











BICYCLE FRIENDLY STATE REPORT CARD



STATE ADVOCACY GROUP(S):
Idaho Walk Bike Alliance

2024

IDAHO **#36** NATIONAL RANK (OF 50) COMPARED TO LAST REPORT CARD: **1** **#9** Western REGIONAL RANK (OF 13)

Bicycle Friendly Actions	Action Taken	Progress <small>SINCE LAST REPORT CARD</small>
 Complete Streets Law/Policy	No	
 Safe Passing Law (3ft+)	No	
 Statewide bike plan last 10 years	Yes	
 2%+ federal funds on bike/pedestrian	No	
 Speed limit laws for #SlowRoads	No	

FEEDBACK

Adopt a statewide Complete Streets policy. Idaho is one of only 14 states without a resolution, policy, or law that addresses creating a transportation system for all of the ways that people move.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. Idaho is one of only 10 states that does not define a safe distance. Ensure that the law includes a provision to direct drivers to change lanes to pass and facilitates that movement by allowing them to pass bicycles in no-passing zones as many other states do.

The Idaho Transportation Department (ITD) last adopted a statewide bike plan in 2014. A 2023 study on bicyclist and pedestrian safety recommended expanded bicycle facilities, enhanced lighting, and enhanced law enforcement. The ITD should create a new statewide bike plan that acts upon those recommendations within its responsibilities, focusing on expanding safe bicycle facilities and enhancing lighting.

Adopt policies and processes to work with communities when they ask for crossing improvements in areas where there are schools, services, and housing on state highways.


Idaho sets default urban and residential area speed limits at 35 miles per hour and does not provide clear legal authority or guidance for how communities may establish 20 mile per hour speed limits on streets in urban or residential areas. We know that slow road save lives and clearer laws and guidance supporting slower streets will benefit the safety of all people using Idaho's streets.


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](#).

ONE SUCCESS Despite low levels of investment, planning, and policies supportive of bicycling, Idaho has a top 10 bike commute rate. This provides a base of bicyclists and communities to work with on statewide issues.

TOP TIP A lack of planning, policy, and funding means that bicycle facilities are inconsistent or missing where state roads function as main streets. A bike plan or complete streets law would address those challenges.

 Federal Data on Biking	Rank
Ridership 0.8% of commuters biking to work	7/50
Safety 4.8 fatalities per 10K bike commuters	7/50
Spending \$2.35 per capita FHWA spending on biking and walking	41/50

 Categories	% of available points	Rank
Funding	47%	33/50
Infrastructure	65%	28/50
Laws	9%	50/50
Policies	29%	44/50
Capacity & Support	58%	28/50
Safety	36%	39/50
Every Ride Counts	57%	8/50