



HUNTERDON COUNTY BICYCLE PLAN | 2026

APPENDIX C: ONLINE SURVEY & INTERACTIVE MAP



JUNE 2026



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Online Survey and Interactive Map

For the purposes of the Hunterdon County Bicycle Plan, an informal survey was developed and opened to public comment. This is not a statistically significant survey but rather a questionnaire that draws general conclusions from those who responded. These responses were used to guide identification and prioritization of potential bicycle improvements. See **Appendix B: Existing Conditions Analysis** for additional details.

The informal survey was designed by the project team, and reviewed by the County, with the purpose of collecting insights and feedback from individuals who lived, worked, or visited Hunterdon County regarding their bicycling experiences. Specifically, it aimed to identify roadway safety concerns, document observed or experienced issues while bicycling and gather suggestions for improving biking infrastructure and accessibility throughout the county.

The survey was open for a period of eight weeks, from June 15th to August 15th, 2025, and posted on the County's website along with promotion of the survey through social media flyers and email blasts. The county received a total of 58 complete surveys. These responses will be used to guide the process of planning the bicycle network (Section 7) and help shape strategy recommendations.

The survey began by gathering information on respondents' bicycling habits in Hunterdon County, including frequency, bike types, motivations, and trip purposes. It then asked where participants typically bike (such as downtown lanes, rural roads, sidewalks, or trails) to establish spatial patterns. Next, the survey assessed comfort and safety perceptions, asking respondents to rate their comfort with various bike facilities and identify influences on their willingness to bike or use scooters.

An Interactive Map allowed participants to pinpoint concerns and suggest improvements at specific locations, covering issues like missing bike lanes, safety risks, lighting, and terrain, with suggestions for new infrastructure and amenities. The concluding section solicited ideas to enhance safety, connectivity, and accessibility, and included optional demographic questions. The survey took about five minutes to finish.

1.1 Survey Results Overview

The following sections provide a summary of findings from the comments and responses of those who chose to participate in the online survey and interactive map.

Respondent Profile & Demographics

A total of 58 participants completed the survey. Among participants, 28 percent reported riding a bike or scooter daily in Hunterdon County, and 40 percent rode at least once a week. Seventy-six percent indicated that they primarily used regular bikes, while seven percent used electric bikes and 16 percent used mountain bikes.

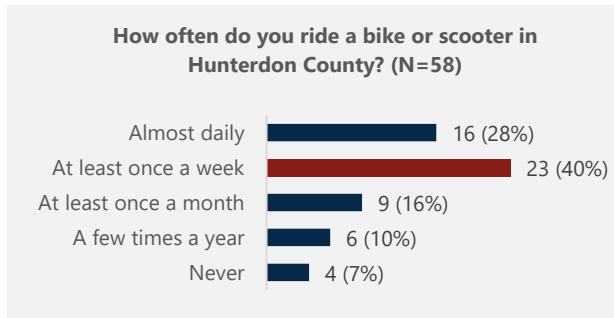


Figure 1: Biking Frequency among Respondents

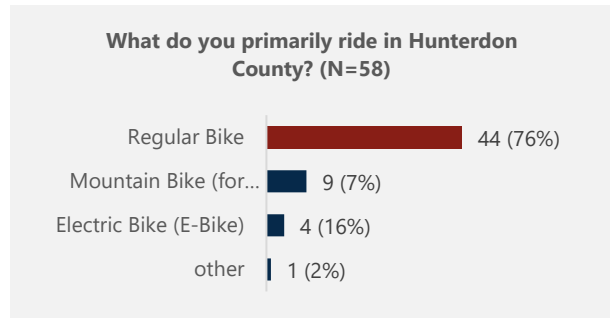


Figure 2: Types of Bicycles Primarily Used

Of those who answered the optional demographic questions, 60 percent were male and 40 percent female. Most respondents identified as White or Caucasian (84 percent) while 15 percent preferred not to say and one respondent identifying as Hispanic/Latino. Most of the respondents were in the age group of 55 to 64 years (43 percent), followed by 35 to 44 years (24 percent), with 81 percent between the ages of 35 and 64 years (slightly older than the county average). Fourteen percent were over 65, and four percent were 18–34. Additionally, 69 percent of respondents reported having no children under 17 at home, while 15 percent had at least two children. About 35 percent of respondents chose not to disclose their household income; of those who responded, 29 percent earned over \$200k and 27 percent between \$100k and \$200k. Most owned two vehicles (58 percent), and a quarter had three or more vehicles in the household.

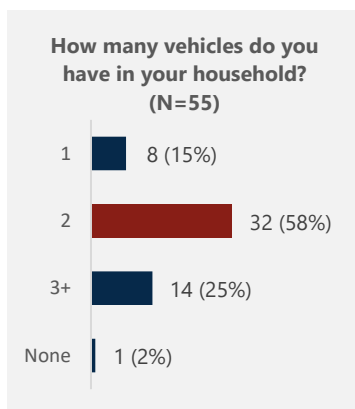


Figure 3: Vehicles Available

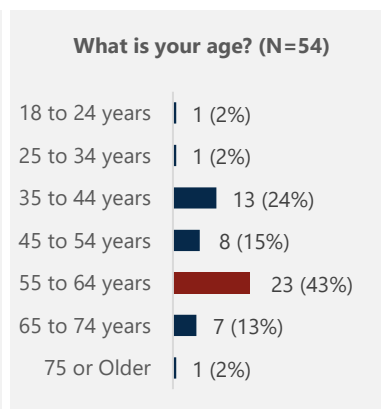


Figure 4: Respondents' Age

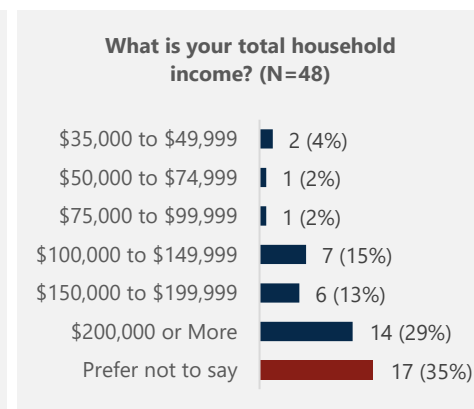


Figure 5: Respondents' Household Income

Trip Patterns and Preferences

When asked about the type of trips they usually take, most respondents (62 percent) reported using bikes or scooters mainly for recreation, such as recreational rides and exercise (Figure 6 & Figure 7). Next to these recreational activities, visiting restaurants, entertainment, or friends (15 percent), and running errands or appointments (12 percent) were the next common purposes. Only 8 percent relied on biking for commuting to work, school or getting to public transit. Most respondents (89 percent) reported that their top three reasons for choosing biking or scooting for travel were perceived enjoyment, potential health benefits, and environmental considerations.

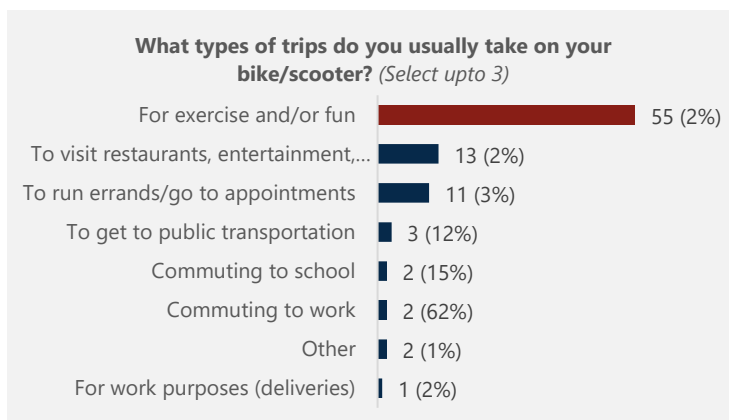


Figure 6: Purpose of Biking Trips

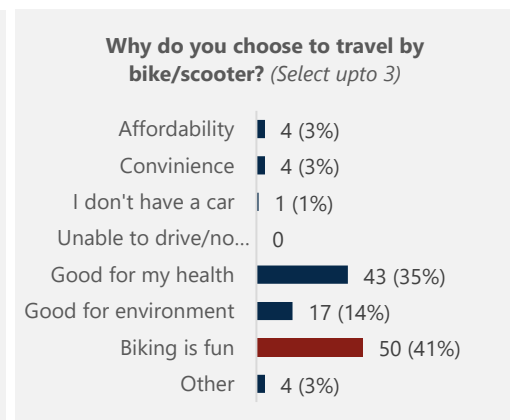


Figure 7: Reasons for Choosing Biking

These findings revealed that, while recreation is the dominant driver, biking and scooting are also utilized for practical daily needs such as errands and commuting, albeit less frequently than recreational trips. This suggests that infrastructure improvements targeting both recreational and utilitarian trips could enhance the appeal and functionality of bicycling and scooting across the county.

Respondents were then asked to rank where they most frequently ride or scooter in Hunterdon County (Figure 8). Most of the respondents ranked either rural roads without bike lanes (47 percent) or off-road trails/paths (41 percent) as Rank 1 and 2, the most frequently used facilities. The downtown/suburban streets with or without bike lanes were ranked 3 and 4 by almost 56 percent of the respondents, making them the next most used facilities in Hunterdon County. The prevalence of bicycling in these varied settings highlights both the adaptability sought by bicyclists and the persistent gaps in safe, designated spaces for bicycling beyond urban locales.

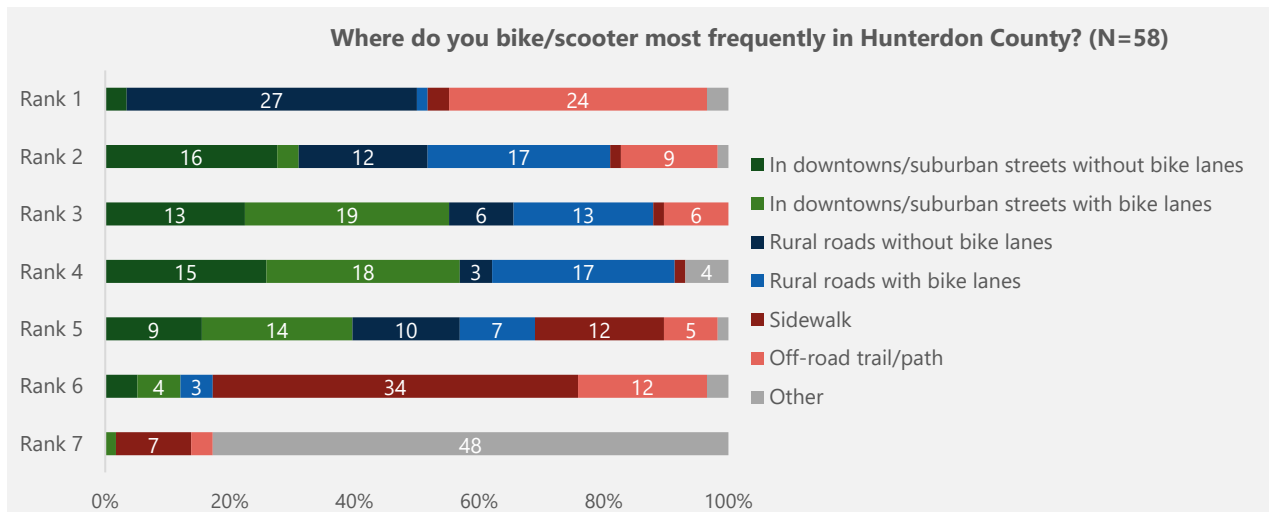


Figure 8: Existing Biking Preference by Type of Facility

Perceptions of Comfort and/or Safety

When asked to reflect on how comfortable they feel biking in and around Hunterdon County, the results showed that most respondents feel uncomfortable on the County's roads. The largest combined response was for the least two comfortable options, with 44 percent indicating low to very low comfort. A smaller percentage (40 percent) indicated that they felt comfortable or very comfortable, which may be related to the availability of bicycle trails in the county. These results suggest a general need for improvements to make biking safer and more appealing.

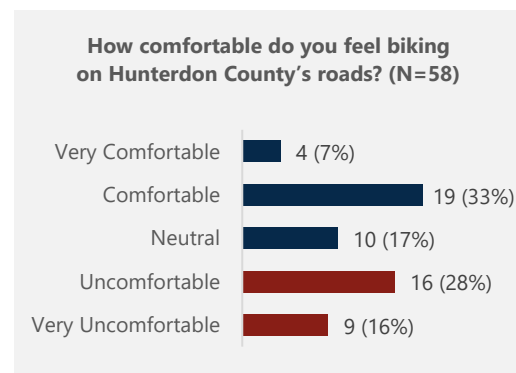


Figure 9: Biking Comfort Levels

In the descriptive response to this question, many respondents noted feeling both hopeful about the potential for bicycling in the County and frustrated by persistent barriers. Concerns frequently centered on the disconnect between existing infrastructure and the needs of bicyclists, some routes felt comfortable and well-supported, while others posed serious risks or were simply impractical for bike travel. Respondents also emphasized the role of community awareness and driver education in shaping the biking experience, noting that a lack of knowledge about bicycling laws and etiquette could lead to hazardous encounters (see Section 1.5 for detailed survey responses).

Safety concerns continued to be prevalent. Respondents recounted instances where inattentive driving, insufficient road markings, or unpredictable traffic contributed to environments perceived as unwelcoming or challenging to bicyclists. Despite these challenges, many expressed a willingness to continue riding, motivated by the health benefits, outdoor enjoyment, and sense of freedom that biking provides. These varied perspectives underscored the critical importance of targeted improvements in both infrastructure and public engagement to foster a more inclusive and secure biking network in Hunterdon County.

Respondents selected their top three concerns about bike riding in Hunterdon County (Figure 10). These responses help to identify key factors influencing comfort and willingness to travel by bike or scooter in Hunterdon County. Safety and infrastructure were reported as main barriers, with frequently cited issues including fear of traffic or being struck by a vehicle (24.5 percent), lack of designated routes or separated bike lanes (31.6 percent), and concerns regarding poor road conditions (15.4 percent). A small proportion of respondents indicated comfort riding in most areas. Additional considerations such as distance, parking, and personal safety were mentioned but were less commonly identified as significant.

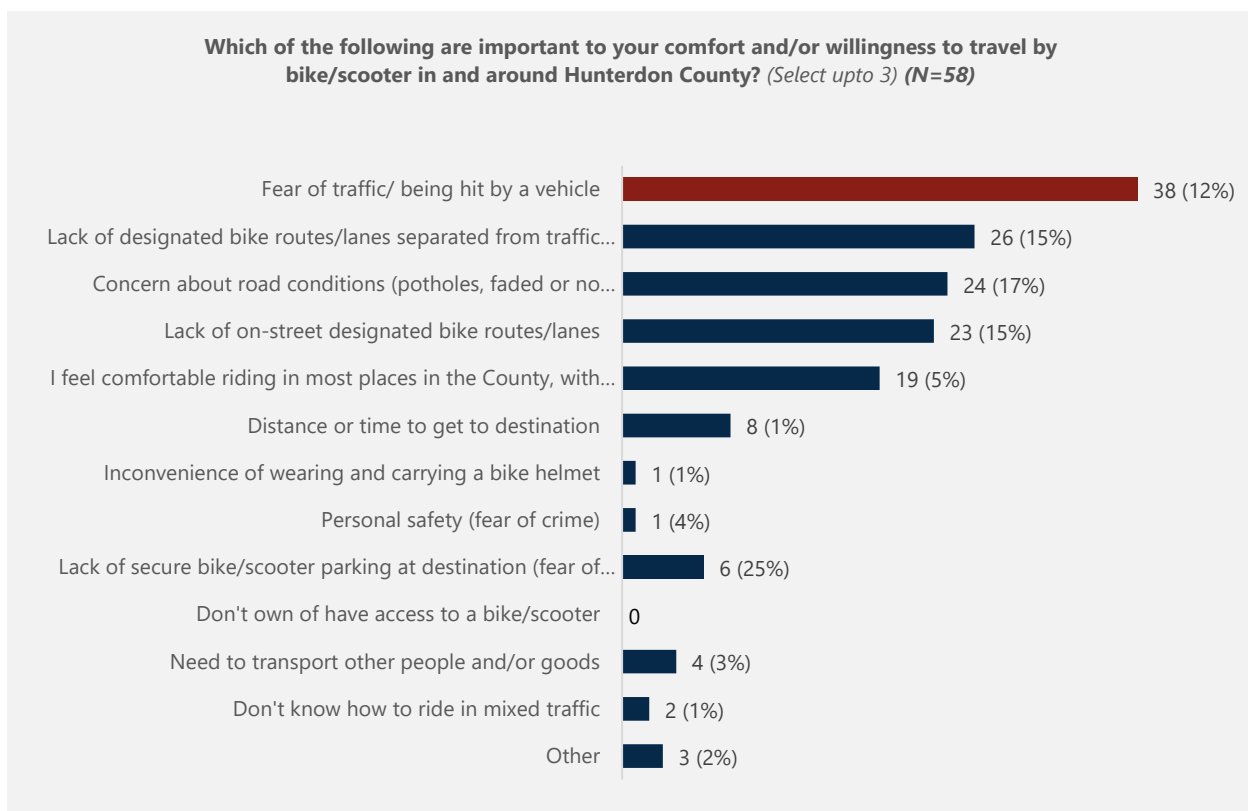


Figure 10: Barriers to Biking in Hunterdon County, NJ

Similar results were reflected in the responses to the future-focused question assessing comfort and safety across different types of bicycle facilities (Figure 11). The results indicated that respondents would feel the greatest comfort and safety when bicycling on protected bike lanes and multi-use paths. These facility types consistently received the highest ratings for perceived comfort, while shared streets and rural roads, especially those lacking dedicated bike infrastructure, were considered much less comfortable. Respondents consistently express concerns regarding painted bike lanes that offer minimal separation from vehicular traffic, with discomfort reported most acutely on busy streets that lack clear markings or physical barriers. These findings underscore the strong demand for increased physical and visual separation from motor vehicles, echoing numerous comments advocating for expanded infrastructure.

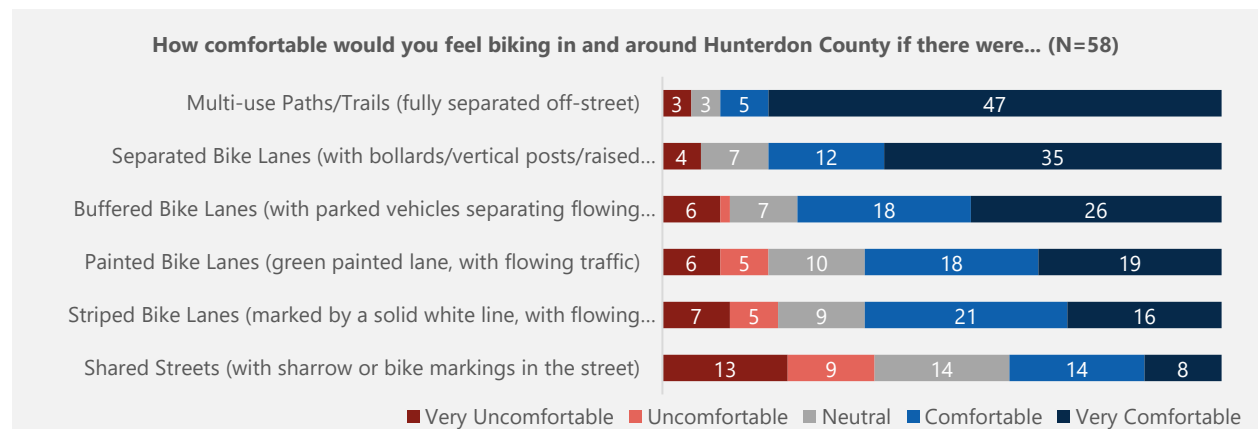


Figure 11: Preferred Future Bicycle Facilities by Type for Hunterdon County, NJ

Taken together, the data presented in these charts portray a bicycling community that is engaged yet prudent. The frequency of use, diversity of bicycling locations, and pronounced preferences for separate facilities indicate both significant interest and a need for improvement. These insights provide a foundation for a more detailed examination of specific concerns, beginning with the lack of adequate infrastructure, insufficient bike lanes, and desire for more multi-use paths (which aligns with research on Level of Traffic Stress and types of cyclists by Lauren Abad, Research Gate, 2017).

As participants reflected on their biking routines, many shared nuanced views about the challenges and opportunities they encounter on county roads and trails in Hunterdon County. Several respondents noted the importance of existing infrastructure while expressing a desire for more reliable and accessible bike facilities. Others mentioned the impact of seasonal changes and shifting traffic patterns on their comfort and overall sense of safety. Common themes began to emerge, highlighting areas where

improvements could make a tangible difference and inviting further discussion on the barriers that limit bicycling in Hunterdon County (Figure 12).



Figure 12: Summary of Comments Received from Online Survey and Interactive Map

1.2 Interactive Map Overview

The interactive map was developed as an interactive platform for public engagement. It allowed users to mark locations where they start, end, or want to go on bike/scooter trips, report concerns like poor road conditions, safety issues, or lack of infrastructure, and suggest improvements such as bike racks, lanes, lighting, and repair stations. Users could drop pins on the map, add comments, and submit feedback.

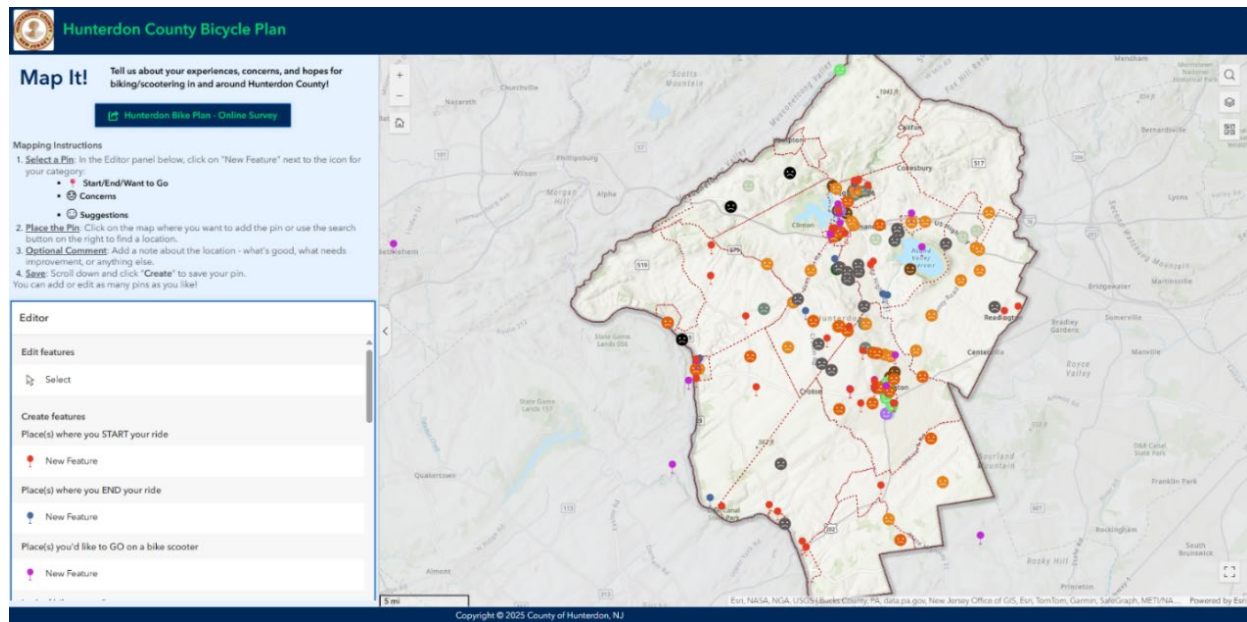


Figure 13: Screenshot of the online interactive map and pins received for Hunterdon County Bicycle Plan

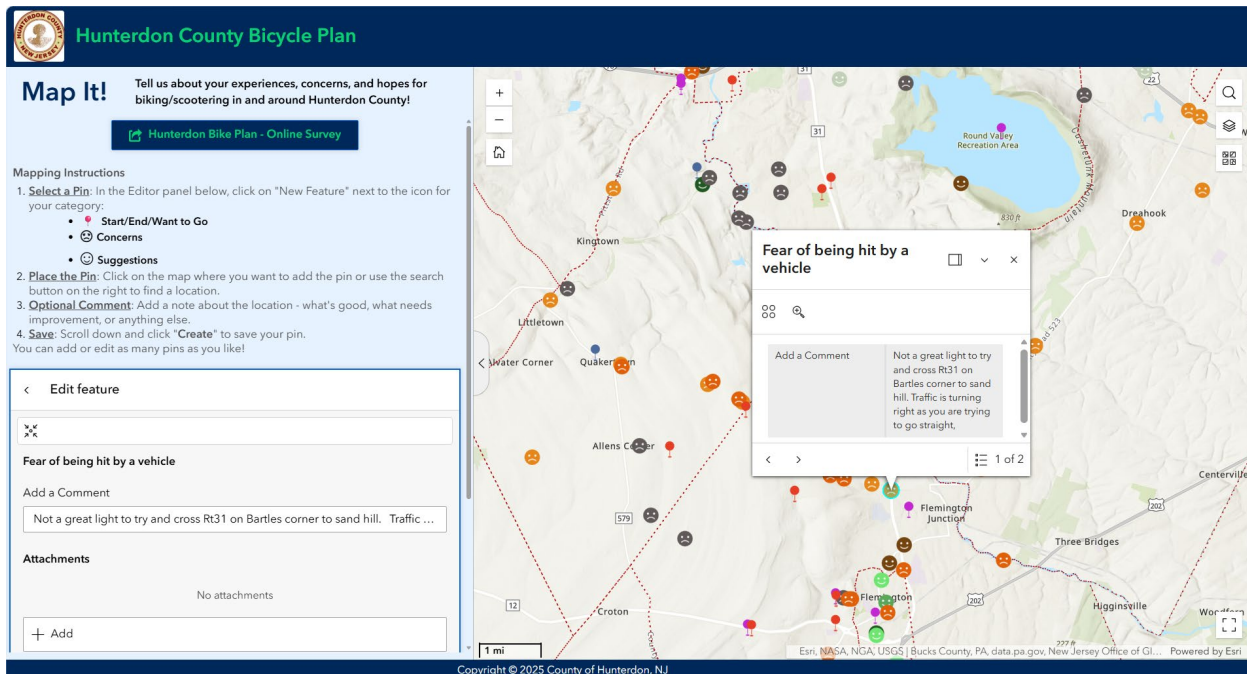


Figure 14: Screenshot example of comments received in the interactive map for Hunterdon County Bicycle Plan

Roughly 170 pins were received, including 18 for desired destinations, 76 for concerns, and 31 for suggestions across multiple categories. The graph below (Figure 14) shows the category breakdown of the pins received. Figure 16 displays the interactive map pins received through the online survey. Detailed comments received from both the survey and the interactive map are in Section 1.5 and Section 1.6.

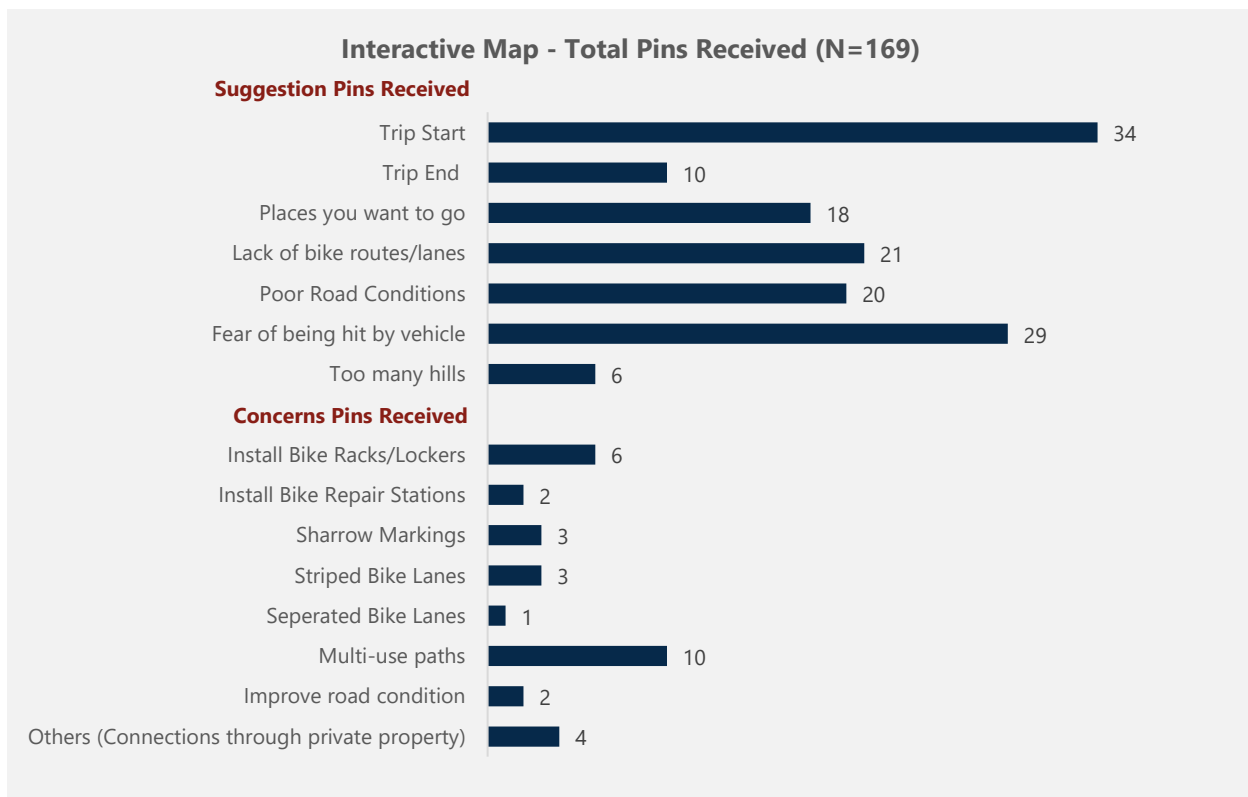


Figure 15: Interactive map pins received for various trip locations, concerns and suggestions from the survey.

The comments received through the interactive map also reflected a wide range of experiences and concerns related to biking in Hunterdon County, echoing the ones received through the survey. The community's biking input offered a thorough look at current challenges and helped shape bike network plans in Hunterdon County. Data from interactive mapping and surveys highlighted popular destinations, safety concerns, and suggestions, directly influencing route choices and infrastructure priorities. Residents emphasized the need for protected lanes, better maintenance, signage, and expanded trails. Their feedback ensured the plan targeted real needs and supported safer, more accessible biking for all ages and abilities, guiding future improvements toward a more connected and appealing cycling environment across the county.

1.3 Key Themes and Concerns Identified

- **Infrastructure Improvements**

- There is demand for protected bike lanes, particularly in downtown areas such as Flemington and adjacent parts of Raritan Township.



- Stakeholders expressed interest in expanding off-road trails and developing rail trail networks to connect towns and recreational destinations.
- The need for enhanced road maintenance was frequently cited, especially on road edges and shoulders for commonly used bike routes and trails.
- Requests were made for additional amenities, including bike racks, improved signage, and safe highway crossings.
- **Safety Issues**
 - Trail deterioration, notably on Columbia and Lansdown trails, was reported.
 - Road conditions, such as loose gravel, potholes, and insufficient shoulder markings, were identified as key safety concerns.
 - There is an absence of adequate infrastructure to support safe bicycling for children and families within local communities. Respondents highlighted problems with driver behavior, including a lack of awareness regarding the 4-foot passing law and aggressive driving.
- **Education & Accountability**
 - Appeals were made for increased driver education on bicyclist rights and applicable laws.
 - Suggestions were offered for bicyclist education initiatives focused on promoting safe and courteous riding practices.
 - Some respondents voiced concerns about bicyclists not adhering to traffic regulations.
- **Connectivity & Planning**
 - There is notable interest in establishing bike paths that link towns, for example, connections between Clinton and High Bridge or Stockton and Sergeantsville.
 - Recommendations were provided to integrate local routes with regional networks such as canal towpaths and neighboring counties.
 - An emphasis was placed on incorporating bicycle-friendly planning into new developments and business districts.
- **Community Engagement**
 - The opportunity for community input was appreciated by participants.
 - Support was offered from community stakeholders, including school officials, for advancing bicycling initiatives, such as Safe Routes to Schools.



- Participants requested clear follow-up plans and transparency throughout implementation processes.

1.4 Identified Key Locations

Countywide

- Route 31 – Unsafe crossings from backroads
- Route 31 – High speed and small shoulders; requests for multi-use paths or trails along
- Route 579 – Suggested for 4-foot passing signs
- Town Centers – Installation of bike racks, bike lockers, and repair stations
- There were numerous suggestions for infrastructure improvements, including protected bike lanes, better road maintenance, improved signage, and more off-road trail connections.

North of Interstate 78, including High Bridge, Clinton, and surrounding areas

- Tewksbury – No dedicated bike lanes, narrow shoulders
- Clinton to High Bridge – Desired bike path along Raritan River to connect trails
- Clinton to High Bridge – Desire for trail connections (to/from Columbia Trail)
- Clinton to downtown High Bridge - Riders expressed a desire for safe routes
- East side of Spruce Run Reservoir – Mention of discrimination against bicycles
- River Road in Ken Lockwood Gorge – Poor condition near Hoffman's Crossing
- Columbia Trail – Surface concerns; needs hard-packed material
- Lansdown Trail – Surface concerns; needs hard-packed material; Maintenance issues, especially from Franklin Township to Pittstown
- Lansdown Trail – Safety concerns for solo users
- Route 579 and Route 173 – Popular bike routes needing bike lanes
- CR 626 and NJ 173 – Fear of traffic on high-speed roads with no shoulders

South of Interstate 78, including Flemington, Raritan and surrounding areas

- Hamden Rd to Lower Lansdown Rd – Popular biking area near Lansdown Trail but with visibility issues
- Flemington Borough – High priority for painted and protected bike lanes
- Flemington Borough – Lack of bike lanes and sidewalk restrictions; significant bike demand
- Rockafellows Mill Rd and River Road – lack of bike routes or lanes on road
- Capner Street and NJ 29 - poor road conditions on streets

Delaware River municipalities, Ringoes, and surrounding areas



- Route 29 – Tricky during weekends and rush hours
- Stockton to Sergeantsville – Proposed trail to connect towns and towpath
- Kingwood & Delaware Township – Narrow roads, safety clearance issues
- Route 179 – Generally safe with markings and wide shoulder
- County Road 514 – Challenging due to safety concerns, poor shoulder conditions
- East Amwell – Wide open roads, but concern for busier rural roads
- Wertsville, Old York, Manners, Reaville, Rileyville Road – challenging due to no bike lanes
- Route 514 – Shoulder lines painted over grass, eliminating safe space
- Lambertville – Starting point for many recreational rides
- Lambertville to Hopewell - Riders expressed a desire for safe routes
- Hopewell, Hillsborough, Trenton, Princeton – Suggested extensions for regional connectivity
- CR 626 and NJ 173 – Fear of traffic on high-speed roads with no shoulders

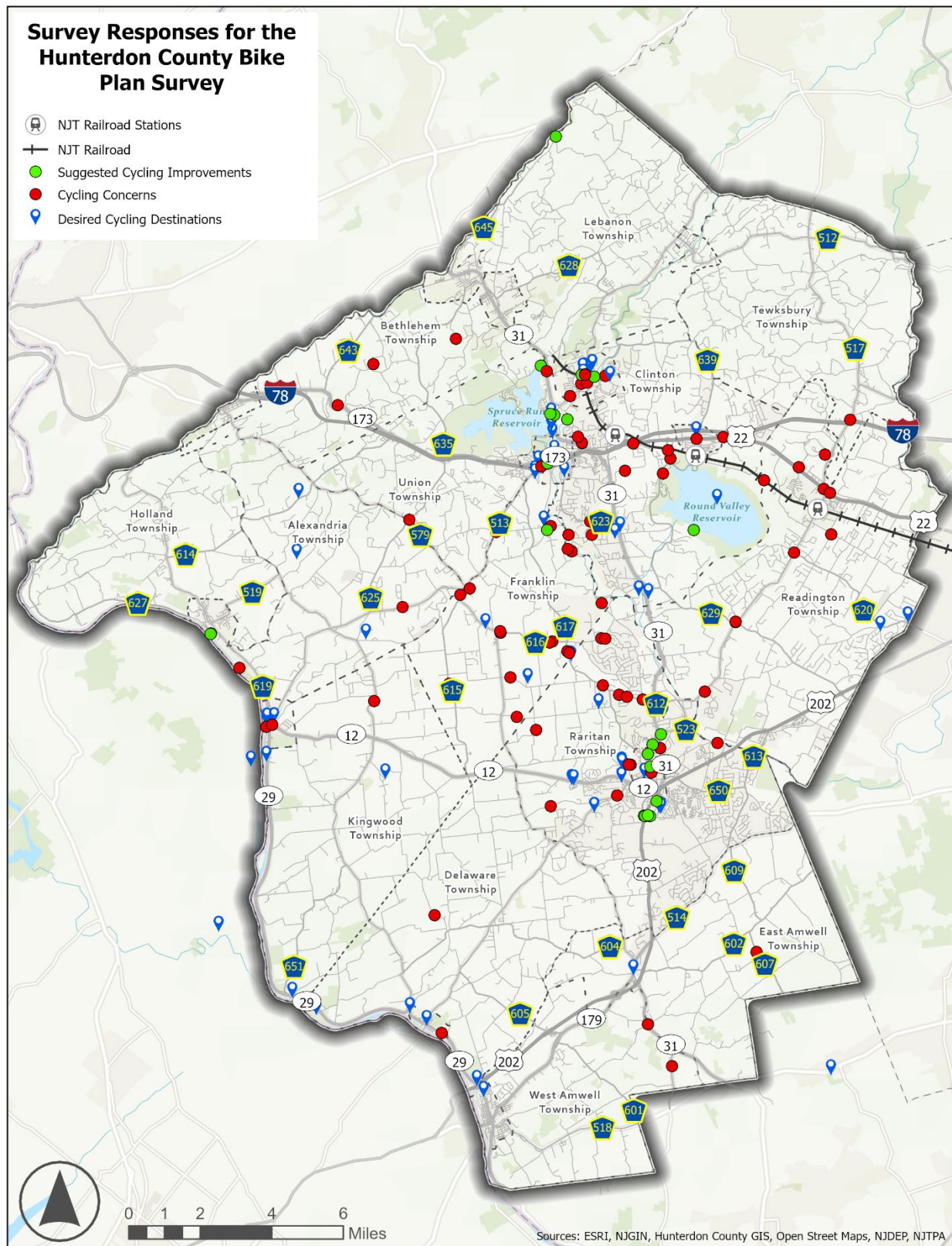


Figure 16: Interactive Map pins received through Online Survey for Hunterdon County, NJ



Detailed Responses

1.5 Detailed Comments Received from Online Survey

Question: Let us know why you feel comfortable/uncomfortable biking on Hunterdon County streets?

1. 1) there are no bike lanes and very few roads have a shoulder at all. If they do, it's too narrow and too unkept to safely bike. The shoulders constantly have debris (tree limbs, rocks etc.) and poor surface conditions (cracks, potholes). 2) too many people are distracted by phones and/or drugs & alcohol that I do not trust drivers to move over. 3) very few drivers actually slow down and move over 4' even though it's the law. My own dr was hit by a car while riding his bike and suffered severe brain damage. It would be great to have safe bike lanes that protect us from cars and trucks.
2. Afraid of getting hit by a car.
3. After being hit by a car (while riding in the bike lane) in 2013, I have become wary of riding the now busy streets here in Hunterdon.
4. At least in more rural parts, there is little to no shoulder and very fast speed limits (45 mph, people usually go 50-60 mph). These 2-lane roads also have lots of blind corners which make it even more unsafe.
5. Because there is less traffic volume than other parts of the State.
6. Cars do not respect the rules of the road with bikes. Even if I stay on the shoulder, they come very close.
7. The county needs more protected bikes lanes that are away from high-speed vehicles.
8. Drivers are aggressive to bicyclists. I've ridden across the country; animosity is highest here
9. Drivers are too distracted and in a hurry. This issue is not unique to Hunterdon.
10. Drivers are very aggressive and possessive of the road. Dedicated towpath is much safer and more pleasant. I would never ride with my children on the streets. I am an experienced road biker in large cities, but Hunterdon drivers are too challenging.
11. Fine biking on off road trails that are not on roads and little used roads. Anywhere else I am a bit nervous, except in town. I would love to see more connections to off-road trails. Especially Clinton to High Bridge Columbia Trail
12. Generally ok. Would love more trail networks
13. Generally, ride on small roads without a centerline. Cars are much more likely to move to the opposite side when there is no centerline.
14. I am comfortable on the rural roads. I stay away from any downtown or heavy traffic intersections; those are not bike friendly.
15. I choose roads that have reasonable shoulders and/or light vehicle traffic.
16. I choose roads with little traffic and drivers tend to be respectful. There are some drivers that do not provide the legally required 4 feet when passing.
17. I do not trust the drivers on the road to be concerned with my safety. Had a friend who was an experienced bicyclist who was hit while she was biking on a road and left for



- dead. She was severely injured. She was left there unconscious and was found by another driver. I'm not willing to take that chance.
18. I feel comfortable in a large part due to good route selection - lower speed, volume, and conflict routes. When I had less local knowledge, I found myself more often on suboptimal routes with higher traffic and speeds, which contributed to greater conflict and unease. There are still people who are amused by harassing bicyclists (e.g. "rolling coal" in their modified diesel trucks) or generally intolerant of sharing the road. However positive interactions usually outweigh the bad at least on the side roads.
 19. I have ridden them for more than 35 years, so I'm used to them. I very much enjoy our rural roads.
 20. I have road, gravel and mountain bikes. I bike for fun/exercise. I bike early in the day (6:00 am to 9:00 am) and pick back roads. I don't encounter a lot of traffic. I also bike on the rail trails.
 21. I live in a very rural area of Hunterdon (East Amwell) with wide open roads and little traffic, so biking is ideal even without bike lanes. However, when it comes to busier rural roads, the lack of bike lanes creates very challenging conditions for both bikers and drivers, particularly on roads like Wentzville, Old York, Manners, Reville, and Rileyville. Hunterdon is very rural so a comprehensive bike network would be a difficult feat, but at the very least, there should be an effort to bring PROTECTED bike lanes to downtown Flemington and potentially some bike lanes on busier bike roads like the ones listed above. I would love to bike more, but it's purely out of lack of safety and the lack of close destinations that I don't.
 22. I only bike on trails since I think it isn't safe to bike on roads.
 23. I only feel comfortable biking on rural roads with very little traffic. Many busier roads around me have no bike lanes and very narrow shoulders.
 24. I try to avoid roads with no shoulder
 25. I'm a very experienced bicyclist. Most roads in Hunterdon are rural and have no road markings. State roads (like 179) are mostly safe with markings and wide shoulders. Ringoes has a bike lane. County roads, like 514, are challenging. I live off 514. Lane markings are at times over grass on shoulder, so no shoulder or bike lane. I am bicycling literally in the car/truck traffic lane. Almost got hit twice.
 26. If on the road, distracted drivers and limited signage indicating a high traffic biking / jogging area (primarily from Hamden Rd up to the end of Lower Landsdown Rd) & the tunnel around the corner before the trail. Visibility is low with sharp corners. This is a VERY popular area in Pittstown / Clinton that people use. Also, there are no safety measures in place along the Landsdown Trail for people using this rural area if alone.
 27. I'm a school Superintendent who knows the positive impact on the mind and body that exercise has. Some of our local roads are very busy but there are some that are safe and absolutely beautiful to ride on.
 28. I'm a very experienced bicyclist (even cycled across the country when I was 16), so I'm pretty comfortable bicycling almost anywhere. Hunterdon County has awesome bicycling, but Flemington Boro is problematic. While I can get around safely in the



borough, I've seen a lot of people bicycling in unsafe ways (wrong side of road). It would be great if bike paths could be made in some of the busiest and most commonly trafficked areas so that those people who are bicycling out of necessity to get to work can get to the places they need to go (for example, the hospital, the school, the grocery store). Painting lines on a road and declaring it a "bike lane" is not good enough. bicyclists who are commuters (and who therefore need to bicycle on busier roads) need bike lanes that are protected from traffic with barriers. More people would cycle to school/work/errands if protected bicycle lanes existed!

29. know where to ride on less busy roads
30. Most of the roads north and west of Lambertville are in good shape. They also tend to be lightly traveled by vehicles.
31. Most of the time the back roads are quiet. It is on the weekends or rush hours when the primary roads, like route 29 get tricky in spots.
32. Most roads are fine to bike on since they aren't busy, so even if there is no shoulder it's not a big deal. The main exceptions being most county roads which have higher speed limits and small shoulders and route 31.
33. Most roads either have wide shoulders or little traffic. Most drivers are courteous towards bicyclists.
34. Most town streets are low traffic and rural. There are some that are terrible because of heavy fast traffic or poor surface.
35. Multiple factors - roads are narrow and traffic moves at high speeds on rural roads, most of which do not have dedicated bike lanes or signage. Drivers either are not familiar with laws requiring safe distance or choose to ignore those laws. Those are the main concerns. One accident with a car is likely a game changer.
36. No bike lanes or not adequate size/condition for the road speed.
37. No bike lanes or shoulders
38. No close calls but always vigilant.
39. Not much traffic
40. Overall, Hunterdon County is a good place for bicycling with lots of rural roads and beautiful scenery. With the growing population and increased traffic, bicycling feels less safe than it did just a few years ago.
41. Road bikes have skinny tires that must be ridden on roads. Need to PAVE the roads. Many in Clinton Twp need paving
42. Rural roads with lots of blind spots and traffic.
43. Some country roads are great and peaceful, but they are narrow, and people drive too fast and drive too close to you or are impatient and will pass you with an oncoming car. They don't give the space needed for safety. The other issue is intersections. There should be more accommodation for crossing major roads for bicyclists.
44. Some rural roads are great due to minimal traffic, however there are many rural roads where due to the small number of cars drivers speed and are not happy to see bicyclists in their way. Many pass very close or cut us off when we're have the right-of-way.
45. Streets are not a problem as I use Columbia Trail



46. The roads are in horrendous condition, with potholes, deep ruts, tar and chip sealing, poor repairs, broken shoulder edges and debris. The car drivers ignore the four-foot rule and some even seek to intimidate with close calls. Large trucks and tractor trailers frequently use back roads as shortcuts where they clearly do not belong.
47. The roads by me have no shoulder and have a lot of blind corners. People drive way too fast.
48. The roads in Kingwood + Delaware Township are very narrow, and it is difficult to provide bicyclists with the safety clearance required by law (4 feet). bicyclists do not obey the traffic signs (stop signs) that vehicles are required to obey. bicyclists often ride two or three wide or in the middle of these narrow roads, which is challenging and not sharing the roads with others.
49. There are many rural roads (with or without shoulders) that have little enough traffic to feel safe riding. There are enough miles of trail when I don't want to ride on road.
50. There are no bike lanes in the borough of Flemington, and we aren't allowed on the sidewalk. This is challenging.
51. There are no dedicated bike lanes in Tewksbury, narrow shoulders and insane drivers
52. There needs to be more sidewalks
53. It is very challenging due to the rural nature, and city biking with high traffic. I would like to see better trails and available maps for multi-aged and skill levels, for kids' safety.
54. Very few bike lanes and most motorists don't know the 4-foot rule and they don't slow down
55. Very unsafe. Need lots of protected bike lanes!
56. I would appreciate 4-foot passing signs (MUTCD R4-19) on Route 579 and other roads with narrow/no shoulder
57. I wouldn't say I feel comfortable "in most places" in the county, but I select roads and trails where I do feel comfortable. I would like more off-road options.
58. Lack of access to restrooms
59. Smooth paved roads are crucial

Question: Is there anything else you'd like to share with us about your concerns or opportunities to improve bike/scooter travel in and around Hunterdon County?

1. A trail from Stockton to Sergeantsville would make the whole area much more open to tourism and would connect the little towns to the towpath. It would mean Stockton could walk to school with our children.
2. I wanted to share my strong interest in supporting this initiative. As a superintendent of schools—and someone who has studied the positive impact of increased movement on student achievement—I'd truly welcome the opportunity to contribute in any way I can.
3. As mentioned previously, I'm comfortable bicycling almost anywhere. However, many people don't like to bicycle on roads and would much prefer bicycling on protected paths. The goal of the county should be to plan paths in new neighborhoods and connect neighborhoods to business areas, then to create protected paths in the



business areas when possible. Also, bike education events need to take place to educate those people who are bicycling inappropriately about the rules of the road. Work needs to be done with bicycle clubs about bicycle safety as well, because there are some bicycle clubs/groups that are spreading incorrect information about bicycle safety (such as it is safer to ride side by side than single file, and that you shouldn't ride on the shoulder of a road because of debris, and that you should "take the lane" when riding on roads with no painted lines to prevent cars from passing you). This incorrect information leads to behavior that ends up making drivers hate bicyclists.

4. Bikers should be held accountable to follow their rules. It is often implied that motorists must yield to bicyclists, but that also gives the bicyclist a feeling of empowerment where they do whatever they want - run stop signs, ignore yields, ride in the middle of the roads, sometimes two or three wide. There is no way of reporting bicyclists b/c they have no licensing identification on their bikes. It should be a "two-way street" literally.
5. Designated and marked bike routes connecting Frenchtown, Flemington, Clinton, Lambertville, Highbridge, and also extending to Hillsborough, Hopewell, Trenton and Princeton would be great.
6. Do something about the loose rock surface of Columbia Trail. It is not safe. It should be hard packed like the Morris County section.
7. For how much we pay in taxes and for being a healthy county, this is long overdue. I would bike a lot more and to more places if there was a safe way to do so.
8. Hunterdon County is a great place to ride a bike. Raising driver awareness of the importance of sharing the roads with bicyclists and the implications of an accident should be highlighted.
9. I applaud the opportunity to provide input and hope our county can act on some of the suggestions. I'd prefer to use my bike more for errand running and am considering an e-bike to replace many car trips. Along with physical changes, the public needs to be educated to co-exist with bikers and we should encourage everyone to bike more - for their health, for the environment and improved quality of life (biking is fun!). Lastly, I'd encourage connecting to other counties biking paths and the canal towpath. There's great stuff out there that can be tied into to get even more utilization. Thank you
10. I appreciate the maintenance the county does on trails however the larger crushed limestone used on the Columbia and Lansdowne trails is inappropriate and challenging. Please use a hard packed fine pulverized stone. More toilet facilities would be very welcome.
11. I could easily use the interactive map while doing the survey on my phone. My biking usually is for fun & starts in Lambertville. I've biked all along the river, on towpath & roads -- all good. Love all the rural road riding, primarily throughout the western half of the county. I always wear a helmet. I appreciate all the delicious food offerings available to keep bikers happy.



12. I have concerns about the rail trails. They are deteriorating. The Landsdown trail is in desperate need of a plan for upkeep. The section close to Clinton is well maintained, but the section from Franklin Township to Pittstown really needs work. I also have concerns about River Road in Ken Lockwood Gorge. It is getting worse every year. There is now a section near Hoffman's crossing (north end) that is almost un-ridable. These rail trails are a real asset. What can we do to get some needed investment?
13. I ride a lot and have ridden in the county since I was an early teen. Any designated bike lane road there is now probably the least likely to have me ride in the actual lane. Those bike lanes are usually full of sand, rocks, broken glass, metal pieces and I end up riding on the white line. Those lanes need to be swept to keep safe. Also, many of the lanes are from A to B and then C to D, but there is no connection between B and C. The lanes often dump you onto a road like Rt22 that is not bike friendly with no way to connect to any other road.
Most of our small downtown areas are not designed to accommodate bike lanes and I feel it will cause issues with vehicles and/or parking. If the idea is to allow bikers to shop, then you really don't need lanes in the towns, you need bike racks and maybe just lanes to get in and out of the town, safely across any major highway.
14. I would like to see improvements to existing or the addition of new off-road bike trails.
15. I'm just so glad to have a chance to give input! Hunterdon attracts many bikers out here with these rural roads, but it's not the kind of place you'd like to be a biking destination. If I were in charge, I would make downtown Flemington my priority with painted bike lanes at the very least, with protected or buffered bike lanes preferred. The downtown area is living 30 years in the past, and new infrastructure like this is the best way to bring it to 2025.
16. It would be great to have more rail trails or other dedicated off-road trails that connect to form a network, especially trails suitable for a gravel or road bike.
17. More off-road bike trails!
18. PA uses their utility access and besides railways to make safe trails connecting communities as well as parks. We should consider that.
19. Please add bike lanes to Flemington borough!!
20. Please add paved bike trails somewhere. Perhaps connecting towns. NJ is so far behind other states with this.
Also, perhaps some paved trail options that rival the distances of the Columbia and D&R trails. Thank you!
21. Please focus on safety where local roads interact with state and federal highways. The backroads in Hunterdon County are generally safe since they aren't very busy, so it's OK that there isn't much infrastructure. However, once those roads end up at Route 31 there often isn't a safe way to get across or continue in your intended direction.
22. Please provide a follow up plan resulting from these surveys and suggestions
23. Please see my comment on the east side of Spruce Run Reservoir. Discrimination against bicycles! lol



24. Sharrows are worthless.
Promote the state's 4-foot passing law! No one wants to be buzzed!
25. So many bicyclists come out to Hunterdon county for events and it's infuriating and embarrassing that our roads are in such an unfriendly state for bicyclists.
26. state law of 4 ft needs to be communicated to the average driver. Paved roads are crucial! Most serious bicyclists ride over 25 miles so making bikes lanes probably not feasible on rural roads
27. Thank you for continuing to improve our County!
28. The most used bike roads desperately need bike lanes; Routes 173 & 579 are very popular and need these first
29. The number one problem is physical road condition. The number two problem is ignorant or belligerent car and truck drivers. Having ridden bicycles, motorcycles, cars and trucks in Hunterdon for a quarter century, I can say with certainty that these two problems have become far worse in the last 6-8 years.
30. The whole county needs improved bicycling infrastructure including signage (4-ft separation), bike lanes or wider road shoulders, and convenient bike routes and storage in most town centers.
31. We would love more bike paths that connect towns and recreation destinations.
32. When road works dept resurfaced Rt 514 in 2022, between Rt 202/31 and Neshanic station, they painted shoulder lines right on the grass, eliminating what little "shoulder" was there for bikes, walking. I called them and they said I shouldn't ride my bike on that road. !??
33. Would like more "share the road" signage - especially indicating that 4' spacing is required. I frequently get buzzed by cars who indicate that 4' clearance is not required
34. I would love it if my kids could bike safely around our community (e.g.: to friends, school, etc.), but without dedicated lanes, I wouldn't feel comfortable sending them out on the roads with how people drive.
35. Would love to see a bike path from Clinton to High Bridge that follows the Raritan river. This would connect Lansdowne trail to the Columbia trail



1.6 Detailed Comments Received from Interactive Map

Category	Comments
Place(s) where you start your ride	1. Mine Hill Park 2. Make a left on to Oak Grove Road 3. Columbia Trail 4. Lansdown Trail 5. Basecamp Athletic Club 6. Bundt Park 7. Columbia Trail 8. Trail head for Spruce Run Bike Trail 9. Good start/stop place for group rides. You could use bike racks and a repair stand near the parking lot. 10. Kingwood Boat Ramp Parking 11. Kingwood Park is a great place to stop during a ride or start/end a ride, but they need to ensure that the water fountains are consistently working, and restrooms are available. 12. I ride from Branchburg through Readington and into White House-there are no signs about safely passing pedestrians and bikers 13. Nassau Trail. Needs to be maintained. 14. Columbia Trail to Long Valley. Needs better integration with Patriots Path 15. D&R Canal. Lambertville heading north needs to be wider. I won't ride this on weekends. Too crowded. 16. Clinton, Lansdown trail. It would be a great addition to extend this trail and have it follow the South Branch River down to Health Quest. This would be a great 20–24-mile round trip ride. 17. I live in Frenchtown
Place(s) where you end your ride	1. The ride starts in Lambertville and ends in Frenchtown. Usually along Rt 29 shoulder. 2. Landsdown Trail 3. Scout's/Circa/Esker Hart 4. Bike Trail End for Spruce Run Bike Path 5. The "imagined" Spruce Run Trail would start at the existing parking and head north along the existing paved trail which currently ends at the New Jersey Water Supply Authority. The "ask" would be to continue the trail completely around the reservoir. 6. Hunterdon County Arboretum



	- Echo Hill Park - Kids going to school at FTS - I typically ride to Point Pleasant or Byram Boat Launch
Place(s) you want to go on a bike or scooter	- Stangl in general - This is the NJ Water Supply Authority pedestrian path. This pin is at the point where bicycles are allowed south of here but prohibited north of here (yet pedestrians are allowed north of here). This makes no sense. If the Water Authority is willing to let the public use this path for recreation, then bicycles and pedestrians should be able to use it for its entire length. Please lobby them on our behalf! Thanks! - Conclave Brewing - Brewery/Restaurants - I would like to be able to ride safely from Lambertville to Hopewell (mix of trail and road is fine). - Headquarters Library - North County Library - Would love to see a safe way to connect from Clinton to downtown High Bridge and the Columbia trail
Lack of bike routes or lanes	- Rockafellows Mill Rd is a great road to cycle on, but to get there from Flemington means that you must cycle along River Road, which can be very challenging. - I don't personally bicycle along route 31, but I've seen a lot of people who travel to school/work along 31 by bike, and often who are bicycling on the wrong side of the road. It would be great if a bicycle lane could be put in along the busiest parts. - Sand Hill Road and Linesville Road need a wider shoulder of full bike lane - Portions of CR 519 need a wider shoulder or full bike lane - No shoulders on Capner Street - Biking/walking path near railroad avenue, Milford, has fence blocking connections from Frenchtown to Milford and forcing bicyclists onto the busy route 619 (with limited shoulder). - Main St doesn't need so much on-street parking-- one or both on-street parking lanes could easily be turned into a (protected) bike lane. This + some more walkable infrastructure would do numbers for downtown Flemington - This (Route 173) connects where people live in Clinton to the grocery store and Walmart the road get very challenging - I know you are to "walk a bike" across a bridge, but for those that clip in, this destroys your shoes. If you can allow one leg off pedal, crossing [the bridge] would be easier for road bikes.



	10. would be great if there was a safe way to get to/from Annandale to Lebanon without having to cross Rt22/78 exit lanes. Pretty crazy to go east or west here (Exxon Rd and Route 22). The note about Exxon property link would help. 11. Much of CR 523 (west of Flemington) has narrow shoulders without sufficient clearance for safe bicycling. 12. Capner Street is used by pedestrians and bicyclists, and it is way too narrow (no shoulder and no sidewalk). It is challenging. 13. No shoulder at all and Very high-speed limit at Rt 579 & Rt 31, Linval 14. No shoulder and high-speed limit at Manners Road, Reaville 15. Harmony School Rd is a nice ride, but it has no shoulder and drivers often go too fast 16. Lots of traffic on this road and not a big shoulder - Sandhill Rd, Klinesville 17. Installing a bike lane (or even markings) here (Rt 513, south of Dennis Ave) would make it more possible to connect from Clinton to High Bridge
Poor Road Conditions	1. No shoulder and poor road conditions on Capner Street west of Tuccamirgan Rd 2. Road (Rt 29) from Lambertville through Stockton is terrible with potholes narrow and high-speed traffic in some areas. 3. Even though Hamden road is graded occasionally, the potholes keep coming back 4. Camp Buck Rd would be a nice connector road, but full of potholes 5. This is an abandoned road (Hamden Rd, Lansdowne, west or river) but could be made smoother 6. Hard to pinpoint on the map, but in this general area (north of Whitebridge Rd, Pittstown) erosion has made a few challenging "cliffs". Technically trail is closed but this is a major connector for getting from Clinton to Frenchtown if made that area safer. Still keep it a little spicy though, it's fun easy single track :) 7. Bike lane here (Round Valley trail near Sand Hill-Stanton Lebanon Rd) is never swept clean from sand, rocks, glass and you end up riding the white line. 8. The Bridge over NJ Transit tracks (Round Valley Rd) is horrible for cars and bikes. Massive holes. 9. Bike lane ends at Rt22 and then where do you go safely? (Round Valley Rd)



	10. This used to be a maintained bike lane (Lilac Dr, Hamden) and this road now is just a series of potholes and terrible pavement 11. White stone is horrible for biking and people walking near bikes, lower Lansdowne Rd 12. Nice wide bike lane, but road needs to be swept free of debris (Wellington Dr) 13. The road has not been maintained and degraded over the years, making it challenging for bikes (River Rd, Franklin Township) 14. Highly trafficked roads (old Mountain-Railroad Ave) by bikers, but in terrible shape with potholes. 15. Readington Road has significant ruts, potholes, repairs, old tar and chips, and debris. 16. Has the canal path trail ever been fixed between Frenchtown and Milford? Is there even a trail that goes all the way? There is beautiful bicycling north of Milford, along Riegelsville Rd., but there is no safe way to get there from Frenchtown.
Fear of traffic or being hit by a vehicle	17. CR 626 and NJ 173 intersection in Clinton sucks! it cuts off the town of Clinton from Annandale and high bridge, so people on one side can't get to the town area, and people in the town cannot get to the train station. I see kids from CTMS try to cross here all the time challengingly 18. Mill Street and Columbia Trail Crossing- Cars coming downhill come up on the trail pretty fast and are hard to see. 19. Mill Street and Columbia Trail Crossing - Retaining wall reduces visibility at busy crossing 20. I don't bike on this road because of safety, but many people do. As a driver, bikers on this road pose a threat to themselves and drivers because it's narrow, hilly, and there are plenty of turns. Roads like these are in desperate need of bike infrastructure - CR 607 (East Amwell) 21. This area (CR 579) is a common connector for the Capoolong Creek trail, high speed limits and no shoulder. Typical route is to come off Capoolong in this area and make a left and ride to Sky Manor. 22. Blossom hill road crossing of Rt22 used to be a nice way to get over Rt22 until they put the turn lanes in with HUGE curbs that road bikes can't go over. This is a fairly level place to go, and you don't have to deal with Cokesbury road light or the hill up Cokesbury if you want to go to the Oldwick area.



	Currently I must use a center U-turn further east and turn back west. 23. The duration of this signal/light (at CR639 and US22) makes crossing from a stop very difficult. You are also trying to go straight, and cars are trying to make right turns from same lane and there is no shoulder. 24. Going south on CR 523 to get into Whitehouse is very tricky with traffic flow. Cars in right lane will cut over to the turn lane for CR 523/Main St into Whitehouse. 25. The timing of this light/signal from Old Highway 28 at US22 crossing is very quick for someone to get across from a dead stop. Also, this signal does not detect bikes last time I was on it and is less traveled by cars, so you end up waiting or getting off the bike to push button. 26. CR 513 is a difficult road to cross near Hogback Rd/Cooks Cross Rd. Challenging. 27. Going north on CR 579 is tricky through this intersection with CR 625, as cars are diagonally going from 625 to Mechlin corner and not looking for bikes. 28. Not a great intersection (CR 610 and CR513/NJ 12) for a biker. Cars don't like to wait. 29. Light timing from Dreahook Rd (CR 620) to CR 523 needs to be longer. and signal does not pick up a single bike. 30. Probably one of the worst intersections to cross in ANY direction on a bike at CR523 (Flemington-Whitehouse Road) and CR 629(Stanton Rd) and Springtown Road. Super dangerous. 31. Grayrock Road in Clinton is too narrow, and cars go way too fast around these corners to be safe for bike but is only real way from Clinton to High Bridge without Route 31. 32. Light/Signal on CR 523 south to go under Rt I-78 is difficult to start out at since there is no room for a bike going straight and car and traffic is exiting right. CR 523 north from stop at this light you are climbing and there are cars exiting from I-78 West going north on CR 523 that do not want to wait for bikes. 33. Would be great if you could safely get to/from High Bridge (by Cregar) to Spruce run (across NJ 31). Very busy and dangerous. Bad enough in a car, no less a bike. 34. CR 523 (Flemington-Whitehouse Road) is the only direct way to/from Whitehouse to Flemington. The shoulders of this
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	road are not consistently wide and there is heavy truck traffic at times making it dangerous, even single riders. 35. Pulaski Rd in Readington is a great alternative to east/west than US 22, but cars go way too fast down this road at times and there is not much room for bikes. School Rd intersection is the worst spot by far. 36. Watch out coming down sand hill road (CR 612) at speed and traffic from left on Old Clinton Road pulling in front of you. 37. Not a great light/signal to try and cross NJ 31 on Bartles Corner Rd / Sand Hill Road (CR 612). Traffic is turning right as you are trying to go straight. 38. This intersection (CR 523 Flemington-Whitehouse Rd and CR 629-Stanton Road) continues to be a nightmare for bikes and for other vehicles. 39. Recent Car Crashes and Speeding Vehicles near Mill St and Columbia Trail crossing where they can't see walker/bikers 40. Blind curve on Cherryville Rd between Lawrence trail and William Barnes Rd, bike picks up speed while going downhill, hard to stay in the proper lane without braking heavily 41. Crossing NJ 31 on a bike is difficult in Rocktown. Add crossing lights? Add a bike path from Rocktown Rd to Rocktown Hill Rd with a better crossing point? 42. Intersections on Cherryville Rd (CR 616) between Quakertown to Cherryville to Old Clinton Road
Too many hills	1. This is a densely populated area (near Wilson Ave, High Bridge) that typically drives to the Columbia Trail because the road is too steep here to climb back up or feel safe riding down. 2. Steep grades prevent people from riding to Columbia Trail/Mainstreet from "lower High Bridge" 3. Hill with an OK shoulder along W Main St, along with other hills in the area, causes people to drive to Columbia Trail/Main St instead of bike 4. Klinesville Rd and Cherryville Rd 5. Musconetcong Area
Install bike racks / bike lockers / repair stations	1. Bike storage infrastructure (racks or lockers) should be provided in most town centers (Flemington, Clinton, High Bridge, Whitehouse Stations, etc.) to promote bicycling as an alternative to cars. 2. The redevelopment of Liberty Village in Flemington should incorporate bicycling infrastructure, including bike lanes and bike storage.



	3. Near Musconetcong River Road Parking; bike racks 4. A bike rack at ShopRite (Flemington) would be nice. Perhaps on the side of the building where the online pickup used to be (not where it currently is). 5. No place to park bikes on Main St. in Clinton, install bike racks 6. Bike infrastructure - racks and repair stations at minimum - should be included in redevelopment plans for the former Agway feed mill site on CR 523 (Flemington).
Install multi-use paths or trails	1. Walter E Foran Boulevard (CR 523) is a convenient road for bicycle commuters to access NJ 31 but is currently not safe. A multi-use path would allow bicyclists and walkers to commute from town to the businesses along NJ 31. 2. A multiuse path that runs the length of NJ 31 from the shopping center where the Stop and Shop is all the way down to Home Depot would allow bicycle and walking commuters to travel from their homes to the businesses that lie along NJ 31. Currently, it's not safe to bicycle or walk along NJ 31, which prevents people from commuting by bicycle or foot. Is there a way to create a path that runs behind the businesses that lie on the east side of NJ 31, so that it is not along the road, and as a result is more protected? 3. It would be great if some sort of trail (of road multi-use path) could be created that connected the Landsdown Trail to the Columbia Trail. There is currently no safe way to bicycle from Clinton to High Bridge. 4. A multi-use path that goes around Round Valley would be wonderful, like the one that goes around the lake at Peace Valley Park in PA. 5. This is an old railbed (east of Thomas St and south of Columbia trail) that is gentle gradient, could be used to ease connecting "lower High Bridge" to Columbia Trail potentially 6. Green space (west of Grayrock Rd) that could be used for a path to connect High Bridge/Clinton. Can go under NJ 31 and come up on Leigh St./Union Cemetery 7. Trail along the Spruce Run Reservoir if connected to light/signal at CR513/NJ 31 could help connect High Bridge and Clinton 8. Van Syckles Corner Road has narrow shoulders and high-speed limits. The side of the road is part of Spruce Run State Park which could be a bike trail. 9. There is already a "path of necessity" here- Railroad Avenue, Milford



	10. There is access to the train tracks at the back of the commons park on Columbia Trail which are not in use. A trail here could connect to Glen Gardner and Hampton.
Install bike lanes (painted, striped, protected, shared)	1. Install bike lanes along CR 611 crossing US202/NJ 31, south of Hart Boulevard 2. Installing a bike lane on NJ31/CR513 would make it more possible to connect from Clinton to High Bridge 3. Common place to cross NJ 31 is the intersection of CR 626 (Beaver Ave) and NJ 173 for riding between High Bridge and Clinton. There is half a sidewalk that ends abruptly, would make a great place for protected bike lane.
Improve road conditions	1. I live in Flemington South and frequently cycle down Hart Blvd, cross over US 202, and then cycle in the areas west of US 202. Returning home, the pavement is really bad in the section east of UPS store, south of Commerce St, causing bicyclists to have to ride in middle of the road. It is a very short section, but more people would probably bike to the western side of US 202 from the eastern side if it was easier (and safer) to do so.
Others (Suggestions)	7. This is municipal land (south of W Main ST & Union Ave in High Bridge) and could connect the "lower" High Bridge to main street if there was switchback/grade easing) 8. If someone could convince Exxon (Regional Rd) to connect the access road from Rt31 to Rt22 this would be a really nice way to connect from Lebanon to Clinton township area without having to go on Rt22 much and avoid the 22/78 ramps. 9. It would be great if new owners UNICOM would allow bikes to cut through from 523 to Halls Mills or the light on Rt22 at Lake Cushetunk instead of having to go through the busy intersection at 523 and Rt22 in Whitehouse. 10. Add bright, visible paint "Stop Ahead" on Columbia trail 5+ yds before dangerous Mill St and Main St intersection. Small stop signs are inefficient.



1.7 Blank Online Survey Questions Template

Hunterdon_Bike_Survey

The County of Hunterdon is working on the Hunterdon County Bike Plan, to build a countywide on and off-road bike network that's safe, comfortable, and convenient for all kinds of riders and trips.

We'd love to hear about your biking experiences in Hunterdon County and your ideas for making it better. Your input will shape the strategies for the bike network and other enhancements to meet Hunterdon's biking needs.

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Hunterdon_Bike_Survey

Rider Profile

How often do you ride a bike or scooter in Hunterdon County?*

☐ Almost daily ☐ At least once a week ☐ At least once a month

☐ A few times a year ☐ Never

What do you primarily ride?*

☐ Regular Bike ☐ Mountain Bike (for trail riding)

☐ Electric Bike (E-Bike) ☐ Regular Scooter

☐ Electric Scooter (E-Scooter)

☐ Other (skates, skateboard, wheelchair, mobility scooter, etc.)

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Hunterdon_Bike_Survey

Mode and Purpose

Why do you choose to travel by bike or scooter?*

(select your top 3 reasons)

☐

Affordability

☐

Convenience

☐

I don't have access to a car

☐

Unable to drive or don't have a driver's license

☐

Good for my health

☐

Good for the environment

☐

Biking is fun

☐

Other (describe)

What types of trips do you usually take on your bike/scooter?*

☐

Commuting to work

☐

Commuting to school

☐

To get to public transportation

☐

To run errands & go to appointments (shopping, medical, social services)

☐

To visit restaurants, entertainment, recreation, & friends

☐

For exercise and/or fun

☐

For work purposes (such as making deliveries)

☐

Other (describe)



Where do you bike/scooter most frequently in Hunterdon County?*

(Drag to rank the options below with 1 being the place where you ride most frequently)

☐

In Downtowns (near shops, stores, restaurants, and train stations) or Suburban streets without bike lanes

☐

In Downtowns or Suburban streets with bike lanes

☐

Rural roads with bike lanes

☐

Rural roads without bike lanes

☐

Sidewalk

☐

Off-road trail/path

☐

Other (describe below)

Reset

If you chose 'Other' above, please describe here:

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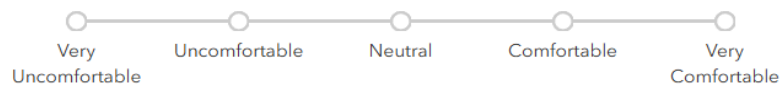
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Hunterdon_Bike_Survey

Comfort

How comfortable do you feel biking on Hunterdon County's roads?*

(Rate your answers on the scale below)



Let us know why you feel this way about biking on Hunterdon County's streets?*

1000



Which of the following are important to your comfort and/or willingness to travel by bike/scooter in and around Hunterdon County?*

(Select your top 3 choices)

☐ I feel comfortable riding in most places in the County, with or without dedicated bike routes/lanes

☐ Lack of on-street designated bike routes/lanes

☐ Lack of designated bike routes/lanes separated from traffic (trails or paths)

☐ Concern about road conditions (potholes, faded or no striping, debris, etc.)

☐ Distance or time to get to destination

☐ Inconvenience of wearing and carrying a bike helmet

☐ Personal safety (fear of crime)

☐ Lack of secure bike/scooter parking at destination (fear of bike/scooter theft)

☐ Fear of traffic/fear of being hit by a vehicle

☐ Don't own or have access to a bike/scooter

☐ Need to transport other people and/or goods

☐ Don't know how to ride in mixed traffic

☐ Other (describe)

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Hunterdon_Bike_Survey

Vision

How comfortable would you feel biking in and around Hunterdon County if there were...

Rate your answers on a scale from 1 to 5.

1 = "Very Uncomfortable" 3 = "Neutral" 5 = "Very Comfortable"

	1	2	3	4	5
Shared Streets (with sharrows or bike markings in the street)  ★	☐	☐	☐	☐	☐
Striped Bike Lanes (marked by a solid white line, with flowing traffic)  ★	☐	☐	☐	☐	☐
Painted Bike Lanes (green painted lane, with flowing traffic)  ★	☐	☐	☐	☐	☐
Buffered Bike Lanes (with parked vehicles separating flowing traffic)  ★	☐	☐	☐	☐	☐
Separated Bike Lanes (with bollards/vertical posts/raised curbs to separate flowing traffic)  ★	☐	☐	☐	☐	☐
Multi-use Paths/Trails (fully separated off-street)  ★	☐	☐	☐	☐	☐

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Hunterdon_Bike_Survey

The Story Map

Tell us about your experiences, concerns, and hopes for biking/scootering in and around Hunterdon County.

Show us where you ride (or would like to ride) in Hunterdon County and tell us about the places you think are unsafe, unpleasant, uncomfortable, and/or need to be improved by adding pins to the [Bike Hunterdon Interactive Map](#).

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Hunterdon_Bike_Survey

Tell us about yourself (optional)

What is your gender?

☐

Male

☐

Female

☐

Non-Binary/Third Gender

☐

Prefer to Self-Describe

☐

Prefer Not to Say

Which race/ethnicity best describes you?

(select all that apply)

☐

American Indian or Alaska Native

☐

Asian or Asian American

☐

Black or African American

☐

Hispanic or Latino

☐

Native Hawaiian or other Pacific Islander

☐

White or Caucasian

☐

Prefer not to say

☐

Other (describe)



What is your age?

-Please select-

How many children aged 17 or younger live in your household?

-Please select-

What is your total household income?

-Please select-

How many vehicles do you have in your household?

☐

None

☐

1

☐

2

☐

3 or more

☐

Prefer not to say

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Hunterdon_Bike_Survey

Additional Comments

Is there anything else you'd like to share with us about your concerns or opportunities to improve bike/scooter travel in and around Hunterdon County?

Any additional comments

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Submit

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