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.bikeregistry.org or contact Nicole Wynands at (202)-822-1333 or nicole@bikeregistry.org.

Alaska

REGIONAL RANKING ➔ WEST #12

GOVERNOR: Sean Parnell
DOT COMMISSIONER: Patrick Kemp, P.E.
BICYCLE/PEDESTRIAN COORDINATOR: Bob Laurie
STATE ADVOCACY GROUP: Alaska Trails

CATEGORY SCORES

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
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<tbody>
<tr>
<td>LEGISLATION AND ENFORCEMENT</td>
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<td>POLICIES AND PROGRAMS</td>
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<tr>
<td>INFRASTRUCTURE AND FUNDING</td>
<td>1</td>
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<tr>
<td>EDUCATION AND ENCOURAGEMENT</td>
<td>2</td>
</tr>
<tr>
<td>EVALUATION AND PLANNING</td>
<td>1</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 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.
- Add language to the driver’s license manual, classes, and tests that addresses the interaction between motor vehicles and bicycles.
- Update your state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs.
- 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.