



BICYCLE FRIENDLY STATE REPORT CARD



STATE ADVOCACY GROUP(S):
Nevada Bicycle Coalition

2024

NEVADA

#38 NATIONAL RANK (OF 50)
COMPARED TO LAST REPORT CARD:

#11 Western REGIONAL RANK (OF 13)

| 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 | No | |
| 2%+ federal funds on bike/pedestrian | No | |
| Speed limit laws for #SlowRoads | No | |

FEEDBACK

The last statewide bike plan for Nevada was adopted in 2013 and is now outside of the 10 year update cycle that the League of American Bicyclists recommends. After the adoption of the 2013 bike plan, the Nevada DOT created 12 local and rural bike plans with the most recent one being created in 2016. The Nevada DOT should assess those local and rural bike plans as part of creating a new statewide bike plan and whether a similar process is appropriate for the next update cycle.

Nevada does not provide laws establishing default urban area speed limits. Providing clear legal authority or guidance for how communities may establish 20 mile per hour speed limits on streets in urban or residential areas would benefit the safety of all people using Nevada's streets.

Spend at least 2% of federal transportation funds on biking and walking improvements. Local advocates report recent increases in funding for bicycling and walking projects, so make sure those efforts are reported and reflected in federal data.

ONE SUCCESS Nevada published a Speed Management Action Plan in 2022 that provides for a proactive, comprehensive, and systematic approach to speed management. This is consistent with the League's Slow Roads Save Lives campaign and a great step for safety.

TOP TIP In the last 10 years, Nevada has only spent 2% of more of its federal funding on biking and walking twice. 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 | 32/50 |
| Safety 25.9 fatalities per 10K bike commuters | 37/50 |
| Spending \$2.73 per capita FHWA spending on biking and walking | 34/50 |

| Categories | % of available points | Rank |
|--------------------|-----------------------|-------|
| Funding | 47% | 30/50 |
| Infrastructure | 28% | 44/50 |
| Laws | 60% | 23/50 |
| Policies | 26% | 45/50 |
| Capacity & Support | 42% | 44/50 |
| Safety | 55% | 23/50 |
| Every Ride Counts | 13% | 35/50 |

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 or contact Ken McLeod at ken@bikeleague.org. See the [Report Card Use Guide](#).