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 (NJBPRC). If you would like to learn more about NJBPRC, please visit us here.

The City of Elizabeth Releases a Complete Streets Concept Plan for Morris Avenue
Plan identifies low, medium, and high cost changes to improve Morris Avenue

As part of a federal Sustainable Communities Regional Planning Grant, Together North Jersey, a regional planning collaboration led by the Alan M. Voorhees Transportation Center and the New Jersey Transportation Planning Authority, recently completed the Morris Avenue Complete Streets Concept Plan for the City of Elizabeth. The new report, which proposes Complete Streets improvements to Elizabeth's Morris Avenue and connecting side streets, was written by the New Jersey Bicycle and Pedestrian Resource Center.

It begins the implementation process of the city's Complete Streets policy that was passed in 2014. Complete Streets are designed to enable safe...
transportation access for all users, including pedestrians, bicyclists, public transportation passengers, and drivers, regardless of age or ability; it is a policy long championed by the New Jersey Department of Transportation.

To learn more about the design alternatives, and to download the full report, continue reading the article here.

Complete Streets, Competing Priorities Conference
Charles Brown Speaks on Race, Class, and Inequality

On Thursday, May 14, the UCLA Luskin School of Public Affairs hosted a conference on "Complete Streets, Competing Priorities." The annual conference creates a space where professionals discuss issues surrounding mobility. Charles Brown, Senior Researcher at NJBPRC, was a panelist in the "Beyond Talking Points: Considering Race, Class and Inequality" panel, which addressed how communities should respond to equity issues and prescribed solutions to adding equity to Complete Streets policy. The full agenda from the conference can be seen here (PDF).

Multimodal Complete Streets
Filling the first-miles/last-mile gap

The "first-mile/last-mile" problem refers to the challenge of public transportation passengers attempting to reach their home or office after leaving the bus or train station. This can be especially challenging if the station is more than just a block or two away. Some commuters may take a taxi or a shuttle bus if one is available, but many end up walking for most if not all of the remaining journey - and an increasing number are bicycling.

To help solve the "first-mile/last-mile" problem for commuters, infrastructure should be built to accommodate a wide range of transportation options, especially between stations, residential neighborhoods, and workplaces. A Complete Streets policy can help do just that, by committing to, as New Jersey’s Complete Streets policy says, "enabling the safe access and mobility of pedestrians, bicyclists, [and] transit users of all ages and abilities."

Read more about ways in which New Jersey is helping to connect people to transit in the rest of the article.
Complete Streets in New Jersey
An up-to-date list of Complete Street Policies in New Jersey

There are currently 115 municipalities and 7 counties with Complete Streets policies in NJ, with East Amwell and Franklin 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 36.67% of the population. Essex County leads the way with 14 municipalities having adopted policies, followed by Bergen County (13) and Mercer County (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.

News Feed Highlights

New Jersey's most dangerous road to get sidewalks

Tri-State Transportation Campaign reports that a $176,000 grant, part of the Safe Streets to Transit program, will be used to add sidewalks to Route 130 in Burlington County. Route 130
Trenton Transit Center gets bike repair station for quick fixes

Trenton has been improving its bicycle infrastructure as part of its Complete Streets Policy. At the end of April, NJ Transit installed a bike repair station outside of the Trenton Transit Center in order to further improve bicycling in the city. The station contains tools, a pump, and a hook to hang a bicycle. It was purchased by the Greater Mercer Transportation Management Association.

To read the full news feed, click here.

Bike/Ped Newsfeed
April 25 - May 15, 2015

New Jersey's most dangerous road set to become a bit less dangerous
Mobilizing the Region - May 28th

Millions in state aid going to Camden County towns to help fund improvements
NJ.com - May 15th

NJ's 5 most common deadly bicycle accidents
Asbury Park Press - May 14th

Honolulu's first protected bike lane cuts sidewalk biking 65 percent
Streetsblog.org - May 7th

NJDOT releases new tour route for Columbia Trail as part of Bike Month
NJ.com - May 15th

NJ Assembly approves bill dedicating higher fines to pedestrian safety
Burlington County Times - May 14th

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