

The North Jersey Trail Network

Advancing a Connected Network for
Everyday Mobility

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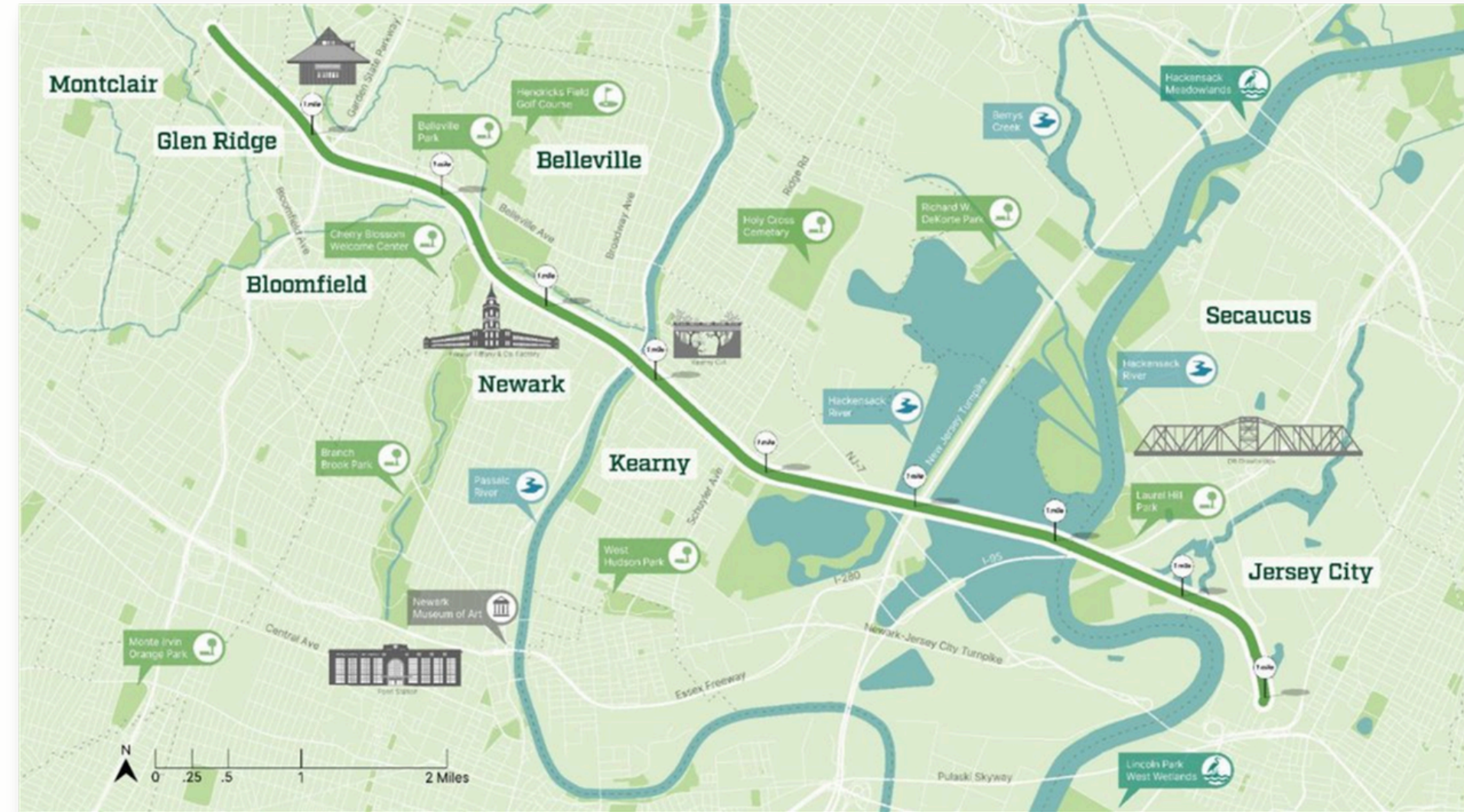
Why Connected Movement Matters

People move locally.

Local movement crosses boundaries.

Connections make those trips possible.

- Most trips are short
- Local trips often cross municipal lines
- Gaps break the journey
- Connected corridors support everyday mobility



Local Mobility, Regional Impact



Trails As Transportation, Connection, and Place

Trails serve communities by:

- Getting you **there**
- Bringing you **through**
- Inviting you to **stay**



The Power of Connection

A connected system supports:

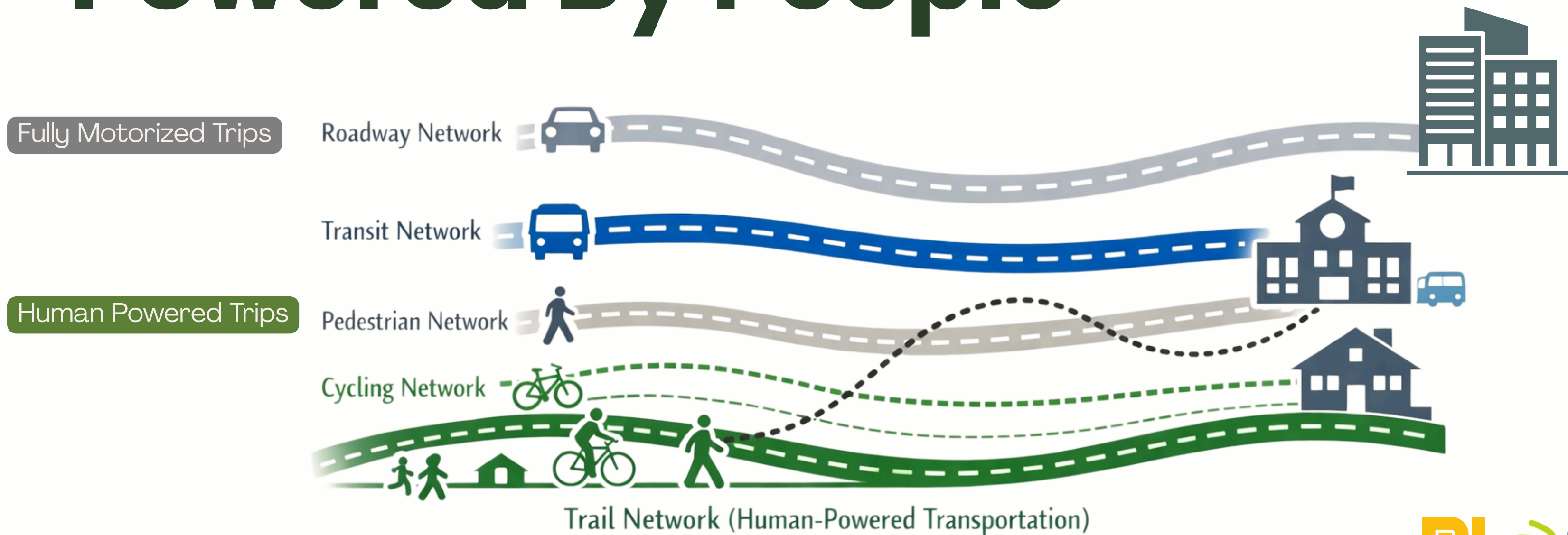
- everyday mobility
- safe, low-stress travel
- equitable access
- climate-resilient transportation

**Trail Usage
increases
40-80%**

when connections are made



Trails Are Transportation Infrastructure, Powered By People



The Regional Context

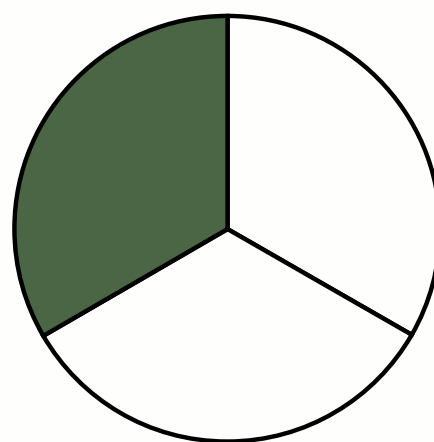
Limited Transportation Choices

11% of households have no vehicle in the NJTPA region



High Safety Risks

1/3 of traffic fatalities in the region involved a person walking or cycling



Environmental & Public Health Disparities

High air pollution from industrial uses and transportation emissions



The North Jersey Trail Network envisions a region where people have safe, accessible, and affordable ways to walk, bike, roll, enjoy the outdoors, and reach the places they need to go. It creates connected, welcoming spaces that support a healthier, stronger, more vibrant and resilient North Jersey. It serves Morris, Passaic, Essex, Bergen, Hudson, and Union counties.

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Building the Network

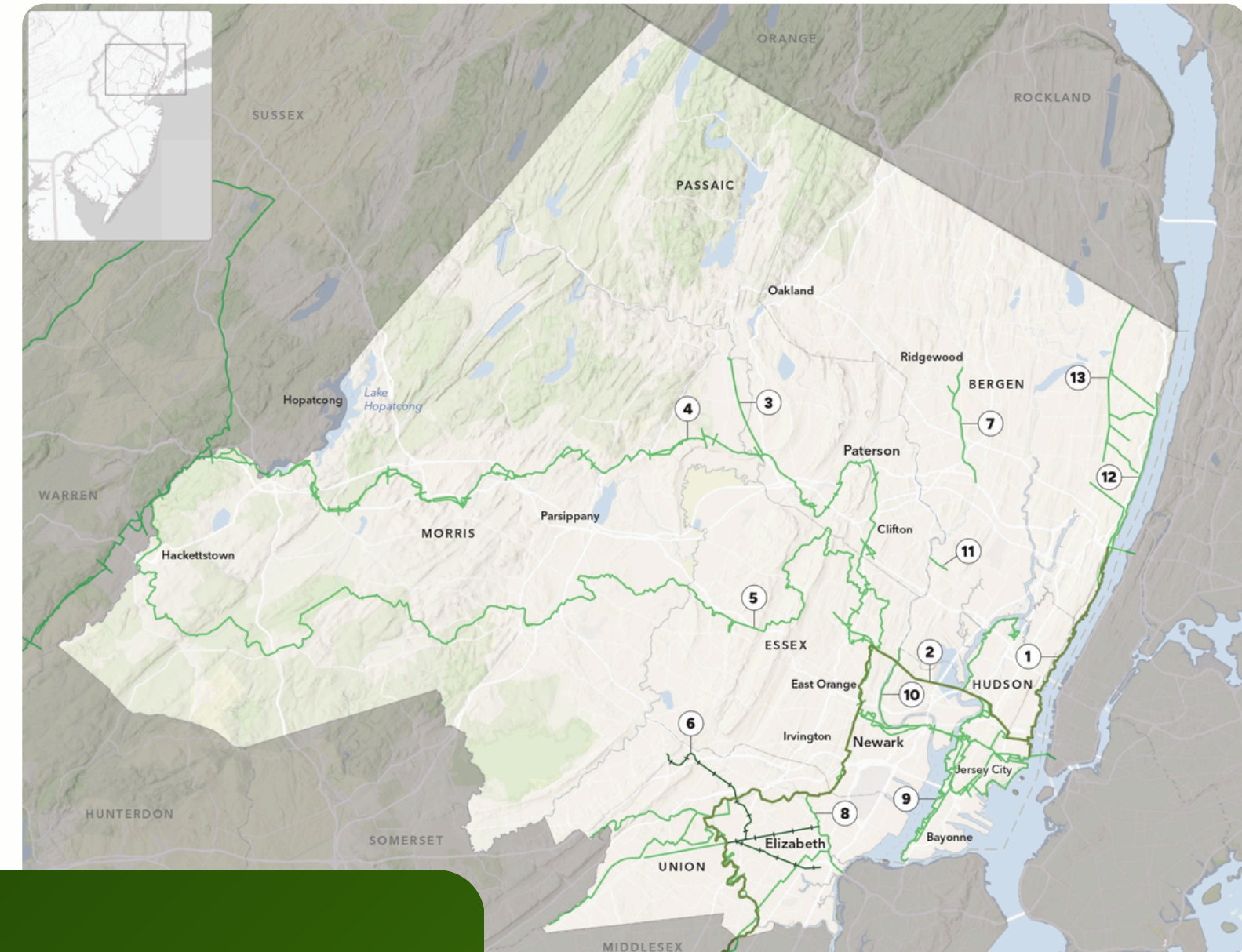
Link the network.

Fill the gaps.

Create safe opportunities for active mobility.



- Each new link brings cleaner air, safer streets, and fairer access to green space – turning a fragmented system into a connected, climate-ready network shaped by how people really move.



Collaborative Trail Building

- Importance of working closely with counties to identify opportunity corridors that work both for **local needs and regional connections**
- Build **wide support** for the project among many stakeholders
- Engage the communities in a meaningful way for input, active support and a **sense of stewardship**



Planning Framework

Data + Community = Network Design



Technical
data

Community
Input

Network
Opportunities

Working Groups

Creating and Promoting the Vision for the Network

- Building a Coalition
- Co-creating a shared vision
- Identifying key partners and stakeholders
- Generating community feedback, excitement and support and partnerships

Defining the Network Map

- Identifying existing corridors
- Identifying new corridors/connections/gaps
- Identifying criteria for network inclusion and priority corridors
- Identifying opportunity corridors for selection by NJTPA for its UPWP corridor studies

Implementing the Network

- Identifying supporting needs e.g. policy changes
- Identifying design elements
- Identify funding sources
- Identify key partners and stakeholders

- ⊕ Add
- 📁 Layers
- 📄 Tables
- 🗺 Basemap
- ☰ Legend**
- 🔖 Bookmarks
- 📊 Charts
- 📁 Save and open
- ⚙ Map properties
- 🔗 Share map
- </> Embed map
- 📱 Create app
- 🖨 Print
- 📘 Information
- ⏪ Collapse

Legend ×

NJTNI Development Comments (points)

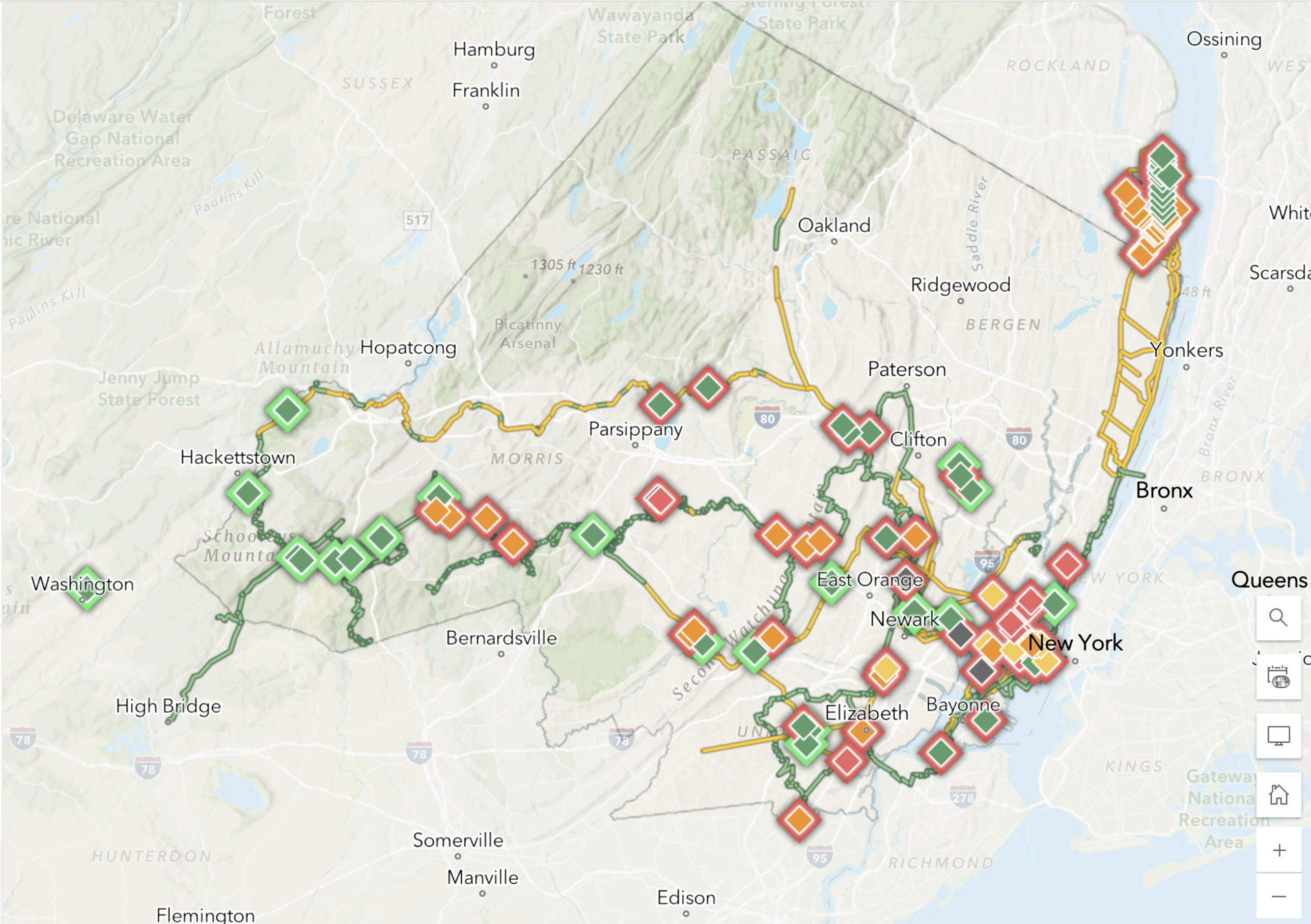
- ◆ Inclusion
- ◆ Exclusion
- ◆ Geometry Update
- ◆ Attribute Update
- ◆ Other

NJTNI Development Comments (points) - Submission Status

- ◆ Approved and resolved
- ◆ Other

NJTNI Trail Network (in development)

- Segment Status
- Existing
 - Proposed









North Jersey Trail Network

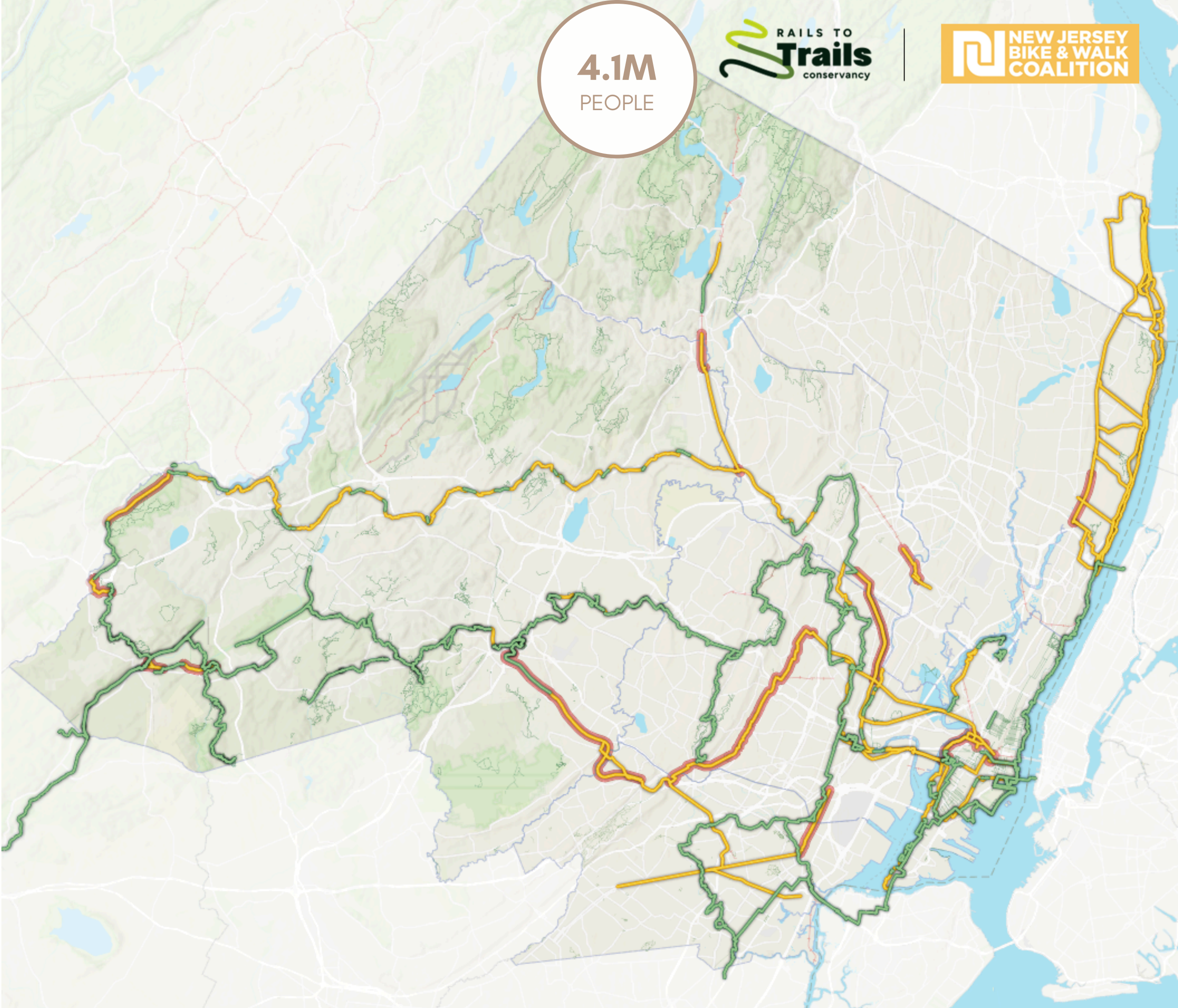


NJTNI Trail Network

Segment Status

-  Existing
-  Proposed
-  Trails (Source: NJTPA ATP Network GIS)
-  NJ Statewide Trails (Source: NJDEP GIS)
-  Abandoned Rail (Source: NJTPA GIS)
-  NJTNI Opportunity Corridors

4.1M
PEOPLE



Gap Analysis

Cyclist

Suggestions:
There is a gate here, if it was modified to allow cyclists to pass this would serve as an alternate route from central Bergen County to the GWB and alleviate the issues on Degraw Ave and Fort Lee Road.

Pedestrian

Suggestions:
This gate should be open to cyclists and pedestrians at least during regular business hours of Overpeck Golf Course as a safe pathway between Englewood and Teaneck. This road does not cross any golf holes and would be a much needed east-west connection.

Cyclist

Suggestions:
I hate making this left turn. It feels very dangerous.

Car driver

Suggestions:
People are spending all time, there's kid riding their bikes and drivers going at 40-50 mph on a 25 mph zone.

Car driver

Suggestions:
Please reduce the speed limit in Mt Airy Rd from 25mph to 25 mph. Use

Identifying:

- Spot Issues
- Operational Issues
- Policy Change

Designing a regional system shaped by real movement.



CONNECTIVITY

SAFETY

**ECONOMIC
IMPACT**

EQUITY



HEALTH

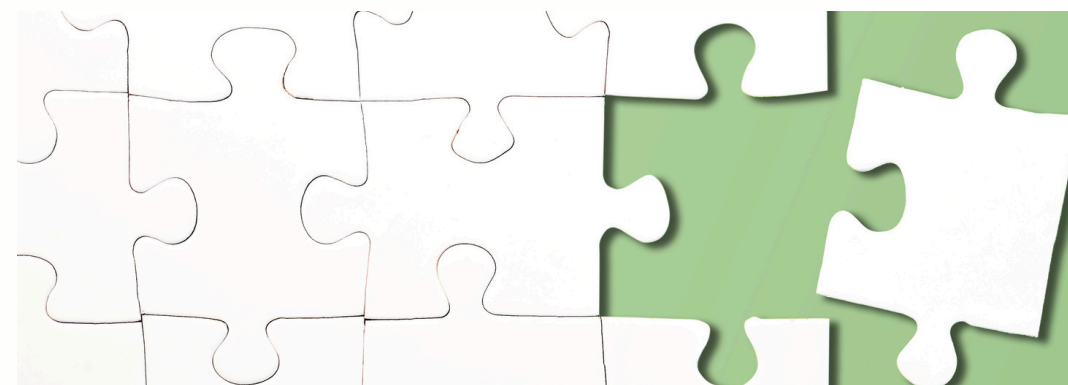
SUSTAINABILITY



Local Action That Supports Regional Vision

Here are some ways to integrate trails into your work

- Treat trails as part of the transportation network
- Map and share your local gaps
- Pilot temporary or quick-build connections to close small gaps and test regional links
- Integrate trails into safety planning (SS4A, Vision Zero, LRSPs)
- Integrate trails into local planning documents
- Coordinate across boundaries early
- Elevate human infrastructure in your work
- Apply for grants to turn your ideas into reality



Join Us!

Do you live, work, play, plan trails, commute, or lead efforts to connect communities in North Jersey?

Whether you're a resident, commuter, planner, advocate, or municipal or county leader, we'd love for you to join this effort and help shape the future of trails in the region!

Scan the QR code to register your interest for one of the working groups!



OR Visit bit.ly/NJTNWorkingGroup





Celebrate **Trails** *Day*

powered by rails to trails conservancy

**Save the Date:
Saturday, April 25**



It's more than a day outside...

Coming Soon!

www.NorthJerseyTrails.org

Thank you for listening!

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