The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snapshot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.

Idaho

REGIONAL RANKING ➔ WEST #8

GOVERNOR: Butch Otter
DOT COMMISSIONER: Brian Ness
BICYCLE/PEDESTRIAN COORDINATOR: Ted Venegas
STATE ADVOCACY GROUP: Idaho Pedestrian & Bicycle Alliance

CATEGORY SCORES

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = High</th>
<th>1 = Low</th>
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<tr>
<td>Legislation and Enforcement</td>
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<td>Policies and Programs</td>
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<tr>
<td>Evaluation and Planning</td>
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</tbody>
</table>

TOP 10 SIGNS OF SUCCESS

- **People commuting by bike (more than 1%)**
- **Safe passing/vulnerable road user law**
- **Complete streets policy**
- **Dedicated state funding**
- **Active state advocacy group**
- **State bicycle plan (adopted 2003 or later)**
- **Share the road campaign**
- **Bicycle education for police**
- **Bicycle safety emphasis in strategic highway safety plan**
- **Top 10 state for congestion mitigation and air quality spending**

TOP TIP

Utilize all MAP-21 funding programs - including TAP, HSIP, CMAQ, STP, and Section 402 - to include biking and walking in all transportation projects.

FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt a law prohibiting a motorist from opening an automobile’s door unless the motorist is able to do so safely.
- Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance.
- Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects.
- The state is spending a low amount of federal funding on bicyclists and pedestrians. Adopt federal funding project rating criteria that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.