

### Sharing the Trail

Off-street Biking

**Keep to the right.**  
Yield to pedestrians and slower moving traffic except when passing. Slow down when there are lots of users on the trail.

**Use your path.**  
Don't bike on designated walking or running paths.

**Be careful at crossings.**  
Look both ways. Cyclists yield to through traffic at intersections. Remember, pedestrians have the right of way. Pedestrians exercise caution. Be aware that cyclists and skaters require lots of room to stop.

**Advise others when passing.**  
Sound your bell or horn or call out when approaching pedestrians or slower cyclists. Then pass safely on the left.

*"Passing on your left."*

# ANCHORAGE

# 2011

## MAY 20th

### Types of Bikeways

#### Bike Lanes

- 4' to 6' wide section on each side of the street reserved for bicycle use.
- Usually established on streets with lots of traffic.
- Special pavement markings and signs identify the lanes.

#### Marked Shared Lanes

- Cars and bicycles share the street.
- Usually established on streets with lots of traffic that are too narrow for bike lanes.
- Special pavement markings direct bicyclists to ride outside the "Door Zone" (see "Door Zone" panel). Markings and signs also encourage cars to share the lane with bicyclists.

#### Bike Routes

- Cars and bicycles share the lane.
- Many bike routes have signs showing the direction and distance to destinations (e.g. the Loop, the lakefront).
- Bike routes are usually on streets that aren't wide enough for bike lanes but are good streets for biking.

#### Multi-use Trails

- Paved paths separated from the road for bicyclists, walkers, runners, and in-line skaters.



### Sharing the Road

Biking on Streets

**Obey all traffic regulations.**  
Riding predictably and following the law are the keys to safe bicycling. Knowing and following the rules help all road users properly anticipate and react to each other.

**Ride in a straight line.**  
Avoid weaving between parked cars. Ride in a straight line at least 4 feet away from parked cars to avoid the Door Zone (see below).

**Never ride against traffic.**  
Riding against traffic is dangerous and illegal. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.

**Don't ride on the sidewalks downtown.**  
Anchorage law prohibits riding sidewalks in the Central Business District. Remember: Wheels yield to heels.

**When necessary, use entire travel lane.**  
Move toward the center when the lane is too narrow for motorists to pass safely or when you're moving at the same speed as traffic.

**Watch for the 'Right Hook'!**  
Where drivers are turning right but looking left!

**ALWAYS** make eye-contact & yield if you're unsure or can't.

**To cross an intersection, use the lane farthest to the right that points to where you are going.**  
Follow lane markings to cross an intersection. If you can't change lanes to turn left, ride across the street to the other side and align your bike with traffic.

### The Door Zone

Tips to Avoid Injuries

The Door Zone is the 4-foot area along the side of a parked car where an opening door can hit and seriously injure a cyclist.

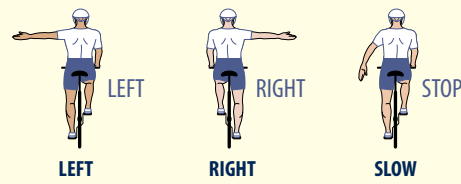
**Look inside each parked car before you pass it.**  
If you're unable to see someone inside or you spot someone inside, move outside the Door Zone or slow down and pass carefully.

**Watch behind you.**  
Keep track of traffic behind you, so you'll know whether you have enough room if you must swerve suddenly out of the Door Zone. A mirror helps you see traffic behind you as you pedal forward.

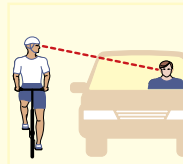
When riding in a bike lane, ride on the left side of the lane—at least 4 feet from parked cars.



## Communicate

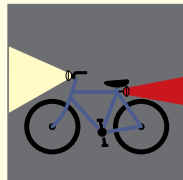


Use hand signals so that drivers know where you're going. Signal all your turns and stops ahead of time. Also, before turning, look over your shoulder for any traffic. Check and only move when it's safe.



### Make eye contact.

Confirming eye contact with motorists helps them know that you're on the road.



### See. Be seen. Be heard.

Use lights at night or when visibility is poor. A white headlight and rear red reflector are required by law. Flashing lights are especially effective.

Use bike reflectors, reflective clothing and a bell.

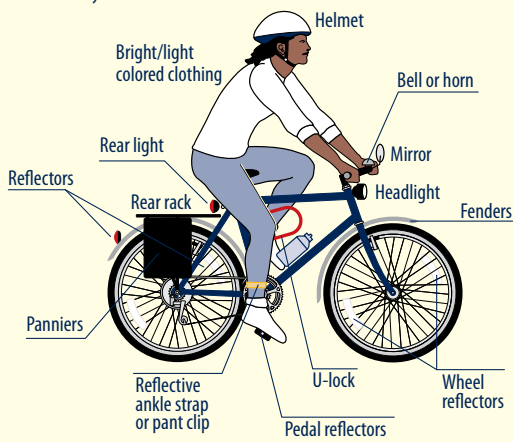


Never use earphones because you won't be able to hear what's going on around you. Using earphones is not only dangerous, it's illegal.

## Street-Smart Cyclist

Be Seen and Avoid Injury

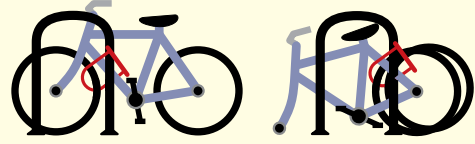
- Always wear a bicycle helmet to reduce the risk of permanent injury or death from a crash.
- To make sure your helmet fits correctly, put it on and use the "eyes, ears, mouth" test. **Eyes:** When you look up, you should see the front rim. If not, your helmet won't protect your forehead. **Ears:** The side straps should come to a "V" just below each ear. **Mouth:** When you open your mouth wide, you should feel the helmet push down on your head. If your helmet doesn't pass the test, adjust its buckles.
- Wear bright clothing and use lights, reflectors, a bell and a mirror to see, be seen and be heard.
- Consider using the other equipment illustrated below to make your ride safer and more comfortable.



## Theft Prevention

Most bike thefts are due to unlocked or improperly locked bikes. Following these tips will help prevent your bike from being stolen.

- Never leave your bike unlocked—not even for a second.
- Always use a high-quality U-lock or chain. For added security, use both.



- Always lock the frame and front wheel to either a rack or pole (see illustration 1).
- For extra security, remove the front wheel and lock it with the frame and rear wheel (see illustration 2).
- Note** Some bike locks with cylindrical keys may be opened with a pen or similar object. Check with your local bike shop to determine the need to upgrade or replace your lock.

## THANK YOU...

to all those who contributed to the Anchorage Bike Map Project!

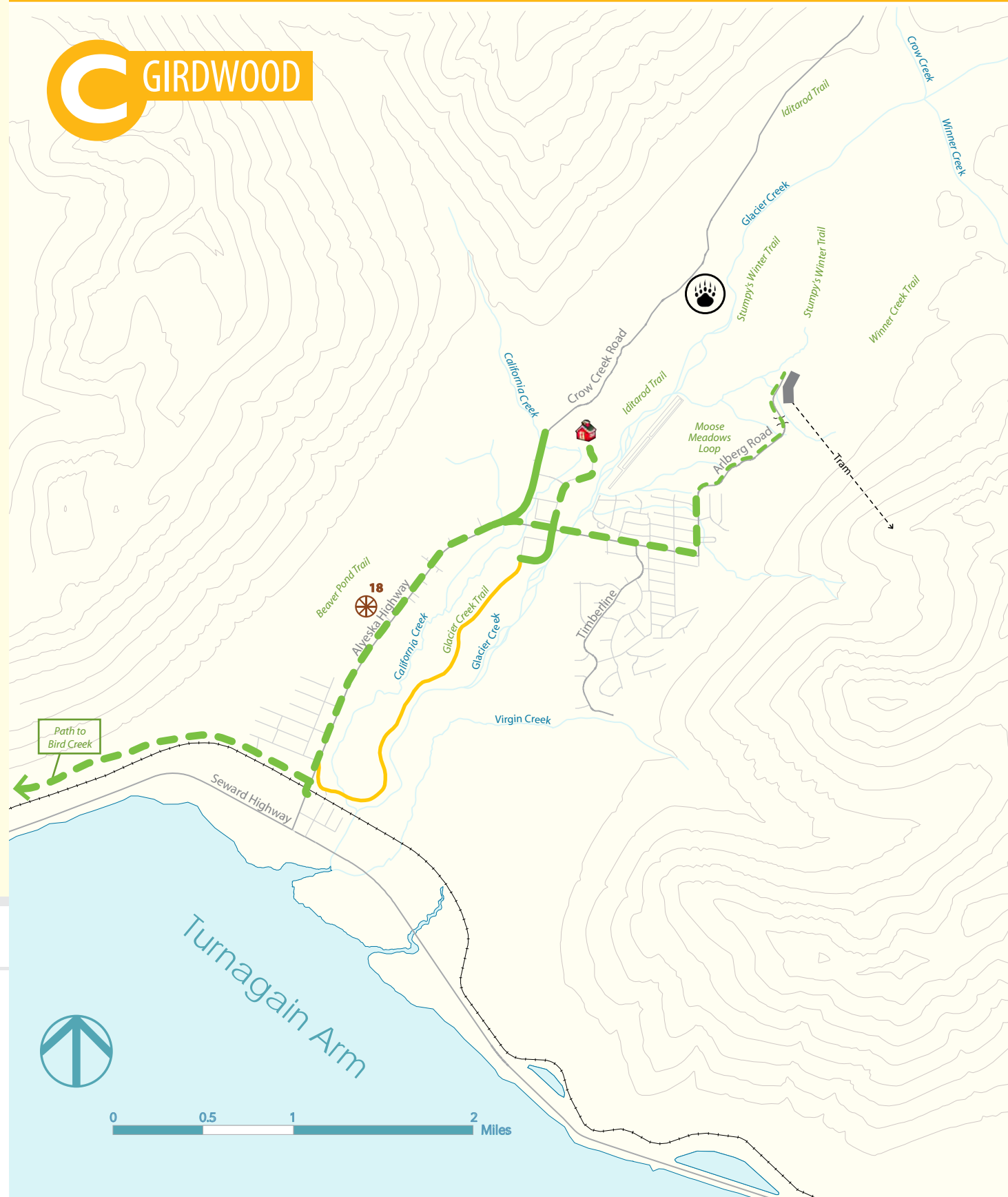


A special thanks to the City of Chicago for sharing their bike safety map diagrams.

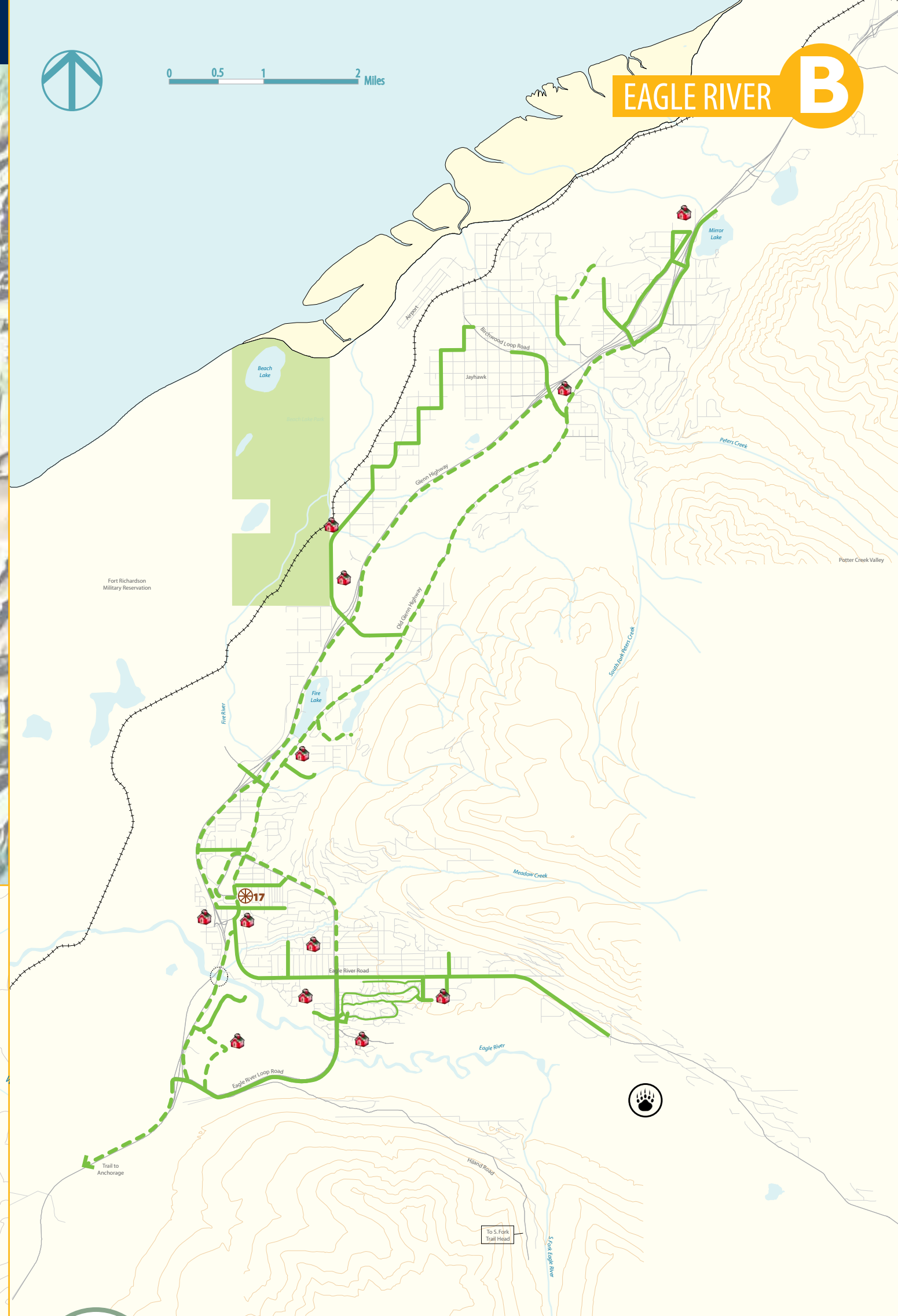
Base Maps on this page courtesy of ACVB/ATGC.

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## Vicinity Map



0 0.5 1 2 Miles



## Wildlife Safety Stay Alert. Stay Aware.

Alaska Fish & Game advises that you NEVER approach, feed or surprise our local wildlife. If an encounter is unavoidable, follow the safety tips below.



### BROWN BEAR

- Travel in groups; make noise to avoid surprising a bear.
- Never approach cubs. Mother bears will aggressively protect them.
- Put your bike between you and the bear.
- NEVER turn and run from a bear; it may chase.

- Avoid bad-smelling areas.
- Move closer to friends. A bear may get close, circle around, or investigate.
- Talk calmly then leave slowly. If it follows, stop moving and call for help.
- If it attacks, play dead until it leaves. It is trying to remove the threat.



### MOOSE

- Never feed or touch a moose.
- Never get between a cow and her calf.
- Give moose at least 50 feet of clearance & never chase them away. Be patient.
- Wheels and heels always yield to hooves.
- If a moose lays its ears back, it's angry or afraid and may charge.

- If a moose charges, get behind a tree or something solid.
- Moose kick with their front and hind feet.
- If you are knocked down, curl into a ball, protect your head, and remain still until the moose is a safe distance away.



### BLACK BEAR

- Travel in groups; make noise to avoid surprising a bear.
- Never approach cubs. Mother bears will aggressively protect them.
- Put your bike between you and the bear.

- NEVER turn and run from a bear; it may chase.
- Avoid bad-smelling areas.
- Make yourself as big and loud/scary as possible.
- If it attacks, fight back.

FREE 2011



## Message from the Mayor

Dear Friends,

As part of our efforts to build a better, smarter, safer Anchorage, we are moving to make it a more bicycle-friendly city. Bicycling is a great way to get around Anchorage: it's fun, healthy, affordable and good for our environment.

Since being awarded a Bronze designation in 2009 by the League of American Cyclists, my goal is to elevate Anchorage to a Platinum level Bicycle Friendly City. To do this, the Public Works Department and I are working on creating bicycle-friendly streets by marking bicycle lanes and constructing pathways, adding bicycle racks, and promoting utility and recreational bicycle use.

To encourage you to bicycle in Anchorage, we have prepared this map that identifies Anchorage's most bicycle friendly streets and pathways. Are you looking for a good route to bike to the local store, the library, work or to school? Do you want to find the best way to reach the Coastal Trail? If so, I encourage you to try the routes identified in green on this map.

Implementation of the 2010 Anchorage Bicycle Plan continues to be a priority. The plan identifies adding more than 150 miles of on-street bicycle lanes and paved shoulders; four miles of bicycle boulevards; 90 miles of separated pathways; and 30 miles of trail-to-trail connectors. Many of these improvements will be accomplished with road projects and will help to make our city more bicycle-friendly and more walkable.



Please help by bicycling responsibly and sharing the road with others, as well as making safety a priority. Let's work together to make Anchorage a better and safer place to ride a bike.

*Dan Sullivan*  
Dan Sullivan  
Mayor

## Anchorage Bicyclists:



Dear Friends and Bicyclists,

We hope you enjoy using this map of the current Anchorage bicycle network.

The green routes represent the most bicycle-friendly streets and pathways in the Municipality of Anchorage. These routes were identified from a study of the Bicycle Compatibility Index, an important tool used during development of the Anchorage Bicycle Plan to assess the comfort level of a bicyclist riding on the roadway with traffic. Area bicyclists also provided useful input about the routes on this map.



## Information & Resources

Comments about this map  
bikes@muni.org

Anchorage Bicycle Plan  
http://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/AdoptedBicyclePlan.pdf