



# BICYCLE FRIENDLY STATE REPORT CARD



## STATE RANKING OVERALL (OUT OF 50)

# #36

TOTAL COUNTS  
 BICYCLE FRIENDLY COMMUNITIES 3  
 BICYCLE FRIENDLY BUSINESSES 10  
 BICYCLE FRIENDLY UNIVERSITIES 1

SEE THE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](http://BIKELEAGUE.ORG/BFA/AWARDS)

# ALASKA

STATE ADVOCACY GROUP: NONE

## Summary

**Alaska** is a unique state, large and largely rural. Alaska typically has higher per capita transportation spending and their data on biking and walking reflects this as well, easily being the highest per capita spending figure in the United States, despite Alaska spending a smaller percentage of federal funds on biking and walking than average.

Each category reflects that Alaska does not have much supportive policy infrastructure to ensure the safety and mobility of people who bike. This may reflect the uniqueness of Alaska, which may make it more difficult to adapt successful policies and practices from more urban or more compact states. However, the state would benefit from a plan for promoting the safety and mobility of people who bike in Alaska in a way that is geared towards the unique characteristics of Alaska and takes advantage of the tourism potential and already relatively high percentage of the population that bikes to work. The experiences of states like Vermont (#14) and Maine (#17) may be instructive.

## Feedback Points

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Alaska spends a relatively large amount per capita on biking and walking projects. However, as a percentage of federal transportation spending Alaska spends the 13th least on biking and walking. Alaska should take steps to increase the percentage of federal transportation funds used for biking and walking .

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

A recent study by the Outdoor Industry Association found that outdoor recreation contributes \$9.5 billion in consumer spending, 91,600 direct jobs, \$2.6 billion in wages and salaries and \$711 million in state and local tax revenue in Alaska. This high level of benefit supports increased funding for biking and walking so that people can safely experience these popular outdoor activities in Alaska.

Alaska does not routinely allocate state funding to biking and walking. This has led to federal funding lapsing and being returned. In 2016, Alaska returned \$2.6 million in TAP funding to the federal government. It is possible that Alaska returns another \$4 million this year. Take steps to ensure that state programming exists to spend these federal funds in a routine manner.

## Comparison States

National (Overall)	Western Region (out of 13)
34. New Hampshire	7. Idaho
35. Arkansas	8. Nevada
36. Alaska	9. Alaska
37. West Virginia	10. Wyoming
38. Indiana	11. New Mexico

Categories	Rank out of 50
Infrastructure & Funding	37
Education & Encouragment	47
Legislation & Enforcement	50
Policies & Programs	45
Evaluation & Planning	37

Bicycle Friendly Actions	✓ = Progress    ✓ = New in 2017
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	
2% or more fed funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	1% of commuters biking to work <sup>i</sup>	6/50
Safety	3.9 fatalities per 10k bike commuters <sup>ii</sup>	12/50
Spending	\$9.71 per capita FHWA spending on biking and walking <sup>iii</sup>	1/50


<sup>i</sup> This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


<sup>ii</sup> This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


<sup>iii</sup> FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 <b>Infrastructure &amp; Funding</b> Ranked 37 <sup>th</sup> of 50 States	
<b>Design and Existence of Infrastructure</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>10/38 pts</b>
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>13/28 pts</b>
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	<b>9/16 pts</b>
<b>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>7/10 pts</b>
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>4/8 pts</b>
Total of Possible 100 Points: <b>43/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 45 <sup>th</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	<b>15/56 pts</b>
<b>Design and Access Policies</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>4/25 pts</b>
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>6/13 pts</b>
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>4/6 pts</b>
Total of Possible 100 Points: <b>29/100 pts</b>	

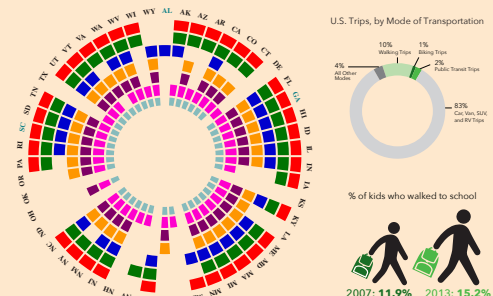
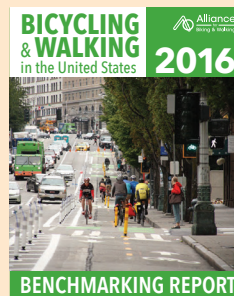
 <b>Education &amp; Encouragement</b> Ranked 47 <sup>th</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	<b>10/35 pts</b>
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>11/30 pts</b>
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10/20 pts</b>
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	<b>5/15 pts</b>
Total of Possible 100 Points: <b>36/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 37 <sup>th</sup> of 50 States	
<b>State DOT Bicycle &amp; Pedestrian Plans</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>17/48 pts</b>
<b>Bicycle and Pedestrian Safety</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>29/34 pts</b>
<b>Understanding People who Bike and Walk</b> Does the state have programs in place to collect data on people who walk and bike?	<b>1/10 pts</b>
<b>Formal User Group Engagement</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>0/8 pts</b>
Total of Possible 100 Points: <b>47/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 50 <sup>th</sup> of 50 States	
<b>Laws that regulate driver behavior and methods of enforcement</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>17/37 pts</b>
<b>Laws that restrict the behavior of people who bike and walk</b> How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	<b>19/28 pts</b>
<b>Laws that create protections for people who bike and walk</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>7/25 pts</b>
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	<b>0/10 pts</b>
Total of Possible 100 Points: <b>43/100 pts</b>	

## Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at [bikingandwalkingbenchmarks.org](http://bikingandwalkingbenchmarks.org).





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### SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact [education@bikeleague.org](mailto:education@bikeleague.org).

Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.



### ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

#### WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

#### OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

#### OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)