» Advocating for Good Roads since 1880

» Dedicated to Building a Bicycle Friendly America for Everyone

<table>
<thead>
<tr>
<th>B</th>
<th>bicycling – spread the joy of bicycling</th>
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<tbody>
<tr>
<td>A</td>
<td>advocacy – organize people on behalf of bicycling</td>
</tr>
<tr>
<td>S</td>
<td>safety – make safety a political imperative</td>
</tr>
<tr>
<td>E</td>
<td>education – help more people bike</td>
</tr>
</tbody>
</table>
» 5 BFCs, 1 BFUs, 8 BFBs

» #39 Ranked State

» Self-guided applications
  » Best with local advocate support
Alaska has very high per capita spending, but low spending as a percentage.

Alaska was one of more than a dozen states to set a goal of INCREASED bicycle and pedestrian injuries and deaths.
» Increase physical activity

» Activity-Friendly Routes to Everyday Destinations

“Alaska is implementing statewide and local-level interventions … helping Alaskan children and adults be physically active through increased access to a safe and walkable transportation system with Vision Zero planning and Complete Streets policies.”
Alaska has:

- Highest rate of biking and walking to work of any state at a little under 9%

- 5th Highest rate of physical activity

- Average rate of pedestrian deaths per capita
  - 3rd highest over-representation of non-white people
    - ~63% of deaths are non-white (25 percentage points higher than population)

- Average rate of bicyclist deaths per capita
  - 2nd highest percentage of youth deaths
    - ~50% of deaths are youths
» **Goal:** Every person in the US can safely ride a bike and make informed transportation choice decisions

» **Why now?** To make driving optional, people need to be educated for all modes and as transportation consumers

» **How?** Work with network of League Cycling Instructors, schools, driver education groups, and others to find solutions, advocate for bike education

» https://bikeleague.org/content/federal-bicycle-safety-funding

» https://bikeleague.org/ridesmart
Goal: More people have mobility options and access to community resources

Why now? Many state and communities have made significant bicycling investments, but networks remain elusive for many

How? Increase funding for biking, require safety funding to be spent on biking and walking safety, complete streets at all levels

HR 5231 – The Transportation Alternatives Enhancement Act
HR 3040 – The SAFE Streets Act
S 2077 - The Complete Streets Act
Goal: Connect America with high-quality long-distance bicycle networks that will also significantly expand biking in suburbs
  » Connecting America’s Active Transportation System Act (H.R.5696/S-3391)
    » $500 million annually for active transportation networks
    » Alaska has highest percentage of unbuilt rail trails

Goal: Promote active transportation and improve benefits for people with lower-incomes
  » Mobility Options, Resiliency, and Efficiency (MORE) Through TDM (HR 6770)
  » HR 1507 – Bicycle Commuter Act of 2019
HOW DOES COVID-19 CHANGE THINGS?

» **Urgency:** If no steps toward better commuter incentives or better networks then massive increase in driving, pollution, and potentially deaths

» **Fiscal Policy:** More likely to see large federal investments now than at other times

» **Help Transit and Cities:** Existing efforts in many places to encourage more biking need federal funding and support
**HOW ARE STREETS CHANGING?**

<table>
<thead>
<tr>
<th>Slow Streets</th>
<th>Healthy – Safe – Open - Play</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pop-up Bike/Walk Lanes</td>
<td>Repurpose parking or travel lanes</td>
</tr>
<tr>
<td>Signals</td>
<td>Lower traffic, no pedestrian buttons</td>
</tr>
</tbody>
</table>

**WHERE TO FIND CHANGES**

- Pedestrian and Bicycle Information Center [Local Action Dataset](#)
- Mike Lydon’s [google sheet](#)
- National Complete Street Coalition [Map](#)

**RESOURCES**

- [https://www.calbike.org/how-to-create-temporary-open-streets/](https://www.calbike.org/how-to-create-temporary-open-streets/)
BIKE ADVOCACY DURING COVID-19

ADVOCACY IMPACTS

» Emergency Relief – we are here

» Stimulus – over course of next year (+)

» Re-Authorization – over course of next year or later

RESOURCES

https://bikeleague.org/content/congress-must-fast-track-transit-and-active-transportation-investments-pandemic-response

https://bikeleague.org/content/lobbying-time-covid-19
» **Goal:** US reclaims leadership on road and vehicle safety

» **Why now?** NHTSA New Car Assessment program is broken and a decade behind peers. US lags in Vision Zero progress and per capita traffic deaths.

» **How?**
  » Short-term = require US agencies to make changes through Congressional action.
  » Long-term = reform US agencies to have stronger focus on engineering approaches to safety.

» *S xxxx - The Cycling Safety Act*
» **Automated Vehicle Vision Test Fact Sheet**