSI crashes in Hunterdon County (Safety Voyager, 2018-2022).

Table 5: Hunterdon Crashes by Severity (2018 - 2022)

Injury Severity	Total Crashes	Percentage	Bicyclist & Pedestrian Total	Bicyclist & Pedestrian Severity Percentage	Bicyclist & Pedestrian Total Crashes Percentage
No Apparent Injury	13,982	82.3%	15	12.8%	0.09%
Possible Injury	1,526	9.0%	23	19.7%	0.14%
Suspected Minor Injury	1,247	7.3%	54	46.2%	0.32%
Suspected Serious Injury	189	1.1%	19	16.2%	0.11%
Fatal Injury	44	0.3%	6	5.1%	0.04%
Total	16,988	100.0%	117	100%	0.69%

High Crash Corridors

Hunterdon County generally appears to have low crash density, consistent with its rural character. Hotspots cluster around town centers and highway junctions, where traffic complexity and volume increase (Figure 12). This creates significant barriers to cycling and walkability throughout Hunterdon, with multiple disconnected islands of local roadway networks with dangerous chokepoints for cyclists and pedestrians to cross to get between these "islands." Additional barriers like topography or limited bridges across streams also reduce alternative routes for non-motorists.

The following corridors in Hunterdon County have high incidence of fatal and serious injury crashes:

- Near NJ 31 and NJ 12 intersections (central-southern part of the county).
- Extending north along NJ 31 from Clinton and to Hampton and Glen Gardner, including several pedestrian and bicycle crashes.
- Along the US 202 corridor, especially near Flemington and Raritan Township.
- Along US 22 near Main Street and Old Highway 28 in Readington Township.
- Along Interstate 78, particularly near major interchanges. The east-central and west-central section show elevated crash density.

Interchanges and complex intersections are critical points for crashes. Areas near Flemington and Clinton show higher crash density, likely due to greater commercial activity, higher traffic flow, and proximity to major routes.



Hunterdon County Local Safety Action Plan (2025)

Hunterdon County developed a Local Safety Action Plan (LSAP) to identify and prioritize safety improvements, aiming to reduce fatal and serious injury crashes on local and county roads. Developed with the North Jersey Transportation Planning Authority (NJTPA), the plan focuses on data-driven, actionable strategies, and was approved, accepted and endorsed by the Board of County Commissioners on March 3, 2026. Measures include addressing high-crash locations and improving infrastructure for pedestrians/bicyclists which may introduce the use of Complete Streets policies.

The Priority Locations identified in the LSAP include:

1. Milford Warren Glen Road (CR 519) at Gridley Circle in Holland Township
2. Ellis Road at Stonehenge Road in Holland Township
3. Church Street at Main Street in Flemington
4. Stanton Road (CR 629) at Stanton Mountain Road in Readington Township
5. Pittstown-Bloomsburg Road (CR 579) from Pittstown Road to Staats Road in Bethlehem Township
6. Fairview Avenue (CR 513) from 0.34 mile north of Cregar Road to Fairmount Road in Lebanon Township
7. Flemington-Whitehouse Road (CR 523) from 0.1 miles north of Darts Mill Road to 0.25 miles south of Woodschurch Road in Readington
8. Main Street (CR 523) from Davis Street to US Highway 22 in Readington Township
9. Old Turnpike Road (CR 517) from Dinner Pot Road to 0.1 miles north of Fox Hill Road in Tewksbury Township
10. River Road from 0.16 miles east of Case Boulevard to Walter E Foran Boulevard in Raritan Township
11. Case Boulevard from Woodside Lane to US Highway 202 in Raritan Township

All locations have specific pedestrian/bicyclist safety improvements and/or are pedestrian/bicyclist crash emphasis areas except for locations 5 and 7. Complete Streets Corridor Studies and/or Road Safety Audits (RSAs) are recommended for all corridors in the LSAP.

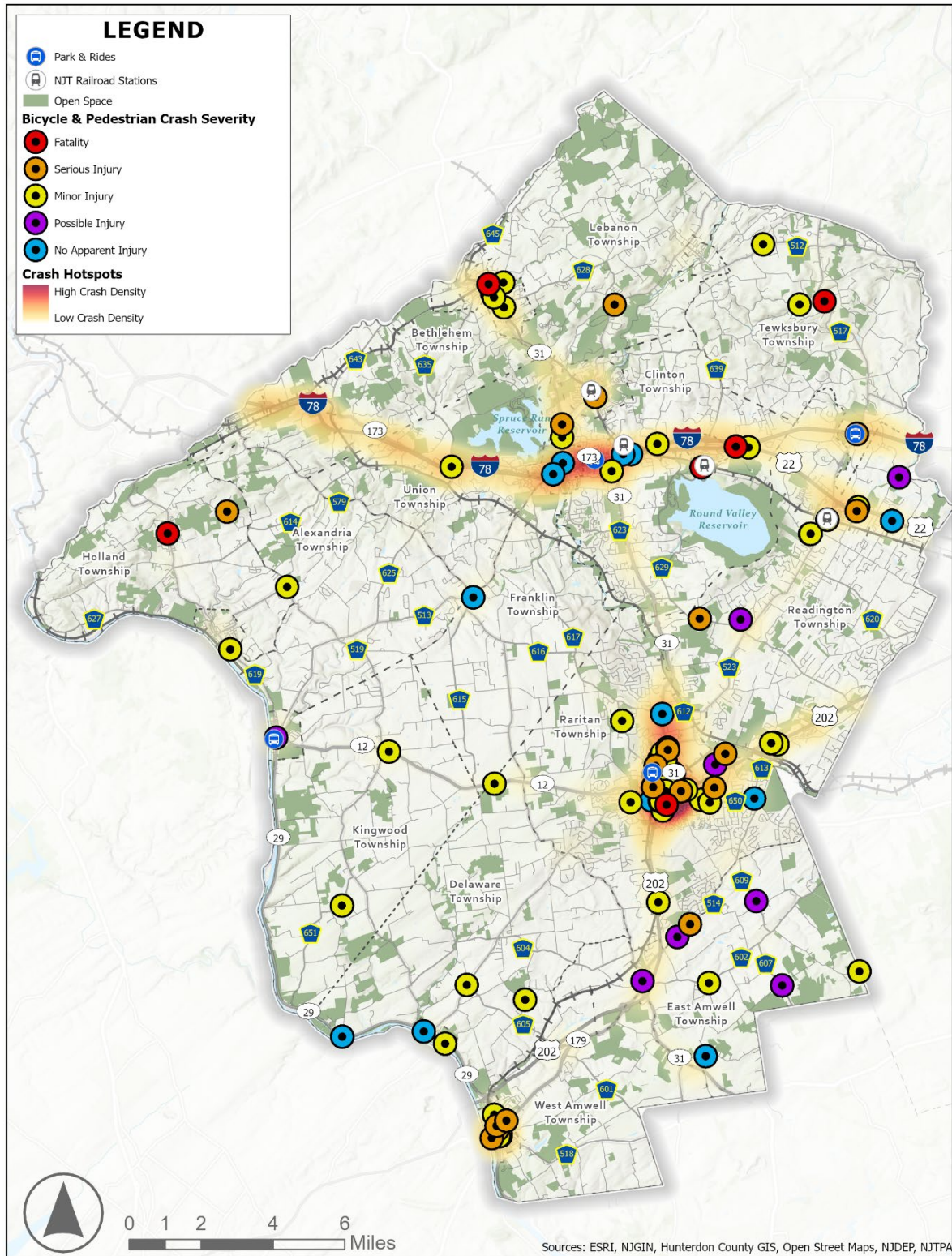


Figure 12: Crash Hotspots (2018-2022) in Hunterdon County, NJ



Hunterdon County Crash Types

Approximately 82 percent of crashes that occurred in Hunterdon County during the study period resulted in no injuries. A summary of the crashes by severity is provided in Table 6.

Table 6: All Crashes by Severity Within Hunterdon County (2018 - 2022)

Injury Severity	Total Crashes	Percentage	Statewide Percentage
No Apparent Injury	13,982	82.3%	78.2%
Possible Injury	1,526	9.0%	13.6%
Suspected Minor Injury	1,247	7.3%	6.9%
Suspected Serious Injury	189	1.1%	1.0%
Fatal Injury	44	0.3%	0.3%
Total	16,988	100.0%	-

The most common crash types (Table 7) in the study area were:

- Same Direction: Rear End: 3,791 total crashes or 22.3 percent
- Animal: 3,311 total crashes or 19.5 percent
- Fixed Object: 3,301 total crashes or 19.4 percent
- Same Direction: Sideswipe: 2,284 or 13.4 percent
- Right Angle: 1,277 or 7.5 percent, and
- Struck Parked Vehicle: 743 or approximately four (4.4) percent.
- Bicycle and Pedestrian crashes: 25 (10.7 percent of FSI), or just 1.4 percent of total.

When compared to the state averages, the most significant difference in percentages of crashes between Hunterdon County and the State is Animal crashes, which caused 19.5 percent of crashes in Hunterdon County, but only four (4.0) percent statewide. The higher rate of Animal crashes in Hunterdon County is likely to do with the rural nature of Hunterdon County as compared with the state.

Hunterdon County has fewer pedestrian and cyclist FSI crashes compared to the state average, less than half (10.7 percent versus the state average of 23.7 percent). All Pedestrian & Pedalcyclist crashes were also less than statewide averages. Table 7 shows the number and percentage of crashes by type and severity.



In terms of Fatal and Serious Injury (FSI) crashes, Table 7 also highlights that a few crash types account for most of the fatal and serious injury crashes in Hunterdon County:

- **Fixed Object** crashes comprised 27.5 percent of FSI crashes, but only 19.4 percent of all crashes in Hunterdon County.
- **Same Direction – Rear End** crashes comprised 14.6 percent of FSI crashes and 22.3 percent of all crashes in Hunterdon County.
- **Right Angle** crashes comprised 12.4 percent of FSI crashes, but only 7.5 percent of all crashes in Hunterdon County.

In total, these three types of crash made up almost 55 percent of all FSI crashes in Hunterdon County between 2018 and 2022.



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Table 7: Crashes by Type and Severity in Hunterdon County, NJ

Crash Type	Fatal	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total Crashes	Total Crash %	FSI %	Fatal & Injury %	Statewide Total Crash %	Statewide FSI %	Statewide Fatal & Injury %
Same Direction - Rear End	2	32	274	571	2,912	3,791	22.30%	14.60%	29.20%	28.8%	11.0%	33.6%
Animal	0	4	52	63	3,192	3,311	19.50%	1.70%	4.00%	4.0%	0.6%	0.8%
Fixed Object	13	51	323	312	2,602	3,301	19.40%	27.50%	23.30%	11.9%	22.4%	13.0%
Same Direction - Sideswipe	3	8	102	123	2,048	2,284	13.40%	4.70%	7.90%	15.8%	4.5%	7.5%
Right Angle	3	26	173	215	860	1,277	7.50%	12.40%	13.90%	14.0%	16.7%	21.4%
Struck Parked Vehicle	2	3	22	19	697	743	4.40%	2.10%	1.50%	11.3%	3.6%	3.3%
Backing	1	1	4	10	549	565	3.30%	0.90%	0.50%	4.4%	0.4%	0.8%
Non-fixed Object	0	1	9	14	317	341	2.00%	0.40%	0.80%	1.2%	0.5%	0.4%
Left Turn/U Turn	0	8	57	55	172	292	1.70%	3.40%	4.00%	2.1%	3.1%	3.5%
Opposite Direction (Sideswipe)	1	2	24	17	195	239	1.40%	1.30%	1.50%	1.0%	0.8%	0.8%
Opposite Direction (Head On)	6	14	47	51	102	220	1.30%	8.60%	3.90%	1.5%	7.1%	3.3%
Other	6	5	22	14	166	213	1.30%	4.70%	1.60%	0.7%	1.7%	0.7%
Overtaken	0	15	79	36	77	207	1.20%	6.40%	4.30%	0.5%	3.7%	1.6%
Encroachment	1	0	5	3	75	84	0.50%	0.40%	0.30%	0.4%	0.1%	0.2%
Pedestrian	6	14	30	13	7	70	0.40%	8.60%	2.10%	1.6%	19.2%	6.2%
Pedalcyclist	0	5	24	10	8	47	0.30%	2.10%	1.30%	0.7%	4.5%	2.7%
Railcar - vehicle	0	0	0	0	3	3	0.00%	0.00%	0.00%	0.0%	0.1%	0.0%
Unknown	0	0	0	0	3	3	0.00%	0.00%	0.00%	0.0%	0.0%	0.0%
Total	44	189	1,247	1,526	13,985	16,991	-	-	-	-	-	-



Crash Contributing Circumstances

Understanding the causes and circumstances surrounding all crashes, but especially Pedestrian and Pedalcyclist crashes, is critical to addressing transportation and safety needs of Hunterdon County. Pedestrian and Pedalcyclist crashes are more likely to result in injuries or death due to inherent vulnerability of these road users, however there is not enough data from just these crashes to determine all contributing circumstances.

Contributing conditions data are collected from police reports and are defined as the "most prominent factor(s) contributing to [a] crash, even if a summons is not issued," (New Jersey Police Crash Investigation Report Manual 1st Edition (NJTR-1 Manual)).

Overall, in Hunterdon County, the most common contributing factors for all crashes are driver inattention, animals in roadway, and unsafe speeds. For pedestrians and bicyclists' crashes specifically, the most common contributing factors are 'other' conditions, failure to yield, and driver inattention.

The most common Human/Driver Factors reported were (Table 8):

- **Driver Inattention** was reported in 25.7 percent of all crashes in Hunterdon County and 30.6 percent of FSI Crashes during the study period. The NJTR-1 Manual states that Driver Inattention is appropriate when the driver "lose[s] focus on the task of driving. This includes things such as daydreaming, fatigue, drowsiness, {and} physical or emotional conditions of the driver. Note: Driver Inattention differs from Driver Distracted, as the latter is applicable only when a driver "chooses to divert their attention from the driving task to focus on some other activity instead."
- **Animals in Roadway** were reported in 18.7 percent of all crashes in Hunterdon County and 2.6 percent of FSI crashes during the study period. The high number of crashes in Hunterdon corresponds to the county's rural nature. The higher speeds documented in the third highest category below decrease reaction times to avoid these crashes as they are largely random and common in rural zones.
- **Unsafe Speed** was reported in 4.9 percent of all crashes in Hunterdon County and 7.9 percent of FSI crashes during the study period. The positive correlation between higher speeds and more severe crashes is well documented. Higher speeds result in longer break distances, decreased reaction time, and increased kinetic energy in a crash, increasing the probability that a crash will occur and the severity of injuries if one does occur.



The most common apparent contributing circumstances reported in Pedestrian and Pedalcyclist crashes include (Table 9):

- **Other Pedestrian Factors** were reported in 35.3 percent of Pedestrian and Pedalcyclist crashes and 40.9 percent of FSI Pedestrian and Pedalcyclist crashes. Since there is no standard definition for Other Pedestrian Factors, conclusions cannot be drawn from this crash statistic.
- **Driver Inattention** was reported in 5.9 percent of Pedestrian and Pedalcyclist crashes and 9.1 percent of FSI Pedestrian and Pedalcyclist crashes. The NJTR-1 Manual states that Driver Inattention is appropriate when the driver “lose[s] focus on the task of driving. This includes things such as daydreaming, fatigue, drowsiness, {and} physical or emotional conditions of the driver. Note: Driver Inattention differs from Driver Distracted, as the latter is applicable only when a driver “chooses to divert their attention from the driving task to focus on some other activity instead.”
- **Failed to Yield Right of Way to Vehicle/Pedestrian** was reported in approximately 5.9 percent of Pedestrian and Pedalcyclist crashes and 6.1 percent of FSI Pedestrian and Pedalcyclist crashes.

It is important to note that a significant number of Pedestrian and Pedalcyclist crashes made up unknown crash types (22.6 percent of all the pedestrian and pedalcyclist crashes and 24.0 percent of FSI pedestrian and pedalcyclist crashes) meaning the reporting officer could not determine the predetermining cause of the crash.

These suggest that pedestrians and cyclist safety will require separate and targeted interventions to address the unique contributing conditions of their crashes along with interventions focused on driver inattention.



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Table 8: All Human/Driver Actions by Severity (2018 - 2022)

Human/Driver Actions	FSI Crashes with Human/ Driver Action	Fatal & Injury Crashes with Human/ Driver Action	All Crash Severities with Human/ Driver Action	Total Crash %	FSI Crashes %	Fatal & Injury Crash %	Statewide Total Crash %	Statewide FSI %	Statewide Fatal & Injury %
Driver Inattention	70	998	4,289	25.70%	30.60%	33.80%	23.2%	23.1%	23.6%
Animals in Roadway	6	132	3,125	18.70%	2.60%	4.50%	1.9%	2.3%	0.6%
Unsafe Speed	18	224	812	4.90%	7.90%	7.60%	2.9%	2.5%	4.4%
Following Too Closely	7	150	725	4.30%	3.10%	5.10%	6.6%	6.4%	7.3%
Improper Lane Change	4	68	581	3.50%	1.70%	2.30%	3.2%	3.5%	2.1%
Failure to Yield Right of Way to Vehicle/Pedestrian	10	143	552	3.30%	4.40%	4.80%	4.6%	4.0%	6.6%
Road Surface Condition	3	59	373	2.20%	1.30%	2.00%	1.3%	1.4%	1.3%
Backing Unsafely	0	4	332	2.00%	0.00%	0.10%	1.9%	2.4%	0.4%
Improper Turning	2	44	255	1.50%	0.90%	1.50%	1.8%	1.8%	1.7%
Obstruction/Debris in Road	0	15	216	1.30%	0.00%	0.50%	0.1%	0.1%	0.1%
Other Driver/Pedalcyclist Action	6	44	173	1.00%	2.60%	1.50%	1.2%	1.1%	1.5%
Failure to Keep Right	9	61	155	0.90%	3.90%	2.10%	0.5%	0.4%	0.6%
Improper Passing	2	26	152	0.90%	0.90%	0.90%	1.2%	1.4%	0.8%
Failed to Obey Traffic Signal	6	65	140	0.80%	2.60%	2.20%	1.2%	0.8%	2.4%
Failed to Obey Stop Sign	0	33	89	0.50%	0.00%	1.10%	0.9%	0.7%	1.6%
Other	2	23	87	0.50%	0.90%	0.80%	5.5%	5.7%	4.6%
Other Vehicle Factor	2	12	59	0.40%	0.90%	0.40%	0.3%	0.3%	0.3%
Tires	0	6	56	0.30%	0.00%	0.20%	0.2%	0.2%	0.2%
Improper Parking	0	4	43	0.30%	0.00%	0.10%	0.4%	0.5%	0.1%
Brakes	2	12	35	0.20%	0.90%	0.40%	0.3%	0.3%	0.4%
Other Distraction Inside Vehicle	3	9	34	0.20%	1.30%	0.30%	0.5%	0.4%	0.6%
Distracted - Hand Held E-Device	0	9	30	0.20%	0.00%	0.30%	0.2%	0.2%	0.3%
Other Roadway Factors	3	5	26	0.20%	1.30%	0.20%	0.1%	0.1%	0.1%
Sun glare	1	13	25	0.10%	0.40%	0.40%	0.3%	0.2%	0.4%
Wrong Way	3	5	15	0.10%	1.30%	0.20%	0.1%	0.1%	0.2%
None (Driver/Pedalcyclist)	47	706	3,878	23.20%	20.50%	23.90%	38.8%	39.2%	37.1%



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Table 9: Apparent Contributing Circumstances in Pedestrian and Pedalcyclist Crashes by Severity (2018 – 2022)

Apparent Contributing Circumstances listed in Pedestrian and Pedalcyclist Crashes	FSI Crashes with Contributing Circumstances	Fatal & Injury Crashes with Contributing Circumstances	All Crash Severities with Contributing Circumstances	Total Crash %	FSI Crashes %	Fatal & Injury Crash %	Statewide Total Crash %	Statewide FSI %	Statewide Fatal & Injury %
Other Pedestrian Factors	6	27	28	35.3%	40.9%	37.8%	9.1%	11.2%	9.3%
Driver Inattention	1	6	8	5.9%	9.1%	10.8%	6.5%	3.5%	5.9%
Failed to Yield Right of Way to Vehicle/ Pedestrian	1	4	5	5.9%	6.1%	6.8%	3.4%	3.0%	3.3%
Inattentive	2	3	3	11.8%	4.5%	4.1%	3.6%	4.4%	3.8%
Crossing Where Prohibited	1	2	2	5.9%	3.0%	2.7%	5.9%	10.7%	6.2%
Running/Darting Across Traffic	2	2	2	11.8%	3.0%	2.7%	4.8%	7.9%	5.0%
Dark Clothing/Low Visibility to Driver	1	1	1	5.9%	1.5%	1.4%	4.2%	9.6%	4.4%
Failed To Obey Traffic Control Device	0	0	1	0.0%	0.0%	1.4%	1.6%	2.8%	1.7%
Failed to Obey Traffic Signal	0	1	1	0.0%	1.5%	1.4%	1.8%	1.6%	1.7%
Failure To Keep Right	0	1	1	0.0%	1.5%	1.4%	3.4%	3.0%	3.3%
Failure to Yield ROW	1	1	1	5.9%	1.5%	1.4%	1.2%	3.0%	1.3%
None (Driver/Pedalcyclist)	2	18	21	11.8%	27.3%	28.4%	38.3%	24.3%	38.5%

Note: *Inattentive is a Pedestrian Factor and does not overlap with Human/Driver Factor "Driver Inattention"

Lighting plays a crucial role in roadway safety, especially for vulnerable road users. Over the five-year study period about 1 out of 3 of all crashes (35.9 percent) and 41.2 percent of FSI crashes in Hunterdon County occurred in low lighting conditions (lighting conditions other than daylight). Given that approximately 70.6 percent of crashes occurred during daylight hours (7AM – 6 PM) in Hunterdon County in the study period, the frequency of FSI crashes occurring in the dark indicates that low-light conditions are significantly overrepresented.

Table 10 displays crashes by lighting condition and severity in the study area. Table 11 displays the lighting conditions in Pedestrian and Pedalcyclist crashes.

Crashes with pedestrians and cyclists are slightly lower than all crashes, 32.9 percent compared to 35.9 percent for all crashes, which may be influenced from less pedestrian and cyclists' activity after dark. However, the severity of bicycle and pedestrian crashes (FSI) are much higher compared to all crashes and when compared to the statewide average during dawn and dusk, and when streetlights are on continuously. According to FHWA, approximately 76 percent of all pedestrian fatalities occurred in lowlight conditions in 2019. Hunterdon County had 60 percent of pedestrian and bicyclist FSI crashes occurring in low-light conditions.



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Table 10: Lighting Condition by Crash Severity (2018 - 2022)

Lighting Condition	Fatal Crashes	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total Crashes	Total Crash %	FSI Crash %	Fatal & Injury Crash %	Statewide Total Crash %	Statewide FSI %	Statewide Fatal & Injury %
Daylight	23	113	866	1,059	8,827	10,888	64.10%	58.40%	68.50%	69.2%	54.9%	67.9%
Dark (no streetlights)	14	27	165	193	2,315	2,714	16.00%	17.60%	13.30%	4.1%	8.0%	4.1%
Dark (streetlights on, Cont.)	3	20	103	134	1,200	1,460	8.60%	9.90%	8.60%	16.5%	23.0%	18.1%
Dark (streetlights on, Spot)	1	10	48	52	628	739	4.30%	4.70%	3.70%	4.3%	7.8%	4.7%
Dusk	2	11	36	45	413	507	3.00%	5.60%	3.10%	2.6%	2.9%	2.7%
Dawn	-	7	21	27	392	447	2.60%	3.00%	1.80%	1.5%	1.8%	1.5%
Dark (streetlights off)	-	1	10	14	155	180	1.10%	0.40%	0.80%	0.7%	1.3%	0.7%
Unknown	1	-	-	2	53	56	0.30%	0.40%	0.10%	1.1%	0.4%	0.3%
<i>Total - Low Light Conditions</i>	<i>21</i>	<i>76</i>	<i>383</i>	<i>467</i>	<i>5,156</i>	<i>6,103</i>	<i>35.90%</i>	<i>41.60%</i>	<i>31.50%</i>	<i>30.8%</i>	<i>45.1%</i>	<i>32.1%</i>
Total	44	189	1,249	1,526	13,983	16,991	-	-	-	-	-	-

Table 11: Lighting Conditions by Crash Severity in Pedestrian and Pedalcyclist Crashes (2018 - 2022)

Lighting Condition	Fatal Crashes	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total Crashes	Total Crash %	FSI Crash %	Fatal & Injury Crash %	Statewide Total Crash %	Statewide FSI %	Statewide Fatal & Injury %
Daylight	1	9	37	19	13	79	67.50%	40.0%	64.70%	61.4%	44.9%	60.8%
Dark (no streetlights)	2	1	4	0	1	8	6.80%	12.0%	6.90%	2.8%	7.4%	3.0%
Dark (streetlights on, Cont.)	2	4	2	1	1	10	8.50%	24.0%	8.80%	23.3%	28.8%	23.5%
Dark (streetlights on, Spot)	0	0	8	0	0	8	6.80%	0.0%	7.80%	6.1%	11.2%	6.3%
Dusk	1	3	1	2	0	7	6.00%	16.0%	6.90%	3.0%	2.9%	2.9%
Dawn	0	2	2	1	0	5	4.30%	8.0%	4.90%	1.6%	2.0%	1.6%
<i>Total - Low Light Conditions</i>	<i>5</i>	<i>10</i>	<i>17</i>	<i>4</i>	<i>2</i>	<i>38</i>	<i>32.50%</i>	<i>60.0%</i>	<i>35.30%</i>	<i>38.6%</i>	<i>55.1%</i>	<i>39.2%</i>
Total	6	19	54	23	15	117	-	-	-	-	-	-



Key Takeaways

- Rear-end, fixed-object, and right-angle crashes make up 55 percent of all fatal and serious injury incidents.
- Animal-related crashes are frequent, reflecting the county's rural landscape.
- Major risk factors include driver-inattention and unsafe speed.
- Lowlight conditions contribute to a significant share of serious crashes, about 1 in 3, especially for pedestrians and bicyclists.
- Targeted safety interventions are needed to address these risks and improve outcomes for vulnerable road users.

1.7 Existing Bicycle Network

Hunterdon County's existing bicycle facilities include on-street bicycle lanes and off-street trails and paths of varying length and use. Although Hunterdon County currently has 47.4 miles of bicycle facilities and trails, many of these are rough or unpaved, singletrack trails best suited for mountain biking and hiking.

Table 12: Existing Bicycle Facilities by Miles in Hunterdon County, NJ

Existing Bicycle Facilities	Total Miles	Municipality / Owner
On-Street Facilities		
Standard Bike Lines	10.4 Miles	Clinton Township, Frenchtown, Raritan, & East Amwell
Shared Lanes	0.3 Miles	East Amwell & Raritan
Off-Street Facilities		
Delaware & Raritan Canal Towpath	19.6 Miles	NJ State Park Service
Columbia Trail	7.0 Miles	Hunterdon County Parks
Landsdown Trail	1.9 Miles	Hunterdon County Parks
Capoolong Creek Trail	3.9 Miles	NJ Fish and Wildlife
Higginsville Trail	0.7 Miles	Hunterdon County Parks
Hoffman Park Trail	2.1 Miles	Hunterdon County Parks
Other Small Trails	3.4 Miles	Miscellaneous Ownership

On-Street Bicycle Facilities

Hunterdon County's existing on-street bicycle network consists of just over ten (10) miles of on-street bicycle facilities, located primarily in Frenchtown, East Amwell, Flemington, and Raritan Township. These limited on-street lanes and designated routes provide safer access for everyday riders, but they represent just a small portion of the



overall bicycling infrastructure in the County and may not have a Level of Bike Stress suitable for all users. These include shared lanes and standard bicycle lanes.

Shared Lanes – Bicycles mix with moving traffic in the travel lane without a dedicated space and or separation from motor vehicles. Planning practice recommends that shared lanes be limited to 25-mph roadways and provide traffic calming to improve safety, although none of the existing shared lane bicycle facilities in Hunterdon County provide traffic calming elements. Shared lanes are usually located where the roadway narrows, such as at intersections or bridges next to current bike lanes.

Standard Bicycle Lanes – Bicycles are provided a designated roadway space defined by a painted stripe to differentiate the bike lane from the travel lane, but without a physical separator such as a raised median or flexible bollard to provide protection from moving traffic. Planning practice recommends that standard bicycle lanes be provided on roadways up to 35-mph posted speed limit, with a minimum bicycle lane width of five (5) feet, and with no physical buffer or separator. Prior Standards utilized a four (4) feet width. Some examples of existing standard bicycle lanes in Hunterdon County include:

- Old York Road (NJ 179) from Gulick Road to US 202 (2.1 miles) *shoulder running lane and shared lanes in 25 mph zone.*
- Church Street (CR 650)/Vorhees Corner Road from NJ 31 to Old York Road (CR 613) (2.4 miles) *Four-foot width lanes*
- Clover Hill Road from Old York Road (NJ 179) to Amwell Road (1.8 miles)
- Walter E. Foran Boulevard from North Main Street to NJ 31 (0.33 miles) *Four-foot width lanes*
- Kingwood Avenue (NJ 12) from Race Street to Horseshoe Bend Road (0.65 miles)
- Lilac Road (at River Road) - Wellington Drive - Hamden Road - Leigh Street - Country Club Road to Westchester Terrace (3.1 miles)

Refer to Appendix A of the Hunterdon County Bicycle Network Plan final report for more details about existing facilities in Hunterdon County.

Connectivity between bike lanes and shared lanes is inconsistent in the County. Certain on-road facilities terminate at municipal boundaries or the end of a development, which, in some instances, may occur at the midpoint of the roadway. In addition to connectivity, there are additional constraints on the existing on-road facilities which impact their maintenance and development, which can result in reductions in existing on-road bicycle facilities.

For example, evolving design and safety standards for on-road bicycle facilities and increasingly stringent stormwater management policies aimed at improving surface water quality affect existing and future on-road facilities. In several instances, existing on-road bicycle lanes were developed to earlier design standards. These lanes widths may no longer be supported at current width standards within curbed roadway segments. With the existing conditions of rural Hunterdon County Roads lacking the shoulder widths and multiple lanes of urban roadways, there is less pavement width available to support separated bicycle facilities.

A rural roadway network has practical limitations to the “road diet” approach to prioritize bicycle facility development on existing paved roadways when sufficient pavement width does not exist. To ensure the safety of bicyclists in on-road facilities, non-standard facilities may be removed in order to ensure roadway agencies are maintaining only compliant on-road bicycle lanes and to adhere to stormwater management regulations.

Stormwater improvements, such as roadway curbing, stormwater drainage systems, and impervious coverage restrictions impose practical limitations to increase roadway widths needed to maintain existing on-road bicycle facilities. Also, State stormwater regulations limit new construction of impervious coverage. In other words, in a rural context, maintaining on-road bicycle facilities could drive the need for increasing pavement widths which runs counter to state water quality policies. In contrast, off-road facilities, such as side paths, which may be classified as “trails” by state water quality agencies, may be more permissible, though roadway conditions may lack the Right of Way for these facilities.

Off-street Trails and Path

Hunterdon County has 161.1 miles of off-street trails and paths. These provide significant opportunities for bicyclists and pedestrians to experience the natural beauty, amenities, and rich history of Hunterdon County. Of these 161.1 miles, approximately 113.7 miles (71 percent), are rough or unpaved, singletrack trails best suited for mountain biking and hiking, rather than everyday mobility, and personal travel. Hence, these 113.7 miles are excluded from the existing facilities inventory for the Hunterdon County Bicycle Plan as the plan emphasizes everyday mobility and personal travel by bicycle. The remaining roughly 47.4 miles (29 percent) of trails have greater potential to support everyday mobility, transportation utility, and personal travel by bicycle, and are therefore included in the inventory (Table 12 & Figure 19). These include the Delaware & Raritan Canal Trail, Columbia Trail, Landsdown Trail, and Capoolong Creek Trail.

Delaware & Raritan Canal Trail

The Delaware & Raritan (D&R) Canal Towpath, extending from Frenchtown to Lambertville to Trenton and back up to New Brunswick, provides a scenic, family-friendly 32-mile route along the Delaware River, including 18 miles within Hunterdon County. This level route follows a historic canal towpath and Rail to Trail. The smooth, compacted aggregate surface is typically at least three to five feet wide and allows for comfortable riding and features notable historic sites such as lockkeeper houses, mills, and stone culverts, as well as abundant wildlife, including eagles, herons, and swans. Starting points are available in Frenchtown, Stockton, or Lambertville, enabling riders to explore nearby towns known for their cafes, restaurants, and boutique shops.

Notable attractions along the Canal include Bull's Island Recreation Area, the Prallsville Mill, and the opportunity to cross into Pennsylvania to make loop trips along the Delaware and Lehigh Canal Trail.



Figure 13: Bike on D&R Canal Towpath (Credit: Trenton Journal)

The D&R Canal Trail continues into Mercer County where it connects to New Brunswick to the northeast and south to the Delaware Valley Regional Planning Commission's Circuit Trail Network of over 415 trail miles in the greater Philadelphia region. Also, the D&R Canal Trail makes a connection to the East Coast Greenway in Trenton, Mercer County. Several locations offer public restrooms and bicycle facilities, including Prallsville Mills and Bulls Island State Park. The trail is owned by the New Jersey Department of Environmental Protection (NJDEP), Division of Parks and Forestry, State Park Service.

Columbia Trail

The Columbia Trail is a scenic, seven-mile recreational path in Hunterdon County, stretching from High Bridge into Morris County, serving as a backbone for regional bicycle and pedestrian connectivity. Once in Morris County it links to the Patriot's Path, which is a National Recreational Trail designated by the National Park Service. Originally built in 1875 as the High Bridge Branch of the Central Railroad of New Jersey, the trail has a rich history, including a dramatic train wreck of 1885.

This level Rail to Trail route provides a key linkage in the County's Highlands. Today, it offers a peaceful route for hiking, biking, and cross-country skiing through forests and alongside the South Branch of the Raritan River. Visitors can enjoy views of Lake Solitude and spot diverse wildlife, including deer, foxes, and waterfowl.

The trail also connects to other notable paths like the Highlands Trail and the municipality-owned Taylor-Wharton Steelworkers Historic Greenway, making it a hub for outdoor exploration and heritage appreciation. High Bridge Commons has a public restroom and parking. Columbia Trail is owned by the Columbia Gas Transmission Company, which purchased the former railroad right-of-way from Conrail, and is managed by the Hunterdon County Parks System.



Figure 14: Columbia Trail, Hunterdon County, NJ (Credit: Hunterdon County)

Landsdown Trail

The Landsdown Trail in Hunterdon County, is a 1.5-mile natural surface path that follows a former spur line of the Lehigh Valley Railroad, originally built in 1881 to connect Clinton with Landsdown. The trail offers a peaceful route for hiking, biking, and cross-country skiing past open fields, forests, and wetlands, with opportunities to view diverse wildlife and access fishing spots along the South Branch of the Raritan River and Capoolong Creek. The trailhead is located near the historic Clinton Freight Station, now repurposed as part of the Cyrus Fox Lumber Company, and connects to the broader South Branch Reservation, a protected area of over 1,000 acres. No restrooms or bicycle facilities are offered. It is owned and managed by the Hunterdon County Parks System.



Figure 15: Lansdown Trail, Hunterdon County, NJ (Credit: Hunterdon County)

Capoolong Creek Trail

The Capoolong Creek Trail, a state-owned path, stretches for four miles along Capoolong Creek from Landsdown Road to Pittstown, with its southernmost access point located at White Bridge Road. As it winds through the area, the trail passes close to the historic village of Pittstown, providing visitors with both scenic creek views and a glimpse of the local heritage. Managed by the NJ Division of Fish and Wildlife, the trail follows a former rail corridor, offering a level route through woodlands, wetlands, and historic areas. It has a primary usage for fishing access and is also popular for walking, jogging, biking, horseback riding, and quiet nature exploration. No restrooms or bicycle facilities are offered along the trail, and small parking pullouts are at road crossings.



Figure 16: Capoolong Creek Trail Hunterdon County, NJ (Credit: Hunterdon County)

Hoffman Park Trail

The Hoffman Park trails are situated in this 354-acre park and is in Union Township, west of Clinton and just south of Interstate 78. The main parking area is at 26 Baptist Church Road, in Hampton, NJ, with a second parking lot at 751 Mechlin Corner Road. The access gate is open from 9:00 AM to sunset. Hoffman Park's 2 miles of paved and gravel paths are loops suitable for biking and walking. The park also offers opportunities for fishing, birding, and cross-country skiing, and is managed by the Hunterdon County Parks System.



Figure 17: Hoffman Park Trail, Hunterdon County, NJ (Credit: www.njskylands.com)



South Branch Reservation - Higginsville Trail

The South Branch Reservation, owned by Hunterdon County, is a collection of 12 small parks spanning 1,100 acres along the South Branch of the Raritan River with a total length of ten miles. This trail system features non-contiguous segments along both sides of the river. It offers scenic views, wooded paths, fishing and canoe/kayak access, and opportunities for wildlife observation. While some portions are interconnected, others require bicyclists or hikers to travel on local roads to access different sections. The area supports passive recreation such as hiking, birdwatching, fishing, canoeing and kayaking, and nature walks. Strategically, the trail could serve as a vital greenway corridor if a contiguous path is developed. No restrooms or bicycle facilities are offered, and most parking areas are small.

The Higginsville Trail section of South Branch Reservation includes 24 acres and a flat, 0.75-mile trail. The trail follows the former South Branch Railroad, completed in 1864 to connect Somerville and Flemington. In 1888, the line merged with the Central Railroad of New Jersey and became known as the South Branch Line before being abandoned in 1957. Hunterdon County acquired most of the land that now forms South Branch Reservation in 1975. Additional Higginsville parcels along the river and on the island were acquired in 1996, and the former rail bed was added in 2004.



Figure 18: Higginsville Trail, Hunterdon County, NJ (Source: Hunterdon County)

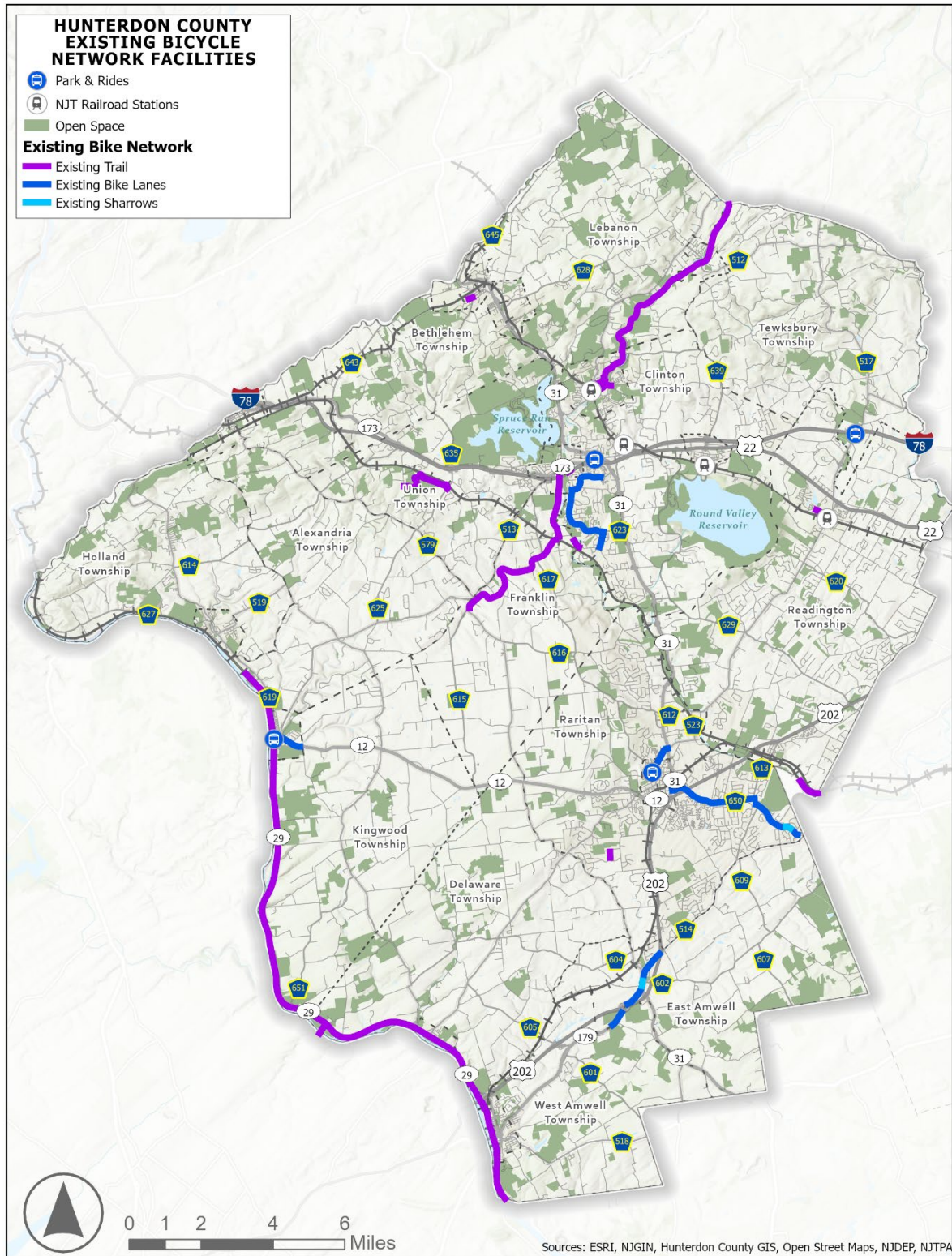


Figure 19: Existing Bicycle Facilities Network in Hunterdon County, NJ

Ongoing Projects

Several roadway improvement projects advanced by the North Jersey Transportation Planning Authority are underway or planned in Hunterdon County, as indicated in the Connecting Communities: The NJTPA Long Range Transportation Plan and the Transportation Improvement Plan. Most are NJDOT projects of which several cross or intersect with municipal or county roads with bicycle facilities. This includes, for example, the NJ 31 project from Main St. to Church Street in Flemington and Raritan Township.

For state-sponsored roadway projects, NJDOT maintains a [Complete Streets Policy](#), which includes provision for sidewalks, curb extensions, bike lanes, multi-use paths, ADA curb cuts, etc.

Table 13: NJTPA Transportation Improvement Program (TIP) Projects in Hunterdon County, NJ (Accessed: October, 2025)

Project Name	Municipality	Funding
NJTPA TIP Projects FY 2024-2027		
ADA Various Improvements	Various	NHPP
CR 579 Church St. Bridge	Bloomsbury, Bethlehem	STATE-NJTPA
Rt. 31: Foran to Wescott	Raritan Twp.	NHPP
Rt. 78: Pittstown Rd (X15) interchange	Union Twp.	STATE-NJTPA
Rt. 22, NJT Bridge	Clinton Twp.	NHPP
Rt. 29: Alexauken to Washington	Lambertville, Delaware, Kingwood, Frenchtown	NHPP
Rt. 29: Rockfall (Kingwood)	Kingwood Twp.	NHPP
Rt. 29: Rockfall (Lamb/W. Am)	Lambertville, West Amwell Twp.	NHPP
Rt. 78: Rt. 22 to Drift Rd	Various	NHPP
Rt. 29: Copper Creek Bridge	Kingwood Twp.	NHPP
Rt. 31: Church to Main	Flemington, Raritan Twp.	NHPP
Rt. 173: CR 513 (Pittstown Rd.) to CR 626 (Beaver Ave.) This project will improve pedestrian safety with construction of sidewalks, ADA ramps, and upgraded traffic signals within the project limits.	Clinton Twp., Franklin Twp., Union Twp.	NHPP
Rt. 179: Back Brook Bridge	E. Amwell Twp.	BFP/NHPP
Rt. 78: Beaver Brook Bridge	Clinton Twp.	BFP/NHPP
Rt. 31: Health Quest to River Rd.	Raritan Twp.	NHPP
Rt. 173: Mulhockaway Creek Bridge	Union Twp.	BFP/NHPP

Project Name	Municipality	Funding
D&R Canal Bridges	Various	BFP-OS-BRDG
D&R Canal Bridges	Various	STBGP-FLEX
D&R Canal Bridges	Various	STBGP-OS-BRDG
NJTPA TIP Projects FY 2026-2029		
CR 579 Church St. Bridge	Bloomsbury, Bethlehem Twp.	STATE-NJTPA
Rt. 78: Rt. 22 to Drift Rd	Various	NHPP
Rt. 78: Pittstown Rd (X15) interchange	Union Twp.	STATE-NJTPA
Rt. 31: Health Quest to River Rd.	Raritan Twp.	NHPP
Rt. 173: Mulhockaway Creek Bridge	Union Twp.	BFP/NHPP
Rt. 179: Back Brook Bridge	E. Amwell Twp.	BFP/NHPP
Rt. 29: Old River Rd. to Alexauken Creek Rd.	Lambertville	STBGP-FLEX
Rt. 31: Church to Main	Flemington, Raritan Twp.	NHPP
Rt. 29: Alexauken to Washington	Lambertville, Delaware, Kingwood, Frenchtown	NHPP
Rt. 78: Beaver Brook Bridge	Clinton Twp.	BFP/NHPP
Rt. 22: NJ TRANSIT Bridge	Clinton Twp.	NHPP
Rt. 29: Copper Creek Bridge	Kingwood Twp.	NHPP
Rt. 173: CR 513 (Pittstown Rd.) to CR 626 (Beaver Ave.)	Clinton Twp., Franklin Twp., Union Twp.	NHPP
Thomas St. Bridge over High Bridge Branch	High Bridge	STBGP-OS-BRDG
Rt. 29: Rockfall (Kingwood)	Kingwood Twp.	NHPP
Rt. 29: Rockfall (Lamb/W. Am)	Lambertville, West Amwell Twp.	NHPP
D&R Canal Bridges	Various	BFP-OS-BRDG
D&R Canal Bridges	Various	STBGP-FLEX
D&R Canal Bridges	Various	STBGP-OS-BRDG
* <i>Flemington Jct. Road</i>	<i>Raritan Township</i>	<i>Roadway expansion</i>

BFP – Bridge Formula Program

BFP-OS-BRDG – Bridge Formula Program- Bridge Off-system Funds.

NHPP - National Highway Performance Program

STATE-NJTPA – State and NJTPA

STBGP-FLEX – Surface Transportation Block Grant Program- Statewide Flex

STBGP-OS-BRDG – Surface Transportation Block Grant Program- Off System Funds

* *included in long range transportation Plan Connecting Communities, but not currently listed in the TIP*

1.8 Level of Bicycle Compatibility (LBC) Assessment

NJTPA's Level of Bicycle Compatibility (LBC) Assessment is a regional screening tool that rates how suitable (or comfortable) roadways are for bicycling, primarily to support network planning and identify priority improvements. The Hunterdon County Bicycle Plan utilizes the NJTPA's Level of Bicycle Compatibility (LBC) and Connectivity Analysis to evaluate the suitability of roadways for bicycling across northern New Jersey using a five-tier classification system. The LBC Analysis is adapted by NJTPA from the Level of Traffic Stress (LTS) model, a nationally recognized metric that evaluates how stressful a roadway is for bicyclists (Figure 20).

Bicyclists in Hunterdon County have a wide range of experience levels and comfort with traffic conditions. An avid recreational and long-distance cycling community enjoys Hunterdon's rural, winding roads with the rolling farming and forest landscape. However, a majority of bicyclists, especially families, children, casual riders, refer/require routes that offer separation from motor vehicle traffic and are indicated in bicycle facility manuals (e.g. AASHTO, FHWA, NACTO, NJDOT, etc.). Regardless of experience level, all cyclists are vulnerable road users and benefit from improved safety.

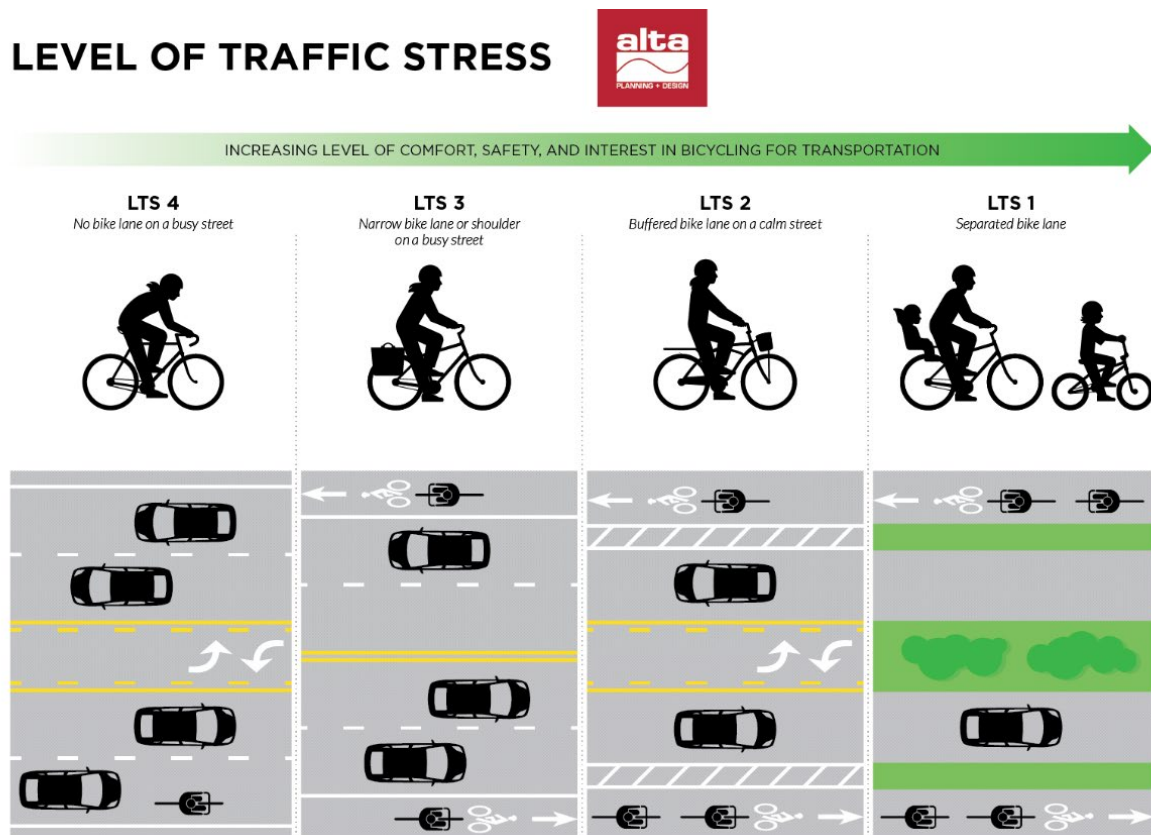


Figure 20: Level of Traffic Stress by Alta Planning + Design.

The LBC Analysis categorizes roadways based on attributes such as speed limits, number of lanes, shoulder width, presence of bike lanes, and truck volumes, classifying road segments on a scale of one (1) (most bike-friendly) to five (5) (most bike-prohibitive).

LBC 1 – Comfortable for All Ages and Abilities: Ideal for children, seniors, and novice riders, these routes feature strong separation from traffic, low speeds, and simple crossings on generally level paths. Low-speed neighborhood streets under 25 mph and shared use paths often fall into this category. Examples include the Delaware & Raritan Canal Towpath and Columbia Trail.

LBC 2 – Suitable for Most Adults: These routes appeal to the “Interested but Concerned” group—people who would bike more if conditions felt safer. LBC 2 roads typically have low traffic volumes and may include dedicated bike lanes or shared use paths with minimal interaction with vehicles.

LBC 3 – Appropriate for Confident bicyclists: These roads may have moderate traffic volumes and speeds and are generally used by experienced bicyclists who are comfortable riding alongside vehicles.

LBC 4 – For the Most Skilled Riders: These routes involve high-speed, high-volume traffic, often with large vehicles and multiple lanes. Only the most experienced and confident bicyclists typically use these roads.

LBC 5 – Bicycles Prohibited: These routes involve very high-speed, often classified as interstates, freeways and toll routes, all of which are limited to vehicle access and prohibit bicyclists.

Figure 21 displays the LBC Analysis for roads and trails in Hunterdon County.

This methodology does not, however, assess other factors such as topography, sight lines, and change in elevation, which may contribute to bicycle stress. These attributes are generally not assessed in current LTS methods available. This may be explored by NJTPA in the future, as they acknowledge that hilly roadways may make it more difficult for novice bicycle users and could increase an LBC 1 roadway to LBC 2 or 3.

Application of the NJTPA’s LBC data and methodology to Hunterdon County’s roadway network demonstrates that the vast majority (96.5 percent) of Hunterdon County’s roads are high stress (LBC 3, 4, and 5), which means almost all Hunterdon roadways in their existing condition are not comfortable for children, seniors, or casual bicyclists. Just 3.5

percent of roadways currently feature low stress conditions (LBC 1 and 2). While roadways are the focus of the LBC analysis, all trails and shared use paths are the lowest stress level of 1. Additional factors, such as topography and elevation, which is not part of the LBC assessment, may impact stress levels too.

The findings highlight the importance of expanding protected bike lanes, shared use paths, and traffic-calmed streets to reduce stress and improve safety for everyday use by all users. There is a clear need for more low stress (LBC 1 and LBC 2) routes to make bicycling more appealing to a broader population.

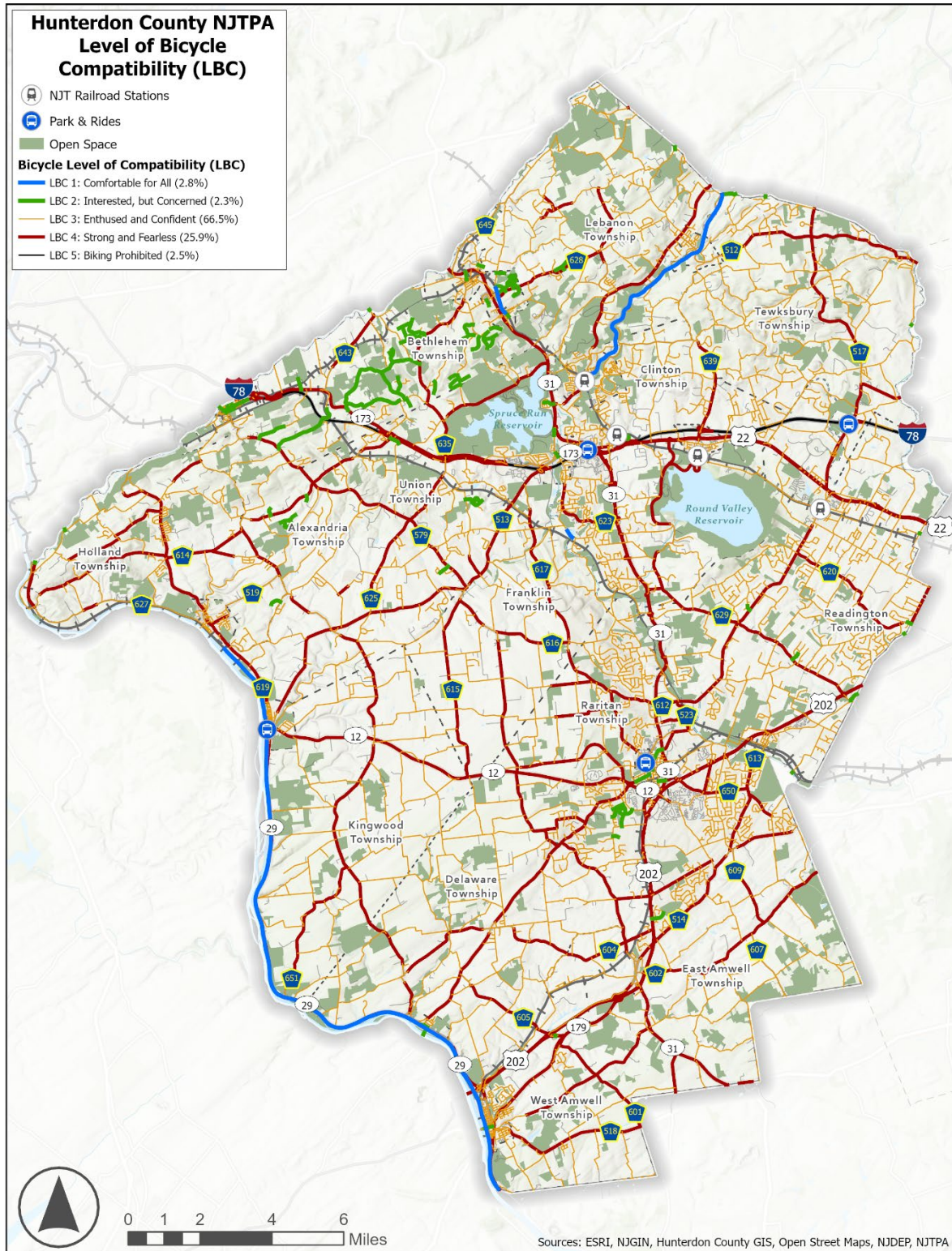


Figure 21: NJTPA Bicycle Level of Compatibility (LBC) Map



1.9 Bicycle Network Gaps Analysis

Hunterdon County's existing bicycle facilities are mostly isolated segments, with limited regional connectivity. Much of the existing network was developed for recreational use and only a few segments provide connections for everyday use for trips to work or school (e.g. D & R Canal Towpath, Clinton Township bike lanes). Significant expansion is necessary to create an interconnected network. Furthermore, the predominance of high traffic-stress roadways (LBC 3 and LBC 4) significantly discourages travel by bike and creates barriers to both local and regional mobility and access. Almost the full inventory of county roadways are high traffic stress and therefore considered accessible to only the most skilled and risk-tolerant bicyclist. As a result, bicyclists seeking low-stress and low-speed bicycle facilities are confined to small areas of Hunterdon County roads, parks, and recreation areas and lack opportunities to bicycle for everyday mobility, transportation utility, and personal travel.

1.10 Potential Bicycle Demand

A variety of factors influence bicycle demand, including population and job center locations and the presence of demand generators. The bicycle demand assessment for Hunterdon County identifies potential bicycle trip demand generators, including many downtowns and main streets across the county, and that can be served by local or regional elements of the county bicycle network.

The following narrative highlights key destination demand generators displayed in . The bicycle demand assessment identifies potential for future or latent demand for bicycle travel by residents, employees, visitors, and customers who are more likely to travel by bicycle if low-stress facilities become available.

Downtowns, Main Streets & Shopping Centers

Hunterdon County has a variety of districts with retail shopping, restaurants and cafes, and other activities. These include the compact downtown of Lambertville, the main streets of Clinton, Flemington, Frenchtown, High Bridge, Lebanon Borough, Milford, and Stockton, and the rural village centers of Annandale, Oldwick, Riegel Ridge, Ringoes, and White House. Also, there are clusters of shopping centers in Flemington and Raritan Township and Clinton and Readington Townships.

Employment & Town Centers

Hunterdon County's economy is driven by a mix of manufacturing, healthcare, education, and professional services. Key employment hubs include:



- Hunterdon Health – The largest healthcare provider and employer in the county, centered at Hunterdon Medical Center in Flemington.
- ExxonMobil Research & Engineering – Located in Clinton Township, a major employer in the energy and technology sector.
- Merck, 3M, Ingersoll Rand, and UNICOM Global – Represent the county's strong presence in pharmaceuticals, advanced manufacturing, and technology.
- Hunterdon County Government – Offers a range of public sector jobs across departments located in campuses in Flemington and Raritan Township, and small satellite facilities.
- Downtowns & Main Streets – Flemington, Clinton, Lambertville, High Bridge, Frenchtown, Milford.
- Retail shopping centers, including Shop Rite, Home Depot, Lowes, Walmart, Stop & Shop, and other similar stores in Clinton and Flemington areas.
- Johanna Farms & Readington Farms – Key businesses in agriculture and food manufacturing.
- Georgia Pacific – cardboard sheet manufacturing; remnant of County's paper industry.
- Small businesses along the US 22, NJ 173, and NJ 31 corridors.
- Town & Borough Halls.

Also, a significant number of trips for employment are to adjacent counties, principally Somerset county, which has several large employers located on the US 202 corridor and in the Bridgewater area, and in Mercer county, which includes state government offices.

Schools & Libraries

Hunterdon County has a strong public school system with 51 schools, including:

- Hunterdon County Academies – Vocational and technical education hubs.
- Hunterdon Central Regional High School – Largest high school in the county.
- Hunterdon County Polytech High School, Flemington.
- North Hunterdon High School, Annandale.
- Delaware Valley High School, Frenchtown.
- South Hunterdon Regional High School, Lambertville.
- Lambertville High School, Lambertville.
- Tewksbury Elementary School and Old Turnpike School – Top-ranked schools for academic performance.
- Hunterdon County Library, Flemington.
- North County Branch Library, Clinton.



- Hunterdon County Library – South County Branch, Ringoes.
- Lambertville Free Public Library – Serves the southern part of the county with community programs and resources.
- Bunnvale Library, Lebanon Township.

Hospitals & Childcare

- Hunterdon Medical Center – Provides multiple health care specialties, in a central location in the county, with a secondary Riverfield campus, near High Bridge.
- Hunterdon Pediatric Associates – Multiple locations across Clinton, Flemington, and Hillsborough.
- Bright Tomorrows Childcare Center – Located near Hunterdon Medical Center.
- Lightbridge Academy, The Goddard School, Blossom Hill Country Day School, the Ginger Tree, Acorn Montessori, and other popular childcare and early learning centers across Flemington, Clinton, Lebanon, and Glen Gardner.

Parks & Recreation

- Spruce Run Recreation Area – Popular for swimming, boating, and hiking.
- Round Valley Reservoir – Offers hiking, fishing, and camping.
- Voorhees State Park – Known for panoramic views and extensive trail systems.
- Delaware and Raritan Canal – Known for its scenic trail and Bulls Island area.
- Deer Path Park, Echo Hill Environmental Education Area, Ken Lockwood Gorge (fishing), Point Mountain, and Teetertown Ravine Nature Preserve – Key county parks with trails and nature access.

As per the Strategic Park and Open Space Plan 2018 Plan, Hunterdon County's total parkland encompasses approximately 8,423 acres, with 7,814 acres (93 percent) being county owned. The park system includes primitive and developed areas.

- Natural Areas make up 55 percent and are largely undeveloped, offering opportunities for hiking, horseback riding, and nature observation.
- Active Recreation areas comprise 11.2 percent of the parkland and include facilities like Deer Path Park and Heron Glen Golf Course.
- Linked Greenways, accounting for 9.5 percent, feature trails such as the Columbia Trail, Landsdown Trail, and the South Branch Trails.
- Special Use Areas, such as Echo Hill Park, the Hunterdon County Arboretum, South County Park (4-H Fairgrounds), and Court Street Park, support a range of unique activities and community events.



Also, several private and public fitness facilities, especially those with pools, may be demand generators, including larger facilities, such as:

- Health Quest, Raritan Township
- Riverfield, Clinton Township
- Planet Fitness, Clinton Township
- Deerpath YMCA, Readington Township
- Riegel Ridge Community Center, Holland Township
- Gravity Vault Climbing Gym, Raritan Township

Transportation Hubs

Hunterdon County is served by several rail stations in the County and in adjacent Somerset County as well as private bus carriers operating from Park and Ride locations.

- High Bridge NJ Transit Rail Station (Raritan Valley Line)
- Annandale NJ Transit Rail Station (Raritan Valley Line)
- Lebanon NJ Transit Rail Station (Raritan Valley Line)
- White House NJ Transit Rail Station (Raritan Valley Line)
- Peapack NJ Transit Rail Station (Morris & Essex Line, Peapack and Gladstone Branch)
- Gladstone NJ Transit Rail Station (Morris & Essex Line, Peapack and Gladstone Branch)
- Far Hills NJ Transit Rail Station (Morris & Essex Line, Peapack and Gladstone Branch)
- Annandale Park and Ride (Transbridge Bus)
- Clinton Park and Ride (Transbridge Bus)
- Union Township Park and Ride (Transbridge Bus)
- Flemington Park and Ride (Transbridge Bus)
- Lambertville Park and Ride (Transbridge Bus)
- Oldwick Park and Ride
- Frenchtown Park and Ride

Affordable & Senior Housing and Food Pantries

While Hunterdon County primarily has single family homes, multi-unit housing locations have higher densities, including affordable housing, or serve specific populations such as seniors or veterans. Available mapping of these built units are included in the map; it does not include areas zoned for new, higher density units. Also, known locations for food pantries were included from the Hunterdon County Health Department.

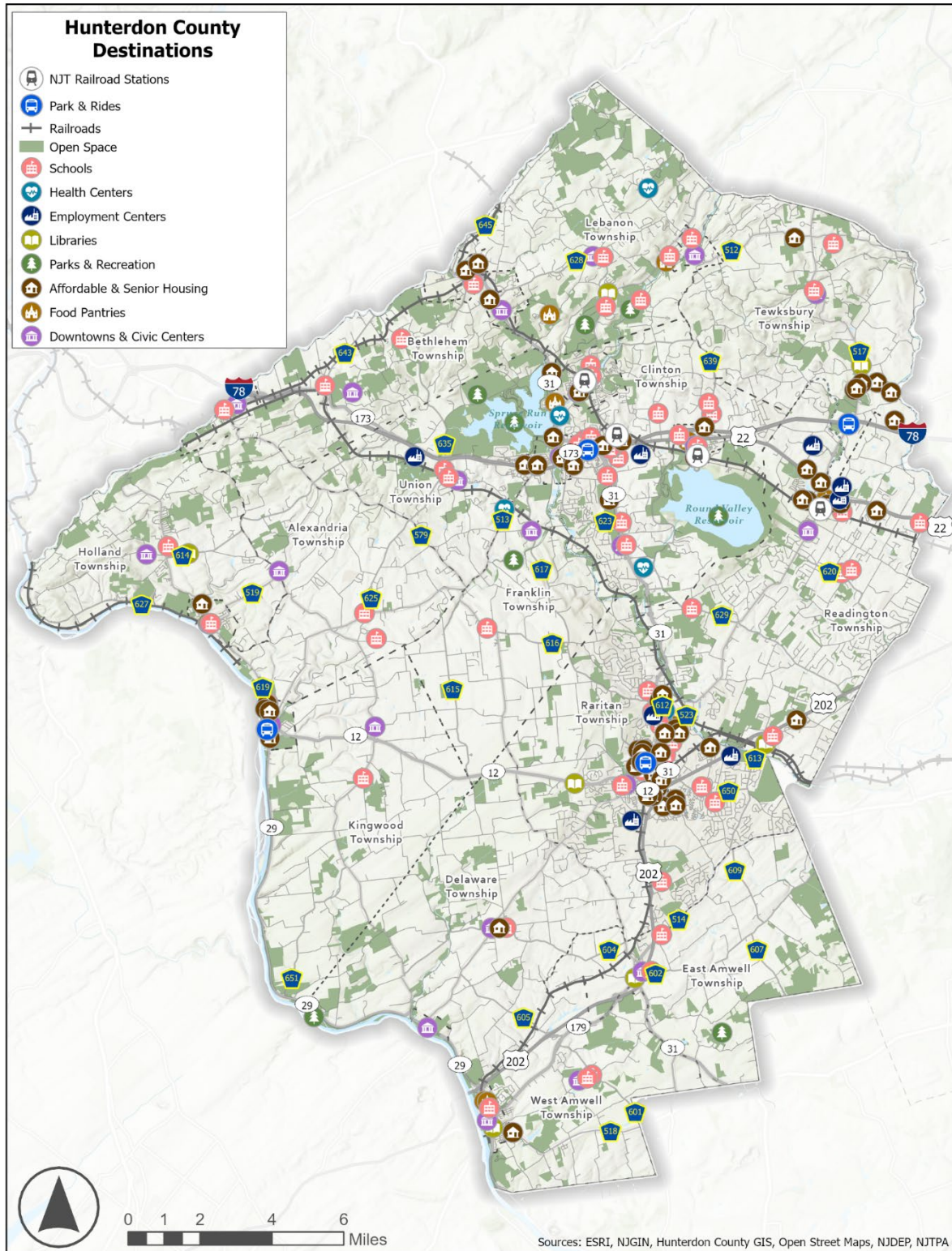


Figure 22: Key Destinations in Hunterdon County, NJ



2 Literature Review

Plans developed by the County, municipalities, state agencies, and others influence the development of bicycle facilities in Hunterdon County. Reviewed documents are divided into five categories: Complete Street Policies, Land Management Plans, Transportation Plans & Design Standards, Recreation Plans, and Corridor/ Local Projects. These resources are critical to the development of the plan's vision and goals, bicycle network, and supporting strategies, policies, and guidance.

2.1 Complete Streets Policies

"Complete Streets" are streets designed to be safe and feel safe for all roadway users, accommodating travel by walking, biking, transit, and driving, while prioritizing safety and accessibility for all. Localities adopt policies, resolutions, or ordinances to integrate complete streets into the planning, design, construction, maintenance, and operation of roadways in their jurisdiction. Roughly a third of municipalities (eight of 26 – 31 percent) have adopted a complete streets policy. The County has not adopted a policy. NJDOT has had a policy since 2009 and recently updated its policy in 2024.

Most of the municipal policies in Hunterdon County are adaptations of the NJDOT Complete Streets Policy from 2009. Notable exceptions include Lambertville and Readington. The Lambertville policy addresses design standards and performance metrics. The Readington policy includes the adoption of Green Streets as well as Complete Streets, definitions, and has a twelve-step outline of design standards.

Also, in Hunterdon County, portions of the road network are under the jurisdiction of municipalities, the County, or NJDOT. Transportation agencies may adopt Complete Streets design principles in their facility designs. For example, along the Delaware River Scenic Byway, the NJDOT promulgated a corridor management plan including pedestrian and bike facilities with connections to the adjacent canal towpath. Another plan, Together 202, was developed for US 202 between Flemington and Somerville.

Key attributes of complete streets policies in Hunterdon County are summarized below:

Borough of Califon Complete Streets Policy – Adopted December 3, 2012.

Resolution that follows the NJDOT Complete Streets Policy from 2009.

Township of East Amwell Complete Streets Policy – Adopted April 9, 2015.

Resolution that follows the NJDOT Complete Streets Policy from 2009.



Borough of Flemington Complete Streets Policy – Adopted November 18, 2013.

Resolution that follows the NJDOT Complete Streets Policy from 2009, identifying streets for bike lane development incorporated into municipal ordinances.

Township of Franklin Commitment to Complete Streets – Adopted August 28, 2014.

This Commitment to Complete Streets has some unique language on preventing sedentary lifestyles and childhood obesity via the built environment. It also includes horseback riders as roadway users with dedicated crossing zones and calls for parking to improve recreational access for pedestrians and bicyclists. Aside from these local aspects, the rest of the document follows the NJDOT Complete Streets Policy from 2009.

Borough of Frenchtown Complete Streets Policy – Adopted March 2, 2011.

Resolution that follows the NJDOT Complete Streets Policy from 2009.

City of Lambertville Complete Street Policy – Adopted May 21, 2012.

This policy outlines the creation of Complete Streets in Lambertville through a 12-step process. The policy describes creating a comprehensive, integrated multimodal network, standards for when roadways need to be considered for complete streets (>1,000 vehicles per day), application of AAHSTO pedestrian and bicyclist facility design standards, consideration for Safe Routes to School, and ADA. There is also support for a diverse community/neighborhood, reduction of reliance on fossil fuels, and reduction of future project costs through the integration of pedestrian and bicyclist infrastructure. The policy follows the NJDOT Complete Streets Policy from 2009 and expands in the areas mentioned above.

Raritan Township Complete Streets Policy – Adopted February 5, 2013.

Resolution that follows the NJDOT Complete Streets Policy from 2009.

Readington Township Complete and Green Streets Policy – Adopted September 18, 2023.

This policy follows the NJDOT *Complete & Green Streets for All* 2019 model policy as a template, adding definitions for both Complete Streets and Green Streets in its resolution.

NJDOT Complete Streets Policy – Adopted November 26, 2024

NJDOT adopted a Complete Streets Policy in 2009 and updated its policy in 2024. The updated policy is designed to consider complete streets through all NJDOT project delivery phases. The policy describes design solution classifications [A (high effort), B (medium effort), or C (simple fix)] to be considered in context of project types (full scope or limited scope) at earliest stages of Capital Project Delivery process. Along with the

policy, NJDOT developed a [Complete Streets Implementation Guide](#) with additional guidance and definition of internal processes. Project/design decisions regarding solutions, exemptions, or constraints are diagnosed through a Complete Streets Compliance process.

New Jersey Complete Streets Design Guide (NJDOT, 2017)

The *New Jersey Complete Streets Design Guide* (NJ-CSDG) is a resource for incorporating Complete Streets into planning and design practices. The guide presents detailed design standards and templates specific to New Jersey's unique context and conditions; data and research supporting the complete streets approach, accessible design; and case studies of successful implementation. Guidance is included for the selection and design of bicycle facilities.

2.2 Land Management Plans

Land Management Plans are County or Special District level plans that outline current and future land use policies and recommendations for a locality.

Highlands Regional Master Plan – Adopted 2008

The Highlands Region Master Plan prioritizes preservation of the New Jersey Highlands region, which includes the northern section of Hunterdon County, using recreation, environmental protection, and managed growth. Implemented by the Highlands Council, the Plan includes a policy to promote land use patterns which facilitate use of alternative modes of transportation including walking and the use of bicycles, with review authority on transportation projects in its region.

NJ Highlands Economic Sustainability Plan – Adopted March 2022

The NJ Highlands Economic Sustainability Plan is an economic growth plan aimed at outlining economic growth opportunities for the NJ Highlands, including the portion within Hunterdon County. Key takeaways are that the creation of economic success within the Highlands region as a whole and in Hunterdon specifically requires more transportation options and infrastructure to connect to the dispersed regional job sites.

Hunterdon County Growth Management Plan – Adopted February 2024

The Hunterdon County Growth Management Plan has key takeaways that affect the county from an economic, community, and regional development context, including:

- There is a general lack of public transportation to interconnect the county's main town centers and job sites,



- Future land development should revolve around these major town centers and job sites along transportation corridors, and
- A significant proportion of current commutes are less than 15 minutes at 20 percent of trips, with the mean travel time to work being 35.1 minutes and 45 percent of commutes being less than 30 minutes.

Lower Delaware Wild and Scenic River – enacted by Congress in 1992 – a council of municipalities, counties, and non-governmental organizations supports the locally-administered designation to implement a River Management Plan in partnership with the National Park Service. The Plan acknowledges the scenic and historic resources along the Delaware River corridor with an emphasis on recreational access to promote enjoyment of the river, including the D&R Canal Trail.

Musconetcong Wild and Scenic River – enacted by Congress in 2006 – a council of municipalities, counties, and non-governmental organizations supports the locally-administered designation to implement a River Management Plan in partnership with the National Park Service. The Plan acknowledges the scenic and wildlife resources along the Musconetcong River corridor with an emphasis on recreational access to promote enjoyment of the river and discusses formation of a Greenway Trail.

2.3 Transportation Plans & Design Standards

Transportation Plans & Design Standards are County, Regional, or State level plans that outline current and future transportation policies, projects, and design standards for a locality, ordered by year. The geographic scale of the plan, whether State or County, for example, often influenced specific bicycle route recommendations. The more refined routes were identified in County or Local plans, while more generalized bicycle routes, utilizing State Highways or arteries and major collector roads, were identified in the State and Regional Plans. While State and Regional Plans often identified routes that may not be the most suitable or safely implementable or accurately reflect local demand for connectivity, they provided important guidance for overall network connectivity.

The relevant plans for Hunterdon County include, but are not limited to:

Hunterdon County Land Development Standards – Adopted January 19, 2021

The Hunterdon County Land Development Standards provide County roadways and site plan standards for new development, with drainage and minimum roadway standards, it does not include comprehensive standards for bicycle and pedestrian infrastructure.

Key takeaways include:



- “Due to the higher traffic volumes and speeds on County Roads, sidewalks and bikeways are inappropriate within their rights-of-way. Where sidewalks and bikeways are required by a municipality, the municipality, must assume responsibility for their maintenance.”
 - There may be opportunities for the County to refine its standards by further distinguishing infrastructure allowable within cartway and infrastructure allowed within the Right-of-Way, considering that sidewalks are allowable when required by a municipality.
- “All inlet castings are to be constructed with heavy duty bicycle safety grates.”
- County right-of-way standards:
 - County roadways should have a 50- to 80-foot right-of-way depending on roadway classification.
 - Cartway should extend from 26’ to 46.’
 - Curb radii at intersections are a minimum of 35’ where they intersect with local streets.

Hunterdon County Transportation Plan 2008

The 2008 Hunterdon County Transportation Plan provides an overview of the County’s transportation inventory and mobility trends and examines its needs from a “Smart Growth” approach, assessing corridors for pedestrian and bicycle facility improvements, roadway and intersection improvements, and potential enhancements of the public transit system that will promote desirable land-use patterns and multimodal transportation to accommodate future growth. The Plan identified priority locations based on accident data of the Hunterdon County road system and its intersections.

Citing the 1997 County Road Bicycle Facility Assessment and the 2001 Bicycle and Pedestrian Transportation Plan Element, the Plan acknowledges the demand for better bicycle infrastructure and the conflicts and safety concerns that have arisen out of that demand. The implementation of on- and off-road bikeways to the transportation system to accommodate the growing demand is suggested to decrease these conflicts and concerns, as well as incorporating a public education program. The Plan notes CR 617 as a corridor where cyclists form ‘Pack Groups’ and monopolize the road. It also notes NJ 173 had great potential for a bike path that would connect Clinton Town and Spruce Run Recreation Area.



Survey results revealed the public's preferred improvements:

- "More multi-use paths" (59%).
- "Increased motorist awareness/share the road" (57%).
- "More designated bicycle lanes" (51%).
- "Increased bicyclist awareness/share the road" (43%).

Several numbered bicycle routes were proposed utilizing on-road routes and off-road trails (Figure 23).

Delaware River Scenic Byway Corridor Management Plan, 2006

The Delaware River Scenic Byway (Figure 24), managed by NJDOT with local partnerships, recommends bicycle and pedestrian improvements along the NJ 29 corridor from Ewing to Frenchtown with improved connections to the D&R Canal Trail. The Corridor Management Plan provides section-by-section maps indicating scenic views, historic and cultural sites, roadway conditions, and bicycle route requirements, which most often indicate the need for maintaining the route and clearing it of debris, improving navigational signage, installing storm drain grates safe for bicycles, and speed enforcement.

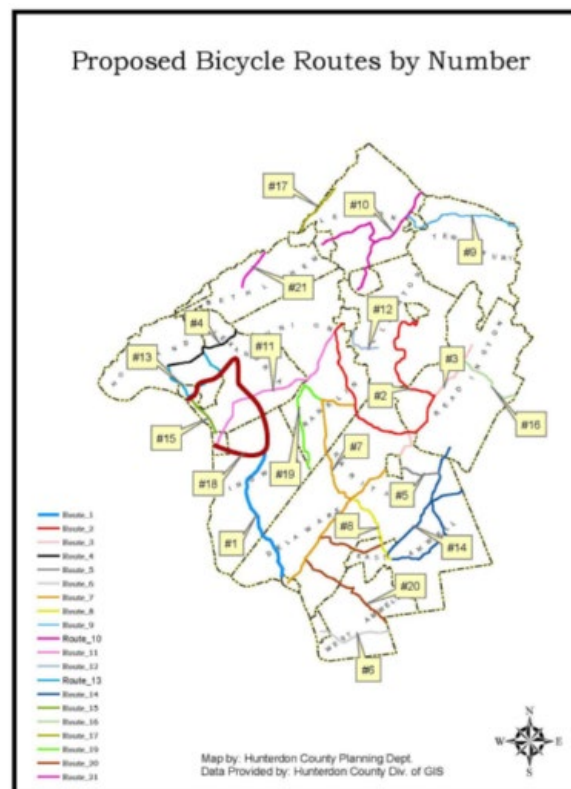


Figure 23: Proposed Bicycle Routes from Hunterdon County Transportation Plan 2008

Other Bicycle Compatibility Improvements include:

- Throughout the Byway, improve connections to the D&R Canal Trail as a better alternative, multi-user path, than NJ 29; however, north of Prallsville Mills, where the shoulder is wider, consider a shoulder-running bike lane.
- Lambertville Gateways traffic calming, including a 4-way stop sign at York and North Main Street in Lambertville [a two-way stop on York Street exists].
- Stockton Traffic Calming and Gateway design.
- Construct a Bicycle Depot in Frenchtown as part of the Park and Ride facility.
- Initiative a "Clean Road" Program for shoulder and bike lane maintenance.
- Develop bicycle parking facilities, directional wayfinding signs, and bicycle safety education for communities along the Byway.
- Develop a Byway map that identifies facilities such as bicycle repair shops, restrooms, access to potable water, and bicycle racks.
- Introduce a shuttle pilot for peak visiting seasons, such as on weekends, with bicycle transport on the shuttle service.

Incorporating bicycle and pedestrian access as part of the I-95 Scudder Falls Bridge Improvement Project [completed in 2022].



Figure 24: Delaware River Scenic Byway Map (2006)



NJTPA Regional Active Transportation Plan – Adopted June 2023

The NJTPA Regional Active Transportation Plan is a safety and connectivity study throughout the NJTPA region. It produced a conceptual on-and-off-road bicycle network for the region, primarily utilizing State and County roads (Figure 25). Important takeaways for Hunterdon County include:

- Less than five percent of commuters bike or walk,
- Most roadways have a high level of bike stress,
- Town centers of Hunterdon County, including Raritan Township, Flemington Borough, High Bridge, Clinton, Clinton Township, and Lambertville have as much potential to support bicycle and pedestrian trips as more urbanized areas of the region, with smaller communities including Milford, Hampton, Califon, Frenchtown, and Bloomsbury having bicycle and pedestrian trip demand,
- North Main Street at Walter Foran Boulevard in Flemington was in the top 100 most, crash prone Bicycle/Pedestrian intersections,
- Dangerous conditions particularly along US 22 and NJ 31, caused by the high-speed, high-volume function of the corridors which could be improved with parallel side paths, trails, and other separate facilities,
- Upgrades are needed for the D&R Canal Trail due to amount of activity generated by both pedestrians and cyclists and the Trail could be extended to Milford,
- Adding an on-road bicycle connection along CR 512 would serve Califon's residential neighborhoods with a roadway connection to the Columbia Trail, and
- Emphasizing first/last mile connections would increase transit ridership.

Connecting Communities – NJTPA Long-Range Transportation Plan, 2025

The Connecting Communities Long Range Transportation Plan outlines a vision for a modern, multimodal, resilient transportation system serving the 7 million residents of northern and central New Jersey through the year 2050. The plan focuses on people—how they travel, access daily needs, and remain connected. The plan adopts seven goals guiding investment and policy decisions, informed by engaging 4,000 people through surveys, pop-ups, forums, social media, and targeted outreach. The plan proposes actions across all goal areas: opportunity & access, safety, efficiency & reliability, resilience, land use & environment; state of good repair; and economic growth. The plan includes \$123.5 billion in reasonably anticipated funding through 2050.

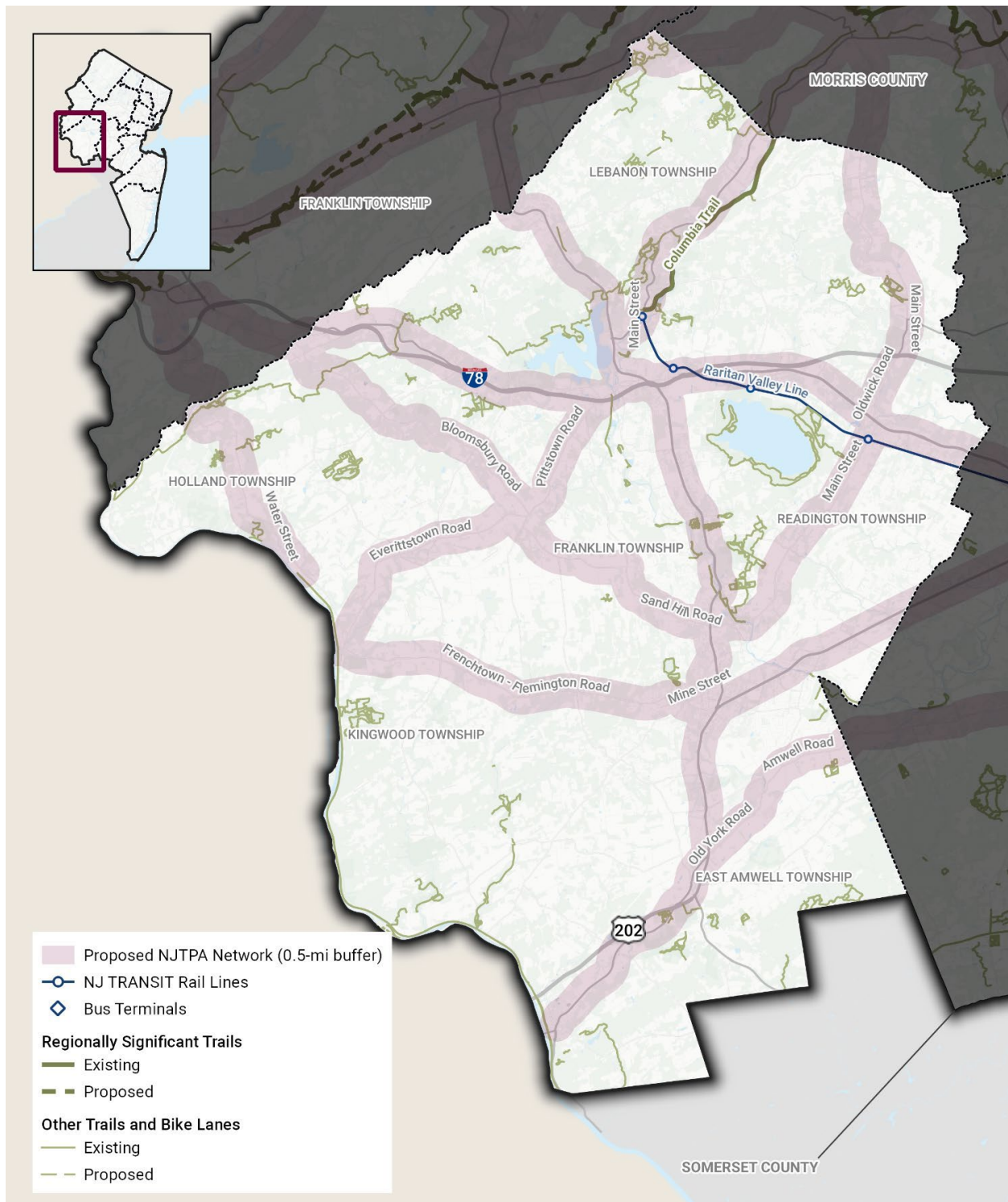


Figure 25: NJTPA Regional Active Transportation Plan - Proposed Network for Hunterdon County, NJ

NJ Bicycle and Pedestrian Master Plan – Adopted November 2016

The NJ Bicycle and Pedestrian Master Plan is a statewide strategic plan to support the development of bicycle and pedestrian infrastructure and networks throughout New Jersey. It has key recommendations for trails and connections throughout the state and data by county. Key data from Hunterdon County includes:

- Low percentage of zero car households,
- Low crash data as compared with other counties,
- Short trip opportunities are highest in and near Flemington borough, and
- The Town of Clinton has both the County's highest number of people commuting by walking, cycling, or transit (6.6%-10% range) and highest number of crashes (50-80 per 100,000 people; similar to Franklin Twp., Somerset County).

NJ Bicycle and Pedestrian Master Plan. Phase 2 – Adopted June 2004

The NJ Bicycle and Pedestrian Master Plan, Phase 2 is a statewide strategic plan focused on improving connectivity and safety for biking and walking. While its data is outdated, it still provides insight for the Hunterdon Bicycle Plan because it prioritized Bicycle Linkages through Bicycle Demand Analysis (see Figure 26). The Townships of Clinton, Readington, and Raritan had the highest bicycle trip demand and highest need for bicycle infrastructure.

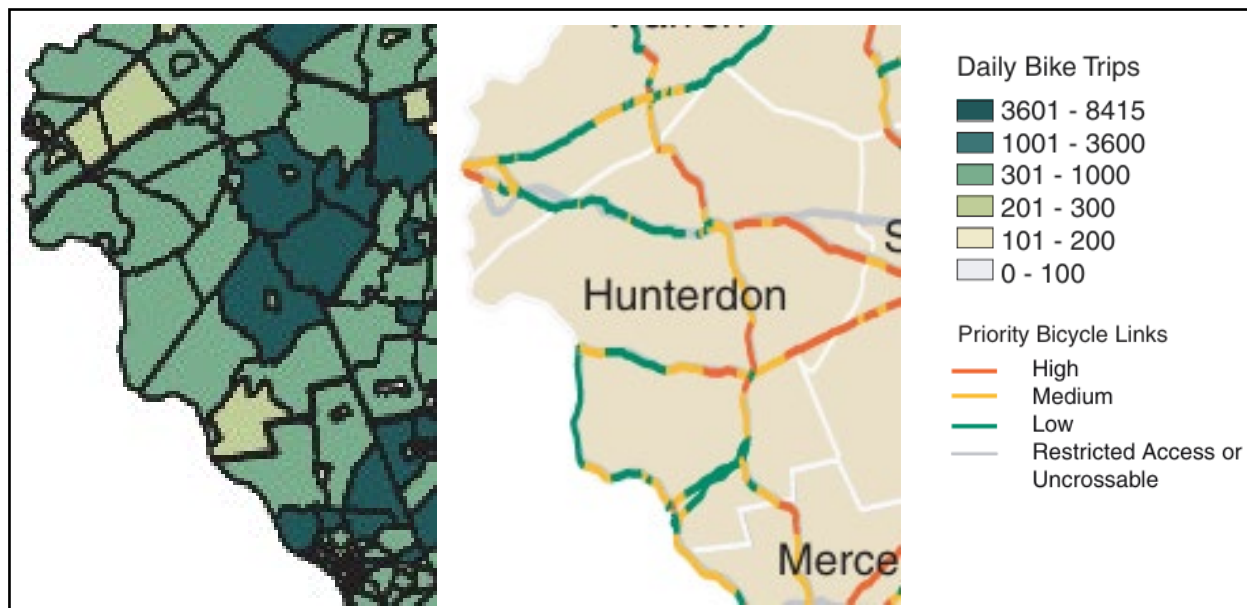


Figure 26: Priority Links in Hunterdon County from the NJ Bike-Pedestrian Master Plan, 2004



County Road Bicycle Facility Assessment – Adopted August 1997

The County Road Bicycle Facility Assessment identified and ranked county roads for their suitability for bicycling, prioritizing the top ten routes for bicycle facility improvements. It focuses on adding separated bike lanes and paths along key roadways and highlights activity centers like Riegel Ridge, Oldwick, Whitehouse Station, Three Bridges, and Ringoes. The plan concludes with several recommendations:

- Link new development along county roads to activity centers (downtowns) by bicycle paths or lanes, which would mean amending the Hunterdon County Local Development Standards to provide design standards for bike lanes or paths.
- Seek Designation from the State of New Jersey for NJ 29 as a Bicycle Route.
- Establish a bicycle path, lane, or route within NJ 31 corridor.
- Investigate the designation of NJ 12 as a bicycle route.
- Assist the Recreation Commission (re-assigned to the Parks and Open Space Advisory Committee) on issues relating to the use of transportation funding for improving bicycling and pedestrian options within the County.

Hunterdon County Bicycle and Pedestrian Transportation Plan Element 2001

The 2001 Bicycle and Pedestrian Transportation Plan Element was developed as a component of the County's Master Plan, using the 1997 County Road Bicycle Facility Assessment as its foundation. It focused on opportunities to use County Roads to improve bicycle and pedestrian connectivity. The Element identified twenty-four bicycle routes and sixteen "activity centers" suitable for pedestrian improvements that may also serve as destinations for the bicycle routes (Figure 27). The Element included design guidance for a variety of pedestrian and bicycle facilities as well as costs and funding opportunities. This plan was to serve as a tool for municipalities to use to develop safer and more enjoyable conditions for cyclists and pedestrians, citing a shift "in the perception of the relevance of bicycling and walking as both legitimate transportation options, and a major factor in quality of life" as the catalyst for the creation of this plan.

The sixteen activity centers include: Bloomsbury, Califon, Town of Clinton, Flemington, Frenchtown, Hampton, Glen Gardner, High Bridge, Lambertville, Lebanon, Milford, Stockton, Oldwick, Ringoes, Three Bridges, and White House Station. Many high average daily traffic count County Roads were proposed for the route network. Municipal and state roads were not included.

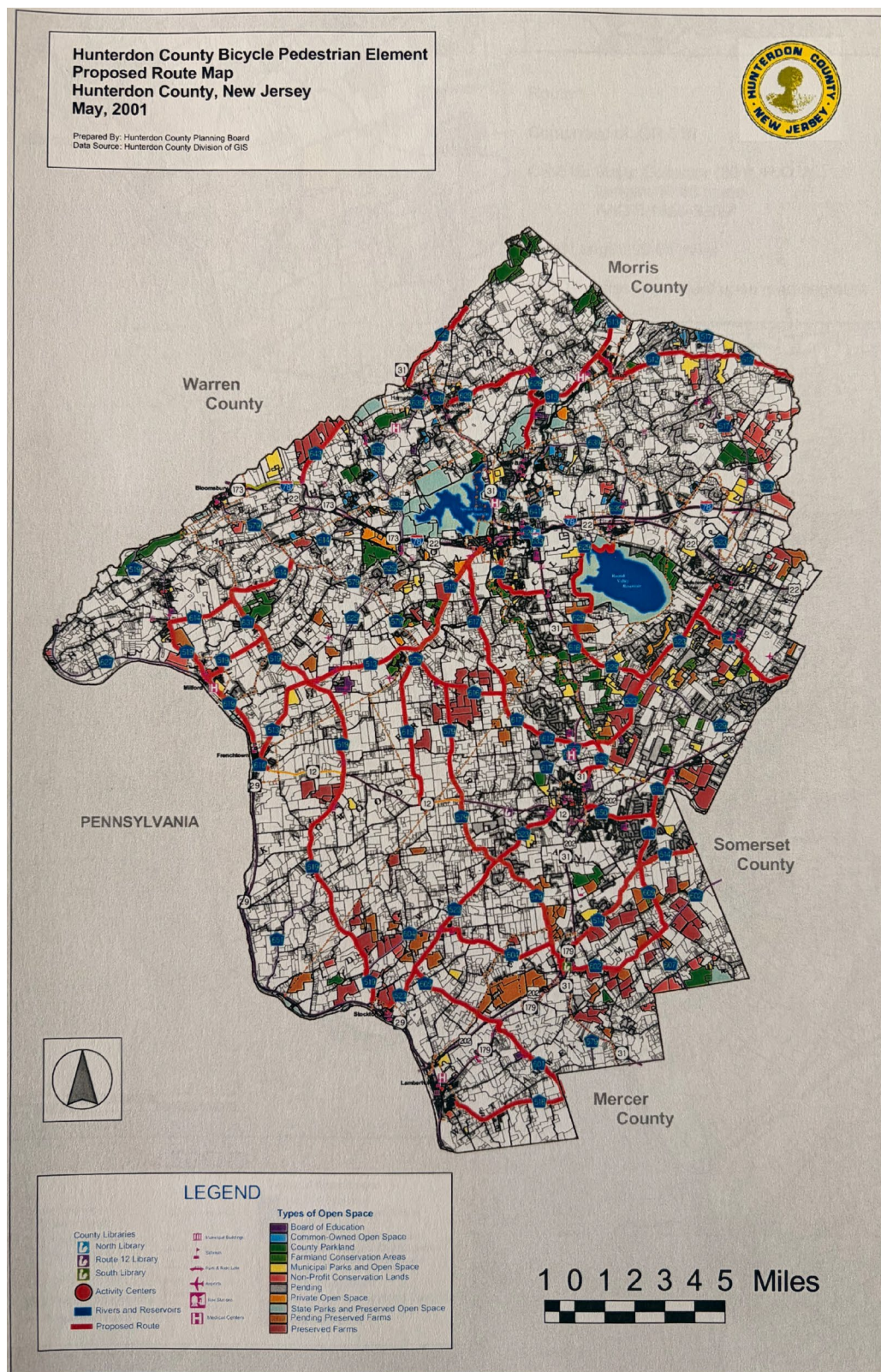


Figure 27: Proposed Route Map from Hunterdon County Bicycle Pedestrian Element 2001

2.4 Recreation Plans

Recreation Plans are County and Statewide level plans that outline the need for recreation opportunities based on existing and project populations and then recommend upgrades, expansion, and creation of new recreation opportunities to facilitate these needs.

NJDEP Statewide Comprehensive Outdoor Recreation Plan (SCORP) – Outside Together – December 2023

The NJDEP Statewide Comprehensive Outdoor Recreation Plan is a high-level data driven plan outlining current statewide recreation activities, future growth, recommended additions to current recreation areas, and new recreation areas to develop. It guides state, county, and municipal decision-making on parks, trails, and open space and is especially valuable as a funding and policy alignment tool rather than a local planning document. Its focus is on sustainable development and land use from an economic and environmental perspective.

The Outside Together 2023–2027 plan reinforces that local governments should prioritize building a connected, safe, and equitable bicycle network that links communities to parks, trails, and regional destinations, positioning biking as both a transportation and recreation asset. The local plans should align closely with SCORP's emphasis on improving access to open space through active transportation, addressing barriers such as safety and connectivity, and integrating recreation with broader land use and environmental goals.

It also highlights opportunities to leverage bicycle infrastructure to support economic development through tourism (e.g., agritourism and trail-based destinations), climate resilience through greenway corridors, and public health outcomes, while ensuring investments are inclusive and responsive to diverse user needs.

Overall, aligning the bicycle plan with SCORP will strengthen policy justification, improve competitiveness for state and federal funding, and support a more comprehensive, multi-benefit approach to transportation and recreation planning in Hunterdon County.

Hunterdon County Strategic Park and Open Space Plan – 2018

The Hunterdon County Strategic Park and Open Space Plan is a long-term countywide preservation and recreational growth management plan that proposes to protect Hunterdon County's extensive network of natural resources and maintain its rural or scenic rural landscape. This plan is a significant precursor to the Hunterdon County



Bicycle Plan and has several useful maps and datasets for the plan, including a trail map (Figure 28). A main recommendation from the plan is to acquire trail linkages connecting all existing trails in Hunterdon County as well as establish/enhance connectivity between parks, population centers, shopping, and schools especially because 19.5 percent of outdoor participation in the county is bicycling related. This would create a network of Greenway and trails linking together open space throughout Hunterdon County. The Greenways and trail linkages include:

- Trails along the Delaware River, South Branch of the Raritan River.
- A continuous greenway along the Musconetcong and Sourland Mountains to create connections on the southern and northern border of the county.
- A southwest to northeast trail using the Capoolong Trail, Sky Manor Road, Creek Road, and the Landsdown Trail connecting Frenchtown to the Columbia Trail in High Bridge.
- A north to south trail route extending the D & R Canal Trail all the way to Milford.
- Upgrades to the Columbia Trail to make a connection into Morristown.
- A west to east running trail along the Musconetcong Mountains connecting Holland Township to the Columbia Trail just north of High Bridge and a connecting spur trail from Bethlehem to the Capoolong Trail in Pittstown using roadways and utility corridors.
- A Point Mountain/Tewksbury Trail interconnecting with the Columbia Trail and proposed Musconetcong Trail to connect the northernmost points of the county;
- A north to south running trail following the South Branch of the Raritan River to connect Clinton to Flemington.
- A north to south running rail and trail from Flemington to Lambertville along the Black River and Western Railroad's ROW.
- A north to south routing of a rail and trail from Frenchtown to Phillipsburg and Warren County along the Belvidere & Delaware short line railroad ROW along the Delaware River.
- An east to west rail and trail from Flemington/South Branch of the Raritan River to the Higginsville Trail in Branchburg NJ (Somerset County) along the Black River and Western Railroad ROW.
- A proposed southwest to northeast running trail through the Sourland Mountains to create a connection along the south and to Somerset County.

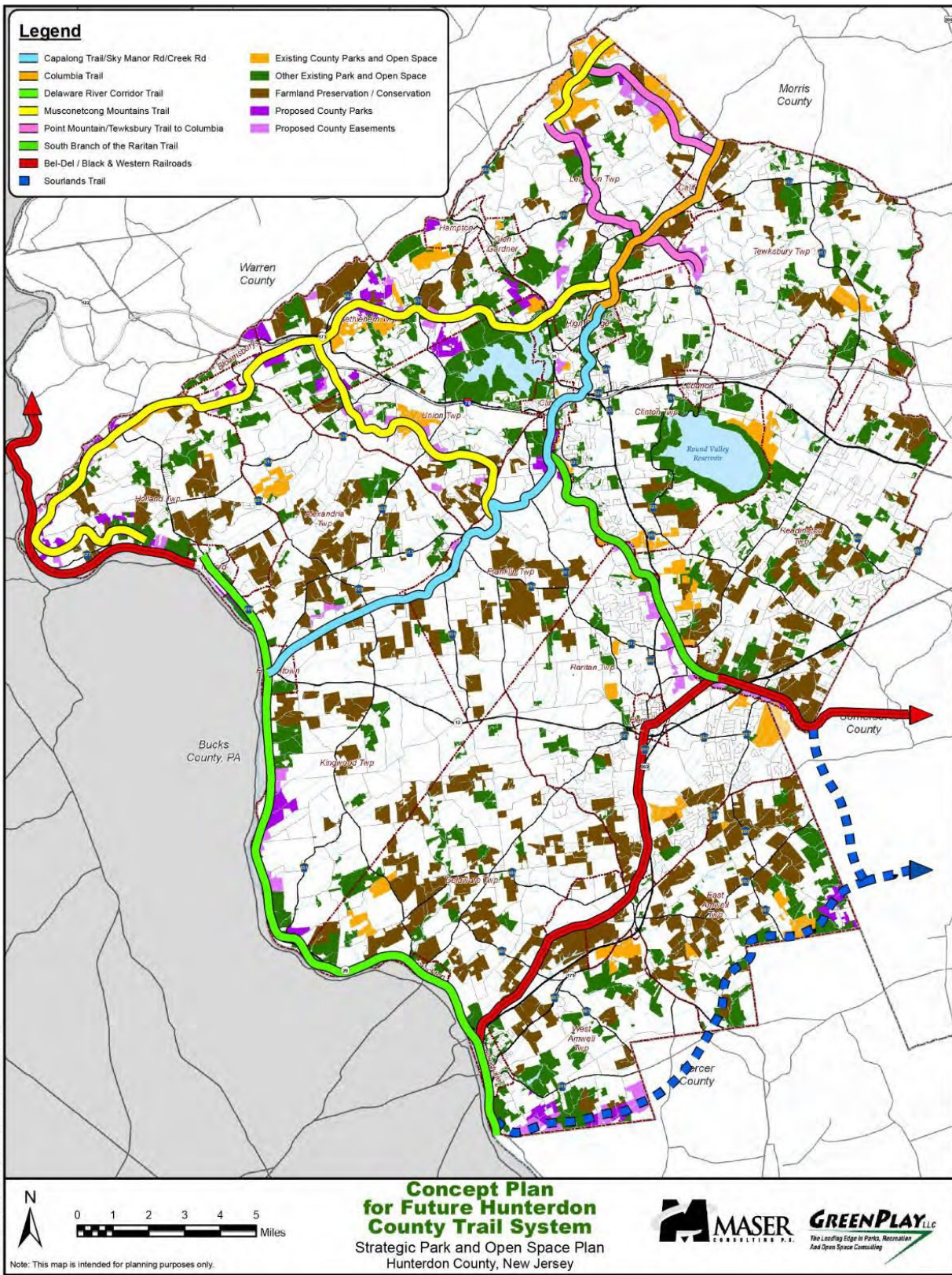


Figure 28: Future Hunterdon County Trail System, Hunterdon County Strategic Plan, 2018



NJ State Trails Plan - adopted 1996 and updates

The State Trails Plan was developed in 1996 and revised in 2009 but did not add new trail routes. Proposed state trails within Hunterdon County include routes along the Delaware, Musconetcong, and South Branch Rivers and the Highlands Trail. Also, two other routes were proposed:

- **Cross Jersey Trail** – This trail would begin in Riegelsville travelling along a gas line right of way in the Lower Musconetcong Valley to Warren Glen, through the Musconetcong Gorge Nature Reserve on an abandoned rail spur, where it would follow the Lehigh Valley Rail Line to Bloomsbury, then join the Central New Jersey Line (out of service) service road through Hampton to High Bridge, providing connections to Voorhees State Park and Spruce Run Recreation Area, with eventual connections to Newark.
- **Sourland Mountain Trails System** – This trail would connect parts of Somerset, Mercer, and Hunterdon Counties through a mountainous landscape to the Delaware River, with planned additions for disabled users.

Subsequent State Trail Planning publications, including the New Jersey State Bicycle & Pedestrian Master Plan (NJDOT, 2016) and Planning for Greenways guidebook (NJDOT, 2016), provide updated information on trail implementation, but do not revise or expand the original 1996 trail network.

2.5 Corridor/ Local Projects

These Corridor/Local projects are project plans that recommend bicycle and pedestrian infrastructure on a local level. Available plans provide historical recommendations for consideration in the current bicycle plan.

Bikeway Implementation Plan, Southwest Loop – 2005

The Bikeway Implementation Plan, Southwest Loop is a county plan to create a bike loop in the relatively rural and low population density western center of Hunterdon County. The plan is mainly focused on on-road loop along county routes with branching connections to the town centers of Frenchtown and Stockton, the D & R Canal Trail, and the NJ 12 corridor. The only section constructed was a half-mile connection along NJ 12 entering Frenchtown, which no longer exists. The plan does not consider Bike Level of Stress but is based on an assessment connectivity and topography. The plan can be viewed in Figure 29.



Bikeway Implementation Plan Southwest Loop

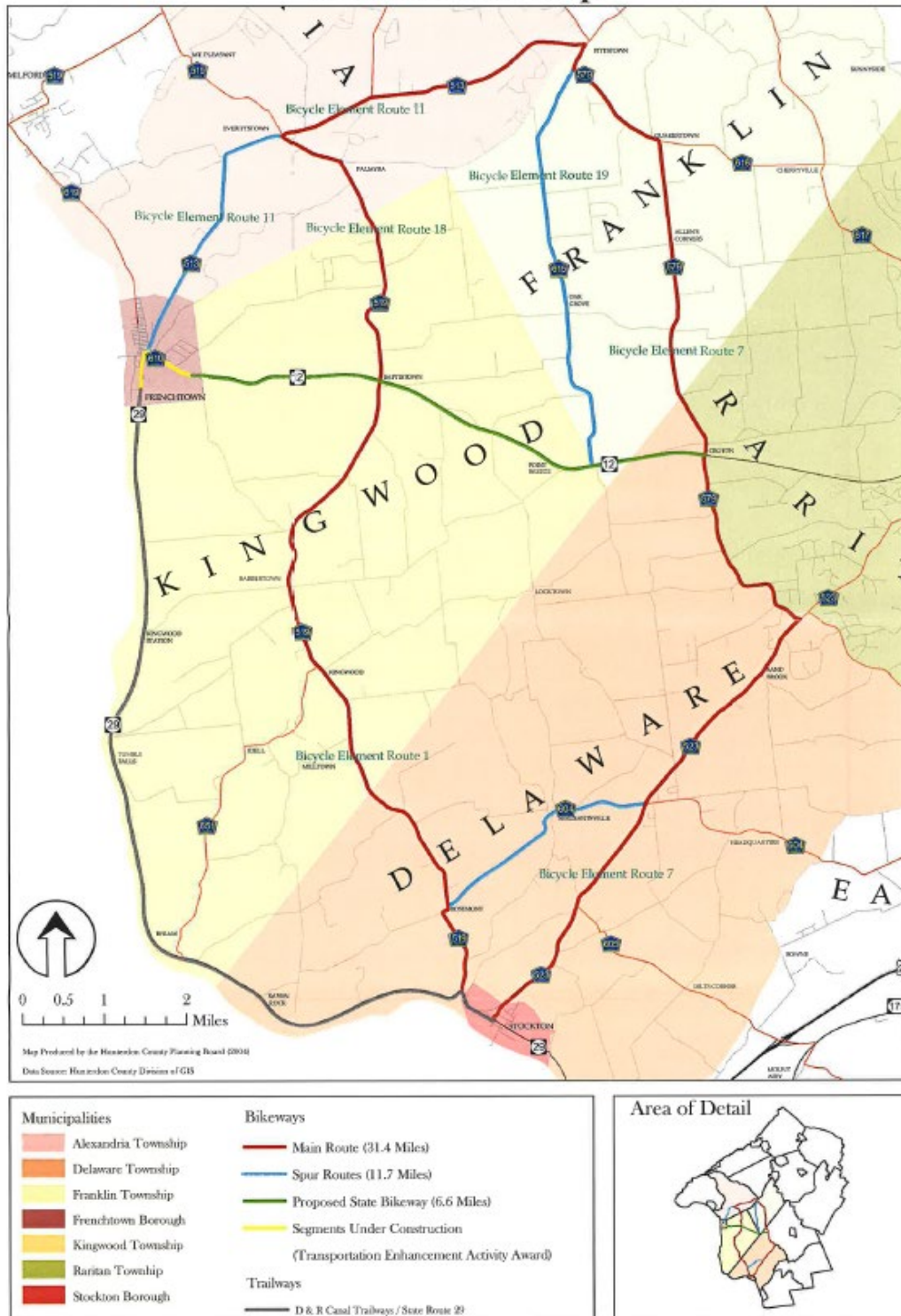


Figure 29: Bikeway Implementation Plan, Southwest Loop – 2005



Final Route 202 Corridor Assessment and Multi-Modal Mobility Plan – July 2009

The *US 202 Corridor Assessment and Multi-Modal Mobility Plan* is a comprehensive analysis of US 202 through Hunterdon and Somerset Counties, from Flemington to Bridgewater, to create a multimodal route. Trip generation models were used to identify demand for transit, bicycling, and walking. The plan recommends the extension of current bus services (private, county, and NJ TRANSIT) and creating more connections to park-and-rides for bus and rail throughout the corridor. There are several major intersections that create barriers to transit and active transportation throughout the corridor that should be upgraded to accommodate multimodal users. The plan notes that there is demand for pedestrian and bicyclist activity throughout the corridor; however, barriers to destinations that create demand result in a lack of active transportation users.

Specific recommendations included:

- Maintenance of full-width shoulders was recommended throughout the corridor to maintain bicycle compatibility.
- Installation of crossings compatible for bicycles when municipal or county circulation plans identified bikeways crossing US 202.
- Right turn yield to bicycles signage.
- Accommodate bicyclists on the road and at the destinations with a network of safe bikeways and secure and convenient parking at work and shopping plazas.
- Revise municipal ordinances to require provision of bicycle facilities, including an overlay zoning district to promote multi-modal transportation.

Together 202: Reimagining Complete Communities Along a Connecting Corridor A Local Demonstration Project – July 2013

This NJTPA-sponsored Local Demonstration Project utilized a place-based Transit Oriented Development strategy to engage stakeholders to define a vision for interlinked business, redevelopment, and transportation in the US 202 corridor, including multi-modal transportation options. The corridor's challenges include:

- Limited transportation options and congestion,
- Disconnected land uses,
- Retail oversupply and vacant retail establishments, and
- Businesses want to be in well-connected places.

Some key learnings from the stakeholder engagement included:

- Journey to work data indicated that 62% of Hunterdon commuters worked in Somerset County.

- Major employers sought out other locations due to business conditions, lack of amenities, and lack of transportation options for their workforce.
- Desire amongst employers to create an interlinked trail system through businesses along the US 202 corridor, with onward Greenway connections.
- Younger people want to live in more connected areas.
- People in Flemington would like to make trips to retail areas in the south, but because pedestrian conditions are dangerous, many short trips that could be made on foot or bicycle are made by car.
- Utilization of the Black River and Western Railroad ROW, to make connections from Flemington to the south and east across NJ 31 shown in Figure 30.

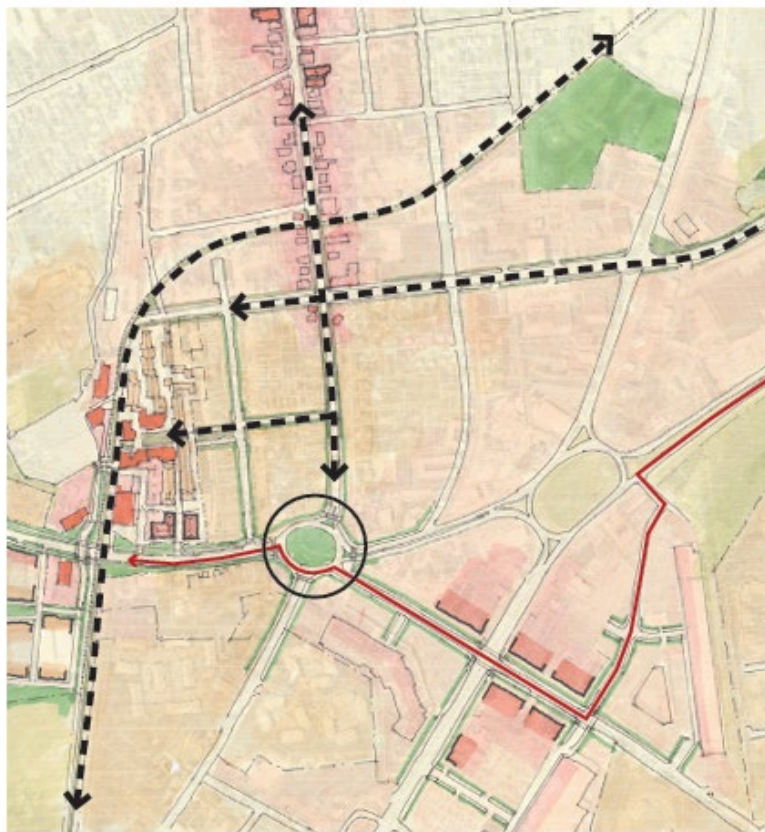


Figure 30: Conceptual illustration of enhanced bicycle and pedestrian routes in the Flemington area.

Recommendations included:

- Conducting a full bike/pedestrian audit,
- Creating an on- and off-road bike network,
- Identifying and completing missing links in bike trails,
- Expanding and enhancing existing bike trails, and
- Supporting new bike facilities including bike lanes.