



TOTAL COUNTS
 BICYCLE FRIENDLY COMMUNITIES 5
 BICYCLE FRIENDLY BUSINESSES 53
 BICYCLE FRIENDLY UNIVERSITIES 1

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

IDAHO

STATE ADVOCACY GROUP: IDAHO WALK BIKE ALLIANCE

Summary

Idaho – land of the Idaho Stop – which for over 30 years has been a natural experiment regarding the self-preservation of bicyclists by making it legal for bicyclists to yield at stop signs, has been joined by another state – Delaware (#7) – which will study this practice over the next 3 years. Hopefully Delaware’s experiment confirms what can already be seen by Idaho’s strong safety data.

Like Montana (#46) Idaho’s federal data and survey data tend to point in opposite directions. This likely reflects a state Department of Transportation and legislature more concerned with travel or freight movement between communities than the benefits of bicycling within or between them. While this attitude may enable some communities to have good bicycling, it may prevent the development of statewide bicycle tourism and undermine expectations of safe bicycling throughout the state.

Feedback Points

The Idaho State Department of Health & Welfare has published a performance measure to increase physical activity. The Idaho DOT should implement supportive performance measures and coordinate activities with the State Department of Health & Welfare to ensure success.

Idaho spends the fifth least per capita of federal funds on biking and walking of any state despite having a high percentage of commuters who bike and walk to work. Idaho needs to create internal processes that ensure that bicycle and pedestrian projects can be regularly delivered with federal funds to address the needs of people who bike and walk and prevent the revocation of funding authority.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The

League of American Bicyclists has a model safe passing law that includes statutory language that requires drivers to move over into an available adjacent lane on multi-lane roadways, specifically provides for passing in no-passing zones, and clarifies that a crash may be used as evidence that the safe passing law was violated.

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. Complete streets policies can often be a prompt to examine whether existing processes allow for the efficient creation of bicycle and pedestrian infrastructure. Significant savings are possible by aligning the provision of bicycle lanes with repaving and repainting.

Comparison States

National (Overall)	Western Region (out of 13)
26. Wisconsin	5. Utah
27. Tennessee	6. Arizona
28. Idaho	7. Idaho
29. Louisiana	8. Nevada
30. Iowa	9. Alaska

Categories	Rank out of 50
Infrastructure & Funding	42
Education & Encouragement	34
Legislation & Enforcement	41
Policies & Programs	33
Evaluation & Planning	22

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	✓
2% or more fed funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	1% of commuters biking to work ⁱ	8/50
Safety	2 fatalities per 10k bike commuters ⁱⁱ	3/50
Spending	\$1.18 per capita FHWA spending on biking and walking ⁱⁱⁱ	46/50


ⁱ This figure is based upon the Census Bureau’s American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)’s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)’s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 42 nd 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?	10/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	8/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	5/16 pts
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?	7/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	4/8 pts
Total of Possible 100 Points: 34/100 pts	

 Policies & Programs Ranked 33 rd of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	15/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	11/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	9/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	4/6 pts
Total of Possible 100 Points: 39/100 pts	

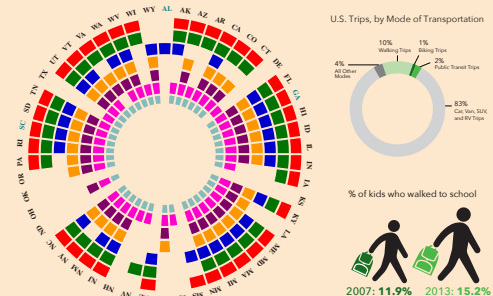
 Education & Encouragement Ranked 34 th of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	10/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	8/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	15/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 48/100 pts	

 Evaluation & Planning Ranked 22 nd of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	25/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	31/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	1/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 65/100 pts	

 Legislation & Enforcement Ranked 41 st 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?	17/37 pts
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? (low points = more restrictions)	26/28 pts
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?	7/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	2/10 pts
Total of Possible 100 Points: 52/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.





BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#28

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SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN