



# Nevada

# RANKING # 31

## REGIONAL RANKING » WEST #8

GOVERNOR: Brian Sandoval

DOT COMMISSIONER: Rudy Malfabon

BICYCLE/PEDESTRIAN COORDINATOR: Bill Story

STATE ADVOCACY GROUP: Nevada Bicycle Coalition

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

2 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

## OVERALL POINTS

# 35 of 100

2014: 33 of 100

## FEEDBACK

- Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Nevada is one of only 10 states to not have this type of law.
- 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.
- Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.
- Dedicate additional resources towards fully implementing the state's existing bicycle plan.
- Complete rural county bike plans and begin their implementation.
- Consider new planning, engineering, and design metrics that reduce the emphasis given to roadway capacity and level of service in urban areas. Alternative metrics might focus on speed reduction, non-motorized user safety and mobility, and economic development.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit [www.bikeleague.org/states](http://www.bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).