



ANCHORAGE, AK

TOTAL POPULATION

298,695

POPULATION DENSITY

175

TOTAL AREA (sq. miles)

1704.7

OF LOCAL BICYCLE FRIENDLY BUSINESSES **10**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Anchorage
High Speed Roads with Bike Facilities	35%	17%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	49%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	13%	12%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 36K	1 PER 115 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	6/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	6/10

KEY OUTCOMES

	Average Gold	Anchorage
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.2%	1.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	291	693
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.6	5



KEY STEPS TO GOLD



» 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.