



BICYCLE FRIENDLY STATE REPORT CARD

IDAHO

RANKED

33

OF 50

STATE ADVOCACY GROUP:
IDAHO WALK BIKE ALLIANCE

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 Idaho, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Idaho.

The Idaho Transportation Department can increase the prevalence of biking and walking projects by improving the consideration of biking and walking improvements in project scoping. Strengthening the Department's policy and ensuring that Districts adhere to the policy requiring due consideration of biking and walking in the scope and design of new State Highway System facilities can facilitate more improvements at lower cost.

Develop a new, statewide Bicycle and Pedestrian Plan considering the goals, objectives and recommended initiatives outlined in the 2014 Idaho Statewide Bicycle and Pedestrian Study.

After more than 30 years as the only state that allows people biking to treat red lights as stop signs and stop signs as yield signs, Idaho was joined in 2019 by Arkansas. In addition, both Oregon and Delaware allow people biking to treat stop signs as yield signs. Idaho should be proud that its innovation is now spreading throughout the country.

The Idaho legislature should provide dedicated state funding for safety improvements for people who bike and walk. This could leverage more federal funding and improve safety for students, seniors, and other vulnerable populations.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_law-07_2018.pdf

The state should spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

Idaho 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.

Active transportation is an important part of community health and promotion of physical activity. Idaho 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.

Idaho has set a safety target [https://safety.fhwa.dot.gov/hsp/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Idaho should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

	Infrastructure & Funding	D
	Education & Encouragement	C
	Legislation & Enforcement	C
	Policies & Programs	F
	Evaluation & Planning	C

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	1% of commuters biking to work	6/50
Safety	4.2 fatalities per 10K bike commuters ⁱⁱ	3/50
Spending	\$1.60 per capita FHWA spending on biking and walking ⁱⁱⁱ	43/50


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.


Category Breakdown:


IDAHO

 Infrastructure & Funding Ranked 41 of 50 States D	
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?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	D+
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

 Policies & Programs Ranked 50 of 50 States F	
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?	F
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	F
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	D

 Education & Encouragement Ranked 35 of 50 States C	
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?	C+

 Evaluation & Planning Ranked 32 of 50 States C	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	F
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	D

 Legislation & Enforcement Ranked 37 of 50 States C	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-
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?	F

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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