> Increase the amount of staff time spent on improving conditions for people who bike and walk in Sitka, either by creating a new dedicated position or expanding the responsibilities of current staff. Much of Sitka’s success to date is thanks to volunteer groups such as the Sitka Cycling Club, and with added municipal staff time and investments from the local government, there is great potential to expand these efforts significantly.

> Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community’s road or bicycle network.

> Improve bicycle safety education for students of all ages by incorporating on-bicycle education. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program, including potentially hiring a Safe Routes to School Coordinator for the school district.

> 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 tracking and compliance.

» Keep up the great work expanding off-road facilities such as single-track mountain bike trails. These facilities can be a great draw for bicycle tourism, and Sitka’s visitors center should promote them by providing bike maps and other local information and resources. Be sure to also focus on network connectivity so that residents can easily access these facilities by bike.

» As Sitka continues to build out its on-street bikeway network, be sure to follow a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. Partner with the Alaska DOT to ensure this standard is followed for all state-owned roads as well.

» Continue to increase the amount of high quality bicycle parking throughout the community and to inventory and upgrade the quality of all existing bike parking to meet APBP standards. 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).

» Work with local League Cycling Instructors (LCIs) to offer Bicycle Friendly Driver training to motorists in Sitka, particularly to professional drivers and fleet operators.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

» League of American Bicyclists: https://www.bikeleague.org


» Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources

» 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