Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Nebraska, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Nebraska.

Nebraska currently prohibits the automated enforcement of speed limits and has statutory speed limit laws that may make it difficult to reduce speeds for safety. These speed-related policies should be changed to promote slower and safer speeds in urban areas.

If the state DOT does not create a dedicated statewide Bicycle and Pedestrian plan, it should at least provide a robust vision for biking and walking in its Long-Range Transportation Plan that is developed by engaging communities and stakeholders with an interest in bicycling and walking.

Nebraska should adopt a statewide bicycle and pedestrian plan. A bicycle and pedestrian plan can help coordinate actions within the state DOT and collaboration between the DOT and communities in Nebraska. Creating a plan provides an opportunity to review current policies and those of peers and set a vision for the future of safe transportation.

Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.

Install a Protected Bike Lane on a state-owned road.

Nebraska should update its Engineering Design Standards to include protected bike lanes. In 2017, a majority of states reported that they have such standards and they are expected in the next AASHTO Bike Design Guide.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Allow the flexibility for all units of government statewide to use NACTO and AASHTO standards as well as the state’s own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

In 2017, the FHWA began accepting bicycle and pedestrian counts into the Travel Monitoring Analysis System (TMAS). Nebraska should conduct and support counts in a uniform or standard format that is suitable for TMAS in order to better understand, plan for, and react to bicycle and pedestrian travel needs.
### Nebraska

#### Evaluation & Planning

**Ranked 47 of 50 States**

- **Complete Streets**
  - Does the state have a complete streets policy and processes to support its implementation?
  - D-

- **Design and Access Policies**
  - Does the state have policies in place to ensure good design and access for people who bike and walk?
  - B-

- **State of Practice Development**
  - Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?
  - C-

- **Sustainable Transportation Policies**
  - Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?
  - F

#### Policies & Programs

**Ranked 39 of 50 States**

- **Design and Existence of Infrastructure**
  - Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?
  - D-

- **State Transportation Funding**
  - Does the state allocate funding to bicycling or limit state funding for bicycling?
  - F

- **Use of Federal Transportation Funding**
  - Does the state take advantage of available federal funding for biking and walking?
  - F+

- **Planned and Recently Built Bicycle & Pedestrian Facilities**
  - How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?
  - F

#### Infrastructure & Funding

**Ranked 50 of 50 States**

- **Complete Streets**
  - Does the state have a complete streets policy and processes to support its implementation?
  - F

- **Design and Access Policies**
  - Does the state have policies in place to ensure good design and access for people who bike and walk?
  - B-

- **State of Practice Development**
  - Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?
  - C-

- **Sustainable Transportation Policies**
  - Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?
  - F

#### Education & Encouragement

**Ranked 42 of 50 States**

- **State DOT Education & Encouragement Support**
  - Does the state DOT support bicycling and walking events and education materials?
  - C

- **Mode Share & Advocacy**
  - Do people bike to work and are they organized to advocate for improvements?
  - D+

#### Legislation & Enforcement

**Ranked 14 of 50 States**

- **Laws that Regulate Driver Behavior and Methods of Enforcement**
  - Does the state have strong comprehensive distracted driving laws and allow photo enforcement?
  - D+

- **Laws that Restrict the Behavior of People Who Bike and Walk**
  - How does the state unnecessarily restrict the behavior of people who bike and walk?
  - B

- **Laws that Create Protections for People Who Bike and Walk**
  - Does the state have laws that provide specific protections for people who bike and walk?
  - B

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**SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:**

bikeleague.org/bfa/awards

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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As a member, you’ll receive American Bicyclist, Bicycling magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. JOIN TODAY AT bikeleague.org/join