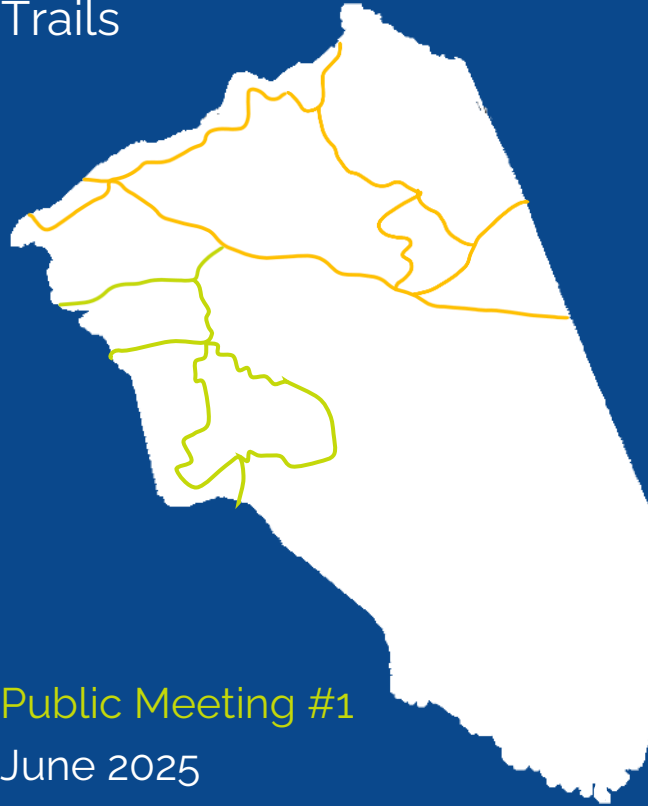


Burlington County

Southern Regional
Trails



Public Meeting #1
June 2025



WHO?

INTRODUCTIONS



Allison Eckel – Deputy Director, Board of County Commissioners, Burlington County



Matt Johnson, PP – Coordinator, Open Space Acquisition and Park Development, Dept of Resource Conservation
mjohnson@co.burlington.nj.us

taylor
design
group

Steven Lennon, LLA, PP, ASLA – Director of Projects, Taylor Design Group

taylor
design
group

Joey Notte – Junior Landscape Architect, Taylor Design Group

taylor
design
group

Henry Snyder – Junior Planner, Taylor Design Group



WHY?

BACKGROUND & GOALS

Background

- County has preserved **6,650 acres** of open space and **67,000 acres** farmland. **#1 in New Jersey, #7 in the United States**
- County then focused on development of park system
- County has now begun connecting parks with a regional trail system. **22 miles complete. 125 miles planned.**
- Burlington County identified opportunities to connect highly populated communities to regional parks and trails
- Obtain funding (DRVPC) to study feasibility of trails in underserved area

Goals

- Provide expanded recreational and transportation opportunities to southern portion of County
- Connect larger municipal parks and open spaces; and trail networks of surrounding Counties
- Improve Safety for Vulnerable Users

WHY?



VALUES OF TRAILS



Safety – Vision Zero, Complete Streets, National Roadway Safety Strategy



Mobility – Universal Basic Right



Recreation



Economic Development



Health



Equity – Remove Barriers to Access



Sustainability/Climate Change – Resiliency/Plausible Future Conditions



Responsible Development – What do we want our communities to look like?



History/Culture

FAST FACTS:

“The American Heart Association finds that for every dollar invested in building trails, there is a direct correlation of \$3 of saved medical costs.”

“In 2021, NJ State Police reported almost 35% of road fatalities were bicyclists or pedestrians.”

WHY?



CONNECTIVITY



ACCESSIBILITY



WHY?



INCREASE SAFETY FOR VULNERABLE ROADWAY USERS



Burlington County is requesting a *Safe Streets and Roadways for All (SS4A) Supplemental Planning Grant* to assist in preparation of a *Complete Network Plan*, focusing on transportation safety and accessibility improvements for Burlington County's most vulnerable roadway users (VRUs).

Burlington County *Complete Network Plan*

Goal: Prioritize Burlington County multimodal projects to significantly reduce or eliminate KSI crashes involving our most vulnerable roadway users.

- Focus on Multimodal Transportation improvements to **increase access and safety**.
- Update Documents and consolidate by **prioritizing bikeway segments PLUS accessible pedestrian routes**
- Couple this safety data with **equity, density, connectivity** and demand criteria to generate priority segments for safety project implementation using a data-driven methodology.
- Supplement DVRPC's RVZ Action Plan Regional High Injury Network, Level of Traffic Stress, and connectivity data
- Coordinate with local stakeholders Develop a **Community Participation Plan**
- Update Burlington County bicycle and pedestrian facility inventory
- Identify **low-cost, high impact** safety strategies to employ county-wide
- Investigate innovative technologies

“ Mobility is a basic human right... ”
- Burlington County Commissioner Allison Eckel

VISION ZERO

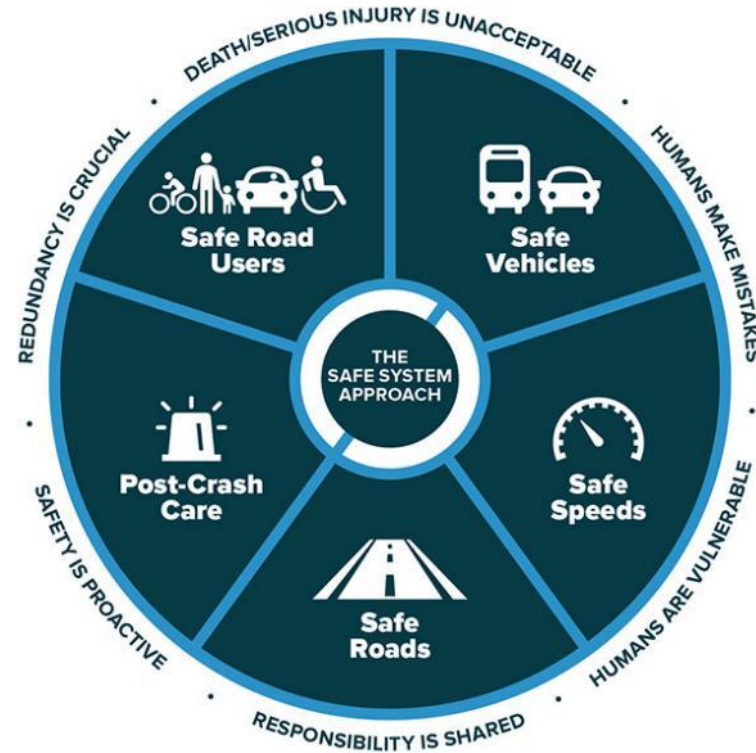
- Regional Vision Zero (RVZ) is the 9 County DVRPC region agreed goal of zero roadway fatalities by 2050 or sooner!
- The Delaware Valley Regional Planning Commission was awarded \$1.47 million in SS4A funds for its *Regional Vision Zero 2050 Action Program*.
- The RVZ Action Plan data can be used to identify and prioritize VRU crash trend locations where physical bicycle/pedestrian improvements can contribute to increased safety and access for all.



WHY?



INCREASE SAFETY FOR VULNERABLE ROADWAY USERS



Safe System Approach:

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

The Safe System approach aims to eliminate fatal & serious injuries for all road users.

Safety is an ethical imperative of the designers and owners of the transportation system.

WHY?



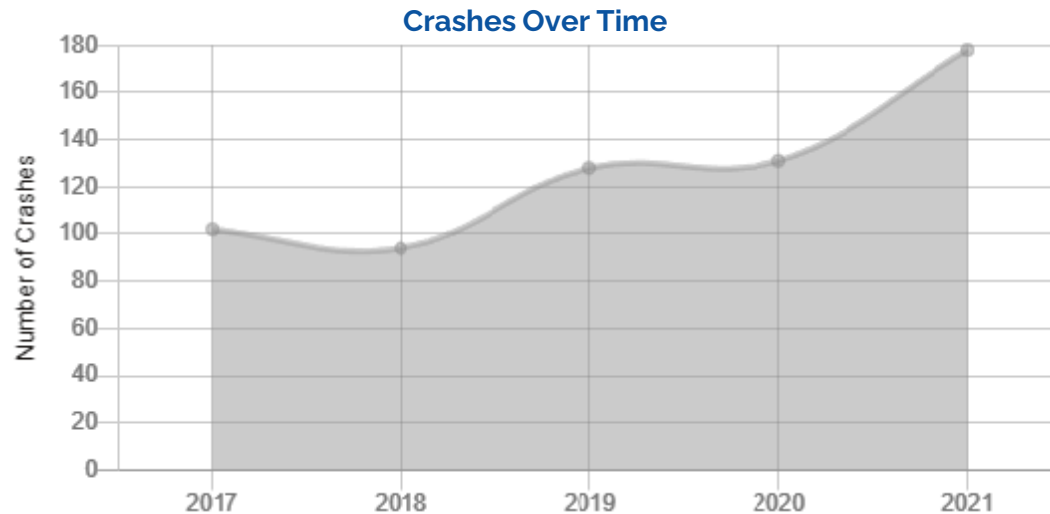
INCREASE SAFETY

FOR VULNERABLE ROADWAY USERS (VRUs)

- Fatalities among bicyclists and pedestrians in New Jersey are rising at a faster rate than vehicular crashes.
- Unfortunately, **Between 2017 and 2021**, Burlington County's Killed and Severely Injured (KSI) trend numbers have increased from **approximately 100 KSI crashes to almost DOUBLE that figure.**

BURLINGTON COUNTY KSI TOTALS (2017-2021):

Crashes	633
Fatalities	206
Suspected Serious Injuries	519
Pedestrians Involved	102
Bicyclists Involved	16



This chart shows KSI crashes in Burlington County by crash severity from 2017 to 2021. Crash trends can be useful for identifying if the frequency of crashes is increasing or decreasing over time, but it is important not to infer patterns from single-year spikes or drops in crashes or in datasets with limited data points.

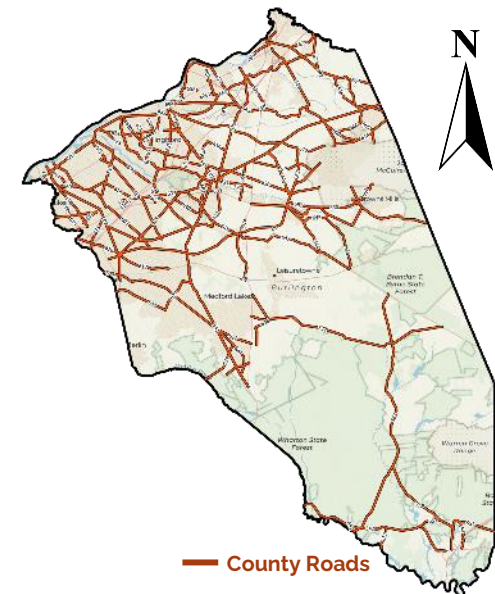
Source: DVRPC Crash Data Viewer

FAST FACTS:

“New Jersey is the 19th most dangerous State for pedestrians”.

“USDOT’s Roadway Safety Problem mapping ranks Burlington County roadways at a ‘High’ Fatality Concentration Level”.

Map of County Roads



REGIONAL TRAILS & OPEN SPACE



CIRCUIT TRAIL NETWORK: INTERCONNECTION OF PARKS & RECREATIONAL SPACE

THE
CIRCUIT
TRAILS



A vast regional network of hundreds of miles of multi-use trails Identified by the Delaware Valley Regional Planning Commission that grows throughout the Delaware Valley each year.

“**The Circuit**” connects our states, counties and local communities, providing opportunities for recreation and commuting.

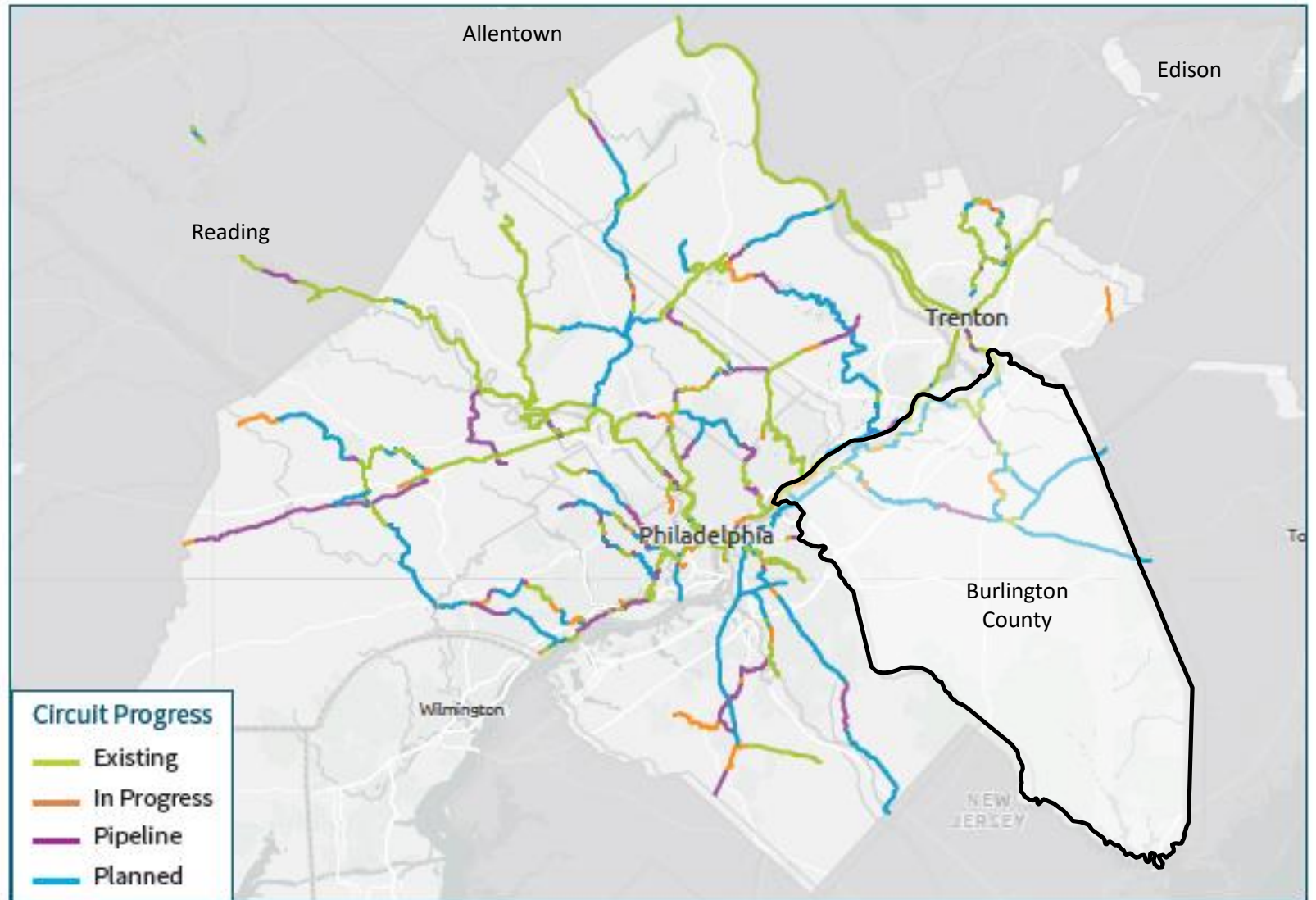
THE
CIRCUIT
TRAILS



**WHERE?
WHAT?**



CIRCUIT TRAIL NETWORK: INTERCONNECTION OF PARKS & RECREATIONAL SPACE



WHERE?
WHAT?



BURLINGTON COUNTY REGIONAL TRAIL PROJECT AREAS

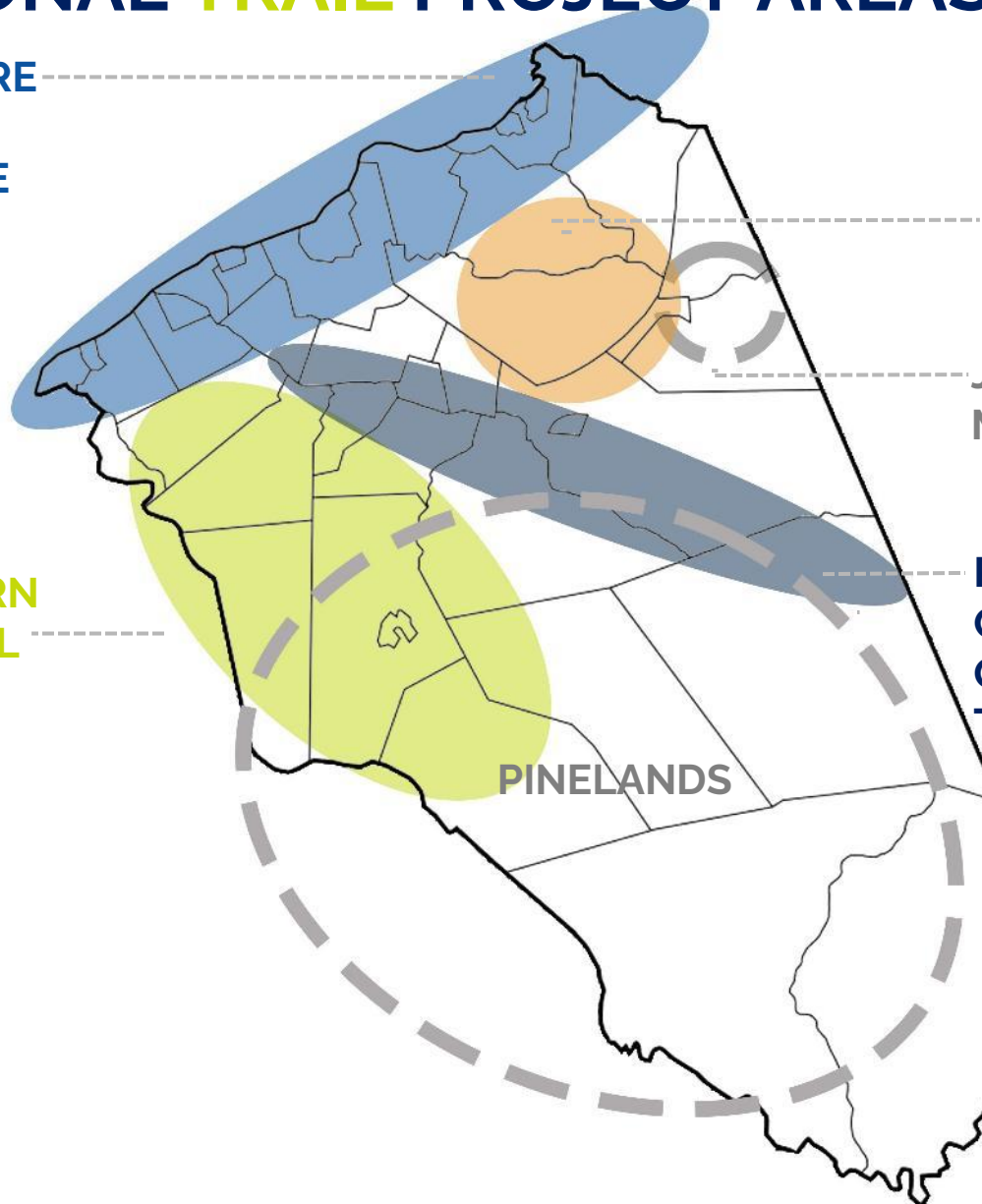
DELAWARE
RIVER
HERITAGE
TRAIL

BARKER'S
BROOK

JOINT BASE
MDL

SOUTHERN
REGIONAL
TRAILS

RANCOCAS
CREEK
GREENWAY
TRAIL



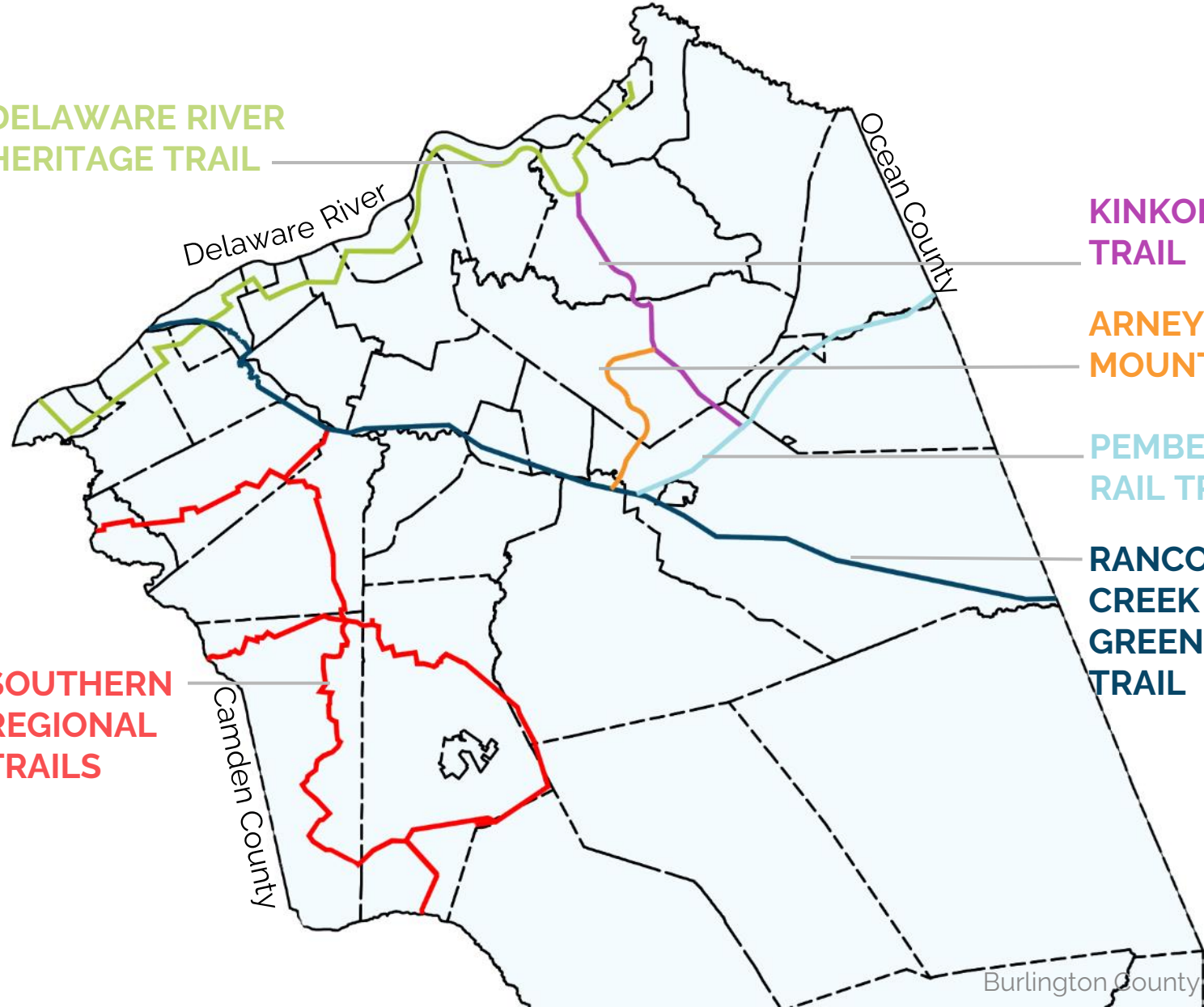
WHERE?
WHAT?



BURLINGTON COUNTY REGIONAL TRAIL ROUTES

DELAWARE RIVER
HERITAGE TRAIL

SOUTHERN
REGIONAL
TRAILS



KINKORA
TRAIL

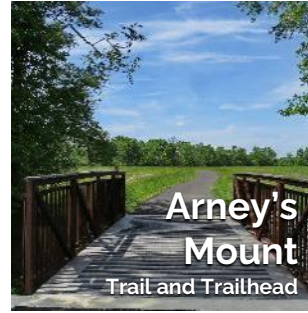
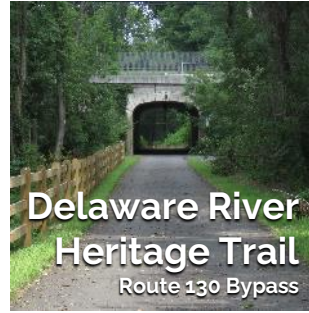
ARNEYS
MOUNT

PEMBERTON
RAIL TRAIL

RANCOCAS
CREEK
GREENWAY
TRAIL

REGIONAL TRAIL DEVELOPMENT STATUS

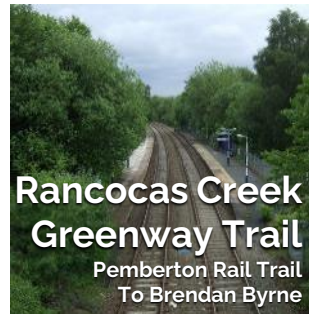
Existing
(Built)



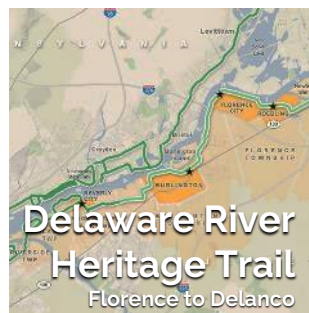
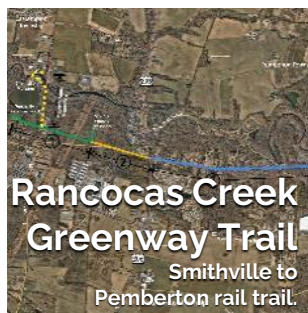
In Progress
(Design/Const.)



Pipeline
(Studied)



Planned
(Rt. Identified)



EXISTING TRAIL FEATURES

DRHT



KINKORA



RCGT



ARNEYS MT



WHAT?



TRAIL DEFINITIONS

SHARED USE PATH:

A bikeway, also used by pedestrians, that is separated from motor vehicles either in a right-of-way or within an independent alignment.



WHAT?

TRAIL DEFINITIONS

BUFFERED BICYCLE LANES:

A bicycle lane that is separated from the adjacent travel lane or parking with pavement markings or physical demarcation.



WHAT?

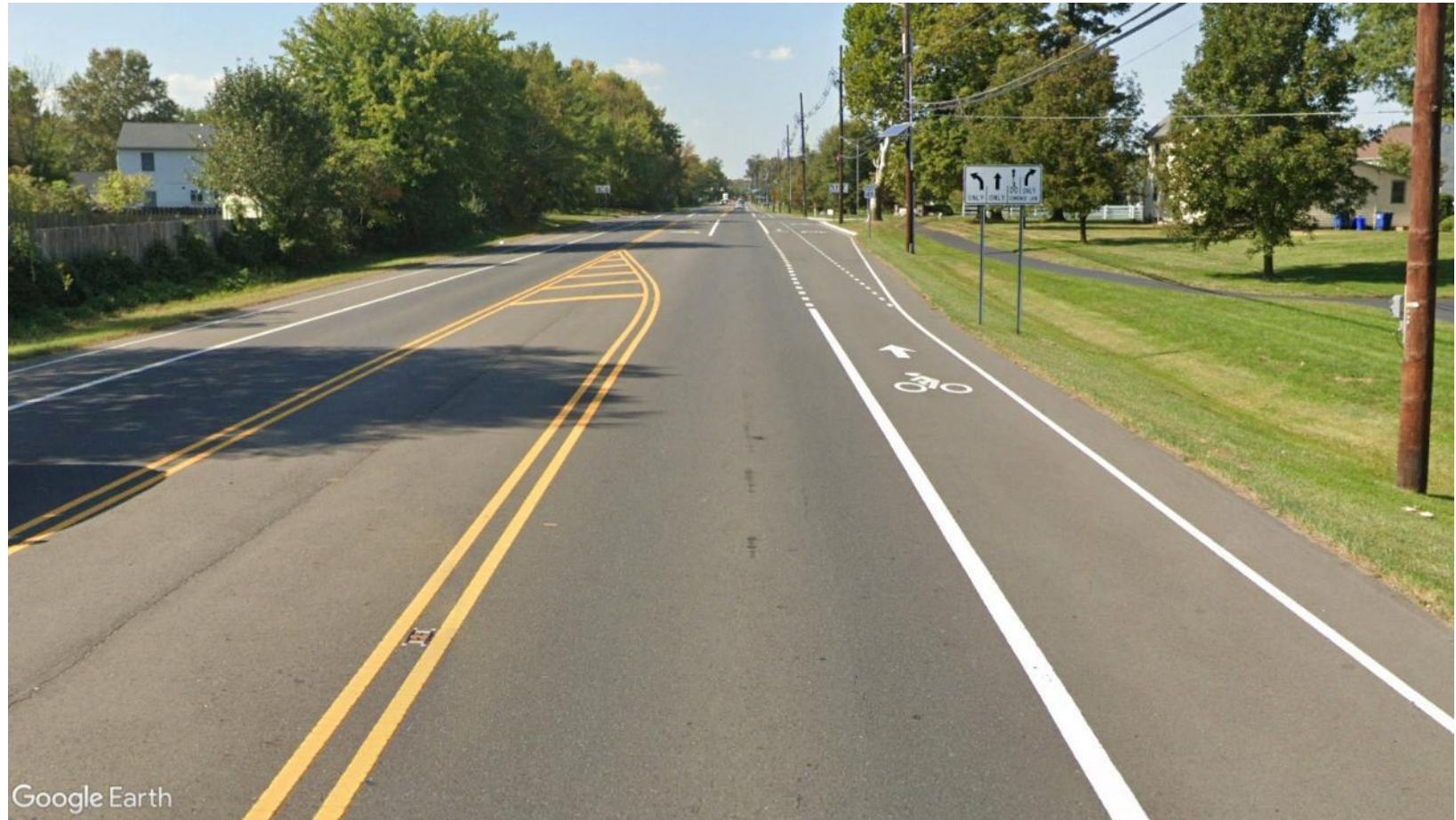


SPEED
LIMIT
30

TRAIL DEFINITIONS

BICYCLE LANES:

A bicycle lane that is separated from the adjacent travel lane or parking with pavement markings.



Google Earth

WHAT?



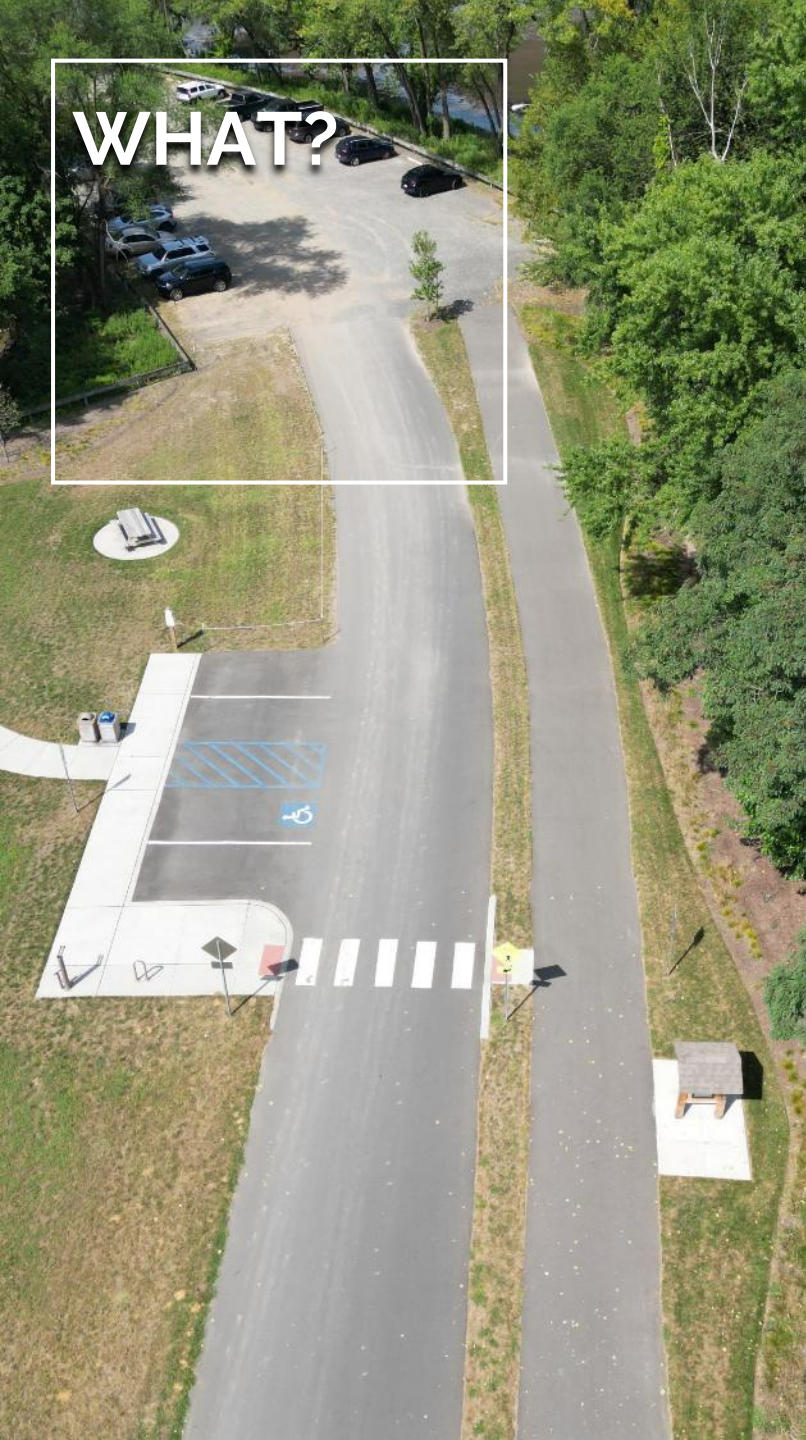
TRAIL DEFINITIONS

SHARED LANE/ROADWAY:

A lane/road where motor vehicles and bicycles share operating space.



WHAT?



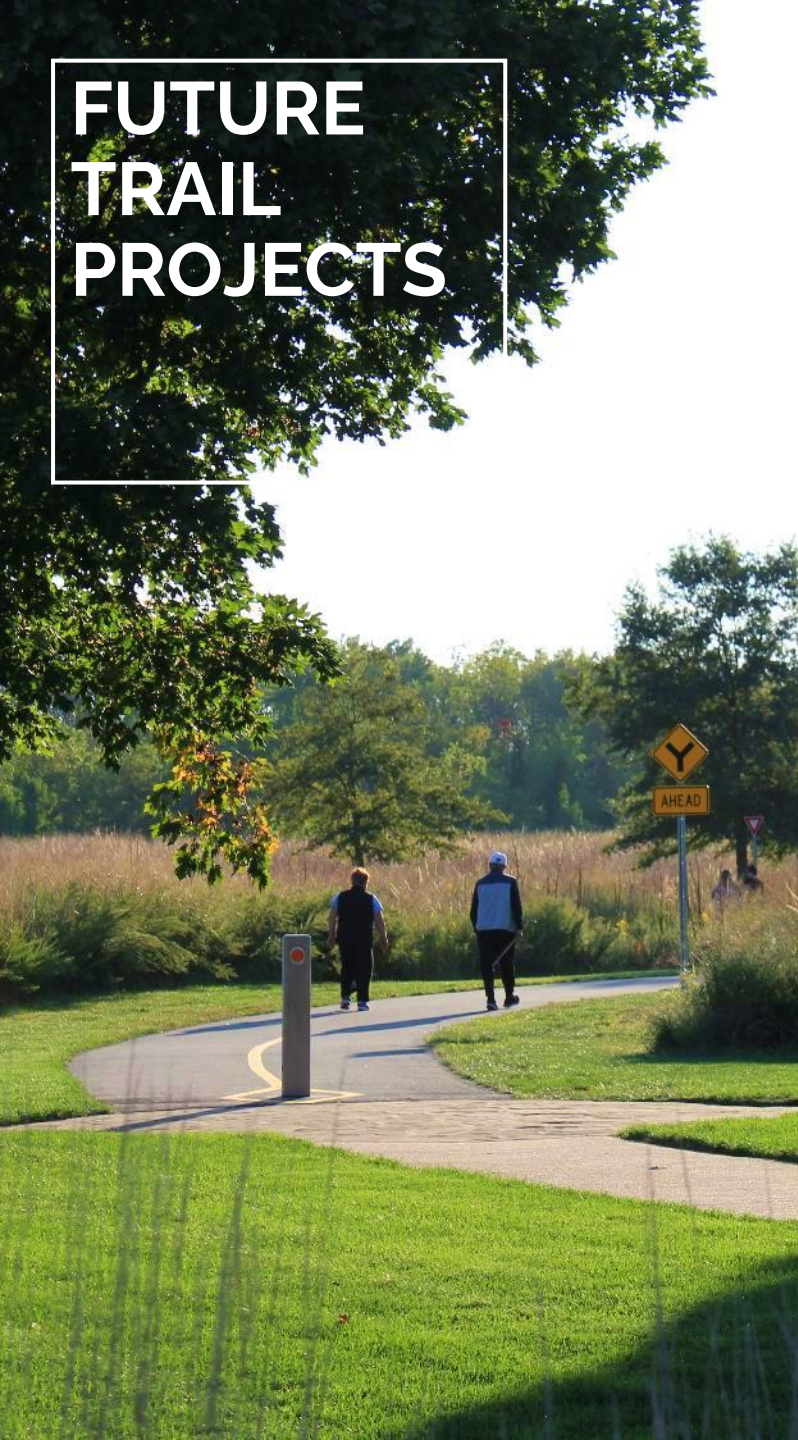
TRAIL DEFINITIONS

MID-BLOCK CROSSING:

Signage, striping, rectangular rapid flashing beacon



FUTURE TRAIL PROJECTS



NEXT STEPS?

1. Continue outreach to stakeholders
2. Refine preferred trail alignment
3. Finalize Feasibility Study- Dec. 2025
4. Leverage feasibility study to pursue funding opportunities for additional data gathering and conceptual design
5. Pursue Grant funding opportunities for design and construction (Multi-year process)
6. Divide project into segments (+/-5 miles) with logical start/end points
7. Stakeholder/public input
8. Right of Way easements/agreements
9. Data gathering (survey, cultural/environmental resources)
10. Design/Engineering (Stakeholder and Public input)
11. Permitting/Approvals from funding agencies
12. Bidding/Construction (Public/Stakeholder Coordination)
13. Operations and maintenance

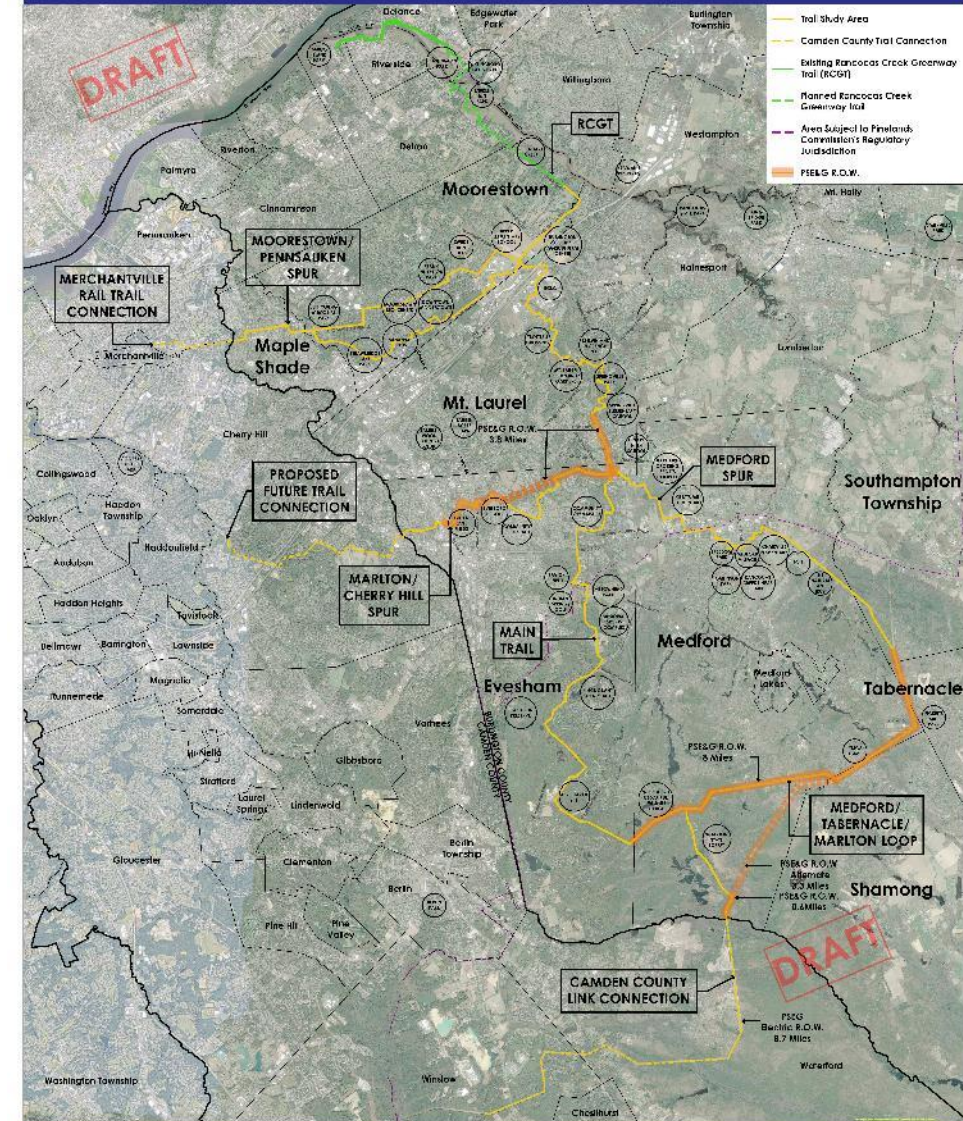
Burlington County - Southern Regional Trails

Burlington County Board of Commissioners
Resource Conservation Department



Moorestown, Mt. Laurel, Medford,
Maple Shade, Evesham, Southampton, Tabernacle, Shamong, NJ

April 2025



Overall- Preliminary Trail Alignment



HOW?

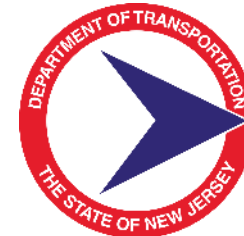


PARTNERS & FUNDING

"IT TAKES A VILLAGE"



Circuit Coalition



FAST FACTS:
\$28.5 Million in grants received to date!

Burlington County Open Space Trust Fund (2036)

None of this could have happened without your continued support and advocacy!