



NJTPA Project Prioritization Committee Planning and Economic Development Committee Meeting

August 17, 2026



Under Columbia Trail, Ken Lockwood Gorge, near High Bridge, NJ



Bicycle Plan Goals

- ▶ **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 and prioritizing improvements on county-owned roads and lands
- ▶ **Work collaboratively** with municipal & 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

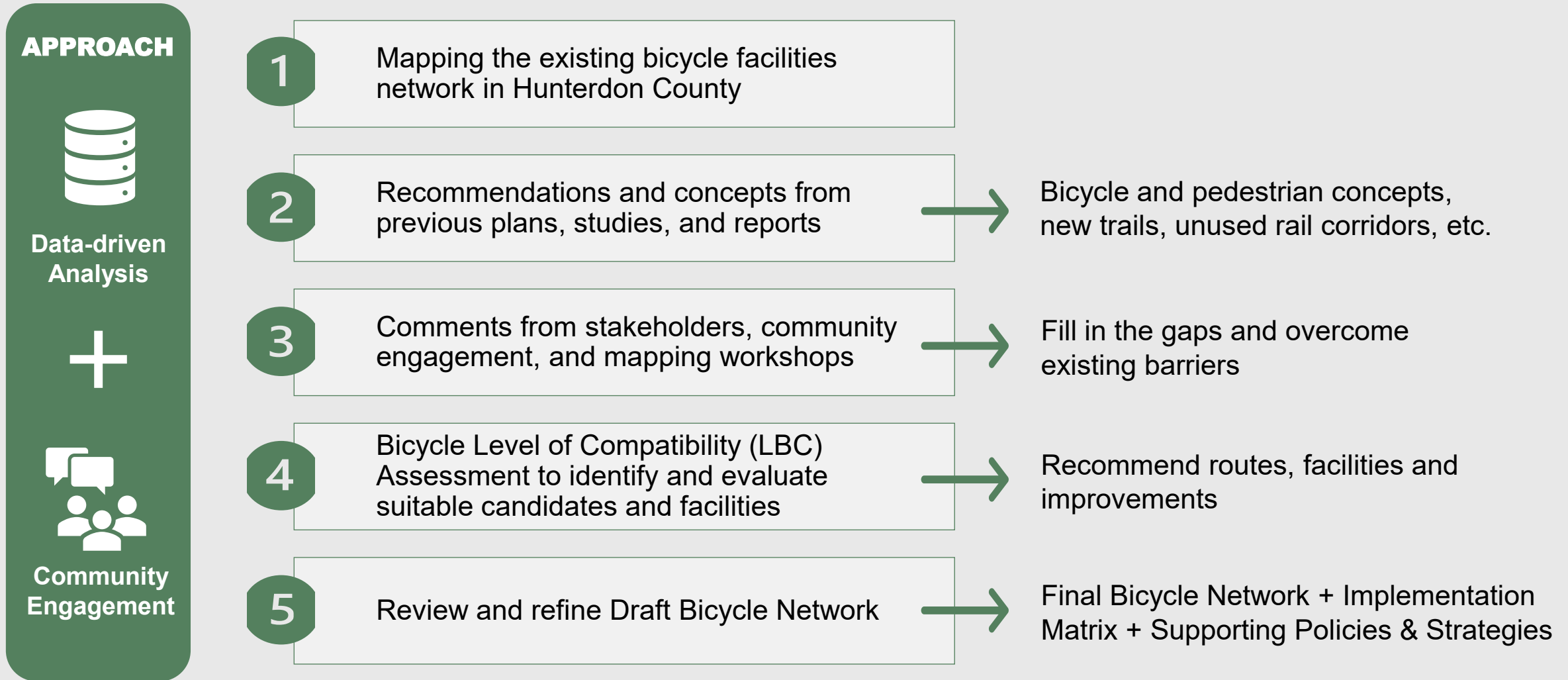
Hunterdon County Context

- Population is **131,708 (ACS, 2024)**, which grew by 4.9% since 2015, with a notable increase of 3.9% between 2020 and 2021, the Covid-19 Pandemic.
- Hunterdon County has an **older demographic profile** (median age 46.3 vs. 40.1 statewide) and a **high share (20%) of residents 65 years or older** expected to exhibit mobility and accessibility needs.
- 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 potential for **bicycle tourism**.



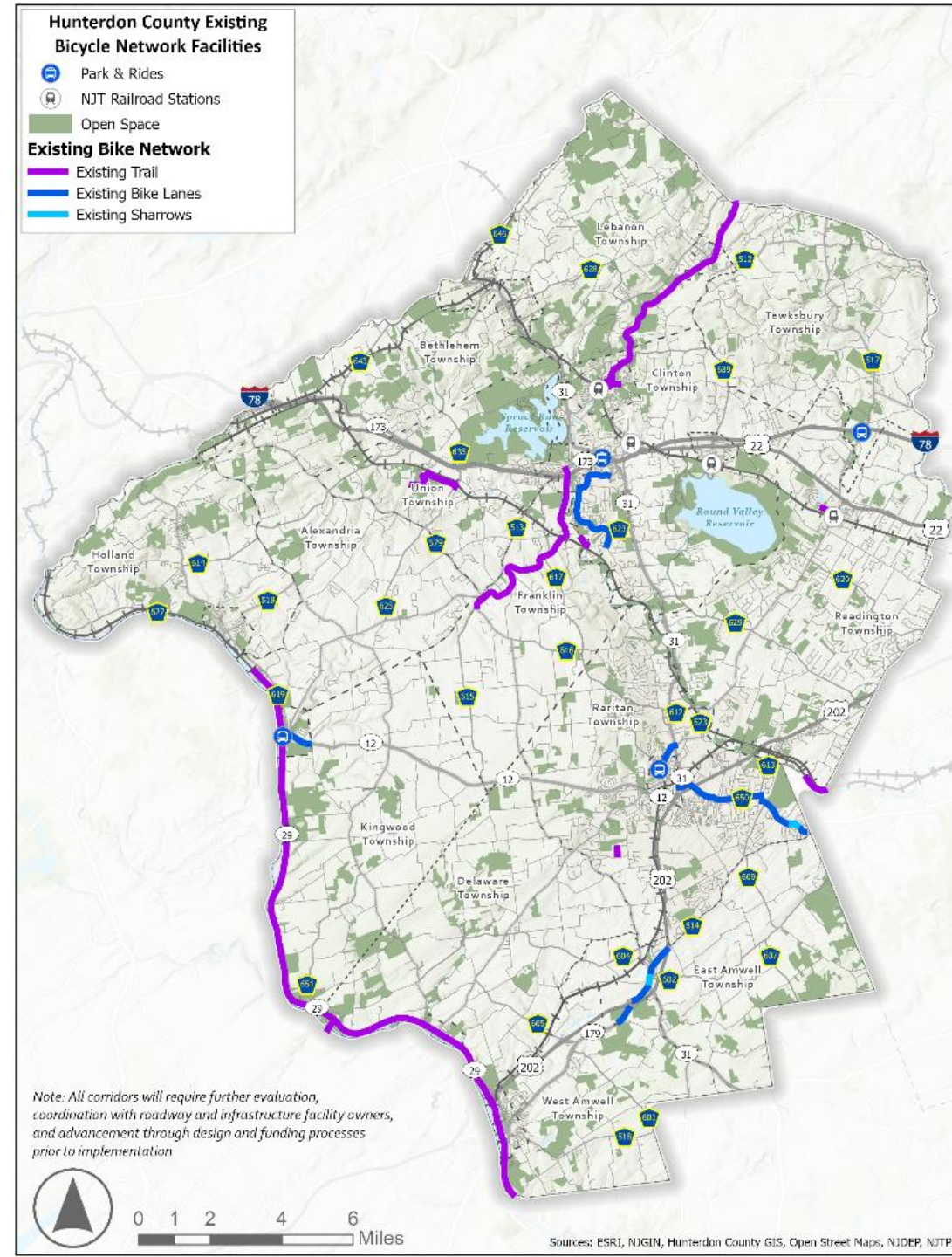
Columbia Trail, Hunterdon County, NJ

Bicycle Network Planning Approach

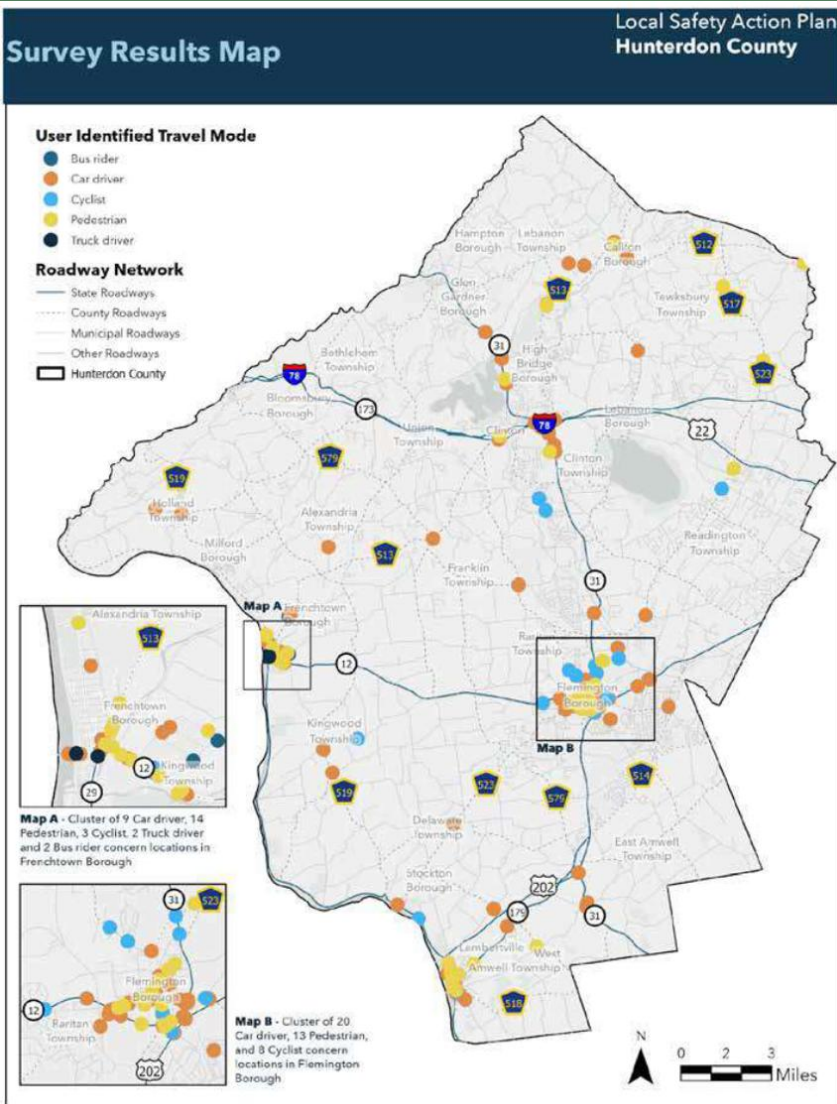


Existing Conditions

- Trails, paths, and bike lanes
- 47 existing miles including
 - 20 miles - D&R Canal Towpath
 - 10 miles - Columbia & Landsdown Trail
 - 6 miles – Capoolong & Hoffman Park Trails
 - 11 miles - Bike lanes and sharrows
 - Raritan Township, Frenchtown, Ringoes
- **Network is fragmented** with limited connectivity between destinations
- Many existing facilities were **designed to outdated standards** and do not meet current requirements

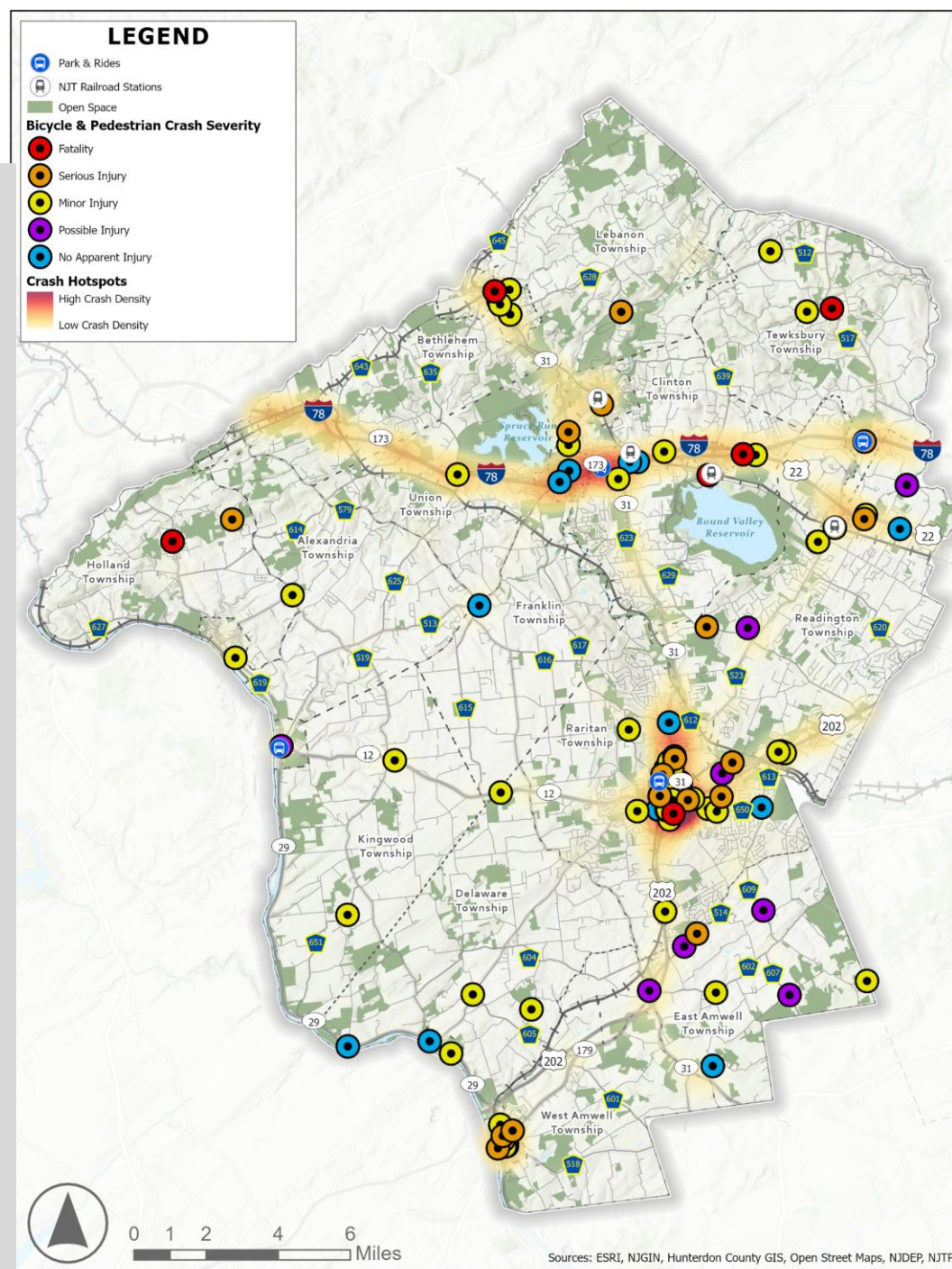


Safety & Crashes



Bicycle & Pedestrian Crashes (2018-2022)

- **0.7%** of total crashes
- **11%** of Fatal/Serious Injury (FSI) crashes.
- **Crash hotspots** occur on main streets, major intersections, and highway corridors.



Public Engagement & Outreach



Public Engagement & Outreach

- **What we heard**

- Rural and scenic landscape
- Desire for protected bike facilities
- Improved maintenance and paving of trails
- Better signage for safety and awareness
- Better connections to destinations

- **Concerns Raised**

- Lack of bike infrastructure, narrow shoulders
- Poor road conditions (potholes, debris, etc.)
- Aggressive driver behaviors, failure to yield
- Fear of being hit by vehicles
- High speed limits, blind corners, high traffic volume
- Challenging intersections/crossings with highways



Destinations

- Connecting with key destinations



Park & Rides



NJT Railroad Stations



Open Space



Food Pantries



Libraries



Parks & Recreation



Health Centers



Downtowns & Civic Centers



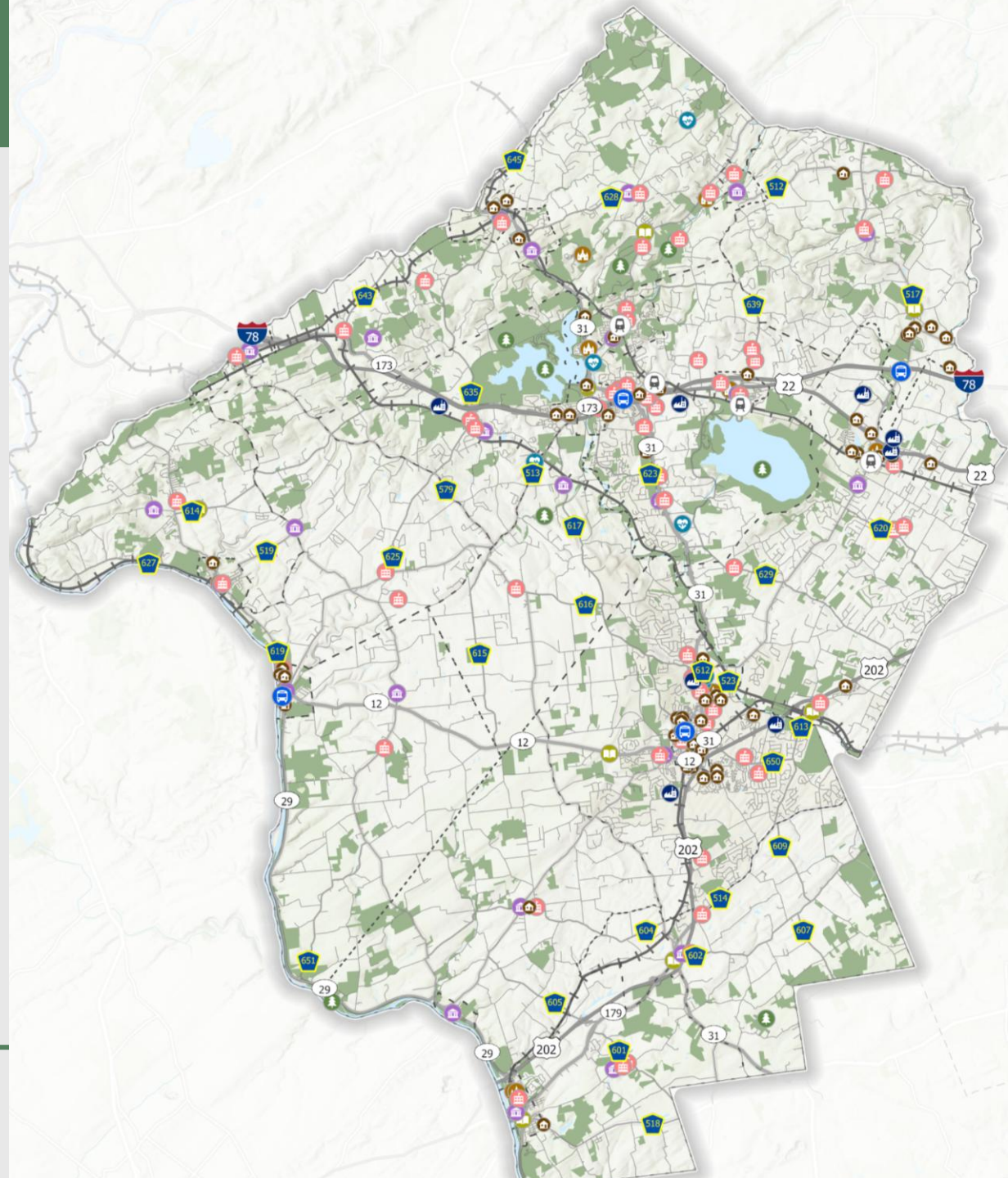
Schools



Affordable & Senior Housing

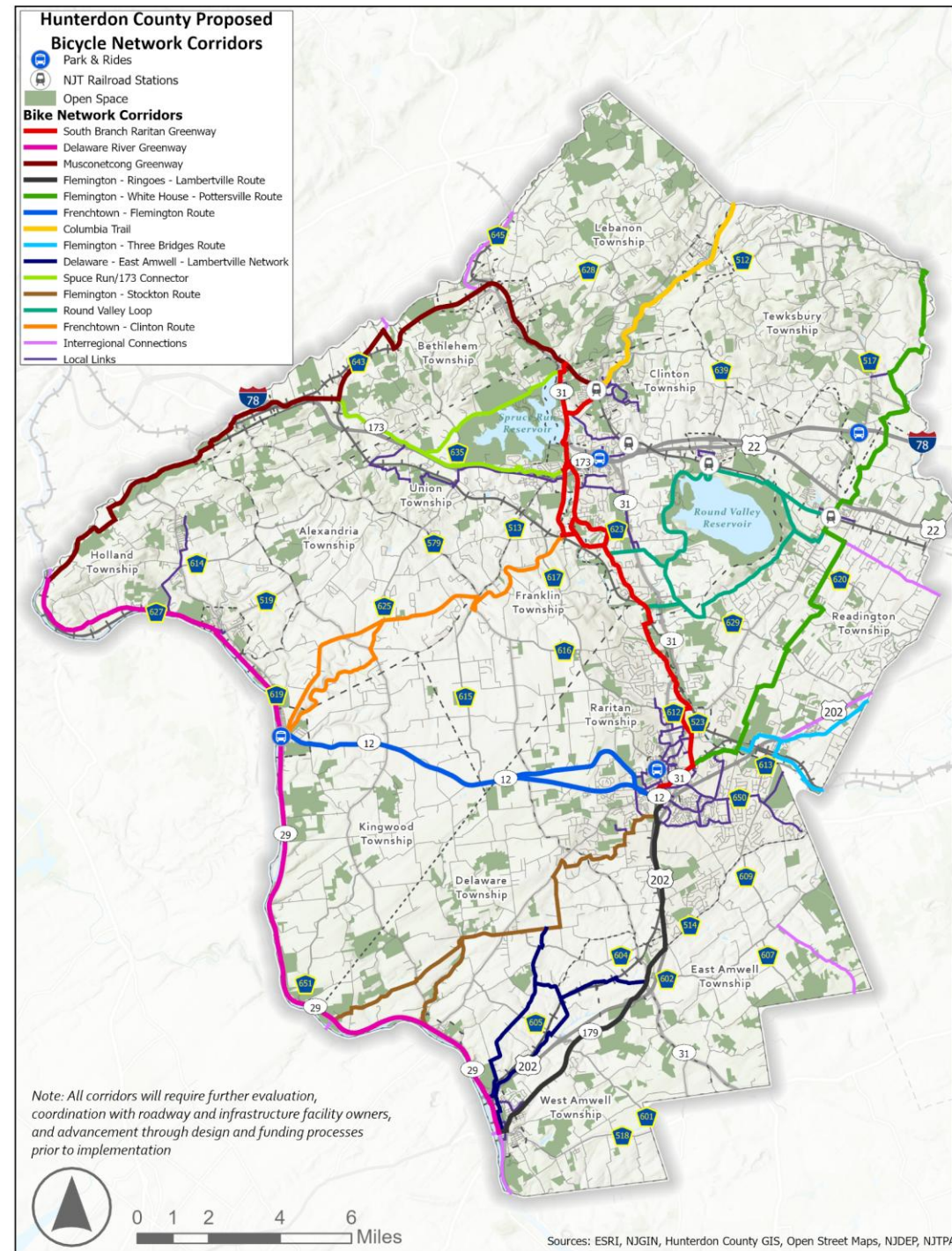


Employment Centers



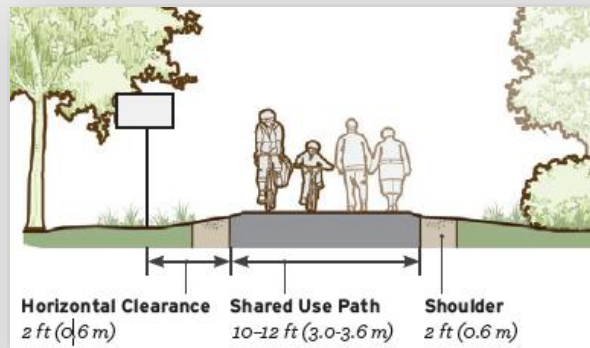
Bicycle Network

- **Build regional circuit, expanding on existing facilities**
 - Fill existing gaps and barriers
- **Example Routes:**
 - South Branch Raritan Greenway
 - Flemington – Ringoes – Lambertville
 - Frenchtown – Clinton
 - Flemington – White House – Pottersville
- **Creates interconnected regional network and local links**

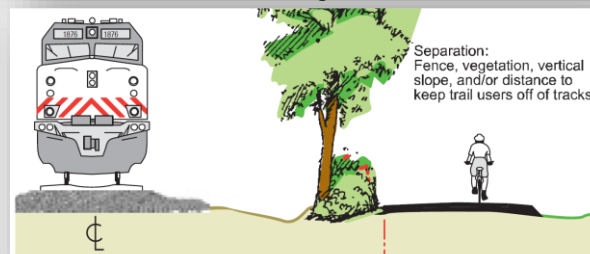


Facility Types

- ▶ Trails
- ▶ Side Paths
- ▶ Rail with Trails
- ▶ Bicycle Lanes
- ▶ Rural Scenic Bikeways
- ▶ Bicycle Boulevards
- ▶ Traffic Calming Only



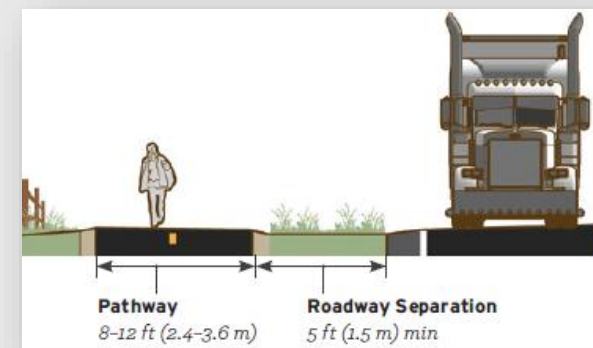
Credits: Rural Design Guide, 2016



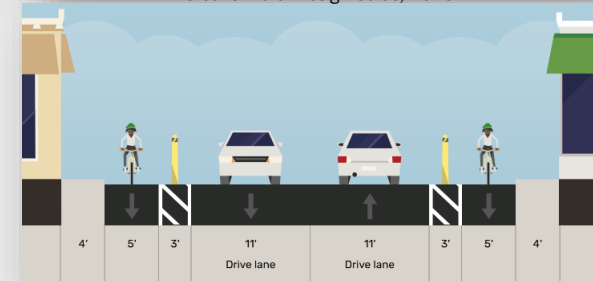
Credits: Rails with Trails Best Practices and Lessons Learned, 2021



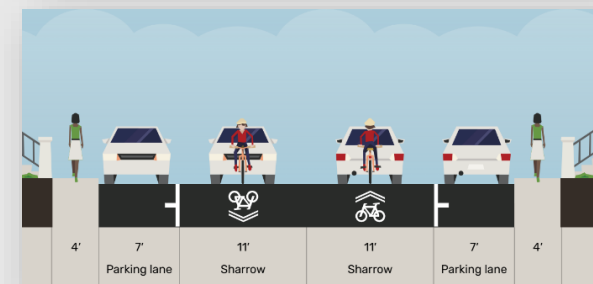
Credits: MBI, 2026



Credits: Rural Design Guide, 2016



Credits: MBI, Streetmix



Credits: MBI, Streetmix

Rural Scenic Bikeway



Bicycle Lane



Rail with Trail



Side Path



Bicycle Boulevard



Trail



Rural Scenic Bikeway



- Recommended based on current use and public comments
- Suitable for recreation and tourism travel
- Low speed & low traffic routes
- Suitable for Share the Road signage
- Similar to scenic byways

Implementation

Adopt Policies & Standards

- ▶ Establish County bicycle facility design standards and procedures
- ▶ Advance Complete Streets, Safety Action Plan, and facility guidance

Secure Funding

- ▶ Pursue federal, state, and NJTPA grant opportunities
- ▶ Align projects with funding eligibility

Prioritize Projects

- ▶ Implement prioritized bicycle facilities identified in the Plan
- ▶ Incorporate improvements into regular capital project and maintenance

Coordinate Across Agencies

- ▶ Use Plan as framework to inform design
- ▶ Coordinate with municipalities, state, and relevant agencies

Key Takeaways: Foundation for Action

Hunterdon County now has a clear, countywide bicycle network framework that:

- Establishes a practical framework for coordinated, long-term implementation
- Positions the County to compete for state and federal funding
- Transforms isolated segments into an interconnected, regional system
- Advances safety, access, and mobility for residents of all ages and abilities
- Supports economic vitality, tourism, and healthy lifestyles



Project Team



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Community Engagement and
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Thank You!

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<https://www.co.hunterdon.nj.us/2870/Hunterdon-Bicycle-Plan>

