



HUNTERDON COUNTY BICYCLE PLAN | 2026

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INTERNATIONAL



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DISCLAIMER

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All proposed bike corridors and facilities in this plan will require further study to determine feasibility and resolve any potential constraints, and consultation with roadway and/or property owners prior to authorization for design and construction, irrespective of whether they are on municipal, county- or state-owned roadways or property. The maps presented herein should not be used for planning bicycle trips.

GRANT ACKNOWLEDGEMENT



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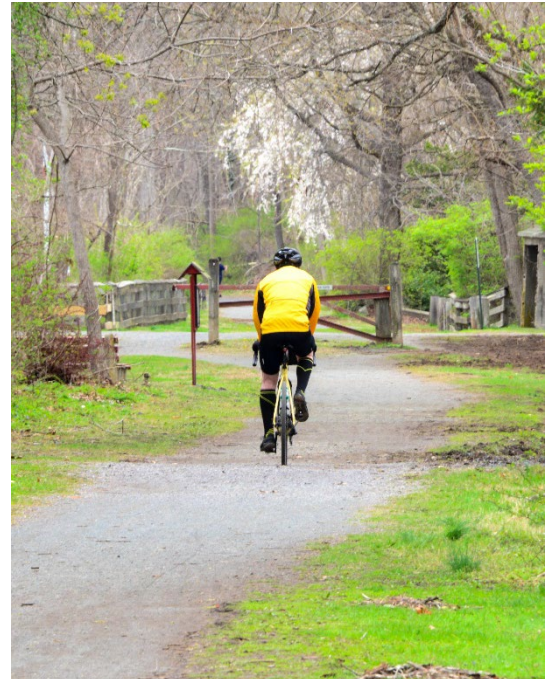
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Executive Summary

The **Hunterdon County Bicycle Plan** (the Plan) establishes a countywide vision and actionable framework for creating a safe, connected, and accessible bicycle network that supports everyday travel as well as recreation and tourism. As a guidance document, the Plan identifies where bicycle improvements are most needed, what types of facilities are appropriate, and how a bicycle network can be advanced over time in coordination with municipal, county, and state partners. By linking transportation, land use, and public health objectives, the Plan positions bicycling as a practical component of Hunterdon County’s broader mobility and quality-of-life goals. The Plan also aligns with and advances the [North Jersey Transportation Planning Authority \(NJTPA\) Regional Active Transportation Plan](#) (ATP) by supporting regional connectivity, improving access to key destinations, and contributing to a cohesive multi-county bicycle network.



D&R Canal Towpath, Stockton, NJ (Credit: MBI)

Grounded in data-driven analysis and shaped by public and stakeholder input, the Plan evaluates safety conditions, travel demand, and feasibility to identify targeted, implementable improvements. By advancing a network that improves connectivity, enhances safety, and supports access to key destinations, the Plan aims to strengthen communities, expand transportation options, and reinforce the qualities that make Hunterdon County a unique place to live, work, and visit.



D&R Trail at Prallsville Mills, Stockton, NJ (Credit: MBI)

Founded in 1714, Hunterdon County is one of New Jersey’s most scenic and rural counties, defined by preserved farmland, historic towns, and extensive open space. Spanning 428 square miles, it is the state’s eighth largest county yet among the least densely populated, reflecting a longstanding commitment to preservation. Nearly 16 percent of the county is protected as parks and open space.

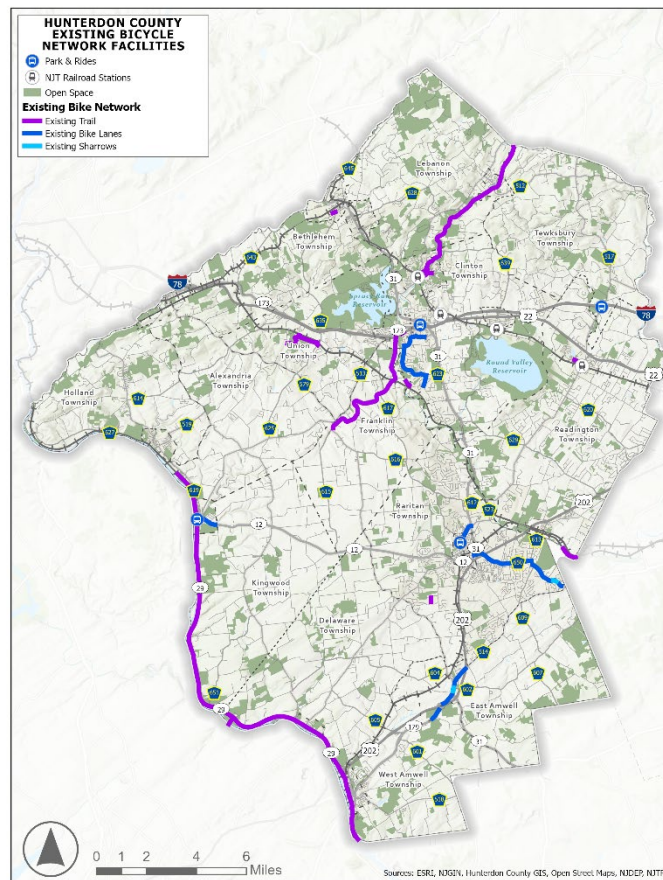
Existing Conditions

Hunterdon County’s existing bicycling network is largely fragmented and oriented toward recreation rather than everyday transportation. The county has more than 47.4 miles of bicycle facilities, of which approximately 77.4 percent are trails and about 10.7 miles consist of on-street facilities. There is limited active transportation (bicycle and pedestrian) connectivity between key destinations such as town centers, schools, and employment areas. Public transit options are also constrained, with only four NJ TRANSIT train stations and four park-and-ride locations, only two of which are connected to significant bicycle infrastructure.

The County’s roadway network is dominated by high-speed state and county routes, creating significant barriers to safe bicycling. Most roadways are characterized as high-stress environments for riders of all ages and abilities. Safety concerns are reinforced by crash patterns showing that although bicycle and pedestrian incidents represent a small share of total crashes (0.7 percent), they account for a disproportionate share of severe injuries and fatalities (10.5 percent), particularly along high-speed corridors and in low-light conditions.

These safety trends are reinforced in the Level of Bicycle Compatibility (LBC) analysis developed for this plan, which shows that 96.5 percent of roadways are high-stress, limiting bicycling primarily to experienced riders. Despite this, key destinations such as main streets, retail centers, parks, hospitals, and transit stops generate demand, while 62 percent of existing trips remain recreational, highlighting the lack of connected, low-stress facilities for everyday use.

Furthermore, Hunterdon County’s population of 131,708 (2024) is relatively stable, but has an increasing population of adults over 65+ (currently 20 percent). Providing bicycle routes with low levels of bicycle stress would be suitable for this population and support public health goals to increase physical inactivity to combat obesity and diabetes. Improved bicycle connectivity for everyday transportation can support increased physical activity.



Despite these challenges, Hunterdon County has significant open space, established trails such as the D&R Canal Towpath and the Columbia Trail, and higher demand for active transportation in boroughs and activity centers. However, it is often difficult to make longer trips by bicycle. Overall, existing conditions highlight the need to transition from a recreational, disconnected active transportation system to a cohesive, low-stress bicycle network that better serves daily travel needs while addressing safety.

The Existing Conditions analysis integrates key considerations—including population and demographic trends, health indicators, planning and environmental conditions, roadway conditions, transit access, and level of bicycle compatibility. Detailed findings are provided in the Plan and Appendix B.



The Columbia Trail is one of the county's most popular multi-use trails, passing through High Bridge, Lebanon Township, Califon, and Tewksbury in Hunterdon County, NJ (Credit: Trail Links)

Bicycle Plan Goals

The goals of the Hunterdon County Bicycle Plan reflect local priorities and guide development of a safe, connected network, supported by long-term coordination and commitment.

- ▶ **Prioritize everyday mobility and personal travel by bicycle**
- ▶ **Improve safety, access, and mobility for all travelers**
- ▶ **Develop the bicycle network by building new trails and on-road bicycle facilities, prioritizing improvements on county-owned lands and roads**
- ▶ **Work collaboratively with municipal and state partners**
- ▶ **Emphasize improvements for vulnerable roadway users and underserved communities**
- ▶ **Support recreation, tourism, local business, and healthy lifestyles**
- ▶ **Adopt supportive policies and strategies to advance implementation of the bicycle plan and network**

Community Outreach and Collaboration

A robust outreach and engagement program prioritized listening to stakeholders and residents throughout the planning process. Engagement activities included public meetings, mapping workshops, an online survey and interactive map, and targeted stakeholder outreach. A Technical Advisory Committee (TAC) provided expert guidance on plan development and recommendations. The TAC included representatives from Hunterdon County Planning and Land Use, the Planning Board, LINK Services, Parks and Recreation, goHunterdon Transportation Management Association, the Highlands Council, the NJTPA, and the New Jersey Department of Transportation (NJDOT). Public and stakeholder provided valuable insight into existing bicycling conditions, travel needs, and community priorities.

Outreach Activities:

- (4) Public Meetings
- (3) Technical Advisory Committee (TAC) Meetings
- Project Webpage on Hunterdon County Website
- Online Survey and Interactive Map
- (3) Mapping Workshops and Pop-Up Events
- (1) goHunterdon Safety Engagement Event
- Multiple Stakeholder Focus



In-person Public Meeting #2 on February 26, 2026 at Flemington, NJ (Credit: Hunterdon County)

Community Outreach Key Findings

A countywide survey and interactive mapping tool (June–August 2025) generated 58 responses and 170 mapped comments about bicycling conditions, safety concerns, and desired improvements. Public input emphasized the need for a **safer, more connected, and lower-stress bicycle network**, with strong demand for protected facilities, expanded trail connections, and improved access between key destinations. Respondents also highlighted safety challenges along high-speed corridors, infrastructure deficiencies and maintenance issues, the need for increased education on roadway safety for all users, and clear implementation follow-through. Key themes are summarized in the table below.

Theme	Summary of Findings
Connectivity & Network Development	Strong demand for continuous, connected facilities linking towns, trails, and regional destinations; priority corridors include Flemington–Raritan Township, Clinton–High Bridge, and Stockton–Sergeantsville
Safety & Roadway Conditions	High-speed roadways, narrow shoulders, and feeling unsafe at crossings are major barriers; County Roads 513 & 523, and similar corridors
Infrastructure Quality & Maintenance	Trail and roadway conditions (e.g., loose gravel, potholes, deteriorated surfaces) reduce safety and comfort, such as on the Columbia and Landsdown Trails
User Comfort & Accessibility	Lack of low-stress facilities limits bicycling for children, families, and less-experienced riders
Behavior & Education	Need for improved driver awareness (e.g., 4-foot passing law) and shared responsibility among all roadway users
Community Support & Implementation	Strong support for bicycle improvements, with emphasis on transparency, follow-through, and programs such as Safe Routes to Schools

Alignment with Prior Plans, Policies, and Guidance

The Hunterdon County Bicycle Plan draws on a review of municipal, county, regional, and statewide sources, with significant influence from the ATP for the network recommendations. The Plan translates the larger framework and priorities identified in the ATP into county-specific, implementable corridors and projects. Support for multimodal transportation, Complete Streets, and trail connectivity is expressed in plans, policies, and guidance relevant to the County. It also complements the Hunterdon County Local Safety Action Plan, adopted in early 2026. The Plan highlights the need for a coordinated, countywide approach that integrates safety, connectivity, and context-sensitive design while aligning bicycle planning with land use, recreation, and transportation objectives to support long-term network implementation.

Implementation - Bicycle Network

The proposed bicycle network was developed through a structured, data-driven process that builds on the existing system, identifies corridors with current and anticipated demand, and fills critical gaps to overcome physical and jurisdictional barriers. This iterative approach links communities, destinations, and regional assets into a cohesive, connected network tailored to Hunterdon County’s rural context and constraints. The map of Proposed Bicycle Network Corridors is on the next page.

This analysis, coupled with public and stakeholder input, identified approximately 232 miles of potential new bicycle facilities, representing a five-fold expansion to 279 miles from the existing network of approximately 47 miles. The proposed network emphasizes context-sensitive, low-cost, and implementable improvements, including a combination of on-road treatments, traffic calming techniques that lower roadway speeds and provide safer accommodations for users, and off-road facilities designed to expand low-stress travel options.

The proposed bicycle network establishes a visionary framework for potential investment and uses the recommended bicycle facilities on the right side of this page. The proposed corridors are:

Recommended Bicycle Network by Corridor		
Corridor	Miles	Percentage
Delaware River Greenway	25.3	9.1%
Musconetcong Greenway	21.6	7.7%
South Branch Raritan Greenway	20.7	7.4%
Flemington – Ringoes – Lambertville Route	12.1	4.3%
Round Valley Loop	20.0	7.1%
Flemington - White House - Pottersville Route	19.0	6.8%
Frenchtown - Clinton Route	17.1	6.1%
Frenchtown - Stockton Route	16.2	5.8%
Frenchtown - Flemington Route	15.7	5.6%
Delaware - East Amwell - Lambertville Network	14.2	5.1%
Spruce Run/Route 173 Connector	12.1	4.3%
Columbia Trail	7.0	2.5%
Flemington - Three Bridges Route	6.6	2.3%
Local Links	57.3	20.5%
Interregional Connections	15.1	5.4%
Total Recommend Corridors	279.9	100.0%



Rail with Trail



Bicycle Boulevard



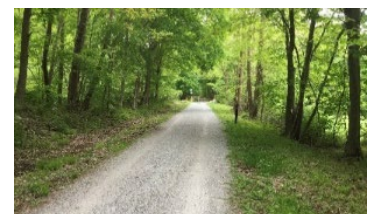
Rural Scenic Bikeway



Bicycle Lane



Side Path



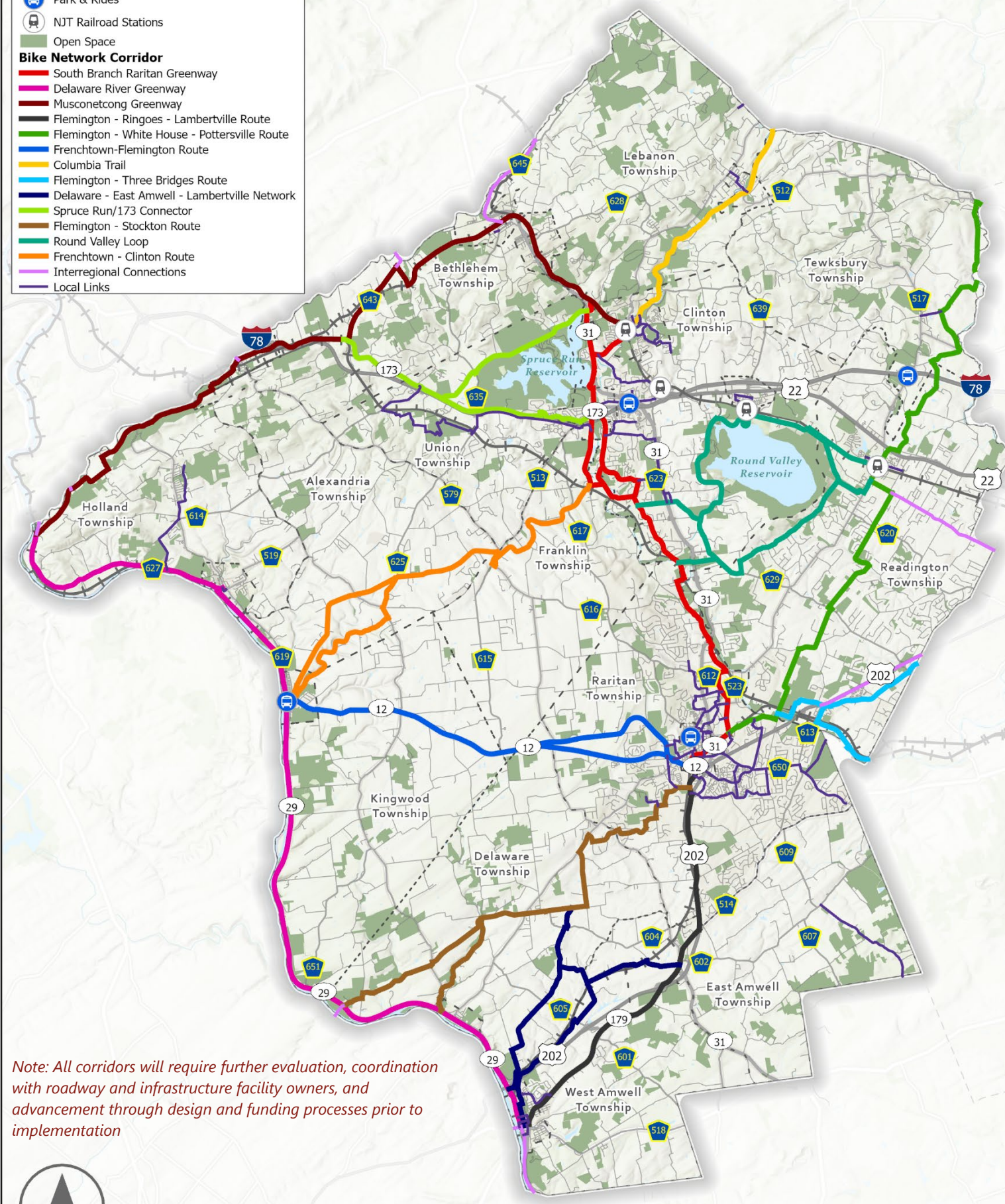
Trail

HUNTERDON COUNTY PROPOSED BICYCLE NETWORK CORRIDORS

-  Park & Rides
-  NJT Railroad Stations
-  Open Space

Bike Network Corridor

-  South Branch Raritan Greenway
-  Delaware River Greenway
-  Musconetcong Greenway
-  Flemington - Ringoes - Lambertville Route
-  Flemington - White House - Pottersville Route
-  Frenchtown-Flemington Route
-  Columbia Trail
-  Flemington - Three Bridges Route
-  Delaware - East Amwell - Lambertville Network
-  Spruce Run/173 Connector
-  Flemington - Stockton Route
-  Round Valley Loop
-  Frenchtown - Clinton Route
-  Interregional Connections
-  Local Links



Note: All corridors will require further evaluation, coordination with roadway and infrastructure facility owners, and advancement through design and funding processes prior to implementation



0 1 2 4 6 Miles

Implementation - Policy Recommendations

The Hunterdon County Bicycle Plan provides a practical, long-range framework to guide coordinated bicycle improvements. Implementation will occur incrementally and be guided by the Bicycle Network Implementation Matrix (Appendix A). The Plan also outlines key policies and actions that emphasize interagency coordination, integration with trail and roadway development projects, and practical approaches to advance projects from concept through implementation.

Strategy Area	Key Policies and Actions to Support Implementation
Standards & Procedures for Hunterdon County	• Develop a County Bicycle Network Implementation Guide or Manual • Consider adopting a robust, countywide Complete Streets Policy • Implement the recently developed Local Safety Action Plan • Update roadway, bridge design, and land development standards • Establish clearly defined trail and bicycle facility management practices
Municipal, State, Agency Collaboration	• Support and empower partners in Plan implementation • Formalize coordination among County, NJDOT, NJ TRANSIT, and municipalities • Integrate bicycle routes into municipal circulation plans and Local Aid projects • Establish maintenance agreements for on-road and off-road facilities
Targeted Safety Programs	• Expand Safe Routes to School (SRTS) planning and funding for school-areas • Conduct Road Safety Audits to address high-priority corridors • Monitor e-bike policies and mobility amidst regulatory uncertainty
Bicycle Parking & End-of-Trip Facilities	• Expand safe and accessible bicycle parking and amenities at key destinations • Improve parking utilization and e-bike safety enforcement • Adopt county and municipal guidance for flexible bike parking design guidance
Wayfinding, Branding & Mapping	• Implement a countywide wayfinding system with unified branding • Develop an interactive, mobile-friendly bike network map with real-time updates



Hoffman Park offers paved and gravel trails suitable for bicycling, Union Township, Hunterdon County (Credit: NJ Skylands)

1. Introduction



Overview

Hunterdon County's scenic landscape, historic towns, preserved farmland, and extensive open space have long shaped how residents and visitors experience the county. Roads originally established to connect rural settlements, waterways, and rail corridors still define movement patterns today. While these assets contribute to Hunterdon's strong identity and quality of life, they also present challenges for people who wish to travel safely and comfortably by bicycle, whether for recreation, daily errands, commuting, or access to schools, parks, and town centers.

The Hunterdon County Bicycle Plan establishes a countywide framework for expanding bicycle access in a manner that is context-sensitive, safety-focused, and responsive to local and regional needs. Rather than serving as a detailed engineering or capital programming document (that assigns funding and schedules for specific projects), the Plan provides a vision for how bicycle facilities can be integrated incrementally into Hunterdon County's existing transportation and open space systems.

Organization of this Document

Following this Introduction, the Bicycle Plan is organized to move from context to strategy to implementation:

- **Chapter 2: Existing Conditions** summarizes current bicycling infrastructure, roadway conditions, safety data, and demographic factors.
- **Chapter 3: Alignment with Prior Plans, Policies, and Guidance** summarizes key findings from the review of relevant plans, standards, and regulatory frameworks.
- **Chapter 4: Community Engagement and Outreach** summarize the outreach process and key findings that informed the Plan.
- **Chapter 5: Proposed Bicycle Network** describes the proposed countywide bicycle network and facility types.
- **Chapter 6: Implementation Guidance** provides direction for how implementation will be achieved by outlining practical strategies for coordination and policy support, along with identifying funding resources.
- **Appendices** provide supporting data, maps, a technical implementation matrix, and documentation.

Together, these components document both a strategic vision and a practical foundation for advancing bicycling in Hunterdon County in a way that reflects local values, protects environmental resources, and supports long-term mobility and health.

Purpose and Role of the Plan

The Hunterdon County Bicycle Plan is intended to guide coordinated decision-making related to bicycle infrastructure across municipal, county, and state jurisdictions within Hunterdon County. Roads, bridges, parks, trails, and transit facilities in Hunterdon County are owned and maintained by multiple agencies, each with distinct responsibilities and constraints. This Plan provides a shared reference point to support collaboration, consistency, and strategic investment.

Specifically, the Plan is designed to:

- Establish a countywide vision for bicycling that complement Hunterdon County's rural character, historic resources, and environmental constraints.
- Identify opportunities to improve safety, connectivity, and comfort for people bicycling on both on-road and off-road facilities.
- Support grant applications, project development, and interagency coordination by providing documented needs, planning-level guidance, and network priorities.
- Align bicycle planning efforts with adopted county, regional, and state policies related to Complete Streets, safety, open space, and transportation planning.

The Plan does not prescribe detailed project designs or timelines; instead, it provides a flexible framework and updateable Implementation Matrix to adapt as conditions evolve, funding becomes available, and projects progress through study and design.

Goals of the Hunterdon County Bicycle Plan

The goals of the Hunterdon County Bicycle Plan reflect local needs and county priorities, guiding development of a safe, connected bicycle network that supports everyday travel and improved safety. These goals establish a long-term vision that will require sustained coordination and commitment to implementation.

- ▶ **Prioritize everyday mobility and personal travel by bicycle.**
- ▶ **Improve safety, access, and mobility for all travelers.**
- ▶ **Develop the bicycle network by building new trails and on-road bicycle facilities, prioritizing improvements on county-owned lands and roads.**
- ▶ **Work collaboratively with municipal & state partners.**
- ▶ **Emphasize improvements for vulnerable roadway users and historically underserved communities.**
- ▶ **Support recreation, tourism, local business, and healthy lifestyles.**
- ▶ **Adopt supportive policies and strategies to advance implementation of the bicycle plan and network.**

Potential Benefits of Bicycling in Hunterdon County

Expanding safe and connected bicycling opportunities in Hunterdon County offers wide-ranging benefits that support public health, safety, environmental quality, economic vitality, and regional mobility. These benefits provide an important foundation for the recommendations outlined in this Plan.

Health Benefits

Regular physical activity, including bicycling, supports cardiovascular health, helps manage weight, reduces the risk of diabetes, and contributes to improved mental wellbeing. While Hunterdon County generally performs well on regional health indicators (obesity, asthma, diabetes) census-tract-level data reveals variation across the County. Expanding access to safe, convenient bicycling can address these differences by making physical activity part of everyday routines beyond just occasional recreation. Improved bicycle infrastructure also supports aging in place by providing low-impact mobility options and improving access to services without reliance on driving.

Safety and Mobility Benefits

Crash data shows that severe injuries and fatalities disproportionately occur along high-speed corridors and at key junctions, which can be barriers between communities. By emphasizing safer crossings, context-appropriate facility types, and traffic-calmed routes, bicycle improvements can reduce conflicts not only for cyclists, but for pedestrians and motorists as well, improving overall mobility for non-motorized travel.

Environmental and Air Quality Benefits

Bicycling produces no direct emissions and can reduce short vehicle trips that contribute disproportionately to local air pollution. This is particularly relevant near regional highways and major corridors where ozone and particulate matter concentrations remain a concern. Shifting even a small share of trips from automobiles to bicycles can yield measurable environmental benefits over time.

Economic Vitality and Tourism Benefits

Hunterdon County's main streets, scenic byways, canal towns, and trail corridors already attract visitors for recreation, dining, and shopping. Expanding and connecting bicycle routes can extend visitor stays, support local businesses, and strengthen the county's role within regional trail and tourism networks, including connections to neighboring counties and states. For residents, improved bicycle access can reduce transportation costs, support workforce access to job centers, and enhance the attractiveness of town centers and commercial districts. For visitors, expanded bicycle network can cater to the growing interests in bicycle tourism and support County's Tourism development goals.

2. Existing Conditions



Introduction

Understanding existing conditions is essential for defining a bicycle network that is not only aspirational, but achievable. Factors such as roadway ownership, traffic stress, safety performance, health outcomes, land preservation areas, and travel patterns shape where bicycling is viable today and where targeted investment can have the greatest impact.

This chapter synthesizes key findings from **Appendix B: Existing Conditions Analysis** to establish a foundation for network planning and implementation in Hunterdon County. Within this chapter, each subsection provides a high-level snapshot of the most important findings of the Existing Conditions Analysis to communicate a quick understanding of the baseline context for bicycle planning in Hunterdon County. The bullet points within each subsection summarize the themes that most directly influence network needs and priorities. For the complete Existing Conditions Analysis, including data sources, methods, maps, and supporting detail, refer to **Appendix B**.

Subsections in this Chapter:

- Bicycling in Hunterdon County Today
- Population and Demographics
- Health Indicators
- Planning and Environmental Linkages
- Roadway Network
- Crash Data Analysis
- Public Transit Access and Multimodal Connectivity
- Existing Bicycle Facilities and Network Gaps
- Level of Bicycle Compatibility (LBC) Assessment
- Potential Bicycle Demand

Bicycling in Hunterdon County Today

Bicycling in Hunterdon County is currently primarily recreational relative to its potential to serve as an everyday mode of transportation. The county's scenic landscape, extensive parklands, and regionally significant trails support strong recreational use and bicycle tourism; however, these assets are not well connected to daily destinations such as town centers, schools, employment areas, transit, and essential services. As a result, bicycle infrastructure investment and usage remain disproportionately focused on recreation, while substantial opportunities exist to strengthen bicycling as an option for everyday travel and to broaden its appeal to a wider range of potential users.

Existing bicycling conditions primarily serve confident and experienced riders. Children, seniors, and less-experienced bicyclists, often described as the "interested but concerned" population, face substantial barriers due to traffic speeds, roadway design, and lack of continuous low-stress routes. As a result, bicycling remains constrained to isolated corridors and destinations rather than functioning as a connected, countywide transportation system.

Key Findings:

- Hunterdon County has **47.4 miles of facilities**, but **77.3 percent are unpaved or recreational**.
- Only **10.7 miles of on-street bicycle facilities** exist, concentrated in a few municipalities.
- Network is **fragmented with limited connectivity between destinations**.
- Many existing facilities were designed to outdated standards and do not meet current requirements.
- Key trails (e.g. D&R Canal, Columbia Trail, & Landsdown Trail) provide strong backbone but **lack network integration**.



Figure 1: Level of Traffic Stress and types of cyclists (Credits: Lauren Abad, Research Gate, 2017)

Population and Demographics

Hunterdon County's population has remained relatively stable over the past decade with modest growth occurring in recent years. The county is characterized by an older demographic profile than the state overall, reflecting potential demand for accessible, low-stress mobility options. Socioeconomic indicators suggest comparatively high household incomes; however, demographic data also reveal that historically underserved populations, including minority, low-income, foreign-born, and Limited English Proficiency households, are concentrated in boroughs and town centers. Also, the boroughs and town centers are areas with the highest levels of low car ownership in the County. These are locations where transportation investments can address and improve safety for everyday mobility, accessibility, and public health outcomes. Overall, the county's demographic patterns indicate that bicycling demand and mobility needs are likely to be geographically concentrated, reinforcing the importance of targeted, place-based strategies that support a range of users.

Key Findings

- Population is stable at **131,708 (2024)**, which grew by 4.9 percent from 125,488 in 2015, with a notable increase of 3.9 percent between 2020 and 2021 during the Covid Pandemic.
- Hunterdon County has an **older demographic profile** (median age **46.3 vs. 40.1 statewide**) and a high share (20 percent) of **residents 65 years or older** expected to exhibit mobility and accessibility needs.
- Median household income (**\$136,901**) exceeds the state average, indicating relatively high socioeconomic status.
- **Historically underserved populations are concentrated in boroughs and town centers**, particularly Flemington.

Health Indicators

Census-tract-level health data indicates variation in physical activity, obesity, asthma, and related health indicators across Hunterdon County. These patterns intersect with transportation factors, including limited access to safe routes for walking and bicycling and exposure to high-traffic corridors. Expanding safe bicycling opportunities can support daily physical activity and improve public health outcomes.

Key Findings

- Hunterdon County health metrics (obesity, asthma, diabetes) are **at or below national averages**, reflecting a largely health-oriented population that is well aligned to support the plan.
- **Physical inactivity trends are present**, indicating opportunity for active transportation interventions.
- **Spatial disparities exist**, with elevated obesity, asthma, and diabetes in western, southern, and northeastern tracts.
- Poor air quality near major highways presents **localized health risks**, particularly for vulnerable populations.
- Bicycle infrastructure is a **targeted strategy for improving health outcomes**, especially in higher-risk census tracts.

Planning and Environmental Linkages (PEL)

Because Hunterdon County has many environmentally sensitive areas, developing off-road trails requires a selective, opportunity-driven approach to network expansion. Development in significant portions of the county is constrained by public water supply reservoirs, preserved farmland, wildlife management areas, and floodplains. These designations restrict where new facilities can be built and highlight the importance of maximizing existing roadways, rights-of-way, and publicly owned corridors for bicycle improvements.

Key Findings

- Landowner policies and environmental protections are **primary determinants of feasibility**, not just physical constraints.
- **72.6 percent of land is privately owned**, indicating the need for partnerships among roadway agencies, coordination with public open space owners, and open space acquisition strategies to fill in missing links.

- **Parks and open space lands offer the most feasible corridors** for trail expansion.

Roadway Network

Hunterdon County's roadway network is divided among municipal, county, and state ownership, with each serving distinct functional roles and operating under different design standards, funding mechanisms, and implementation processes. Municipal streets tend to offer the lowest-stress on-road bicycling environments but often have varying roadway conditions and may be inadequate to support longer, seamless intertown travel on their own. County roads form the backbone of travel between municipalities, often providing the quickest routes between inter-county destinations, but due to speed and varying conditions, generally have limited opportunities for bicycle facility development. State highways facilitate regional mobility and freight movement which often results in major barriers to safe bicycling due to high speeds, traffic volumes, and limited crossing opportunities, especially when they bisect communities.

Roadway jurisdiction is a defining factor in determining what types of bicycle facilities are appropriate, where improvements are feasible, and how quickly they can be implemented. Opportunities to integrate bicycle infrastructure often emerge through roadway resurfacing, bridge rehabilitation, safety projects, and capital improvements led by different agencies.

Key Findings

- Hunterdon County contains **1,645 miles of roadway**.
- **High-speed state and county routes** are not suitable for safe bicycling.
- Rural road geometry (narrow widths, limited shoulders) **restricts retrofit potential** for bike facilities.
- Jurisdictional fragmentation (municipal vs. county vs. NJDOT) complicates implementation.
- Existing roadway design prioritizes vehicular travel, **not multimodal use**.

Crash Data Analysis

Crash data analysis indicates that while bicyclist and pedestrian crashes represent a relatively small share of total crashes in Hunterdon County, severe injuries and fatalities

are highest among these groups. Many bicyclist and pedestrian crashes are concentrated along high-speed corridors and at major intersections.

Contributing factors such as unsafe speeds, driver inattention, and low-light conditions disproportionately affect vulnerable roadway users, reinforcing the importance of facility design that reduces exposure to high-speed traffic and improves crossing safety.

Key Findings

- Bicycle/pedestrian crashes represent **0.7 percent of total crashes or 117 crashes from 2018 - 2022**, but **11 percent of Fatal/Serious Injury (FSI) crashes**.
- Crash clusters occur at **town centers, major intersections, and highway corridors**.
- Leading contributing factors include driver inattention, unsafe speed, or low-light conditions.
- **Roughly 41 percent of all FSI crashes and 60 percent of pedestrian and cyclist crashes occur in low-light conditions**, indicating strong need for lighting improvements.

Public Transit Access and Multimodal Connectivity

Public transit options in Hunterdon County are limited but strategically important, particularly for rail service at key stations, private inter-regional bus services at park and ride locations, and county-operated bus routes serving population centers and major destinations. Currently, safe and intuitive bicycle access to transit is inconsistent, limiting opportunities for first- and last-mile connections.

Improved bicycle infrastructure has the potential to extend the functional reach of transit, expand access to jobs and services, and provide mobility options for residents without reliable access to automobiles.

Key Findings

- The public transit system is **limited and primarily oriented towards regional commuting**, not local access.
- County LINK system provides local access but has **few buses with bike racks**, with inconsistencies across routes and when bike rack vehicles are serviced.
- No NJ TRANSIT bus service within the county further limits multimodal options.
- Overall, **a lack of first/last-mile connectivity reduces the utility of bicycling with transit**, including appropriate parking at rail stations and bus park and ride locations.

Existing Bicycle Facilities and Network Gaps

Hunterdon County benefits from several high-quality off-road trails, including canal towpaths and rail-to-trail paths, which provide safe, low-stress bicycling experiences and strong recreational value. These highly popular facilities represent a critical foundation for future network development; however, they are isolated segments with limited utility for everyday transportation needs. Similarly, on-street bicycle facilities are limited in extent and lack continuity. Gaps between bicycle facilities limit everyday usage and can result in vulnerable roadway users encountering high-stress conditions on roads. The absence of consistent connections, not the absence of destinations, emerges as one of the primary limitations of the current bicycling experience.

Key Findings

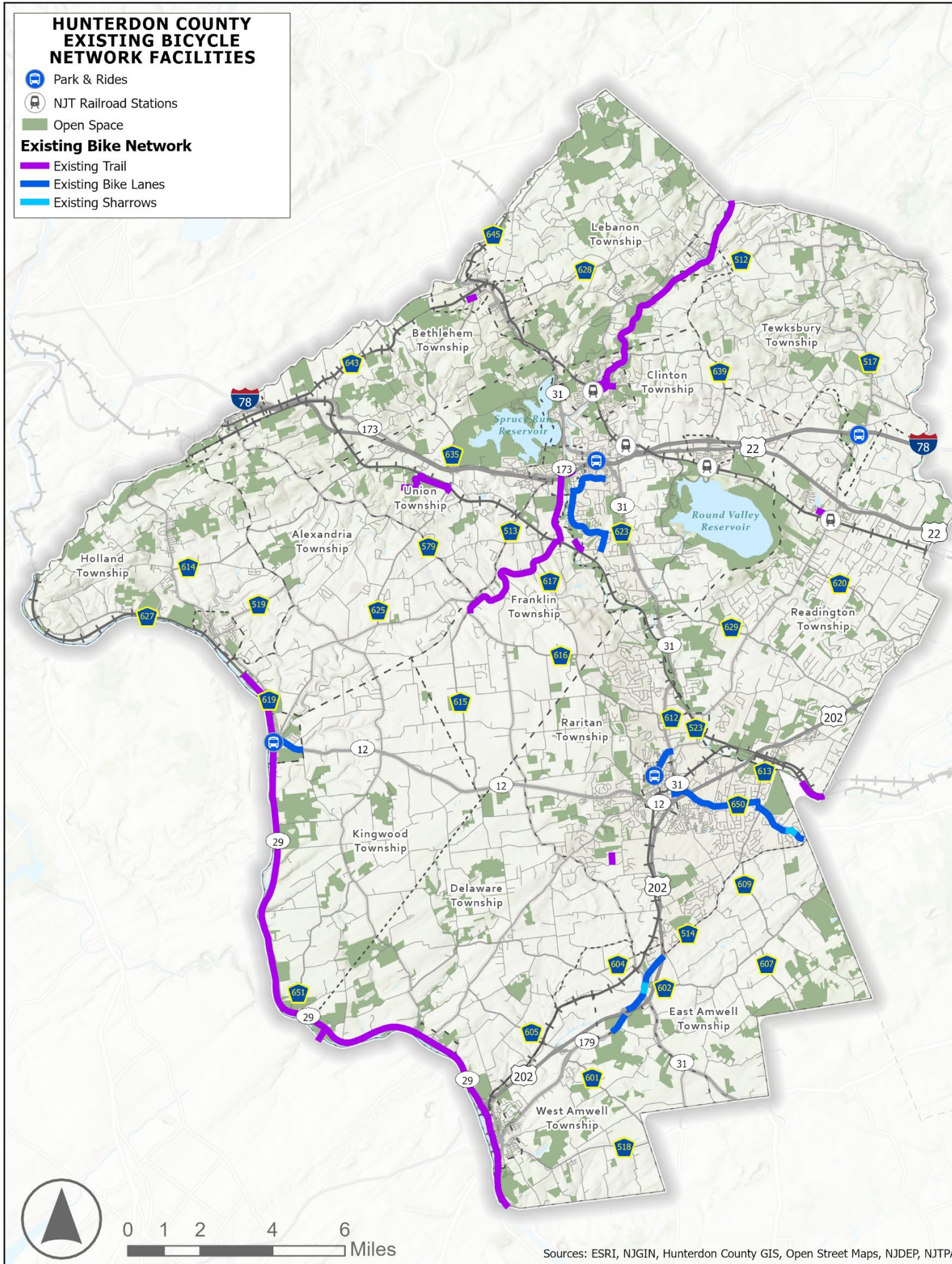
- Existing roads and trails consist of **isolated segments with minimal regional bicycle route connectivity**.
- Most facilities suitable for bicycling serve **recreation rather than transportation**.
- High-stress roadways create **barriers between communities and destinations**.
- Missing links between popular destinations can increase bicycle user vulnerability.
- Lack of alternative routes, due to the County's **rural context and topography**.
- Significant expansion is required to develop a **continuous, countywide network**.

HUNTERDON COUNTY EXISTING BICYCLE NETWORK FACILITIES

-  Park & Rides
-  NJT Railroad Stations
-  Open Space

Existing Bike Network

-  Existing Trail
-  Existing Bike Lanes
-  Existing Sharrows



Sources: ESRI, NJGIN, Hunterdon County GIS, Open Street Maps, NJDEP, NJTPA

Figure 2: Hunterdon County Existing Bike Network

Level of Bicycle Compatibility (LBC) Assessment

NJTPA's Level of Bicycle Compatibility (LBC) Assessment is a regional screening tool used to evaluate roadway suitability and comfort for bicycling and to identify planning priorities. It rates road segments from 1 (most bike-friendly) to 5 (most bike-prohibitive) based on factors such as speed limit, number of lanes, shoulder width, bike lane presence, and truck volumes. Roadways are considered low stress if they are LBC 1 or 2; roadway and bike facility characteristics that cause low stress include, but are not limited to:

- Low volume Roadways
- No or few heavy vehicles (trucks, buses, etc.)
- Fully separated facilities such as Trails and/or side paths
- Vehicle speeds of 25/30 MPH or less
- 2 or less lanes of traffic
- Little or no conflicts with vehicles, especially at intersections and/or driveways

Roadways are considered high stress if they are a LBC 3 or 4; roadway and bike facility characteristics that cause high stress include, but are not limited to:

- High volume roadways
- Some or more heavy vehicles (trucks, buses, etc.)
- Shared lanes and other bike facilities that do not fully separate cyclists from vehicles
- Vehicle speeds in excess of 30/35 MPH
- 3 or more lanes of traffic
- Frequent conflicts with vehicles; especially at intersections and/or driveways

The Level of Bicycle Compatibility (LBC) analysis further demonstrates that the vast majority of Hunterdon County's roadways operate under high-stress, conditions, which are high-speed, high-volume roadways with narrow shoulders. Low-stress environments, offering lower speeds, lower volumes, and adequate buffer/separation from traffic suitable for people of all ages and abilities, are largely limited to off-road trails and a small subset of low-speed local streets. These conditions significantly constrain the ability of most residents to bicycle for everyday travel.

Key Findings

- **96.5 percent of roadways are high stress (LBC 3–5)** and unsuitable for most riders.
- **Only 3.5 percent of the network is low stress (LBC 1–2).**

- Current conditions primarily serve **experienced cyclists**, not “all ages and abilities.”
- **Topography increases perceived stress**; however, as it is not part of the LBC methodology, even fewer assessed roadways are likely low stress (LBC 1-2).
- Results highlight need to expand **bicycle/pedestrian low-stress corridors and facilities separated from vehicular traffic** and **fill in missing links** between existing trails and bicycle facilities.

Potential Bicycle Demand

Potential bicycle demand in Hunterdon County is concentrated where daily needs and visitor activity are already clustered.

Daily needs are concentrated in and around the county’s main streets and larger retail centers. These places are destinations for short, bikeable trips (compact street patterns, multiple errands per stop, and steady foot traffic), but today they are not consistently connected by comfortable, low-stress routes. Schools, libraries, parks, and recreation assets create additional demand by generating frequent, repeat trips, especially for families and students; provided routes feel safe for less confident riders. Similarly, public transit locations present a meaningful bike-to-transit opportunity: improved local bike access can expand the catchment area for transit and reduce dependence on car parking and drop-offs.

Visitor activity is concentrated in areas with developed, separated paths suitable for all users, such as the D&R Canal and Columbia Trail, and on rural, low traffic roads with experienced, confident bicyclists and bicyclist groups.

Key Findings

- Survey results indicate that **62 percent of trips are recreational**, but there is latent demand for everyday trips, such as errands or commuting.
- Everyday demand is driven by **town centers, employment hubs, schools, parks, and shopping areas**. Key geographic clusters include Flemington, Clinton, Lambertville, and other main street areas.
- Everyday demand is currently suppressed due to **safety concerns, lack of infrastructure, and connectivity gaps**.
- There is a strong preference for **low-stress, separated facilities (trails and protected lanes)**, among all user groups and all trip types.
- There is a desire for **bicycle tourism**, especially among experienced, confident cyclists and bicyclist groups seeking long rides, on scenic rural low-traffic roads.

Summary

The Existing Conditions Analysis identifies several themes that shape bicycle network planning in Hunterdon County:

- Bicycling is currently oriented towards recreation and tourism. Existing facilities, while extensive in mileage, are largely unpaved, seasonally usable, and recreational only, and not well connected to everyday destinations.
- Most of the roadway network operates under high-stress conditions (LBC 3–5), meaning comfortable bicycling opportunities for all ages and abilities are limited to a small set of local streets and off-street corridors.
- Safety risk is shaped more by exposure to speed and traffic stress than by trip distance. Severe crashes are concentrated on higher-speed corridors and at major intersections, with low-light conditions and driver behavior contributing to risk for vulnerable users.
- High-quality trails and towpaths provide a strong foundation, but gaps between trails, town centers, schools, parks, and employment areas, and transit stops limit the system’s usefulness for everyday travel and can put vulnerable riders onto stressful roadways in gap areas.
- In areas with the greatest potential bicycling demand (such as town centers, main streets, employment hubs, schools, and shopping areas), implementation opportunities can be accelerated through coordinated partnerships across municipal, county, and state jurisdictions, especially by integrating bicycle improvements into planned roadways, bridges, and capital projects.
- There is a need to expand supportive bicycle infrastructure, including bike racks at parks, covered bicycle parking at key destinations and employers, on LINK buses, and secure bike storage at train stations and park-and-ride locations.

Together, these findings underscore the need for a countywide bicycle network that prioritizes low-stress connectivity to daily destinations, targets safety and barrier locations (such as highway crossings), and is grounded in the practical realities of jurisdiction, environmental context, and project delivery.

Chapter 5: Proposed Bicycle Network, builds on this analysis by presenting the methodology used to identify candidate routes, defining facility types and design guidance, and presenting a connected, countywide network responsive to Hunterdon County’s roadway conditions, safety challenges, and implementation constraints.

3. Alignment with Prior Policies and Guidance



Introduction

Development of the Hunterdon County Bicycle Plan builds upon more than two decades of county, regional, and state planning efforts related to transportation, land use, parks, safety, and active transportation.

This chapter synthesizes key findings from Literature Review portion of **Appendix B: Existing Conditions Analysis**. The purpose of this chapter is to identify policies and initiatives from municipal, county, regional, and statewide plans that can inform the policy framework, strategies, and technical guidance supportive of long-term implementation of Hunterdon County's comprehensive bicycle network.

Overall, this review highlights a planning landscape that strongly supports multimodal transportation and trail connectivity goals but remains fragmented in implementation across jurisdictions, including roadway owners and public landowners with differing priorities such as wildlife management, farmland preservation, and water supply protection. The findings reinforce the need for a coordinated, countywide approach that integrates safety, connectivity, and context-sensitive design.

Subsections in this Chapter:

- Complete Streets Policies
- Land Management Plans
- Transportation Plans and Design Standards
- Recreation Plans
- Corridor/Local Projects

List of Resources Reviewed

Complete Streets Policies

- NJDOT Complete Streets Policy (2009; updated 2024) and Implementation Guide
- Readington Township Complete & Green Streets Policy (2023)
- Township of East Amwell Complete Streets Policy (2015)
- Township of Franklin Commitment to Complete Streets (2014)
- Borough of Flemington Complete Streets Policy (2013)
- Raritan Township Complete Streets Policy (2013)
- City of Lambertville Complete Streets Policy (2012)
- Borough of Califon Complete Streets Policy (2012)
- Borough of Frenchtown Complete Streets Policy (2011)

Land Management Plans

- Hunterdon County Growth Management Plan (2024)
- NJ Highlands Economic Sustainability Plan (2022)
- NJ State Trails Plan (1996; updated 2009)
- Highlands Regional Master Plan (2008)
- Musconetcong Wild and Scenic River Management Plan (2006 designation)
- Lower Delaware Wild and Scenic River Management Plan (1992 designation)

Transportation Plans and Design Standards

- Connecting Communities: The NJTPA Long Range Transportation Plan (2025)
- Hunterdon County Local Safety Action Plan (2025)
- NJTPA Regional Active Transportation Plan (2023)
- Hunterdon County Land Development Standards (2021)
- NJ Bicycle and Pedestrian Master Plan (2016)
- Hunterdon County Transportation Plan (2008)
- Delaware River State Scenic Byway Corridor Management Plan (2006)
- NJ Bicycle and Pedestrian Master Plan Phase 2 (2004)
- Hunterdon County Bicycle and Pedestrian Transportation Plan Element (2001)
- Hunterdon County Road Bicycle Facility Assessment (1997)
- NJ State Bicycle Map and Resource Guide

Recreation Plans

- NJDEP Statewide Comprehensive Outdoor Recreation Plan (2018; updated 2023)
- Hunterdon County Strategic Park and Open Space Plan (2018)

Corridor / Local Projects

- Hunterdon County Bikeway Implementation Plan, Southwest Loop (2005)
- Hunterdon County and Somerset County US Route 202 Corridor Assessment and Multi-Modal Mobility Plan (2009)

Complete Streets Policies

Complete Streets policies establish a foundational framework for integrating bicycle and pedestrian infrastructure into transportation planning and design. Since 2009, NJDOT's Complete Streets policy, most recently updated in 2024, has established a statewide expectation that pedestrian and bicycle accommodations be integrated into State roadway project delivery.

Within Hunterdon County, approximately one-third of municipalities have adopted such policies, generally modeled after NJDOT guidance, while the County itself has not adopted a countywide policy.

Municipal policies demonstrate varying levels of sophistication. Some jurisdictions, such as Lambertville and Readington, expand upon NJDOT templates by incorporating detailed design standards, performance metrics, and Green Streets elements. Green streets integrate elements such as trees, rain gardens, and bioretention areas as an approach to stormwater management along with multiple benefits like reduced flooding, improved air quality, and enhanced streetscapes for walking and biking. At the state level, NJDOT's updated Complete Streets Policy (2024) and implementation guidance emphasize integration across all project delivery phases and introduce scalable design solutions.

Key Findings:

- Existing municipal policies provide a strong foundation for municipal bicycle facility expansion, especially in municipalities already prioritizing Complete Streets.
- A county-level Complete Streets policy would improve consistency, close inter-regional gaps, strengthen coordination with NJDOT, and support bicycle accommodations that can be systematically incorporated into capital projects.
- Increasing engagement with state agencies, such as NJDOT and NJ TRANSIT, can help facilitate intersection improvements and fast/last mile linkages.

Land Management Plans

Land management plans establish the physical, policy, and regulatory context within which off-road bicycle infrastructure can be developed. Hunterdon County contains extensive preserved landscapes, including farmland protected through the State Agriculture Development Committee, environmentally sensitive areas such as Wildlife Management Areas, and three of the state's largest public water supply systems and reservoirs.

The Highlands Region spans portions of Bergen, Hunterdon, Morris, Passaic, Somerset, Sussex, and Warren Counties and is divided into two areas: the Highlands Planning Area and the Highlands Preservation Area. In Hunterdon County, the region includes Holland, Alexandria, Tewksbury, Lebanon, Bethlehem, Union, and Clinton Townships.

These designations reflect the region's strong commitment to land conservation, environmental stewardship, and resource protection. Preserved farmland sustains the region's agricultural heritage and scenic character, while wildlife management areas protect important habitats and ecological systems. Public water supply lands ensure the long-term protection of critical drinking water resources, balancing access with responsible management. Together, these assets shape a landscape defined by conservation values, while publicly owned parks, recreation areas, and open space offer important opportunities for expanding trails, enhancing connectivity, and supporting passive recreation.

Regional planning documents, including the Highlands Regional Master Plan and the County Growth Management Plan, further emphasize balancing preservation with economic development and improving access between dispersed population and employment centers.

Key Findings:

- Land ownership patterns and preservation priorities help guide network alignment and highlight opportunities for context-sensitive, off-road facility development.
- Parks and open space corridors represent the most viable opportunities for expanding low-stress trail networks.
- Bicycle planning must be closely coordinated with land use and economic development strategies to connect town centers, employment hubs, schools, parks, and shopping areas.

Transportation Plans and Design Standards

Transportation plans and design standards provide the technical and policy basis for on-road bicycle facility development. Regional and statewide documents, including the NJTPA ATP, NJ Bicycle and Pedestrian Master Plan, and NJDOT Complete Streets Design Guide, consistently emphasize safety, multimodal integration, and expansion of low-stress bicycle facilities.

Prior County plans and assessments demonstrate long-standing recognition of bicycle demand and constraints, such as the limited viability of bike facilities on higher-volume County roads. More recent plans identify high-stress corridors (e.g., US 22, NJ 31) and town centers as priority areas for improvement, noting both safety concerns and latent demand for bicycling.

Key Findings:

- There is strong and consistent support across planning documents for expanding bicycle infrastructure, particularly protected lanes and shared-use paths.
- Intersections of existing or potential bicycle facilities with high-speed regional corridors represent critical barriers to connectivity and safety that must be addressed through targeted safety improvements.
- Town centers present significant opportunity for short-distance bicycle trips if low-stress connections are provided.
- The Hunterdon County Bicycle Plan must be grounded in NJDOT and nationally recognized design guidance while remaining responsive to Hunterdon County's rural context.
- A consistent challenge identified across prior plans is implementation, particularly coordinating with agencies, aligning with funding cycles, and establishing realistic phasing for implementation of recommendations.

Recreation Plans

Recreation plans reinforce the importance of bicycling as both a recreational and transportation activity. State, county, and many municipal plans emphasize development of interconnected greenway and trail systems that link parks, natural resources, and population centers.

The Hunterdon County Strategic Park and Open Space Plan, in particular, prioritizes the creation of a countywide network of trails connecting existing open space assets. Similarly, statewide planning emphasizes leveraging preserved lands for recreational use while balancing environmental protection.

Key Findings:

- Expanding and connecting off-road trail systems is central to meeting both recreational and transportation goals.
- Off-road Greenway development, such as along river corridors and Rail-with-Trail alignments, provide for low-stress bicycle facilities.
- Integration of recreation planning with transportation planning can support broader participation, particularly among casual and family riders. In other words, the recreational bicyclists of today can become the commuter bicyclists of tomorrow as their level of confidence increases along with the expansion of supportive bicycle infrastructure.

Corridor and Local Projects

Corridor-level and local planning studies convey detailed, location-specific recommendations that complement broader policy goals. Plans such as the Southwest Loop Bikeway Implementation Plan and the US 202 Corridor Mobility Plan identify key gaps, barriers, and opportunities along major corridors.

These studies consistently highlight the challenges posed by high-speed roadways, limited rights-of-way, and complex intersections, while also identifying strong local demand for improved bicycle and pedestrian connectivity.

Key Findings:

- Existing corridor studies provide a valuable foundation for identifying priority routes and early implementation opportunities.
- Many recommended improvements remain unrealized, underscoring the need for sustained coordination and funding strategies.
- Successful implementation will require coordination across municipalities, the County, NJDOT, and regional partners.
- The Hunterdon County Bicycle Plan can serve as a resource for future corridor-level and local planning projects to communicate the documented need for bicycle infrastructure and the proposed bicycle network.

Summary

A recurring theme across prior plans is the challenge of implementation, particularly the need for interagency coordination, alignment with funding cycles, and realistic phasing. Plans have the best chance to succeed in advancing projects when bicycle recommendations are tied directly to roadway ownership, capital programming, and grant eligibility. Assessing feasibility with partners is a critical need for implementing the Hunterdon County Bicycle Plan.

The Hunterdon County Bicycle Plan incorporates this lesson by pairing its network recommendations in **Chapter 5: Proposed Bicycle Network** with a **Bicycle Network Technical Details Implementation Matrix (Appendix A)** that documents the network corridors, jurisdiction, purpose, constraints, and timeframes. This approach positions the Plan as a practical and adaptable tool for guiding decision-making, identifying implementation opportunities, and incorporating updates as progress is made, rather than a static vision document.

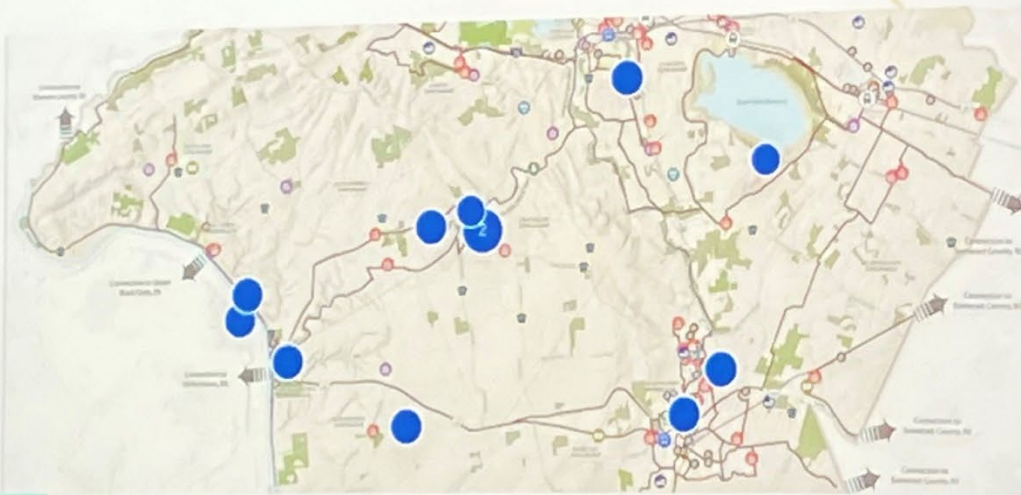
The review of prior plans, policies, and guidance also reinforces that policy and feasibility are closely related. For example, municipal Complete Streets policies establish clear expectations for multimodal accommodation, but implementation remains uneven across jurisdictions, especially where county-owned roadways intersect municipal priorities. At the same time, land preservation and environmental protections shape where new off-road facilities can be advanced, elevating the importance of multi-jurisdictional coordination, through existing rights-of-way, public lands, and corridor-level projects.

Building on these findings, the Plan draws from the policy framework outlined in this chapter to inform how the network is shaped and guide its advancement. Chapter 5 defines facility types and a recommended countywide network, while Chapter 6 describes the policies and strategies needed to move projects from concept to implementation.

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Mentimeter

Of the proposed routes on the map section below, place a pin approximately on the route you think people would use the most. (Central Hunterdon)



← → Next slide

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4. Community Engagement and Outreach



Introduction

The planning process for the Hunterdon County Bicycle Plan began by drafting a Public Engagement Plan to guide a robust program of community and stakeholder outreach. Overall, the goal of community engagement was to reveal bicycling preferences, existing uses, latent demand, and desired facilities. A multi-pronged approach was undertaken to deliver broad and inclusive participation from county residents, workers, employers, business owners, agency staff, visitors, public officials, recreational users, advocacy groups, and other interested parties.

Technical Advisory Committee (TAC)

The planning process included collaboration with a Technical Advisory Committee playing a key role in guiding and advising the development of the Plan. The TAC consisted of key stakeholders (listed below) with valuable experience and knowledge of Hunterdon's unique context, needs, and opportunities. The TAC met periodically with the project team to provide critical input on the goals, bicycle network recommendations, and the implementation framework that form the Plan.

TAC Members

- Hunterdon County Planning and Land Use
- Hunterdon County Economic Development
- Hunterdon County Planning Board
- Hunterdon County Parks and Open Space Advisory Committee
- goHunterdon Transportation Management Association (TMA)*
- New Jersey Conservation Foundation
- Highlands Council
- LINK Services
- NJ TRANSIT
- NJDOT
- NJTPA

**A TMA is a private, nonprofit organizations established to work with employers, local governments, schools, community organizations, and the public to encourage and create alternatives to driving alone for commuting and other trips. TMAs work to educate the public about the importance of air quality, promote traffic safety through outreach and planning, and improve transportation options for older adults, low-income workers, and people with disabilities. (Source: NJTPA)*

Engagement Framework and Activities

Outreach activities were designed to support a collaborative and iterative planning process. Participants were invited to review project materials, including the study approach, schedule, existing conditions, data analysis, and the bicycle network development, and provide direct input on evolving plan components.

A wide range of outreach methods were used to inform the public, facilitate dialogue, and provide opportunities for feedback, questions, and collaboration with the project team and the Hunterdon County Planning and Land Use Department.

Engagement and outreach activities included:

- Three Public Meetings
- Three Technical Advisory Committee (TAC) Meetings
- Project Webpage on Hunterdon County Website
- Online Survey and Interactive Map (open mid-June to mid-August 2025)
- Three In-Person Mapping Workshops and Pop-Up Events
- One informal safety discussion facilitated by goHunterdon
- Fifteen Stakeholder Focus Group Discussions

A timeline of community engagement and outreach activities is provided in **Figure 3**. Formal Plan adoption by the County Commissioners follows Plan development.



Figure 3: In-person mapping workshop in Raritan, NJ for the Draft Bicycle Network (Credits: MBI, Hunterdon County)



Figure 4: Timeline of Community Engagement and Outreach Activities

Highlights from Engagement and Outreach

Engagement efforts reached nearly 200 participants, through a combination of in-person outreach (140 participants) and online input (including 58 online surveys and 170 map pins over eight weeks). This established a strong foundation for understanding community priorities, identifying safety concerns, documenting barriers to bicycling, and collecting suggestions for enhancing bicycle infrastructure and accessibility. Feedback shaped the proposed bicycle network and guided policy suggestions.

Key Themes and Findings

Connectivity and Planning

- Interest in separated bike facilities and paths, particularly in town centers such as Flemington, Raritan, Clinton to High Bridge, and the Stockton to Sergeantsville area.
- Interest in expanding off-road trails and rail trail networks to connect towns and recreational destinations through regional networks.
- Requests for additional amenities like bike racks, covered bike storage, lockable bike storage at transit hubs, improved signage, and safe highway crossings.
- Emphasis on incorporating bicycle-friendly planning into new developments and business districts, such as ordinances providing for bike storage.

Safety Issues

- Absence of adequate infrastructure for safe bicycling by children and families.
- Infrastructure conditions such as trail maintenance, loose gravel, potholes, debris in shoulder bike lanes, and insufficient shoulder markings.
- Concerns regarding driver behavior, aggressive driving, and lack of awareness about the 4-foot passing law around cyclists.
- Unfamiliarity of laws regarding yielding to horses on roadways and multi-user trails.

Education and Accountability

- Calls to improve driver education on bicyclist rights and safety, and promote safe, courteous riding and driving practices.
- Concerns about bicyclists and cyclist groups not adhering to traffic regulations.

Community Engagement

- Support offered from community stakeholders, including school officials, for advancing bicycling initiatives, such as Safe Routes to Schools.
- Requests for clear follow-up plans and transparency throughout implementation.

Details of the survey, map comments, and outreach activities are in **Appendix C**.

How Engagement Shaped the Network

Participants generated hundreds of comments, location-specific insights, and bike network recommendations, many of which are directly incorporated into the Plan’s findings, existing conditions assessment, and proposed network improvements. For instance, participant feedback from in-person mapping workshops influenced the decision to make the Clinton-High Bridge sub-region an area of emphasis and led to the addition of the Rural Scenic Bikeway facility type for scenic, low-traffic roads to the bicycle network hierarchy (see Chapter 5). Also, feedback on facility types indicated a strong preference for off-road trails and side paths, and, secondarily, bike lanes when off-road paths were not available.

The comments from the survey and interactive map highlighted key gaps in existing infrastructure, such as missing bike lanes, narrow shoulders, poor surface conditions, and unsafe crossings, along with areas of high demand and frequent use. They also identified priority corridors and connections, including opportunities to link trails, improve regional connectivity, and enhance access to popular recreational destinations. In addition, feedback on safety concerns, visibility issues, and maintenance needs helped guide targeted improvements that address real user experiences.



Figure 5: In-person mapping workshop in Raritan, NJ for the Draft Bicycle Network (Credits: MBI, Hunterdon County)

Stakeholder discussions reinforced these findings while municipal representatives and key stakeholders like Hunterdon Health and the New Jersey Water Supply Authority (NJWSA) voiced strong support for the Plan. Hunterdon Health, a major employer on NJ Route 31, highlighted substantial walking and biking activity among patients and its workforce of 2,300 employees, emphasizing the need to prioritize safer crossings to their facilities along Route 31 in alignment with their active lifestyle initiatives. Representatives from NJWSA discussed recreational use of their properties and identified opportunities to expand biking and walking access, contingent upon maintaining suitable setbacks to safeguard water resources and meet security goals.



Figure 6: In-person Public Meeting #2 on February 26, 2026, at Raritan, NJ (Credits: MBI, Hunterdon County)

Targeted engagement led by goHunterdon TMA provided critical insight into the safety challenges and needs of vulnerable roadway users, helping to ensure the bicycle network is inclusive and responsive to those who rely on biking and walking as primary modes of transportation. Feedback from higher crash-rate communities, including Flemington Borough, Raritan Township, and the City of Lambertville, highlighted real-world conditions like frequent conflicts with vehicles, limited dedicated infrastructure, and high crash exposure on constrained roadways. Participants’ personal experiences, particularly involving near misses and collisions, underscored the urgency of safety improvements, while their input on driver behavior, lighting, visibility, and education needs helped identify infrastructure solutions.

Summary

The overall input from community engagement and stakeholder outreach grounds the Hunterdon County Bicycle Plan in community priorities, balancing mobility, safety, and connectivity across both rural and more developed areas of the county.

Feedback from engagement helped shape and improve the Plan by:

- Identifying local needs, issues, and opportunities.
- Validating and enhancing the proposed bicycle network.
- Shaping plan strategies and recommendations.
- Ensuring the plan reflects community priorities and preferences.

Insights from the community directly informed the overall structure of the proposed bicycle network, identification of priority corridors, and targeted infrastructure improvements. Conversations with stakeholders helped refine recommendations to ensure they are practical, feasible, supported, and aligned with institutional goals. Targeted outreach by goHunterdon strengthened the plan's focus on safety, access for all, and supportive programs to address the needs of vulnerable users.

This information supports the development of a network that not only improves physical connectivity but also addresses safety, awareness, and considerations for vulnerable populations most impacted by existing conditions.



Figure 7: Walk Audit in High Bridge, NJ, conducted on November 1, 2025. (Credits: MBI, Hunterdon County)

5. Proposed Bicycle Network



Introduction

The proposed bicycle network translates community priorities and technical analysis into a clear, countywide framework for safer, more connected bicycling. It links main streets, schools, parks, trails, and transit into a cohesive system that supports both everyday travel and recreation, while reflecting Hunterdon County's rural context and roadway conditions. The result is a practical, implementable network that identifies where improvements matter most, what facility types are appropriate, and how individual projects can fit into a connected whole – along with an initial review of potentially feasible routes for further development.

Proposed Bicycle Network

The proposed bicycle network is depicted on two maps within this chapter.

Figure 8: Hunterdon County Proposed Bicycle Network Corridors organizes the proposed network into 13 named corridors, providing a clear and intuitive structure for understanding the system. These corridor names reflect the primary destinations they connect, making the network easier to interpret and navigate, much like a system of named roadways.

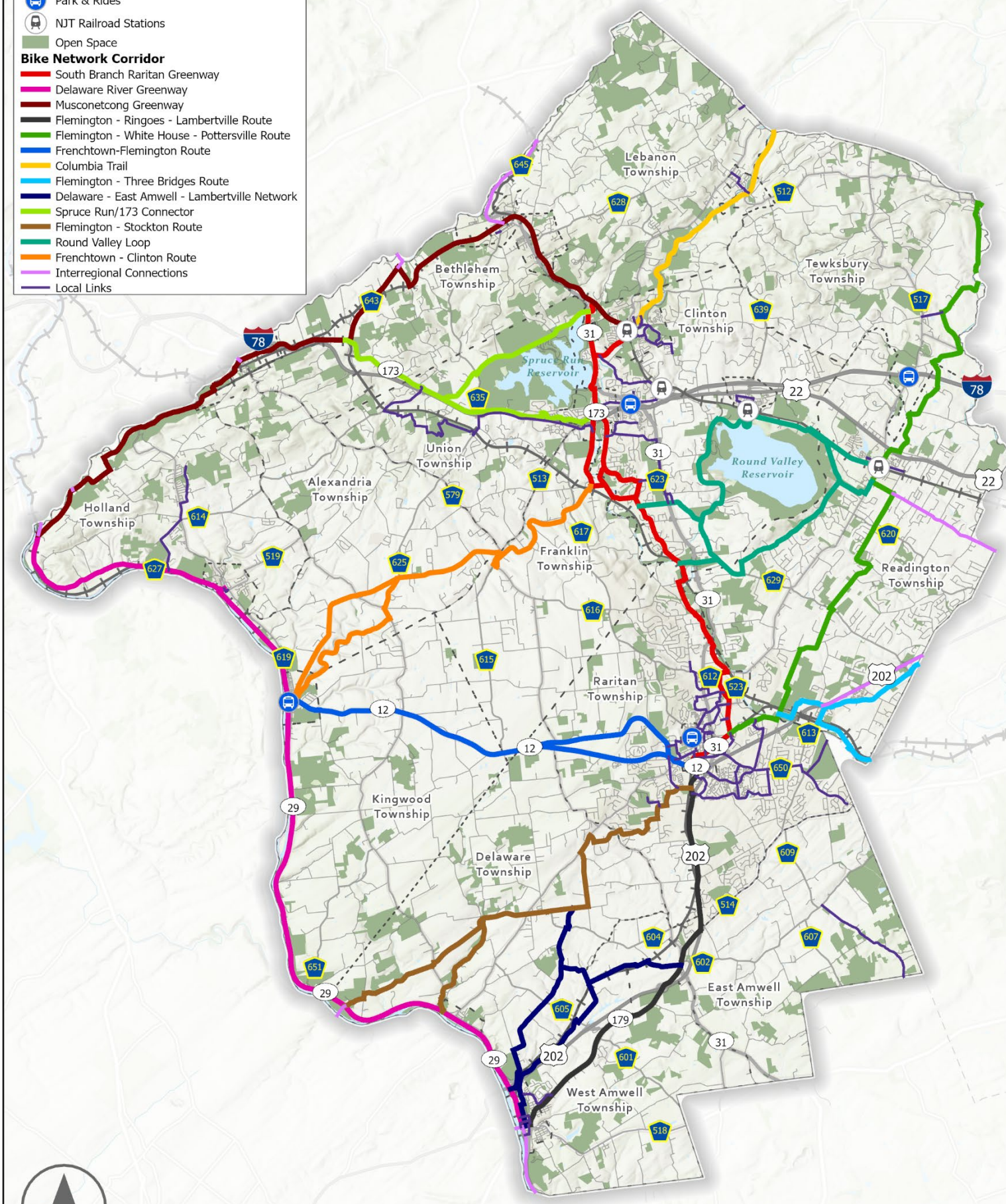
Error! Reference source not found. illustrates existing and proposed bicycle facility types within the network. Collectively, these proposed facilities are intended to create an interconnected, countywide system that supports bicyclist comfort and safety for everyday and recreational trips while strengthening both local and regional connections.

Overall, the proposed bicycle network identifies approximately 231.6 miles of proposed new bicycle facilities in Hunterdon County, representing a fivefold increase from the existing 47.2-mile network. An additional 6.5 miles of existing conditions are recommended for upgrades.

Additional details in **Appendix A: Bicycle Network Technical Details and Implementation Matrix** present a segment-level breakdown of the network, outlining prioritization considerations such as roadway jurisdiction, segment limits, proposed facility type, implementation factors, priority ranking, timeframe, and planning-level cost.

HUNTERDON COUNTY PROPOSED BICYCLE NETWORK CORRIDORS

-  Park & Rides
-  NJT Railroad Stations
-  Open Space
- Bike Network Corridor**
 -  South Branch Raritan Greenway
 -  Delaware River Greenway
 -  Musconetcong Greenway
 -  Flemington - Ringoes - Lambertville Route
 -  Flemington - White House - Pottersville Route
 -  Frenchtown-Flemington Route
 -  Columbia Trail
 -  Flemington - Three Bridges Route
 -  Delaware - East Amwell - Lambertville Network
 -  Spruce Run/173 Connector
 -  Flemington - Stockton Route
 -  Round Valley Loop
 -  Frenchtown - Clinton Route
 -  Interregional Connections
 -  Local Links



0 1 2 4 6 Miles

Sources: ESRI, NJGIN, Hunterdon County GIS, Open Street Maps, NJDEP, NJTPA

Figure 8: Hunterdon County Proposed Bicycle Network Corridors

HUNTERDON COUNTY PROPOSED BICYCLE NETWORK FACILITIES

-  Park & Rides
-  NJT Railroad Stations
-  Open Space
- Facility Type**
-  Existing Trail
-  Proposed Trail
-  Proposed Sidepaths
-  Proposed Rail with Trail
-  Existing Bike Lanes
-  Proposed Bike Lanes
-  Proposed Bike Boulevard
-  Proposed Rural Scenic Bikeway
-  Existing Sharrows
-  Proposed Traffic Calming Only

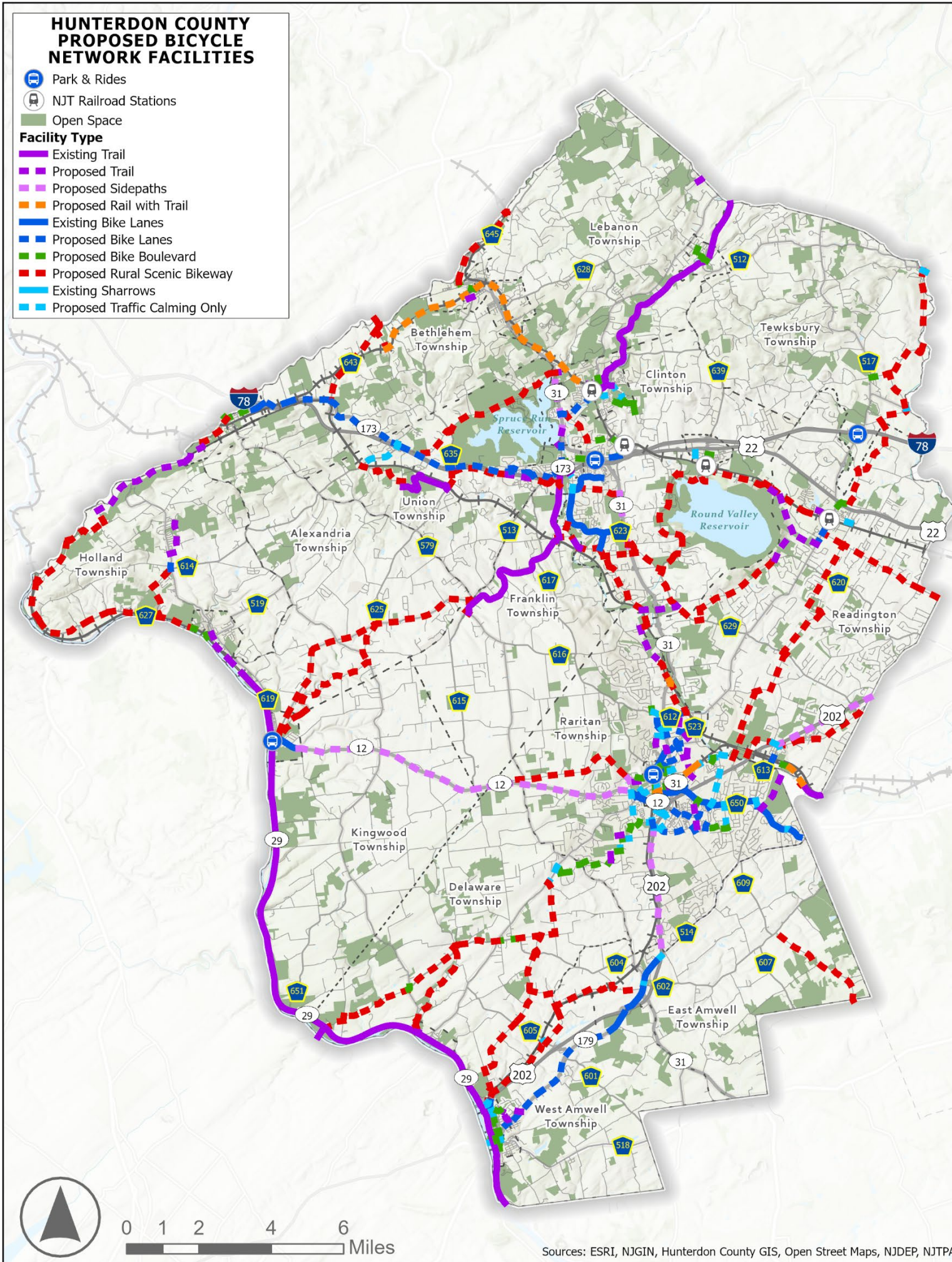


Figure 9: Hunterdon County Proposed Bicycle Network Facilities

Bicycle Network Corridor Descriptions

Corresponding to **Figure 8: Hunterdon County Proposed Bicycle Network Corridors** this section provides a description of each named corridor. As presented in **Local Links:** Short, local connections to destinations and transit, improving everyday access without long trips.

Table 1 through **Table 4** below, the named corridors are grouped by network hierarchy based on scale, connectivity, and function. The network hierarchy is generally analogous to roadway functional classification, with four classifications defined as follows:

- **Core Network:** Primary corridors linking major destinations and crossing key barriers (Highlands, rivers, I-78, US 202, NJ 31).
- **Regional Routes:** Secondary corridors providing convenient connections between towns and access beyond the core network.
- **Interregional Connections:** Links extending to neighboring counties and Pennsylvania via key corridors.
- **Local Links:** Short, local connections to destinations and transit, improving everyday access without long trips.

Table 1: Hunterdon County Bicycle Network Core Network Corridors

Core Network (121.5 miles)
Delaware River Greenway (25.3 miles) Running the western length of Hunterdon County, the Delaware River Greenway provides a valuable north/south connection from Warren County to Mercer County. Along the way providing access to the main streets of Milford, Frenchtown, Stockton, and Lambertville. Utilizing the already existing D&R Canal Towpath from Lambertville to just south of Milford, upgrades to roadways in Holland Township and the vital “Missing Link” of the D&R Canal Towpath in Milford are all that is necessary to complete this corridor.
Flemington - Ringoes - Lambertville Route (12.1 miles) This corridor from Flemington to Lambertville via Ringoes provides an import north/south connection from central to southwestern Hunterdon County. Utilizing the existing rights-of-way for US Route 202 and NJ 179, a proposed side path and bike lanes provide a connection to two of the county’s main destinations in Flemington and Lambertville as well as connections to the Hunterdon County Fairgrounds, the Black River & Western Railroad in Ringoes, Ringoes main street, and numerous stores along US Route 202.
Musconetcong Greenway (21.6 miles) Acting as the northernmost east/west connection in Hunterdon County the Musconetcong Greenway follows the Musconetcong River up the Musconetcong Gorge from where it meets the Delaware River to the main street of Hampton Borough before utilizing a rail with trail along NJT’s Lehigh Line to get to High Bridge, cutting through the Musconetcong Mountains.

Without this connection Hunterdon County north of the Musconetcong Mountains would be separated from the rest of the county and the main streets of Bloomsbury, Hampton, and Glen Gardner inaccessible for many riders. Important connections to Warren County branch from this corridor provide access to towns and main streets outside Hunterdon County.

South Branch Raritan Greenway (20.7 miles)

Connecting High Bridge and the Town of Clinton to Flemington, the South Branch Raritan Greenway is a north/south corridor in central Hunterdon County, bridging the gap between northern, central, and southern Hunterdon County. Following roadways and trails along the South Branch of the Raritan River, the corridor uses side paths, rural scenic bikeways, trails, and even a brief section of Rail with Trail to separate crossings of barriers like NJ-31 and I-78. Many destinations are connected via this corridor including High Bridge, Clinton, and Flemington main streets, the Columbia and Landsdown Trails, Spruce Run Reservoir, South Branch Reservation, Diamond Nation Park, and Central Hunterdon Regional High School.

Flemington - White House - Pottersville Route (19.0 miles)

The Flemington - White House - Pottersville Route allows for major transit connections for Hunterdon County and another north/south routing, that currently is limited to only the Columbia Trail. This route connects northeastern Hunterdon County, which has no cycling network. This connection allows access to the main streets of Flemington, White House Station, Oldwick and Pottersville using mostly local streets. Along the way connections to the Round Valley Reservoir, Three Bridges, and the White House Train Station are available. The NJ Transit Gladstone Branch is a short journey beyond Pottersville into Somerset County. This route was inspired by cycling clubs which utilize the weekend service on the Peapack Gladstone Line to make trips to visit and cycle Hunterdon County, providing a connection to a popular seasonal farm stand located near Oldwick.

Frenchtown - Flemington Route (15.7 miles)

The Frenchtown - Flemington Route, bisects the county making an important east-west connection for cyclists to cut across the County. A small segment of bicycle lanes in Frenchtown has been complete, with an interim shoulder-running bicycle lane utilized until the envisioned side path is developed along NJ 12 utilizing the generous four feet existing shoulders. This would directly connect main street Frenchtown to Flemington, about a 45-minute ride for average users, and support local connections to the Hunterdon County Library and offices, and Mine Brook Park.

Columbia Trail (7.0 miles)

An already existing trail, the Columbia Trail is an important northeast connection between Hunterdon County and Morris County. The trail is already complete in Hunterdon County. Its facilities could benefit from enhancements, such as improved drainage, road crossing safety improvements, and crossings and recreational amenities. The Columbia trail runs northeast along the South Branch of the Raritan River with views of Lake Solitude and the Ken Lockwood Gorge Wildlife Management Area and connections with the High Bridge and Califon's main streets.

Table 2: Hunterdon County Bicycle Network Regional Routes Corridors

Regional Connectors (86.0 miles)
Flemington - Three Bridges Route (6.6 miles) Three Bridges is separated from the rest of the County by Route 202, the Raritan River, and railroads. This corridor seeks to rectify that and create connections into Somerset County using the local streets and trails to get to the main street of Three Bridges and Somerset County. Important destinations include the Three Bridges School, Higginsville Trail, Summer Road Park, and Riverside in Somerset County. This corridor would require partnership with the Black River and Western Railroad to facilitate the Rail-with-Trail extension identified in the Somerset County Walk, Bike, and Hike Plan (2019).
Delaware - East Amwell - Lambertville Network (14.2 miles) The Delaware - East Amwell - Lambertville Network is a configuration of mostly Rural Scenic Bikeways that parallel the Flemington - Ringoes - Lambertville Route and provide access to local destinations and is a quieter more peaceful ride than the US 202/NJ 179 corridor. There are no major destinations along these routes, but it provides alternatives that may be more friendly to certain cyclists' groups and serves experienced, confident cyclists interested in bicycle tourism.
Flemington - Stockton Route (16.2 miles) Similar to the connection between Frenchtown and Clinton, the Flemington - Stockton Route provides a direct connection between two main streets in Hunterdon County and provides a short connection than using the Flemington - Ringoes - Lambertville Route and Delaware River Greenway. It also provides access to destinations such as Rosemont, Delaware Township School, and Bulls Island besides the two main streets in the title. This route serves experienced, confident cyclists interested in bicycle tourism.
Round Valley Loop (20.0 miles) The Round Valley Loop is a significant recreational corridor that includes the only way to get to Lebanon Borough and a short-cut between the central Hunterdon County and Readington Township. It allows for important connections to destinations such the Round Valley Reservoir, Lebanon Train Station, the Cushetunk Mountain Preserve, and the Hunterdon County Arboretum. An important crossing of NJ 31 also exists using the tunnel at Arboretum.
Spruce Run/173 Connector (12.1 miles) The Spruce Run/173 Connector is an important connection around the Spruce Run Reservoir and destinations in Bethlehem and Union Townships along NJ 173. It allows experienced cyclists to cut through the Highlands at quicker rate than using the Musconetcong Greenway. This route already serves an existing demand for experienced, confident cyclists interested in bicycle tourism and the long 500' climb over Jugtown Mountain.
Frenchtown - Clinton Route (17.1 miles) The connection between Frenchtown and Clinton leverages the existing Capoolong Creek Trail and extends it using two different routes down Everittstown Road and Creek Road to provide a direct connection between the two towns. Without this connection, Pittstown would be isolated from the network, and there would be no direct way from Frenchtown to Clinton.

Table 3: Hunterdon County Bicycle Network Interregional Connections Corridors

Interregional Connections (15.1 miles)
D&R Canal Towpath Mercer Connection (1.8 miles) The D&R Canal Towpath Mercer Connection, south of Lambertville is a vital network link to get into and out of Hunterdon County along the Delaware River and to further destinations such as Trenton. Connections include to the Circuit Trails Network maintained by the Delaware Valley Regional Planning Commission (greater Philadelphia connections), the Delaware and Lehigh Canal Trail (Bristol, PA – Glen Summit, PA), and the East Coast Greenway Network (Maine – Florida).
Changewater Connector (3.0 miles) This route connects Point Mountain Preserve County Park, fishing access points along the Musconetcong National Wild and Scenic River, and Washington Borough, Warren County. It connects Hampton Borough’s Main Street and the Warren Heritage Scenic Byway, with potential stops at the Lebanon Township Museum, river access points along the Musconetcong National Wild and Scenic River, and Hunterdon County’s Point Mountain Preserve.
Route 202 Somerset Connection (2.9 miles) Route 202 is the major route into and out of central Hunterdon County to Somerset County. The Somerset County Walk, Bike & Hike Plan (2019) proposed a trail along US 202, and previous planning efforts call for bicycle infrastructure and intersection improvements along this corridor.
Pulaski Road Interregional (3.1 miles) A connection into central Somerset County, the Pulaski Road Interregional corridor runs east-west from White House along long roadways and allows for connections to Holland Brook School, Readington Middle School, and the Solberg Airport, before connecting to Branchburg, NJ in Somerset County on a route identified in their Walk, Bike & Hike Plan (2019).
Hopewell Link (3.0 miles) The Hopewell Link was found through review of the Mercer County Bike Plan, to connect with Hopewell, NJ. Lindbergh Road is a narrow rural scenic road with navigable slopes that lead to such landmarks as John Hart's Cave and the Charles Lindbergh Home. Further study and significant traffic calming is necessary to determine if a connection can be made to the Hunterdon County Bicycle Network or if this will be linked only through the Mercer County Bicycle Plan Element (2020).
Other Interregional Connections (1.3 miles) Other Interregional Connections in Hunterdon County include minor extensions along bridges and other roadways crossing county borders that include connections to river towns in Pennsylvania such as New Hope and Uhlerstown and other connections into Warren County, at Riegelsville, across the Musconetcong River.

Table 4: Hunterdon County Bicycle Network Local Links Corridors

Local Links (57.3 miles)
High Bridge Local Network (4.3 miles) High Bridge is a small, dense borough in Hunterdon County. It is a significant keystone in the Hunterdon Bicycle Network by connecting the Musconetcong Greenway and South Branch Raritan Greenway with the Columbia Trail. The local network developed for High Bridge extends to many of the parks, neighborhoods, and schools in High Bridge such as Union Forge Park, Foran Fields, Nassau Bike Trails, Pump Track, High Bridge Train Station, and High Bridge Middle and Elementary schools.
Lambertville Local Network (2.2 miles) The Lambertville Local Network uses the grid pattern of Lambertville to its advantage, incorporating alleyways and D&R Canal towpath to traverse north-south and smaller side roads for east-west local connections. The network connects Lambertville's neighborhood streets to the wider region thorough the Delaware River Greenway connections on the D&R Canal Towpath. Destinations in Lambertville include the Holcombe Jimison Farmstead, South Hunterdon Elementary School, and the Delaware River.
Flemington/Raritan Local Network (25.7 miles) The Flemington/Raritan Local Network is the largest proposed local network in Hunterdon County. This scale is due to the concentration of destinations in Flemington Borough and Raritan Township within a 2-mile cycle ride, including: a hospital, medical offices, big box retail, several supermarkets, Flemington's Main Street and Stangl Districts, regional schools, and parks. The network has several "dead ends" that connect to these destinations and neighborhoods throughout the two municipalities. Some locations of note are Hunterdon Medical Center, Raritan Town Square, Flemington Mall, Hunterdon County Courthouse, Hunterdon Central High School, Barley Sheaf School, Clover Hill Park, Lenape Park, and Francis A Desmares School. Numerous high-density apartments and condominiums exist in this area and the county's highest population without access to a car lives in Flemington Borough. Also, proposed is a Rail with Trail segment from NJ 12 across NJ 31 to Pennsylvania Avenue, which would require partnership with the Black River and Western Railroad: this would be the only separated bike path crossing the busy NJ 31 corridor and would provide a safer connection between Flemington Borough and Hunterdon Central High School. Another notable Greenway route is proposed along parcels held by NJDOT for the former South Branch Bypass and a contiguous electric utility alignment.

Clinton Local Network (9.0 miles)

The Clinton Local Network incorporates Clinton Township and the Town of Clinton. Both Clintons are central along the South Branch Raritan Greenway and make an important diagonal connection between the Round Valley Reservoir and Spruce Run Reservoir for recreation, and the existing Columbia and Landsdown Trail. The extended local network creates connections between these destinations and North Hunterdon High School, Clinton Township Middle School, Clinton Town center, Annandale Train Station, and the Hunterdon County Arboretum. Notable features include a multimodal bridge to make a connection between the Clinton and Annadale, by the park and ride location, and side paths along NJ 31 and I-78 Eastbound, and a connection through I-78 Exit 15, a project listed under the federally required, short-term capital program, the Transportation Improvement Program (TIP). This Network connects with High Bridge.

Pattensburg Connection (8.7 miles)

Union Township is a rural community bisecting by Interstate 78. Main Street in Pattensburg can be linked through Hoffman Park to the Union Township Middle School, servicing several residential developments along the route. This east-west route parallels the Spruce Run/173 Connector and provides connections to local destinations south of I-78, and East to Clinton via Frontage Road and a side path along I-78 to the exit 15 interchange.

Other Local Links (7.5 miles)

Other Local Links connect the various main streets in Hunterdon County to the network. These include the White House Local Network, Oldwick Link, Milford Link, Lebanon Loop, Califon Connections, and the Holland Link. All these local networks are only a few streets in these main streets that connect to schools, parks, and other destinations that are not picked up by the main network of the Hunterdon County Bicycle Network Plan.

Bicycle Network Facility Descriptions

Corresponding to Error! Reference source not found. this section describes each type of proposed bicycle facility. Design guidance with cross sections and example images are included with recommended dimensions and features highlighted for each type of facility. **Table 5** lists the proposed bicycle facilities and the number of miles proposed in this Plan.

Table 5: Hunterdon Bicycle Network Proposed Facilities by Mileage

Hunterdon Bicycle Network Proposed Network by Type and Distance	
Proposed Facility	Miles
Trails	56.7
Rail with Trails	10.0
Side Paths	19.9
Protected Bike Lanes	8.1
Standard Bike Lane	30.7
Bike Boulevards	20.0
Rural Scenic Bikeways	118.5
Traffic Calming Only*	16.0
Total proposed miles:	279.9

**Existing Sharrows are included in Traffic Calming*

All proposed bike corridors and facilities in this Plan will require further study to determine feasibility and resolve any potential constraints and consultation with roadway and/or property owners prior to authorization for design and construction. The following published design guidance and standards were referenced for this section:

- New Jersey's Complete Streets Design Guide
- MUTCD (Manual on Uniform Traffic Control Devices for Streets and Highways),
- AASHTO Bike Design Guide, 5th Edition (American Association of State Highway and Transportation Officials)
- NACTO (National Association of City Transportation Officials)
- FHWA Small Town and Rural Multimodal Networks Guide

TRAIL OR SIDE PATH

LBC 1

A Trail or Side Path is a designated off-street facility for bicycling and walking, separated and free from the roadway traffic. These facilities provide the highest separation from traffic and afford the safest and most comfortable cycling experience.

- **Trails** are typically located within or alongside existing parks, recreation areas, and wooded areas. These may have an unpaved surface.
- **Side Paths** feature a paved surface adjacent to and separated from the roadway and require adequate right-of-way with limited driveway crossings. These typically have a paved surface and a minimum width of 6' but are typically 8-12.'

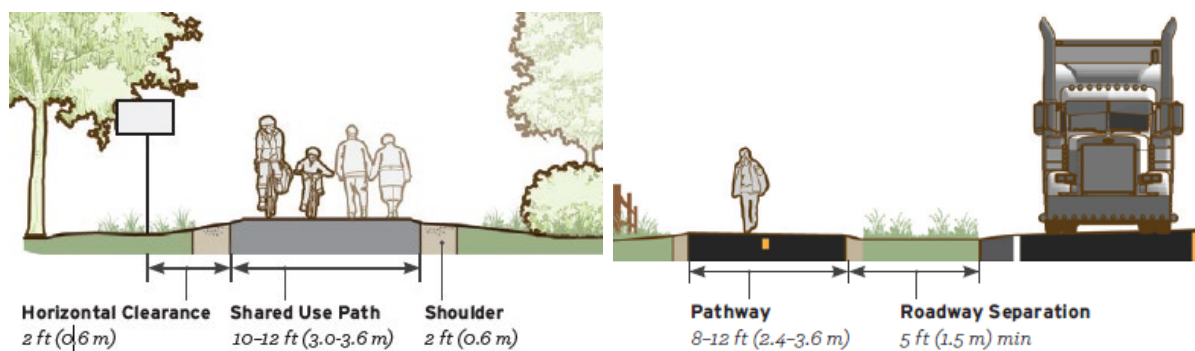


Figure 10: Trails (left) and side paths (right) features and cross section examples (Credits: Rural Design Guide, 2016)

RAIL-WITH-TRAIL

LBC 1

Rail-with-Trail is a proven design concept with many success stories applicable to both freight and passenger lines. Rail-with-Trail leverages the existing railroad right-of-way to provide a trail that is separated from and adjacent to existing railroad lines; setbacks vary with rail speed and context. Significant coordination with rail operators and owners is required; fencing is typically requested by the railroad with a minimum of 4 feet high.

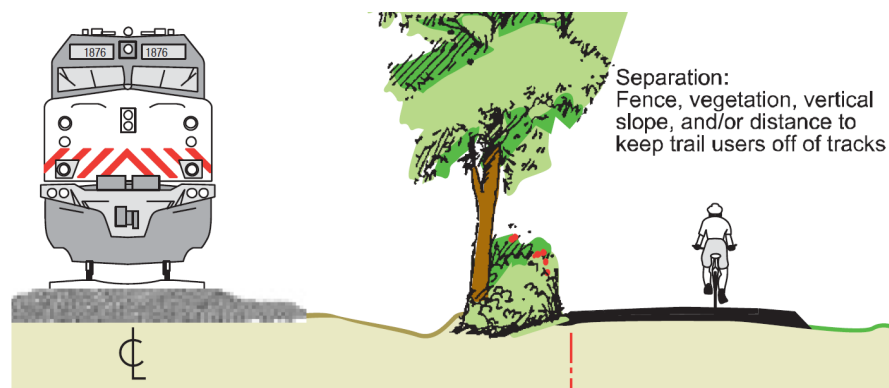


Figure 11: Rails with Trails features and cross section example (Credits: Rails with Trails Best Practices and Lessons Learned, 2021)

PROTECTED BICYCLE LANE LBC 1 / ≥ 35 mph

A Protected Bicycle Lane is physically separated from moving traffic and provides exclusive space for bicycle movement in both directions along one or both sides of the road, protected from vehicle encroachment to prevent double-parking. The protective design improves safety and is desirable for bicyclists of all levels and ages.

Typical Dimensions: 5 ft. minimum with 3 ft. protected buffer

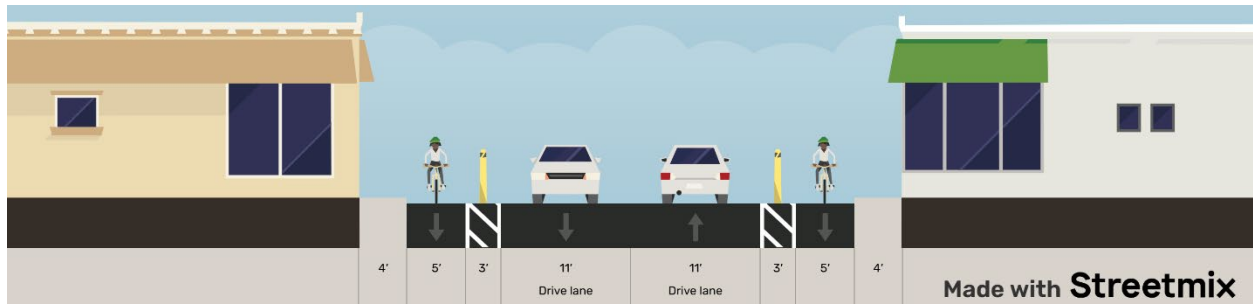


Figure 12: Protected bicycle lanes dimensions, features, cross section example (Credits: MBI, Streetmix)

STANDARD/BUFFERED BICYCLE LANE LBC 3-4 / ≤ 35 mph

A Standard Bicycle Lane provides 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. A combination of wide shoulders (e.g., 10'), buffering, and signage can be used on higher speed roadways per NJDOT Guidelines.

Typical Dimensions: 5 ft. minimum with no buffer

Typical Dimensions: 5 ft. minimum with 3 ft. buffer with on-street parking

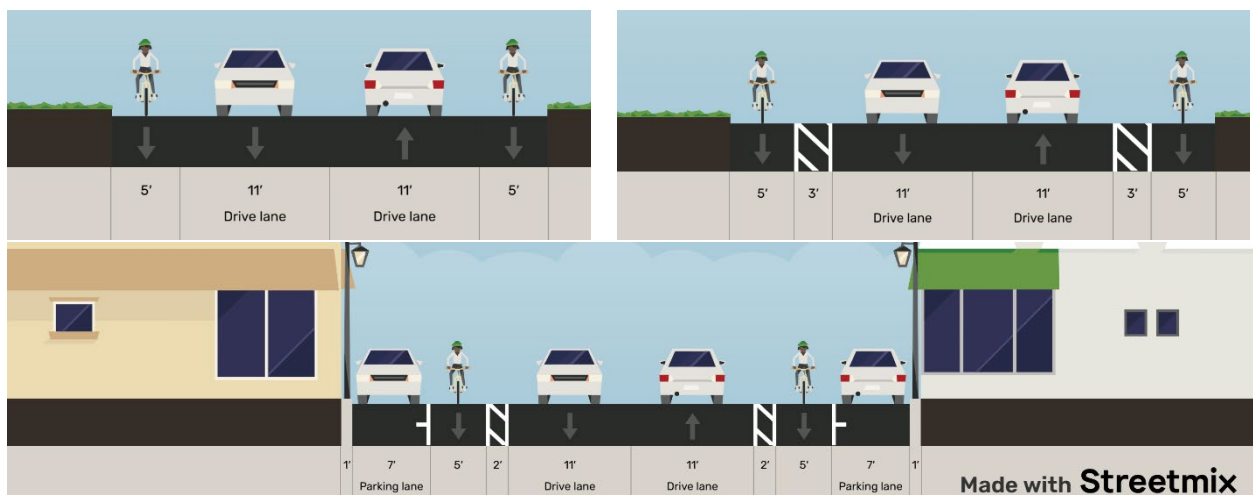


Figure 13: Standard bike lane dimensions, features, cross section examples (Credits: MBI, Streetmix)

BICYCLE BOULEVARD
LBC1-2 / ≤20 mph

Bicycle Boulevard is intended to create a travel environment that prioritizes mobility for vulnerable roadway users (pedestrians, bicyclists, transit portions, etc.). These streets are generally too narrow to accommodate Standard or Protected Bicycle Lanes.

Bicycle Boulevard treatments are recommended primarily for neighborhood zones and short street segments characterized by lower traffic volumes and prevailing speeds. Traffic calming is integral to the Bicycle Boulevard, and the posted speed limit should be lowered to 20 mph. Sharrow (shared lane) markings do not directly calm traffic.

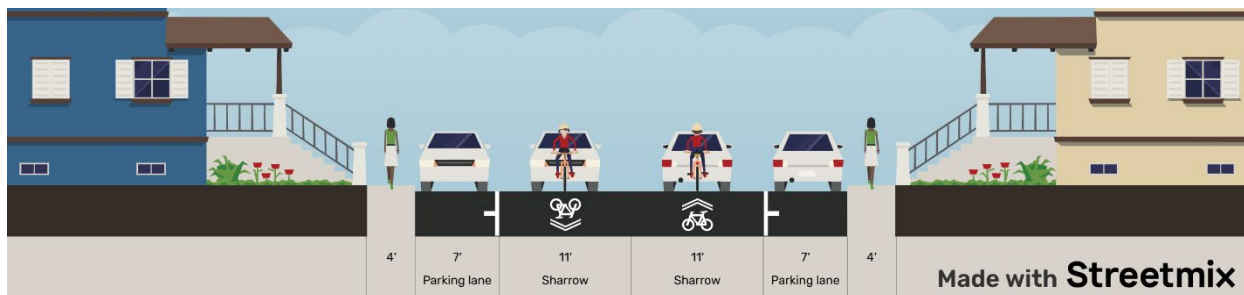


Figure 14: Bicycle Boulevard features and cross section example (Credits: MBI, Streetmix)

RURAL SCENIC BIKEWAY
LBC 3-4 / ≤35 mph / ≤1,500 AADT

A Rural Scenic Bikeway is a recommendation for routes too narrow and constrained to provide for dedicated or protected bicycle lanes, but have been identified because of current use, public comments, and/or need in specific Hunterdon County locations.

Rural Scenic Bikeways should incorporate appropriate signing and traffic calming where feasible; in Hunterdon County these facilities are primarily county and municipal roads.

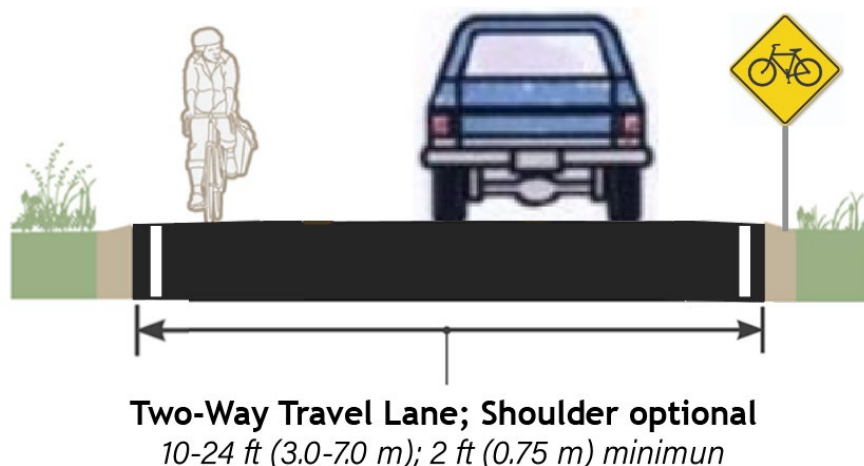


Figure 15: Rural Scenic Bikeway features and cross section example (Credits: MBI)

TRAFFIC CALMING ELEMENTS

Traffic Calming refers to a range of context-sensitive street design strategies aimed at reducing vehicle speeds, discouraging non-local traffic, lowering traffic stress, and improving safety and comfort for pedestrians and bicyclists through physical, operational, and visual roadway modifications and treatments.

Some examples of common traffic calming strategies include speed reduction, curb extensions, chicanes, neck downs, lane narrowing, speed humps/tables, raised crosswalks, Leading Pedestrian Intervals (LPIs), pavement markings and shared lanes treatment, roundabouts, Rapid Rectangular Flashing Beacons (RRFB)s, streetscaping elements to narrow roadways, etc. (*Note: Sharrow markings don't directly calm traffic.*)

For more information, refer to the New Jersey Complete Streets Design Guide, 2017.

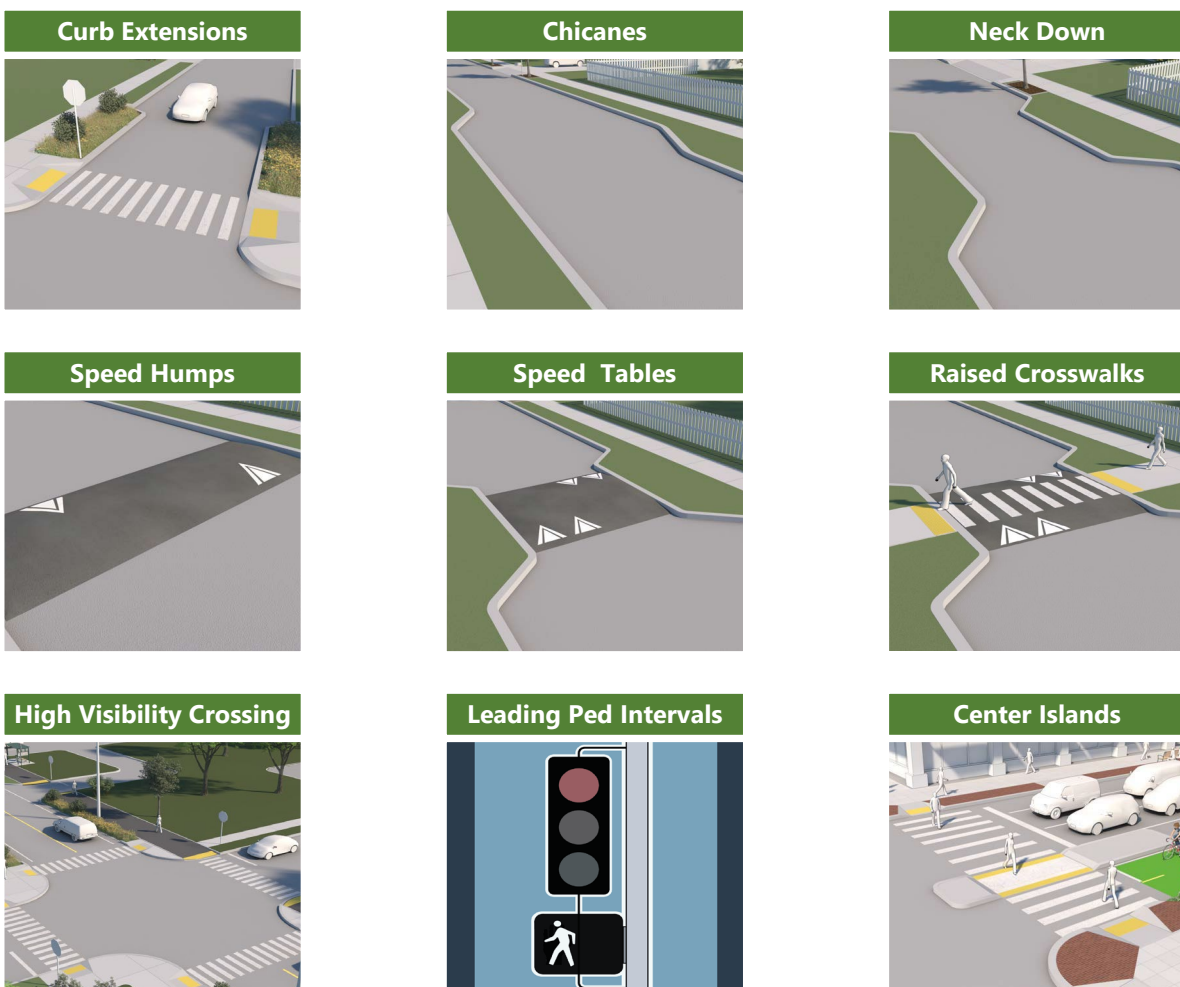


Figure 16: Traffic Calming Strategies (Credits: NJ Complete Streets Design Guide, 2017)



RIGHT
LANE

ONLY

6. Implementation Guidance



Introduction

The Hunterdon County Bicycle Plan is intended to function as a living framework to inform and coordinate capital improvements, policy updates, design guidance, education, and safety initiatives that evolve over time. Implementation should be iterative and adaptive, with progress toward Plan goals evaluated regularly (e.g., annually) to inform refinement of strategies and priorities, as well as track the advancement of the bicycle network through stages of design, construction, and long-term management.

The distinction between *what to implement* and *how implementation will be achieved* is central to advancing the Hunterdon County Bicycle Network. In **Chapter 5**, The Plan defines *what to implement* through a countywide system of corridors, facility types, and supporting infrastructure that respond to safety needs, demand, and connectivity gaps. Additional details captured in **Appendix A: Bicycle Network Technical Details and Implementation Matrix** provide a segment-by-segment breakdown of the overall network to provide a sense of prioritization based on factors such as roadway jurisdiction, limits, proposed facility type, implementation considerations, priority ranking, timeframe, and planning-level cost.

This chapter provides direction for *how implementation will be achieved* by outlining practical strategies for coordination and policy support, as well as identifying funding resources. The County can act on these strategies to translate the proposed network from a conceptual vision into a coordinated program to be advanced incrementally over time. Advancing the network will depend on establishing clear interagency coordination, aligning projects with funding opportunities, and integrating bicycle improvements into planned roadways, trails, and capital projects. Implementation will also depend on the adoption and codification of supportive policies to streamline planning, design, construction, access, and long-term management.

Key Policies and Actions to Support Implementation

This section describes key policies and actions to support effective implementation, integrating bicycle infrastructure into routine project delivery, strengthening interagency coordination, and providing a consistent basis for decision-making across jurisdictions.

Table 6: Policy Recommendations Matrix summarizes these key policies and actions, along with implementation partners, timeframes, and expected benefits.

New bicycle facilities, signage, and striping alone are not sufficient to achieve the goals of the Hunterdon County Bicycle Plan. Hunterdon County, in coordination with municipalities, NJDOT, and regional partners, must take a more comprehensive approach, rethinking how streets and public lands are planned, designed, and managed. This includes advancing shared and welcoming public spaces, reducing vehicle speeds, and promoting safer travel behaviors across all contexts, from local streets and neighborhoods to redevelopment projects, parks, and other public infrastructure.

Table 6: Policy Recommendations Matrix

Policy Recommendations Matrix			
Key Policies and Actions to Support Implementation	Implementation Partners	Timeframe	Benefits
Standards and Procedures for Hunterdon County			
Develop a County Bicycle Network Implementation Guide or Manual	County	Short Term	An implementation guide will help align common signage standards, design standards, surface materials, operating hours, and law enforcement in order to create a seamless network suitable for everyday and recreational usage. By aligning signage, materials, and usage policies, it improves safety, usability, and clarity for riders, while supporting seamless travel for both everyday and recreational users.
Consider adopting a robust, countywide Complete Streets Policy	County, Municipalities, goHunterdon	Medium Term	Complete Streets is a transportation planning and design approach that ensures roadways are safe, accessible, and comfortable for all users, including people walking, biking, driving, riding transit, and those of all ages and abilities. Adopting a Complete Streets approach and encouraging municipal alignment will create more consistent, context-sensitive roadway designs, expand safe accommodations for bicyclists, and integrate bicycle infrastructure into routine planning and project development across the County.

Policy Recommendations Matrix			
Key Policies and Actions to Support Implementation	Implementation Partners	Timeframe	Benefits
Implement the recently developed Local Safety Action Plan	County, Municipalities	Short Term	The implementation of the Local Safety Action Plan will advance the Bicycle Plan's safety goals by implementing a coordinated, data-driven set of safety strategies and projects. By aligning with the Local Safety Action Plan, the County can more effectively prioritize improvements, reduce crashes, and support safer conditions for all users, especially pedestrians and bicyclists, while strengthening eligibility for safety-focused funding and implementation support.
Update roadways, bridge design, and land development standards	County, Municipalities, State, NJDOT, DRJTBC, goHunterdon	Medium Term	Hunterdon County currently lacks comprehensive standards for bicycle and pedestrian infrastructure. Updating design and development standards would create and support a more standardized, safe, and multimodal transportation system and would ensure that future roadways, bridges, and development projects systematically incorporate safe, context-sensitive, and connected pedestrian and bicycle infrastructure.
Municipal, State, Agency Collaboration			
Support and empower partners in Bicycle Plan implementation	County, goHunterdon	Short Term	This will strengthen coordination, alignment, and implementation of the bicycle network across agencies and jurisdictions. This will improve efficiency and consistency through collaboration, leveraging partnerships with local TMA and advocacy organizations.
Formalize coordination among County, NJDOT, NJ TRANSIT, and Municipalities	County, Municipalities, State, NJDOT, NJTRANSIT	Short Term	This will improve efficiency and consistency through formalized collaboration, align design decisions for planned facilities, advance project implementation by engaging state and regional partners early in project development and design to deliver a cohesive, fundable, and implementable bicycle network
Integrate bicycle routes into Municipal Circulation Plans and Local Aid projects	Municipalities	Medium Term	Municipalities benefit from this policy by gaining clearer guidance and stronger tools to integrate bicycle infrastructure into local plans, ordinances, and capital programs, which will improve consistency in decision-making, require contributions through development, and increase eligibility for NJDOT Local Aid funding; ultimately supporting more effective and coordinated implementation of the plan.

Policy Recommendations Matrix			
Key Policies and Actions to Support Implementation	Implementation Partners	Timeframe	Benefits
Establish clearly defined trail and bicycle facility management practices	County	Short Term	This would establish clear, consistent, and collaborative management practices for bicycle and trail facilities across jurisdictions through the Best Management Practices (BMP) Manual, clarify roles and responsibilities between agencies and municipalities, reduce confusion and improve coordination by defining maintenance obligations and jurisdiction boundaries. Formal agreements for shared facilities will support long-term infrastructure quality and reliability.
Targeted Safety Programs			
Expand Safe Routes to School (SRTS) for school areas	County, Municipalities, goHunterdon	Medium Term	This will improve safety, accessibility, and funding opportunities for bicycle and pedestrian infrastructure, especially near schools and transit, while enabling faster project implementation. Municipalities will be able to access multiple funding sources (SRTS, Safe Routes to Transit, Bikeway) to quickly deliver flexible "quick-build" projects.
Conduct Road Safety Audits (RSAs) to address high-priority corridors	County, Municipalities, goHunterdon, NJDOT	Medium Term	Road Safety Audits consist of a structured safety performance assessment of a roadway and a report focused on potential road safety issues and opportunities to improve safety. This proactively improves roadway safety by identifying and addressing risks before projects are implemented or conditions worsen. This allows communities to reduce crashes and improve safety outcomes through easy, collaborative risk identification and mitigation.
Monitor E-bike policies and mobility amidst regulatory uncertainty	County	Long Term	This will ensure the County's e-bike policies remain aligned with evolving state laws while promoting safe and responsible use of e-bikes. By monitoring legislation and updating park policies accordingly, the County can reduce regulatory conflicts, improve safety through education and behavior-focused guidance, and better manage emerging e-bike use on trails and shared facilities.

Policy Recommendations Matrix			
Key Policies and Actions to Support Implementation	Implementation Partners	Timeframe	Benefits
Bicycle Parking & End-of-Trip Facilities			
Expand safe and accessible bicycle parking and amenities at key destinations	County, Municipalities	Short Term	This will improve access, convenience, and integration of bicycling into everyday destinations through adequate and well-planned parking infrastructure. It will increase usability of bicycle networks by ensuring secure and convenient parking at key destinations, encourage bicycling by providing necessary end-of-trip facilities, optimizing curb space by reallocating excess vehicle parking to bike corrals and facilities - making bicycling a more practical and attractive transportation option.
Adopt county and municipal guidance for flexible bike parking design guidance	County, Municipalities	Short Term	This will strengthen local implementation by embedding bicycle parking requirements into municipal ordinances and development standards, thereby enhancing flexibility, usability, and integration of bicycle parking. It will maximize capacity and efficiency of bike parking through flexible, context-sensitive design.
Wayfinding, Branding & Mapping			
Implement a countywide wayfinding system with unified branding	County, Municipalities, goHunterdon	Short Term	This will improve navigation, usability, and visibility of the bicycle network through a consistent, user-friendly wayfinding system. Clear information on direction, destinations, and route difficulty, along with unified branding across municipalities, will enhance regional connectivity and support bicyclists with varying abilities.
Develop an interactive, mobile-friendly bike network map with real-time updates	County, Municipalities, goHunterdon	Medium Term	This will improve access, usability, and maintenance of the bicycle network through a centralized, user-friendly digital platform. By providing interactive mapping, real-time updates, and reporting tools, it will help users navigate safely and make informed route choices, while also enabling local agencies to identify issues, respond to maintenance needs, and address safety concerns more efficiently.

Supplemental Guidance for Policy Recommendations

This section provides supplemental guidance tailored to Hunterdon County, building on the policy recommendations in the previous section by translating high-level actions into more detailed, context-sensitive approaches that support day-to-day decision-making, reinforce best practices, and advance a cohesive countywide bicycle network.

Building on the policy framework outlined in **Table 6: Policy Recommendations Matrix**, this guidance focuses on practical steps the County can take to align design standards, coordinate implementation, and integrate bicycle infrastructure into routine planning, design, and development processes.

Standards and Procedures for Hunterdon County

- Develop a County Bicycle Network Implementation Guide or Manual
 - An implementation guide will help align common signage standards, design standards, surface materials, operating hours, and law enforcement in order to create a seamless network suitable for everyday and recreational usage. This should include provisions for limited dark usage, such as required lamps, and use for valid transportation purposes (i.e., not for loitering after dark).
- Consider adopting a robust County-wide Complete Streets policy.
 - Complete Streets is a transportation planning and design approach that ensures roadways are safe, accessible, and comfortable for all users, including people walking, biking, driving, riding transit, and those of all ages and abilities. Rather than focusing primarily on motor vehicle movement, Complete Streets emphasizes safety, mobility choice and context-sensitive design that reflect surrounding land use and community needs.
 - Encourage and work with goHunterdon and Hunterdon municipalities to adopt and implement local Complete Streets plans and policies.
- Implement the recently adopted County's Local Safety Action Plan (LSAP), 2026
 - The need for Hunterdon County LSAP was based on strategic emphasis on safety, access, and everyday mobility needs. It is an approach to transportation planning and engineering that focuses on strategic action where it is most needed with the goal of eliminating transportation-related fatalities and severe injuries.
- Update roadways, bridge design, and land development standards.
 - Adopt bicycle facility standards based on the current design guidance (see **Chapter 5**) as Hunterdon County currently lacks comprehensive standards for bicycle and pedestrian infrastructure.

- Clearly define factors such as local context, posted speed limits, and traffic volumes, which are supportive of the development of appropriate pedestrian and bicycle facilities for both on-road and off-road facilities in the existing design standards.
- Provide multimodal accommodation on all regional bridges, particularly County, state, and DRJTBC bridges and major crossings, to improve safe and accessible connections to neighboring municipalities, counties, states, and key destinations.
- Update Land Development Standards, following models such as Mercer, Somerset, and Monmouth Counties, to require public access easements or multimodal paths as a condition for redevelopment projects, especially along corridors identified in the plan.
- Collaborate with municipalities to develop site plan review standards to include access easements or multimodal paths.
- Create 20 MPH residential speed zones to slow traffic and create safe, walkable neighborhoods and main streets.
- Prioritize targeted use of “No Turn on Red” and “Do Not Pass on Shoulder” signs at locations with significant pedestrian and bicycle activity, especially at busy and crash hotspot intersections.

Municipal, State, and Agency Coordination and Collaboration

- Support and empower partners in the Plan’s Implementation
 - Formalize inter-agency coordination and proactively organize meetings with state, municipal and local partners, including NJDOT, NJTRANSIT, and LINK Trans to coordinate infrastructure improvements efficiently.
 - Encourage municipalities to incorporate proposed bicycle routes into 1) local roadway circulation plans, 2) land development ordinances, and 3) capital planning requests to ensure bicycle infrastructure is formally integrated into future development efforts and qualifies for NJDOT’s Local Aid grants. Coordinate with municipalities to update ordinances that will assist the implementation of the plan.
 - Review the Roadway Classifications at the next opportunity to ensure compatibility with planned and constructed bicycle facilities.
 - Engage with NJDOT and other transportation planning agencies in project solicitation, design input, and conceptual design project phases to include connectivity for the County Bicycle Network Plan implementation.
 - Work with NJTPA, as and when appropriate, as they revise their bicycle network planning tools and their Regional Active Transportation Plan (2023).

- Establish clearly defined trail and bicycle facility management practices.
 - Develop a Best Management Practices (BMP) Manual for multi-jurisdictional paths or trails as a standardized "how-to" guide. It establishes uniform guidelines for the design, construction, and long-term maintenance of trails that cross through different townships, counties, or states. It ensures consistent safety, accessibility, and environmental protection across borders.
 - For proposed off-road trails and side paths that cross multiple jurisdictions, establish interagency agreements and maintenance procedures that clearly define roles and responsibilities to ensure facilities are consistently maintained for safety. These procedures should align with established best-practice guidance, including the New Jersey Department of Environmental Protection's Stormwater Best Management Practices Manual.
 - For on-road facilities within County right-of-way used for municipal purposes, such as Main Street areas, create maintenance agreements with municipal partners to clarify liability and design responsibilities. Include detailed jurisdiction maps per the NJ Tort Claims Act.
 - For facilities transecting private properties, Reciprocal Easement Agreements (REA) or Public Access Easements may be issued referencing the Bicycle Plan.

Targeted Safety Programs: SRTS and Roadway Safety Audits

- SRTS is an FHWA-funded program that promotes walking and bicycling to school through infrastructure improvements, enforcement, education, and incentives to encourage walking and bicycling to school. The program is administered by NJDOT in partnership with NJTPA. Future SRTS grant applications can be used to seek funding for bicycle infrastructure projects to provide much desired safe access to local and regional schools.
 - Collaborate with school districts to seek SRTS grants and provide safe school mobility and access throughout the County as many of the Plan's facility recommendations are located near schools.
 - SRTS School Travel Plans may include both standard multimodal safety improvements and a variety of supporting actions and initiatives: maintenance; annual safety presentation for students and parents; and traffic safety improvements to nearby state and county roadways.
 - Assist municipalities in leveraging state-funded NJDOT grants, such as Safe Routes to Transit (SRTT) and the Bikeway program.
 - These programs aim to improve safety and accessibility near transit facilities and develop bike-friendly infrastructure. These grants allow for flexible, rapid "Quick-

Build" projects, like daylighting intersections and adding high-visibility crossings, to address local safety issues faster than federal programs.

- The FHWA-funded RSA program consists of a structured safety performance assessment of a roadway and a report focused on potential road safety issues and opportunities to improve safety.
 - Collaborate with municipalities and goHunterdon to conduct RSAs that allow independent, multidisciplinary review of existing or planned roadways to proactively identify safety risks for all users, including pedestrians and bicyclists.
- Monitor E-Bike policies, and revise County's Parks E-Bike policies accordingly.
 - On January 19, 2026, New Jersey Governor Phil Murphy signed the new e-bike law that narrows the definition of "low-speed electric bicycle" to only Class 1 devices and treats Class 2 and 3 e-bikes as "motorized bicycles," potentially requiring registration, a driver's license to ride anywhere in NJ, and insurance. As state requirements continue to evolve, Hunterdon County should monitor legislative and New Jersey Motor Vehicle Commission guidance and focus interim efforts on safe e-bike operation, including speed management, yielding, and responsible trail use.

Bicycle Parking and End-of-Trip Facilities

- Adopt county and municipal guidance for the development of adequate bicycle parking infrastructure.
 - County can consider locating bicycle racks and supportive facilities at County parks, trail heads, and county-owned buildings.
 - Encourage and work with goHunterdon and Hunterdon municipalities to review and right-size parking minimums so curb space can be re-allocated for bike corrals or covered parking.
 - Encourage municipalities to adopt ordinances that encourage/require bike facilities such as parking and indoor storage in multi-unit buildings.
- Adopt county and municipal guidance for flexible bike parking design guidance.
 - Follow the Bike Parking Guidelines by the Association of Pedestrian and Bicycle Professionals' (APBP) to maximize the configuration and scope of bike parking on county-owned properties. This can help municipalities expand local bicycle parking. High-volume destinations could have amenities such as canopies, pumps, fixit stations to improve comfort and utility for cyclists, and safe to drink public water faucets.

- Collaborate with municipalities, goHunterdon, NJTRANSIT, and LINK to identify "first-mile/last-mile" solutions, such as better bike storage at rail stations, and the addition of bike racks on all county transit vehicles.
- Connect with regional business community and large employers to promote employer-sponsored bike-share programs, secure end-of-trip facilities (such as showers and lockers), and custom "Commuter Route Maps" for their staff.

Countywide Wayfinding, Network Branding, and Mapping Tools

- To maximize the utility and visibility of the bicycle network, implement a comprehensive, county-wide wayfinding system designed to guide users seamlessly across municipal borders using a unified branding system developed in collaboration with local and regional partners and compliant with the MUTCD standards and/or community wayfinding signage design standards.
 - A wayfinding system tailored for Hunterdon County's unique landscape must move beyond basic signage to include three critical data points: Direction (clear navigation to the path ahead), Destination (distance and time to key landmarks, historic boroughs, or transit hubs), and Difficulty (noting topographic challenges or "grade-stress" to assist riders of varying abilities.)
 - In addition, establish a companion web platform featuring a mobile-friendly, countywide bicycle network interactive map of existing and proposed bike routes with selectable layers for comfort, surface, and destinations, along with real-time updates and tools for reporting maintenance issues or near-miss incidents.

Potential Funding Sources

Moving projects forward will require dedicated funding, making it essential to identify and pursue appropriate funding sources early in implementation. To support this effort, **Table 7** presents a list of potential funding sources applicable to Hunterdon County and its municipalities. These sources vary in available funding amounts, eligible uses, and timing, and will play a critical role in enabling the phased development and long-term success of the bicycle network.

Table 7: List of Potential Funding Sources

Bicycle and Pedestrian Related Funding Sources as of June 2026				
Funding Source	Funding Agency	Administrator	Eligible Applicants	Eligible Project Stage(s)
Safe Streets and Roads for All Program (SS4A)	USDOT	USDOT	- City or township governments - County governments	- Infrastructure, behavioral, and/or operational activities - Demonstration activities - Supplemental planning - Project-level planning, design, & development
Active Transportation Infrastructure Investment Program	USDOT	USDOT	- State Governments - Local Governments - Planning and Project Organizations	- Planning - Design - Construction
Bicycle and Pedestrian Planning Assistance	FHWA (CMAQ Program)	NJDOT	- Municipalities - Counties	Planning
Bikeways Grant Program	Transportation Trust Fund (State of NJ)	NJDOT	- Municipalities - Counties	Preliminary and Final Design; Construction
County Aid program	Transportation Trust Fund (State of NJ)	NJDOT	- NJ Counties with an Annual Transportation Program	Construction
Local Aid Infrastructure Fund	Local Aid Infrastructure Fund (State of NJ)	NJDOT	- Municipalities - Counties	Construction
Local Transportation Projects Fund	Local Aid Infrastructure Fund (State of NJ)	NJDOT	- Municipalities - Counties	Construction

Bicycle and Pedestrian Related Funding Sources as of June 2026

Funding Source	Funding Agency	Administrator	Eligible Applicants	Eligible Project Stage(s)
Municipal Aid program	Transportation Trust Fund (State of NJ)	NJDOT	- Municipalities	Construction
Recreational Trails Program	FHWA	NJDEP	- Public agencies - non-profit agencies	Maintenance; Construction; Equipment Acquisition
Safe Routes to School Program	FHWA	NJDOT	- Municipalities - Counties - School Districts	Construction
Safe Streets to Transit program	Transportation Trust Fund (State of NJ)	NJDOT	- Municipalities - Counties	Preliminary and Final Design; Construction
Transit Village Grant Program	Transportation Trust Fund (State of NJ)	NJDOT	- Municipalities designated as "Transit Villages"	Preliminary and Final Design; Construction
Transportation Alternatives Set-Aside Program	FHWA	NJDOT	- Municipalities - Counties - Regional Transportation Authorities - Transit Agencies - Natural Resource or Public Land Agencies - Nonprofit organizations can partner with any eligible entity	Design; Construction
Complete Streets Technical Assistance Program	FHWA	NJTPA	- Municipalities	Technical and outreach assistance
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	FHWA	NJTPA	- Municipalities - Counties - Regional Transportation Authorities - Transit Agencies - Natural Resource or Public Land Agencies	Preliminary and Final Design; Construction



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