Anchorage has made significant progress since the creation of its Bicycle Plan in 2010. Since that time, on-street bicycle facilities have increased from 8 miles to 80 miles. Continue efforts to address gaps in this newly created network and improve corridors that have already been addressed.

While Anchorage is a large community, it has a lower density than many communities due to its large physical size. Consider whether the FHWA's Small Towns and Rural Multimodal Network Guide may have appropriate solutions for lower density areas of your community.

Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved. These efforts are particularly important as students learn to drive and share the road.

Consider whether a ticket diversion program makes sense for your community. A ticket diversion for bicyclists allows bicyclists who are ticketed to receive safety training in lieu of paying a fine or as a condition of a reduced fine. This allows bicyclists who may not have previously received safety training to learn about proper riding techniques and hopefully correct poor behavior.