

IDAHO

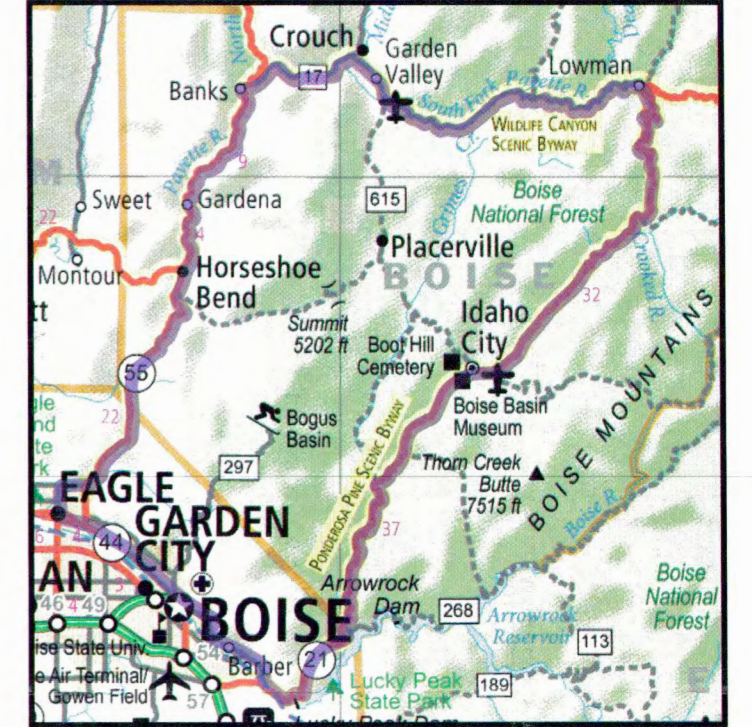


Idaho Transportation Dept.
P.O. Box 7129
Boise, ID 83702-1129
(208) 334-8000
itd.idaho.gov



511 Traveler Information
511idaho.gov
or dial 511

Sponsored by the Office of Highway Safety and the Idaho Motorcycle Safety Coalition.

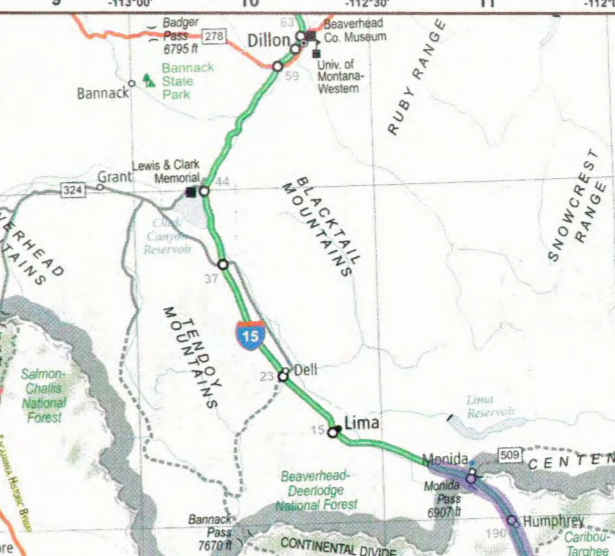
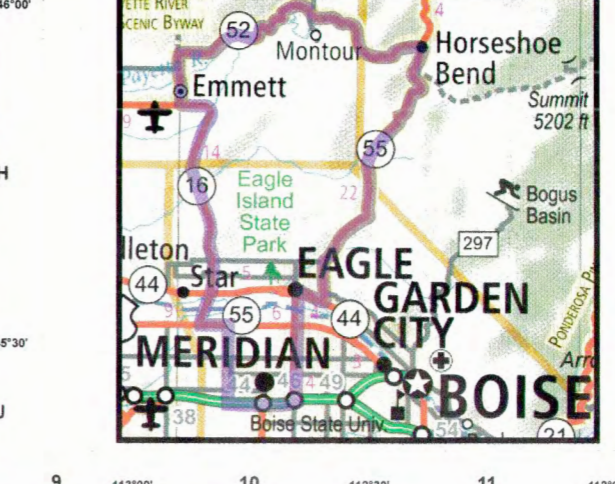


Motorcycle Routes

- Scenic
- Technical

* Sections highlighted as technical are designated for more experienced riders.

* The weather and/or other factors affecting the safety and difficulty of roads can change at any time.



INDEX		
Atlanta	M5	Craigmont
Atomic City	29	N10
Avery	E4	Caldwell
Baker	J8	Dalton Gardens
Bancroft	377	P12
Barber	K3	Banks
Basin	394	N11
Basin	E2	Bonanza
Battle Mountain	N11	Bayview
Bear Lake	M7	Bear
Beneath St. Marie	M4	Bellevue
Bonner	2,287	N7
Bonner-Sandpoint	Q13	Donnelly
Bonneville, Idaho Falls	N11	Boise
Butte	M9	Blackfoot
Butte, Arco	M5	Blackfoot
Camas, Fairfield	M6	Blanchard
Canyon, Caldwell	M2	Bliss
Caribou, Soda Springs	P12	Boole
Cassia, Burley	M8	Boise
Cassia, Salmon	N12	Garport
Cascade	K7	Bonners Ferry
Challis	2,543	B3
Chamberlain	260	F3
Clark, Dubois	N4	Bowmont
Clark, Elmore	Q12	Bridge
Clark, Preston	Q12	Briggs
Clatskanie	M12	Brunau
Clatskanie	M2	Buhl
Coeur d'Alene	M2	Burley
Coeur d'Alene	M2	Burley
Coeur d'Alene	M2	Burley
Coeur d'Alene	M2	Burley

MAP LEGEND

BOUNDARIES	SYMBOLS	SYMBOLS	CITIES & TOWNS
International Boundary	Interstate Highway	Point of Interest	State Capital
County Boundary	State Highway	Rest Area	County Seat
State Boundary	County Highway	Ski Area	Cities >30,000
Controlled Access	Interchange/Exit Number	State Park-No Camping	Cities 10,000-30,000
Unimproved Road	Cumulative Mileage	State Park-Camping	Cities <10,000
Highway	Mileage between highways/towns	Peak	Uncorporated town
Scenic or Historic Byway	Airport (Scheduled Service)	Dam	
Trails	Airport (Other)	AREAS	
Levis & Clark Trail	Amtrak Station	National Park, Monument, or Recreation Area	
California National Historic Trail	College	National Forest & Wilderness Area	
Oregon National Historic Trail	Hospital	Military Reservation	
Other	U.S. Customs Port	Indian Reservation	
Time Zone Boundary	Port of Entry		



City	Mileage	City	Mileage	City	Mileage
American Falls	102	Arco	102	Blackfoot	102
Bancroft	377	Bonanza	377	Bonneville	377
Battle Mountain	377	Bear Lake	377	Beneath St. Marie	377
Bonner	2,287	Bonner-Sandpoint	2,287	Bonneville	2,287
Bonneville	2,287	Butte	2,287	Butte, Arco	2,287

5 Common Reasons Motorcycle Riders Crash

1. Riding Too Fast For Conditions

With Idaho's ever-changing weather, the posted speed may be too fast for conditions. Ride within your abilities at all times.

2. Improper Braking

Improper braking can result in a crash. Keep your eyes up and give yourself plenty of room to maneuver in traffic. Practice your braking skills. It is critical!

3. Running Off The Road

Unfortunately, this mistake often ends abruptly at whatever solid object the rider's eyes fix on. Guardrails, trees and utility poles are popular targets.

4. Failing To Maintain Your Lane

Too much speed, sub-par riding skills and failing to look well ahead all contribute to this one. Slow down, keep your head and eyes and your skills tuned up.

5. Following Too Closely

Don't throw away your safety margin by tailgating. Keep at least a two-second gap between you and the vehicle in front of you.

MOTORCYCLES USE CAUTION



OPEN RANGE



CATTLE GUARD

Open Range

The majority of Idaho is open range. Open range means that livestock owners and property owners have no duty to keep livestock off of the highway. If you hit livestock in open range not only will you have to cover repairs or medical costs to yourself, you may also be responsible for any losses incurred to the livestock owner. Wildlife on the highway is also a common occurrence, especially during the change of seasons. Pay close attention if you see deer or elk near the side of a highway as there may be several more in the immediate area.

Cattle grids/guards are common in rural Idaho, motorcycles should use caution around cattle grids. Cattle grids or guards are a series of metal bars or tubes that are installed on some roads to prevent livestock from gaining access to high traffic routes.



Move Over

The driver of a motor vehicle, upon approaching a stationary police vehicle displaying flashing lights or an authorized emergency vehicle displaying flashing lights shall: Drivers of all motor vehicles when passing emergency vehicles that are stopped and displaying flashing lights, should slow down and move over to the adjacent lane, unless on a 2 lane road, then drivers must slow down and safely pass before resuming normal speed.

- If the driver is traveling on a highway with two (2) or more lanes carrying traffic in the same direction, immediately reduce the speed of his vehicle below the posted speed limit, proceed with due caution and, if traveling in a lane adjacent to the stationary police vehicle displaying flashing lights or the authorized emergency vehicle displaying flashing lights, change lanes into a lane that is not adjacent to such vehicle as soon as it is possible to do so in a manner that is reasonable and prudent under the conditions then existing, with regard to actual and potential hazards.

- If the driver is traveling on a highway with one (1) lane for each direction of travel, immediately reduce the speed of his vehicle below the posted speed limit, and maintain a safe speed for the road, weather, and traffic conditions until completely past the stationary police vehicle or authorized emergency vehicle.

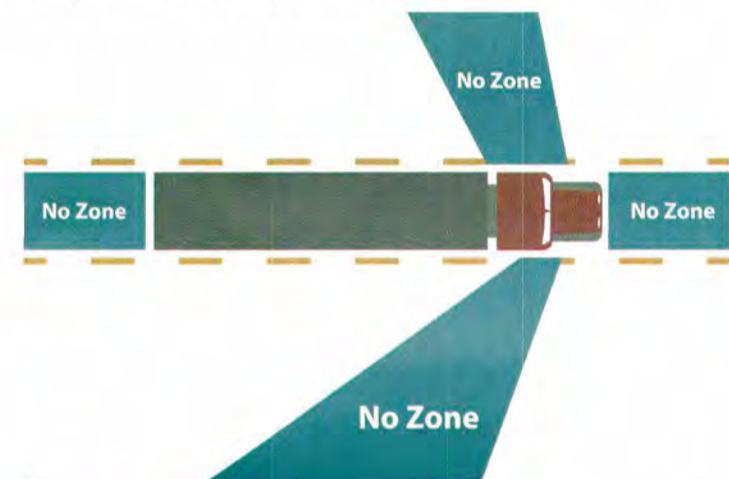


Idaho Helmet Law

No person under 18 shall ride a motorcycle as an operator or passenger without a helmet.

No-Zone

The No-Zone is the danger area around trucks and buses where drivers are not likely to be able to see you. The right side blind spot is doubly dangerous because trucks and buses can make wide right turns. Stay out of the No-Zone and give larger vehicles plenty of room.



Work Zones

Work zones create special hazards for riders. Always look for roadway changes in color and texture. Metal plates, crack sealant and pavement markings can affect your control and traction, especially when they're wet. Uneven road surfaces can be very hazardous. Work zones may have debris and fluid spills which can easily cause loss of traction. Slow down in work zones, obey all posted speeds and watch out for highway workers and equipment!

Obey Speed Limits

Speeding cuts down the amount of time you have to react to an emergency. Give yourself more reaction time and avoid a serious crash by slowing down. A motorcycle traveling at 60 miles per hour is moving at 88 feet per second. If it takes 2 seconds to recognize and process a perceived danger, at 60 mph the driver has already traveled 176 feet before he/she begins to make a physical correction to avoid a crash.



EXPOSED OR PROTECTED

Head

Will that doo rag or novelty helmet protect your head? You only have one brain, so why take the chance?

Eyes, Ears And Face

Watering eyes, deafened by wind blast and a face pock-marked by insects and airborne debris...another mark of the exposed rider.

Shoulders And Arms

Your unprotected body is no match for the road rash you'll get from sliding along concrete or asphalt.

Hands

Fingerless gloves? Seriously? Because your pinkies need the air and are expendable in a crash?

Knees

Having your knees in the breeze is a great way to show off sunburn and road rash. Remember, there's no such thing as a fender-bender when you're on a motorcycle. Think about it.

Feet

Personal contact with the shift lever, brake pedal, hot engine or the asphalt will forever change your perspective on footwear. Wind on the toes is not "cool".

Motorcycle Rider Training

Motorcycle rider training is associated with an *89% decrease in fatal crash risk (Idaho STAR Program). Motorcycle training is available through the following providers:

- Idaho STAR program**
www.idahostar.org 208.639.4540
- High Desert Harley-Davidson - Learn to Ride**
L2R@highdeserthd.com 208.338.5599
- Chester's Grand Teton Harley-Davidson Riding Academy**
Tetonharley.com 208.523.1464



Helmet

Well fitted helmets are comfortable, quiet and protect your head from impacts. DOT compliant and Snell rated helmets are the smart rider's first line of defense.

Face Shield / Riding Glasses

Experienced riders know how many UFOs are out there and make sure they're prepared. Clear vision and saving face are a priority.

Jacket

Leather, textile, armored, adjustable vents for changing weather conditions and highly visible to others. A good riding jacket is the motorcyclist's "home away from home".

Gloves

Provide a good grip on the bars as well as protecting those pinkies from flying objects, sun and cold. Experienced riders have several pairs to adjust for changing conditions.

Pants

Most motorcycle injuries are to the lower extremities. Anyone who is "in the know", recognizes the value of comfort and protection from the road.

Riding Boots/Shoes

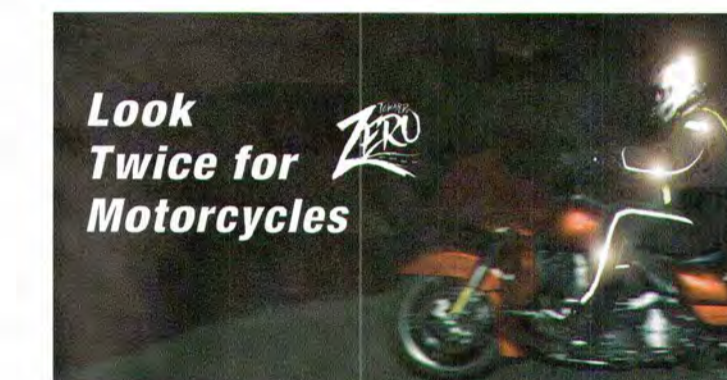
Provide comfort in hostile environments, protection from hot or sharp motorcycle parts and a good grip on the foot rests and the road.

Ride Sober

Approximately one-third of Idaho's fatal motorcycle crashes involve impairment. Don't sacrifice your life by riding impaired.

Avoid Distractions

Fiddling with gloves or riding gear, looking at a map or checking your GPS, texting or fumbling with electronic devices can all distract you. Make certain everything is in order before you begin the ride. If there's a problem once you're rolling, pull over and deal with it. Don't divide your attention between distractions and the critical business of staying upright and alive.



See, Be Seen and Be Comfortable

Comfort, Visibility and Protection are the terms you need to remember when choosing riding gear. Wear clothing that makes you visible to drivers. Dark colored clothing can be difficult to see day or night. Choose gear that has retro-reflective material and use retro-reflective stickers on your helmet or motorcycle to increase your chances of being seen at night.

Choose a lane position that makes you visible to other drivers and lets you see what's ahead. Remember that if you can't see a driver's eyes in their rear-view or side mirrors, then they can't see you. Don't ride in a car's blind spot, the "NO ZONE."

Maintain a space cushion around you so that you have space and reaction time to maneuver. Anticipate that drivers may not see you. Your best defense is your awareness of traffic situations. Use your expert mental skills to avoid having to use your expert physical skills. Plan an escape route and ride as if you're invisible.

Group Riding 5 Simple Rules

Group riding has become a significant factor in motorcycle crashes. If you choose to ride with a group, then ride in a way that is safe for everyone. Remember, the objective is to have a safe, enjoyable day. Here are a few simple rules:

1. Put Beginners Up Front

Don't ride beyond the beginner's skill level. They should be right behind the leader so the pace can be matched to their ability. Encourage everyone to ride within the beginner's limits.

2. Keep The Group Small

Limit the size of your group. If you have a bunch of riders, split into smaller groups. Separate the groups so faster moving traffic can pass safely.

3. Keep Your Distance

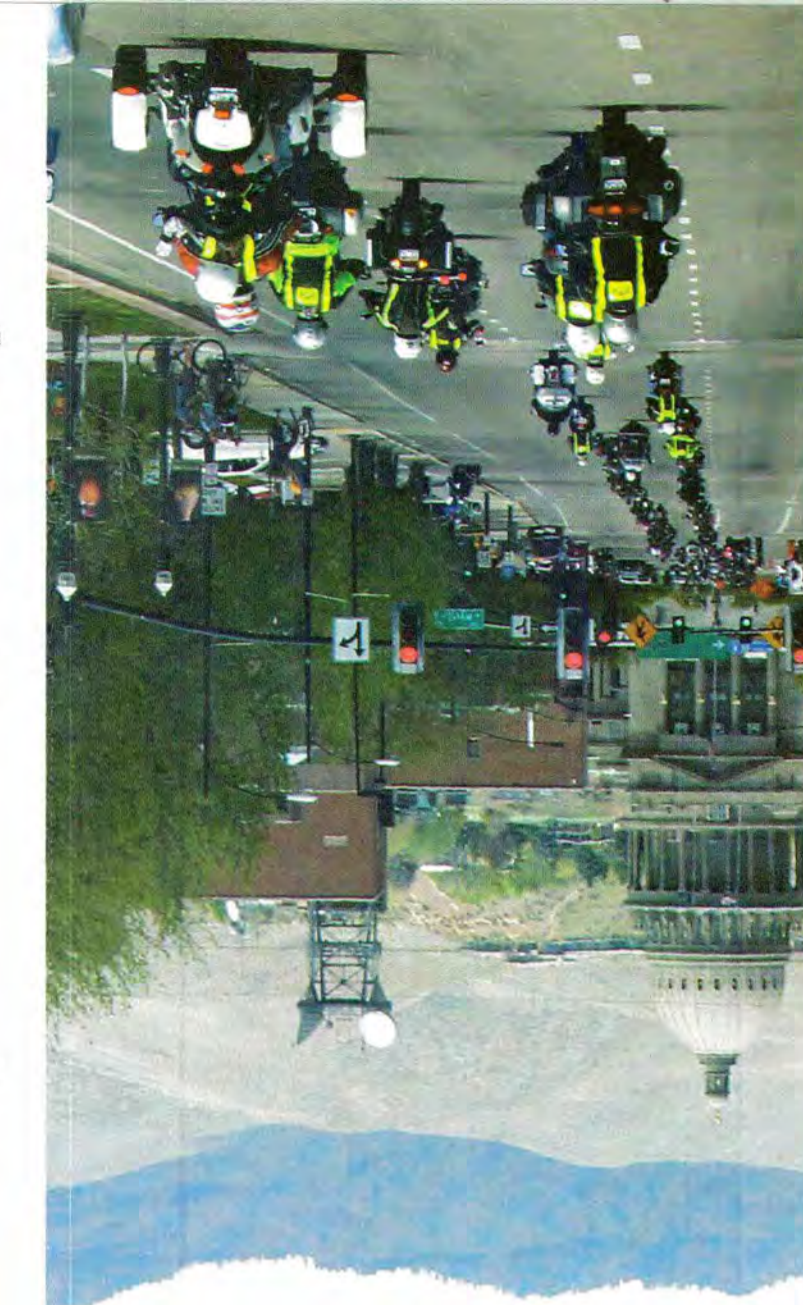
Use a staggered formation when there's plenty of space and visibility. Go to a single file formation when passing or riding through curves.

4. Signal Early And Often

The leader should always scan ahead for changes and signal early so that everyone in the group has advanced warning. Everyone should follow suit by signaling to the following rider.

5. Be Responsible For The Rider Directly Behind You

When making a turn, passing through a traffic signal, or changing lanes, check to make sure the rider following is still behind you.



IDAHOMOTORCYCLE

On the Road in Idaho

Idaho is blessed to have a varied terrain. Wide vistas throughout the State are common. Vast deserts, rich farmland, majestic mountains, thick forests and winding rivers abound.

The scenic roads highlighted on this map provide for some great riding.

Sections highlighted as technical are designated for the more experienced riders; however, be prepared to encounter challenging sections on all roads. Ask locally for those conditions and ride appropriately. Call 511 for current construction projects.

IMPAIRMENT

It's not just about drinking anymore

The facts are that one doesn't need to use alcohol to be impaired while riding. Yes, illegal drugs cause impairment but many prescription drugs can affect one's ability to ride as well. Fatigue and illness are serious forms of impairment. Deep sadness, anger, stress, and other emotions can overwhelm one's ability to concentrate on the ride. **And alcohol is still the great offender.** Alcohol and illegal drug impairment is a factor in over one-third of Idaho's fatal crashes. Be ready mentally and physically to enjoy the wonders of Idaho.

Avoid Aggression

Speeding, tailgating and making frequent lane changes all create dangerous situations on the road for everyone. Avoid aggressive driving. If you're feeling angry or frustrated, take a deep breath and refocus, or pull over and take a break. Just remember, there's no such thing as a fender bender when you're riding a motorcycle.

Disclaimer

The information contained herein is provided for your benefit and no warranty is made or intended as to its accuracy or sufficiency. You should take the time to learn and review the motor vehicle and motorcycle laws of the places where you choose to ride.

