Dear Readers,
Welcome to this issue of the NJ Walks and Bikes Newsletter, a bi-weekly service prepared by the New Jersey Bicycle and Pedestrian Resource Center (NJPRC). If you would like to learn more about NJPRC, please visit us [here](#).

Shared Spaces: Can Redefining Street Design Provide an Equitable Space for Cars, Bikes and Pedestrians?

Innovative Shared Space integrates bicycling, vehicular traffic, and pedestrian activity

Over the history of human settlement, streets have been a dynamic if not slightly chaotic part of cities. They are the public space that connects all of the private spaces of everyday life, and allow for most of our mobility needs. Pedestrians and vehicles, either animal-drawn, human-powered, or motorized, have shared the crowded streets of cities, towns, and villages over the centuries. Even as late as the early 1900's all manner of horse-drawn freight wagons, streetcars, and even early automobiles mixed freely in the street with pedestrians and cyclists. This functioned in part due to the relatively low speeds of travel modes at the time, which allowed for the free flow of users without the risk of high speed collisions. See this early 20th century video of [San Francisco as an...](#)
Bicycle Lanes and Gentrification

A brief exploration of the history of bicycling and gentrification

For some time now there has been a cloudy perception of modern-day bicyclists, with bicycle ridership often thought to be 20-something millennials working at tech companies, with bicycle infrastructure viewed skeptically as a harbinger of gentrification. While these assumptions may be true in some instances, a closer examination reveals that the lion's share of commuter bicycle ridership, at least, is instead distributed across demographic and socioeconomic groups. According to the 2008-2012 American Community Survey, respondents who identified as two or more races or "some other race", along with Hispanic workers, had the largest rates of bicycle commuting at 0.08% and 0.07%, respectively. Educational levels of bicycle commuters are also varied; while "highly-educated workers" had the highest rate of bicycle commuting at 0.09%, "least educated workers" were not far behind at 0.07%.

You can read the full article here.

Complete Streets in New Jersey

An up-to-date list of Complete Street Policies in New Jersey

There are currently 119 municipalities and 7 counties with Complete Streets policies in NJ, with Bound Brook in Somerset County, Moorestown in Burlington County, and East Amwell Township in Hunterdon County being the most recent additions. This brings the total NJ population living in municipalities with Complete Streets policies to over 3 million people or 37.46% of the population. Essex and Bergen Counties lead the way with 13 municipalities having adopted policies each, followed by Mercer County with 12. Salem and Passaic Counties remain the only counties without any municipal Complete Streets policies.

To access the most up-to-date list of Complete Streets policies adopted in the state, please click here.
Bike/Ped Newsfeed

June 27th - July 10th, 2015

Park Ridge named as NJ Transit Village
Bergen Dispatch - July 8th

Bike rodeo at Wildwood School teaches children about riding safely
NorthJersey.com - July 8th

Biking around Bergen County
NorthJersey.com - July 2nd

Newark clears bike lane of cars, solves parking problem with meters instead
Streetsblog.org - July 1st

Hopewell Borough a popular stopping point for Sunday cyclists
NJ.com - July 5th

For more local NJ bike/ped headlines, national news, opinion pieces, and the crash report, click here!