



# BICYCLE FRIENDLY STATE REPORT CARD



30% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:  
**NEVADA BICYCLE COALITION**

# NEVADA

## #34 NATIONAL RANK (OF 50)

## #8 REGIONAL RANK (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A		
	<b>Infrastructure &amp; Funding</b>						<b>B+</b>	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	<b>Education &amp; Encouragement</b>						<b>F+</b>	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	<b>Traffic Laws &amp; Practices</b>						<b>B</b>	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	<b>Policies &amp; Programs</b>						<b>C-</b>	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	<b>Evaluation &amp; Planning</b>						<b>F</b>	Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Nevada, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Nevada.

Make bicycle safety an emphasis area in your Strategic Highway Safety Plan with identified strategies for engineering improvements.

Nevada has a bicyclist fatality rate worse than the national average. High-speed arterial roadways, often owned by the state DOT, are the most common place people biking are killed nationwide. In Nevada, a higher proportion of bicyclists are killed on minor arterials owned by cities and towns. Strategically and systemically addressing unsafe roads is critical to improving bicyclist safety.

The 2013 Nevada Statewide Bicycle Plan is nearly ten years old. The Nevada DOT should be considering or planning for an update. Since the 2013 Plan, many city and rural bike plans have been adopted according to the strategy of increasing agency support for bicycling. The next plan can build upon those experiences and relationships to further improve bicycling.

Active transportation is an important part of community health and promotion of physical activity. Nevada should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

Nevada suffered a tragic crash that killed 5 cyclists in 2020. Although the driver was convicted and sentenced to 16 to 40 years in prison, reports identified lapses in the post-crash response that could have led to a stronger sentence based upon evidence of drug use. The League hopes this tragedy leads to systemic safety improvements, including in post-crash investigation.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes-New/Updated
Bicycle Safety Emphasis Area	No

Federal Data on Biking	Rank
Ridership 0.28% of commuters biking to work	35/50
Safety 12.3 fatalities per 10K bike commuters	35/50
Spending \$3.27 per capita FHWA spending on biking and walking	22/50

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](https://bikeleague.org/states) or contact Ken McLeod at (202) 822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).