



Bringing It All Together: New Jersey's Next Active Transportation Plan

2026 NJ Complete Streets Summit

4/21/2026

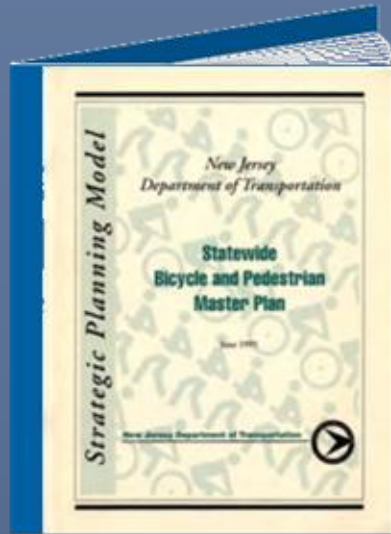
History in NJ

Active Transportation Milestones in New Jersey

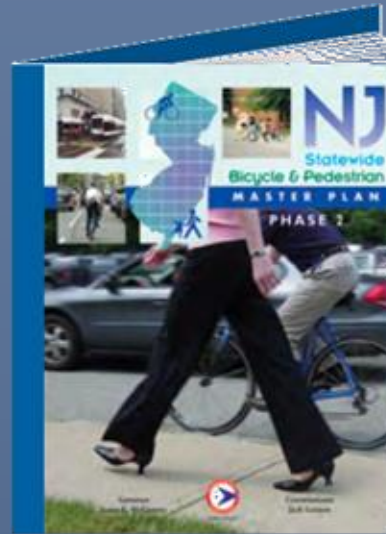


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Overview of Previous Statewide Plans



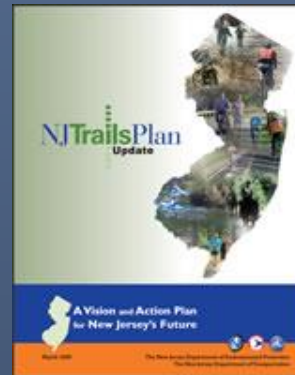
1995



2004



2016



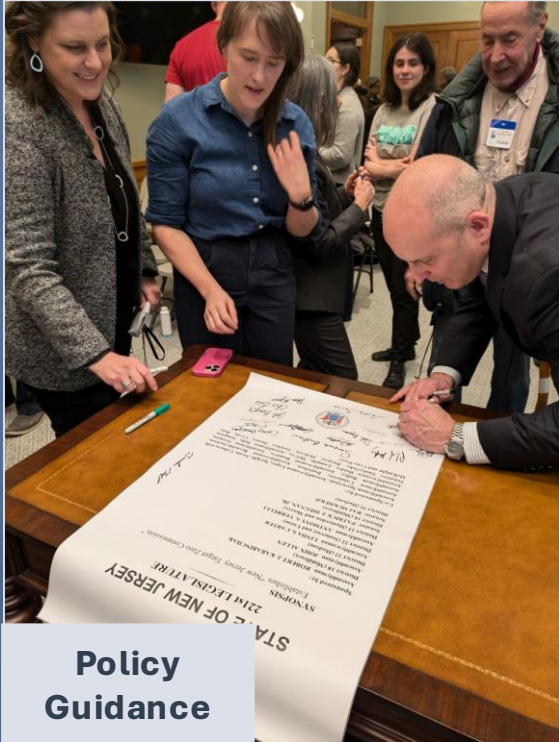
2009

NJ Trails Plan - NJDEP



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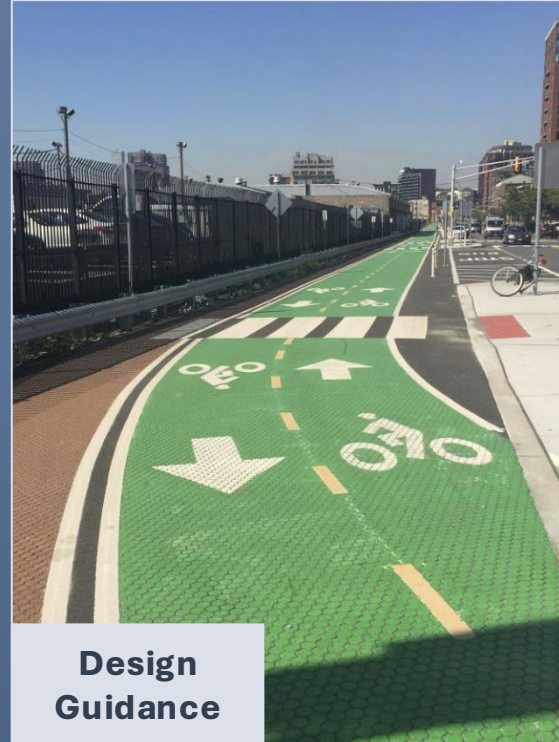
What has changed?



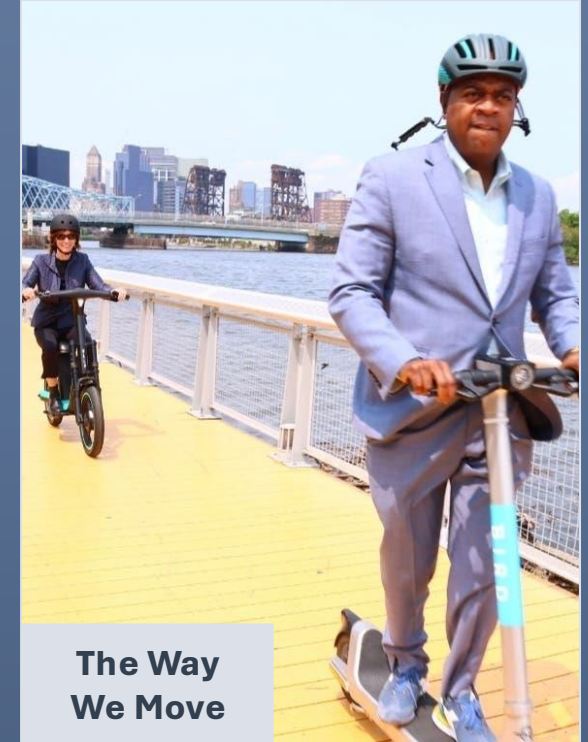
**Policy
Guidance**



**Funding
Programs**



**Design
Guidance**



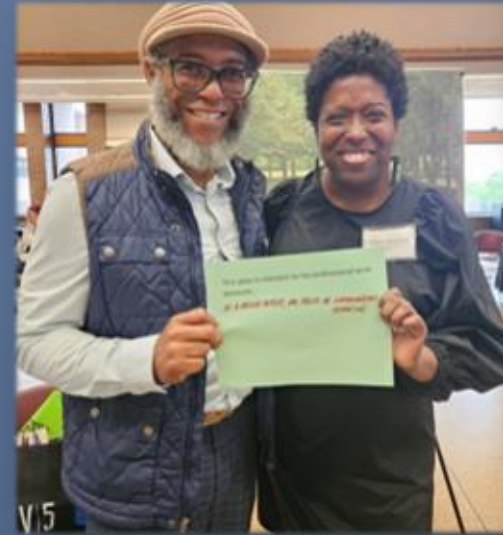
**The Way
We Move**



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Phase 1 Scope of Work

1. Data Collection & Review
2. Statewide Bicycle and Pedestrian Master Plan Best Practice Research
3. Stakeholder Engagement
4. 2016 NJ Bicycle and Pedestrian Master Plan Progress Report
5. Table of Contents for the 4th NJ Bicycle and Pedestrian Master Plan



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Phase 2 Overarching Themes

An Aspirational Vision with Measurable Goals

- Safe System Approach
- SMART Goals
- Emphasize statewide resiliency, sustainability, and adaptation

Focus on Vulnerable Roadway Users

- Include ALL active transportation modes – name change
- Data-driven, needs-based approach for equity, including needs of people with ASD and IDD
- Integrate trails and greenways meaningfully

Focus on Complete Streets Networks

- Establish complete networks
- Prioritize transit access and Main Streets that are State highways, particularly HIN
- Priority corridors – Active Transportation Network



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Phase 2 Overarching Themes

Focus on Implementation and Overcoming Barriers

- Promote coordination
- Align actions with SHSP, LRTP, SDRP
- Propose solutions to regulatory barriers

Focus on Technology, Tools, and Guidance

- User-friendly digital tool to integrate data sources
- Updated crash analysis and more advanced LoS analyses
- Provide guidance on public outreach, curb management/freight and delivery, and design standards

Focus on Tracking Progress, Metrics, Accountability

- Develop trackable performance measures
- Consider biennial assessment of current needs
- Include ADA facilities



Master Plan Vision Statement (2016)

New Jersey is a place where people of all ages and abilities are able to bicycle and walk. Those who live, work, or visit are able to conveniently walk and bicycle with confidence, a sense of security in every community, and with the respect of all modes. Both activities are a routine part of the transportation and recreation systems



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Applicable Target Zero Strategies

- Facilitate the creation of a **Statewide Greenway Network Plan** to develop an interconnected network of traffic-separated and off-road paths that provide medium- and long-distance connectivity across the state.
- Evaluate and promote safety best practices to address trail crossings at roadways.
- Conduct review of state-owned bridges for inclusion of bicycle and pedestrian infrastructure, focusing on **bridges that connect active transportation networks**.
- Explore opportunities to **link New Jersey trails with trail systems in neighboring states** and longer regional networks.
- Develop a process to integrate trail and greenway plans into safety plans and projects.
- Identify where greenway segments, particularly those designated year-round transportation trails, can **serve as safe alternatives to high-crash corridors** on the TZC HIN.
- Explore opportunities to update and complete the NJDEP GIS dataset of trails and greenways in the state.
- Advise and provide guidance to counties to develop or update their own countywide greenway network plans, reinforcing state-identified corridors and supplementing them with county-level “feeder” trails and greenways.
- Engage and coordinate with other trails initiatives and programs, including NJTRANSIT’s Transit to Trails.



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Elements of Next Plan

1. High-Priority Statewide Active Transportation Network
2. Priority Corridors and Projects to be Advanced
3. Performance Metrics
4. Inventory and Gap Analysis



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