



# ANCHORAGE, AK

TOTAL POPULATION

291,845

TOTAL AREA (sq. miles)

1704.68

POPULATION DENSITY

171.2

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 4

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Anchorage
High Speed Roads with Bike Facilities	41%	21%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	27%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	18%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	UPDATE UNDERWAY
Bike Program Staff to Population	1 PER 26K	1 PER 292K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3.3 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4.4 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	5.5 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.9 /10

## KEY OUTCOMES

	Average Gold	Anchorage
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.1%	1.25%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	287	439
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	2.2	2.09



## KEY STEPS TO GOLD



- » Continue to improve and expand the low-stress bike network for all ages and abilities, and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

- » Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity, and continue to increase the amount of high quality bicycle parking throughout the community. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions))
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools

KEY STEPS CONTINUED ON PAGE 2...



# ANCHORAGE, AK

Fall 2021

## KEY STEPS TO GOLD CONTINUED

and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with the school district, local bicycle groups, and interested parents to create on-bike learning opportunities and Safe Routes to School programming for all K-12 schools.

» Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) for more information.

» Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.

» Your application indicated that your community is currently updating a bicycle master plan -- the new Anchorage Non-Motorized Plan. This new plan is a great step to benchmarking progress and institutionalizing processes for continual improvements across the Anchorage metro area. Your new plan should take advantage of best practices that are applicable to a community of your size, including the use of physically separated and protected bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.

» Conduct pre and post-count bicycle mode share evaluations to quantify the improvements in bicycle usage with projects.

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### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: [https://bikeleague.org/sites/default/files/Guide\\_to\\_the\\_Bicycle\\_Friendly\\_Community\\_Report\\_Card.pdf](https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf)
- » Resources for Building a Bicycle Friendly Community: [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

