



BICYCLE FRIENDLY STATE REPORT CARD



STATE ADVOCACY GROUP(S):
New Jersey Bike + Walk Coalition

2024

NEW JERSEY #26 NATIONAL RANK (OF 50) COMPARED TO LAST REPORT CARD: ↓ #9 Eastern REGIONAL RANK (OF 11)

| Bicycle Friendly Actions | Action Taken | Progress <small>SINCE LAST REPORT CARD</small> |
|--------------------------------------|--------------|--|
| Complete Streets Law/Policy | Yes | ↔ |
| Safe Passing Law (3ft+) | Yes | ↔ |
| Statewide bike plan last 10 years | Yes | ↔ |
| 2%+ federal funds on bike/pedestrian | No | ↔ |
| Speed limit laws for #SlowRoads | No | ↔ |

FEEDBACK

New Jersey sets default urban area speed limits above 20 miles per hour and does not provide clear legal authority or guidance for how communities may establish 20 mile per hour speed limits on streets in urban or residential areas. We know that slow roads save lives and clearer laws and guidance supporting slower streets will benefit the safety of all people using New Jersey's roadways.

Spend at least 2% of federal transportation funds on biking and walking improvements. New Jersey has persistently struggled to use federal funding to improve bicycling and walking. People biking and walking make up more than 30% of traffic fatalities in New Jersey and the state must find a way to use federal funds to improve their safety.

New Jersey spends a very low amount of federal funding on biking and walking per capita. Spend more and/or improve reporting practices to make sure your investments are counted.

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. New Jersey is one of only eight states that has not adopted this type of law to reduce "dooring."

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey – with over 100 data points – completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at ken@bikeleague.org. See the [Report Card Use Guide](#).

ONE SUCCESS Cities in New Jersey such as Hoboken and Jersey City have been nationally recognized for having years without traffic deaths on their roadways. The New Jersey Target Zero Commission legislation passed by the State Assembly would build upon that local success by creating a statewide action plan.

TOP TIP In the last 10 years, New Jersey has only spent 2% or more of its federal funding on biking and walking once. Ensuring consistent funding for biking and walking improvements at a higher level is important to improving conditions.

| Federal Data on Biking | Rank |
|---|-------|
| Ridership 0.3% of commuters biking to work | 29/50 |
| Safety 14.1 fatalities per 10K bike commuters | 28/50 |
| Spending \$0.94 per capita FHWA spending on biking and walking | 49/50 |

| Categories | % of available points | Rank |
|--------------------|-----------------------|-------|
| Funding | 40% | 43/50 |
| Infrastructure | 75% | 26/50 |
| Laws | 46% | 30/50 |
| Policies | 71% | 14/50 |
| Capacity & Support | 74% | 18/50 |
| Safety | 48% | 27/50 |
| Every Ride Counts | 15% | 34/50 |