

Form: 18843

Sitka

Started at: 9/27/2020 05:47 AM - Finalized at: 10/2/2020 01:59 AM

Page: BFC: Application Intro

PLEASE NOTE: The Fall 2020 BFC Application submission deadline has been extended to **October 1, 2020**.

As of August 10, 2020 this online application has been updated. [Please download the current Word document preview of the BFC Application here](#), which highlights all updates made. **For a complete summary and explanation of the changes made, please download this accompanying Word document.**

Community Name:

Sitka

Has the community applied to the Bicycle Friendly Community program before?

Returning Application > Applying for Higher Award Level

What year was the community's most recent BFC application?

2016

What was the result of the community's most recent BFC application?

Silver

If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#).

Community Website:

<http://sitkacycling.wordpress.com>

Community's Twitter URL:

Community's Facebook URL:

<https://www.facebook.com/SitkaCycling>

Page: BFC: Contact Information

Applicant First Name

Charles

Applicant Last Name

Bingham

Job Title

Sitka Cycling Club treasurer/volunteer

Department

Employer

Sitka Cycling Club

Street Address (No PO Box, please)

405 Marine Street, Apt. No. 6

City

Sitka

State

Alaska

Zip

99835

Phone #

9076237660

Applicant Email Address

charleswbingham3@gmail.com

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Amy Ainslie
City and Borough of Sitka Planning Department
Planning Director
amy.ainslie@cityofsitka.org

Michael Colliver
City and Borough of Sitka Public Works
Building, Grounds, and Parks Supervisor
michael.colliver@cityofsitka.org

Robert Baty
City and Borough of Sitka Police Department
Police Chief
robert.baty@sitkapd.org

Julius Adolfsson
Alaska Department of Transportation and Public Facilities
Bicycle/Pedestrian Coordinator
julius.adolfsson@alaska.gov

Dawn Groth
Alaska Department of Health and Social Services, Div. of Public Health/Chronic Health
Chronic Disease and Health Promotion/Physical Activity and Nutrition Unit, Active People, Healthy
Nation, Transportation special project
dawn.groth@alaska.gov

John Leach
City and Borough of Sitka Administration
City Administrator
john.leach@cityofsitka.org

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Doug Osborne
Sitka Cycling Club
President/volunteer
douglaso@gmail.com

Amy Volz
Sitka Cycling Club
Trail volunteer coordinator/volunteer
amy.volz@outlook.com

Emma Klein
Sitka Cycling Club
Vice president/volunteer
emma.klein@searhc.org

Joshua Houston
Sitka Cycling Club
Sitka Bike Parking Planning/Mapping coordinator/volunteer
joshuahouston@gmail.com

Laurent Deviche
Sitka Cycling Club
Trail construction supervisor/volunteer

ldeviche@gmail.com

Katherine "KK" Prussian
Sitka Cycling Club
Volunteer, trail planning/hydrology
kkprussian@yahoo.com

Monique Anderson
Sitka Cycling Club
Planning volunteer
andersonlandplanning@gmail.com

Ben Hughey
Sitka Cycling Club
Stakeholder analysis/planning
ben.w.hughey@gmail.com

Rollo Wirth
Sitka Cycling Club
Trail mapping
rolwirth@yahoo.com

Lee House
Sitka Cycling Club
Trail construction, graphic design
lhouse.j@gmail.com

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

Yes

Please list the primary contact for each organization or group.

Additional Advocacy Contacts

Lynne Brandon

Sitka Trail Works
Executive director
trail@sitkatrailworks.org

Laurinda Marcello
Sitka Trail Works
Administrative assistant
sitkahikes@sitkatrailworks.org

Rick Petersen
Southeast Alaska Independent Living -- Sitka office
Sitka director
rpetersen@sailinc.org

Charles Bingham
Walk/Bike Alaska
Coordinator/volunteer
charleswbingham3@gmail.com

Steve Cleary
Alaska Trails
Director
steve.cleary@alaska-trails.org

Lee Hart
Alaska Outdoor Alliance
Director
lee@alaskaventure.org

Page: BFC: Community Profile

Please note: The application will refer to your type of jurisdiction as 'community' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Sitka

A2. County/ Borough/Parish:

City and Borough of Sitka

A3. State:

Alaska

A4. Link to map of community boundaries:

<https://www.google.com/maps/place/Sitka,+AK/@57.0696943,-136.5664518,8z/data=!3m1!4b1!4m5!3m4!1s0x540466836f7563b9:0x2541da489fc81c74!8m2!3d57.0530556!4d-135.33>

A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here.

A6. Type of Jurisdiction

Town/City/Municipality

A7. Size of community

2874

A8. Total Population:

8493

A9. Population Density:

3

A10. Which of the following best describe your community? Check all that apply.

Rural

A11. What is the street network density?

Less than 5.0

(For internal use only.)

A12. Name

Gary Paxton

A12. Title

Mayor

A12. Street Address

c/o City and Borough of Sitka, 100 Lincoln Street

A12. City

Sitka

A12. State

Alaska

A12. Zip

99835

A12. Phone

907-747-7865

A12. Email

assemblypaxton@cityofsitka.org

Page: BFC: Engineering

B1. Does your community currently have any of the following policies in place?

Local bicycle routine accommodation policy

B1a. What year was the policy adopted?

2007

B1b. Please provide a link to the policy.

<http://sitkacycling.files.wordpress.com/2011/12/complannovember06.pdf>

B1c. Since the adoption of the policy, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

Unknown

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?

No

B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.

Planned Unit Development zoning, Form-based/design-based codes

B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.

Design manual that incorporates the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, Design manual that incorporates the FHWA's Small Town and Rural Multimodal Network Guide

B5. Does your community currently have any of the following additional policies in place? Check all that apply.

Policy or set schedule for routine maintenance of bike facilities, such as repainting bike lanes

B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.

Staff participate in bicycle-specific conferences/trainings/educational tours, Internal peer training

B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.

Public uncovered bike racks, Public covered bike racks, Public or private program that provides grants for bike racks or free bike racks upon request

B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.

Publicly accessible bicycle repair stations, Publicly accessible air pumps

B9. Do your standards for bicycle parking: Check all that apply.

No standards

B10. What percentage of public and private bike racks conform with APBP guidelines?

26-50%

B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.

Public & private schools (K-12), Higher Education Institutions, Libraries, Hospitals and medical centers, Parks & recreation centers, Event venues (e.g. convention center, movie complex), Grocery stores

B12. Does your community have a rail transit or bus system?

Yes

B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.

Only outside of rush hour service in buses

B12b. What percentage of buses are equipped with bike racks?

100%

B12c. What percentage of transit stops are equipped with secure and convenient bike parking, including bus stops?

10% or less

B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?

No

B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.

Video describing bike rack use/how to store bikes inside a transit vehicle , Information on bike racks/storage provided on transit schedules

B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?

Yes

Answer all that apply. (in miles)

Paved shared use paths (≥10 feet)

8

Paved shared use paths (≥ 8 and <10 feet)

16

Unpaved shared use paths (≥10 feet)

14

Unpaved shared use paths (≥ 8 and <10 feet)

10

Singletrack

5

B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.

Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons

B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.

Off-street way-finding signage with easily visible distance and/or riding time information for bicyclists while riding, Signage or markings to designate right-of-way on shared-use paths, Education/awareness campaign about shared-use path etiquette

Sweeping

Annually

Vegetation maintenance

Annually

Snow and ice clearance

Same time as roadways

Surface repair

Within one week of complaint

Restriping/ repainting markings

Annually

B14. What is the centerline mileage of your total road network (including federal, state, county, local, and private roads)?

45

(in centerline miles)

***Note:** If you have unposted roads that are subject to a county or statewide speed limit in one of the following speed categories, please include those miles in the appropriate speed category below.*

≤25mph

67

>25mph and ≤35mph

18

>35mph

15

Unknown

0

B16. Does your community have on-street bicycle facilities?

Yes

B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Bike boulevards

0

Shared lane markings (not counted under Bicycle Boulevards)

15

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

12

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

0

Buffered bike lanes

0

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25 mph and ≤ 35 mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Shared lane markings

5

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

10

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

0

Buffered bike lanes

0

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

5

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

0

Buffered bike lanes

0

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

Sweeping

Same time as other travel lanes

Snow and ice clearance

Same time as other travel lanes

Pothole maintenance/ surface repair

Within one week of complaint

Restriping/ repainting markings

Annually

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

B18. How has your community calmed traffic? Check all that apply.

Used lower design speeds when designing for new roadways, Physically altered the road layout or appearance , Road diets

B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.

Roundabouts that accommodate bicycles , On-street way-finding signage with distance and/or time information, Bicycle-friendly storm sewer grates

B20. Are there any signalized intersections in your community?

Yes

B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Timed signals

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B21. Does your community currently have a community-wide bike sharing program that is open to the general public?

No

Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

B22. What other shared mobility services are available in the community, beyond bike share, if any?

None of the Above

B23. Which of the following bicycling amenities are available within your community boundaries? Check all that apply

Bicycle-accessible skate park

B24. Which of the following safety amenities are available in your community? Check all that apply

Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths

B25. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

This summer the Sitka Cycling Club has built four single-track mountain bike loops off the Sitka Cross Trail (our main trail from one end of town to the other), and we are in the process of developing a single-track mountain bike trail plan for more trails.
<https://sitkacycling.wordpress.com/2020/09/10/sitka-cycling-club-continues-to-make-progress-on-fourth-new-single-track-mountain-bike-trail-of-the-summer/> We are a remote island town, with no highway traffic (or connections to other communities) and our speed limits tend to be 35 mph or slower except for two short sections of state roads. We are developing a citywide bike parking plan and inventory, <https://jfactory.xyz/maps/sitka/bicycle-parking/> We have an extensive trail system for a small town, even though some of the trails are closed to cyclists due to heavy use by elderly walkers in the summer (tourists).

B26. What, if any, biking-related infrastructure changes has your community implemented in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

This summer the Sitka Cycling Club has built four single-track mountain bike loops off the Sitka Cross Trail (our main trail from one end of town to the other), and we are in the process of developing a single-track mountain bike trail plan for more trails. We encouraged trail crew volunteers to wear masks and respect spacing while working on the trails, which we consider permanent additions to our trail system.

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

75 -99%

C1b. What type of bicycle education is offered?

Bicycle safety presentation with no on-bike component

C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

No, bicycles are not provided

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

75-99%

C2b. What type of bicycle education is offered?

Bicycle safety presentation with no on-bike component

C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

No, bicycles are not provided

C3. Do any public or private high schools offer regular bicycle education to students?

Yes

C3a. What percentage of your public and private high schools offer bicycle education?

100%

C3b. What type of bicycle education is offered?

Bicycle safety presentation with no on-bike component

C3c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

No, bicycles are not provided

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Learn to ride classes, Bike clinics or rodeos, Helmet fit seminars, Bicycle-related after school programming, Other

C4a. If other, please describe.

Kidical Mass rides (except this year because of COVID-19)

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Classroom-based classes , Information sessions/workshops, Other

C5a1. If other, please describe.

Bike maintenance classes

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics, Other

C5b1. If other, please describe.

Winter biking safety

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Local bike shop employee, Local bicycle advocate

C5d. On average, how often are these classes offered?

Semi-annually or more frequently

C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?

No

C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.

Community-wide public education campaign, Community-wide Bicycle Ambassador program, Educational group rides, Bike-specific website or social media accounts for community, Neighborhood listserves, Community newsletter (print or digital), Table or booth at community events

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Commuting tips and resources, Traffic laws/ rules of the road, Equipment, gear, and accessories, Riding in inclement weather

C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.

Women , People of Color, Seniors, ADA community

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.

Public service announcements, Community-wide public education campaign, Dedicated Share the Road website or social media sites, Community newsletter/magazine article/blog, Community maps (print or digital), Flyer/handout

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.

Law enforcement officers

C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?

2

C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?

Smart Cycling Quick Guide

C13. Describe any other education efforts in your community that promote safe cycling.

We held a Smart Cycling class as part of the 2019 Alaska Walk and Bike Conference held in Sitka with about 20 students (half from Sitka, half from other parts of the state and even one from Oregon and one from Texas). We planned to hold the 2020 Alaska Walk and Bike Conference in Sitka, but with COVID-19 we went online instead (Ken McLeod of League of American Bicyclists was a guest speaker, <https://walkbikealaska.org/2020/05/11/registration-open-as-the-2020-alaska-walk-and-bike-conference-goes-virtual-and-free/>). We hope to go back to in-person in 2021, if possible. One result of the 2019 conference is we were able to launch a bicycle co-op in Sitka where people can work on their bikes and learn maintenance.

C14. How has bike education changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

Our biggest problem is a lot of our regular in-person education programs, such as the Sitka Bike Rodeo, Kidical Mass, Sitka Community Bike Ride, etc., ended up being canceled this year. We shifted some of our group rides to individual events. We also moved our state conference online. We also did a shift where instead of doing education we worked on single-track mountain bike trails, bike parking plans, etc.

Page: BFC: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.

Local business incentive program that rewards customers arriving by bicycle (e.g. Bicycle Benefits, etc.)

D1a. Please provide a link to your local business incentive program.

<https://sitkacycling.wordpress.com/2019/03/01/sitka-cycling-club-launches-bicycle-benefits-program-with-local-merchants/>

D2. What other groups actively promote bicycling in the community? Check all that apply.

Chamber of Commerce, Downtown Business Association/Business District, Tourism Board, Other civic associations (e.g. Rotary, Lion's Club, etc.)

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

Yes

D3a. If yes, please describe.

Sitka only has one Bicycle Friendly Business, but it's our largest employer (SouthEast Alaska Regional Health Consortium, or SEARHC Sitka Campus).

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Web-based route finding service, Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map

**We recognize that most communities had to cancel their in-person [2020 National Bike Month](#) events due to the COVID-19 pandemic. Please respond to D5 with the activities your community *typically* hosts for Bike Month over the past several years, even if those activities were not held this year. If your community tried something new this year to celebrate Bike Month or Bike to Work Day during the pandemic, please select "other" in D5 and use the space provided to describe those newer efforts. **

D5. How is National Bike Month/your own dedicated Bike Month typically promoted in your community? Check all that apply.

Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Community Rides, Public Service Announcements, Publish a guide or calendar of Bike Month Events, National Bike Challenge/Global Bike Challenge, Trail construction or maintenance day

D6. How is bicycling typically promoted in your community outside of Bike Month? Check all that apply.

Community and charity rides, Public Service Announcements, Kidical Mass Ride, Commuter Challenge, Non-commuting related (i.e. errand-running) challenges and programs, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, International Bike to School Day in October , Winter Bike to Work/School Day(s), Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits)

D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.

People of Color, Seniors, ADA community

D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Contribute in-kind funding (i.e. police presence, closing roads, etc.)

D9. Are any of the following organized cycling clubs/groups active in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, Kidical Mass, Family Bike Party, or other family-oriented groups, Senior ride groups, People of Color ride groups

D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.

None of the above

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories? Check all that apply.

Other bicycle-related giveaway or subsidy programs

D11a. If other, please describe.

We periodically give away reflective rain jackets to people to wear while riding (we live in a rain forest and our daylight is limited during several months). We have a Masonic Lodge that gives a bike to a student from each third-grade class for citizenship (it includes a helmet and lock). Our prize for the Winter Bike To Work Day event in February was a light set.

D12. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 1 -15,000 residents

D13. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

Yes

D13a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.

Provision of abandoned or impounded bicycles for resale

D14. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

Other

D14a. If other, please describe.

City Hall has a relatively new covered bike shelter for employee use.

D15. Describe any other events, programs or policies your community has to encourage bicycling.

In June 2019, we hosted the inaugural Alaska Walk and Bike Conference that included a two-day Smart Cycling class, and sparked our creating a bike co-op and building new single-track mountain bike trails. We now have hosted seven International Bike To Work/School Day events, plus we usually host a full slate of National Bike Month events in May with a Ride of Silence, a Blessing of the Bikes, lunch-and-learn events, the Sitka Bike Rodeo, the Julie Hughes Triathlon, the Sitka Community Bike Ride, etc. We host a Kidical Mass bike ride in September. SEARHC, our local health organization, has hosted a program in recent years where people getting physical exams get a discount off a bike/gear at our local bike shop. The Southeast Alaska Independent Living (SAIL) program offers monthly bike events during the summer geared toward seniors and the ADA community. The Sitka Cycling Club hosts monthly club rides, including a half-century ride in August.

D16. How have bicycling-related encouragement efforts changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

COVID-19 forced the cancelation of several of our usual events in 2020, and we hope it's just a temporary situation. With the creation of our new bike co-op, we're hoping to make used bikes available to lower income residents (these might be bikes previously sold in the semi-annual police bike auction). While it's not as active as it was, we have had a Tlingit and Friends Bike Club for our Alaska Native community coordinated by Sitka Tribe of Alaska.

Effective June 9, 2020, the "Enforcement & Safety" section of the Fall 2020 BFC application has been taken offline to allow the League to assess all Enforcement-related questions and begin to determine how the BFC program can best contribute to policy and cultural changes that reduce the potential for police violence and discriminatory enforcement. [Read more here.](#)

As of August 10, 2020, the Fall 2020 Bicycle Friendly Community application has been updated to reflect a number of Enforcement & Safety-related changes throughout the other 'E' sections of the application. The remaining 'Enforcement & Safety' questions will remain offline for the remainder of the Fall 2020 application cycle.

For a complete list of the changes made to the other sections of the BFC application on August 10th, [please download our summary document which highlights and explains each edit.](#) (.docx)

You may also [download the complete BFC application Word document updated with all changes highlighted here.](#) (.docx) If you have questions or feedback about the application updates, please contact bfa@bikeleague.org.

Please note the Fall 2020 submission deadline has been extended to October 1, 2020 to provide applicant communities with more time to answer the updated questions.

After the Fall 2020 deadline passes, the League will continue to collaborate with Bicycle Friendly Community applicants, advocates, and other partners, to listen, learn, and roll out further changes to the BFC application as needed in future application rounds, to encourage more equitable policies that make streets safer for everyone.

Page: BFC: Evaluation & Planning

F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?

Helping the community become more bicycle-friendly is NOT a part of anyone's official job description, but at least one paid employee has permission to spend working hours on bicycle-focused projects.

F2. Is there a Safe Routes to School Coordinator?

Currently, no one is focused on Safe Routes to School educational programs and infrastructure improvements.

F3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

0.1

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.

Attend bicycle-related webinars/trainings , Attend bicycle-related conferences

F5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

F5a. How often does the committee meet?

Monthly or more frequently

F5b. First Name:

James

F5b. Last Name:

Poulson

F5b. Email:

photo@sitkasentinel.com

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?

No

The League of American Bicyclists' mission is to create a Bicycle Friendly America for everyone. EDI is an important part of ensuring that community investments and practices related to bicycling work for everyone and are not distributed disproportionately to a particular demographic of your community. Everyone deserves safer streets, better mobility, and improved access to community resources and opportunities. We believe that an EDI initiative, committee, or position is important to building a Bicycle Friendly Community so that improvements to bicycling reflect community engagement and areas of need.

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

F7a. What year was the plan originally adopted?

2007

F7a1. Has the plan been updated or revised since it was first adopted?

Yes

F7a2. If yes, what year was the plan most recently updated?

2018

F7b. Provide a link to the current plan.

<http://www.cityofsitka.com/government/departments/planning/index.html>

F7c. Is there a dedicated budget for implementation of the plan?

No

F7d. Does your plan include a goal to increase bicycle facilities?

Yes

F7d1. Please list or describe these goals.

Sitka Comprehensive Plan, Page 32 of 58,

<http://www.cityofsitka.com/government/departments/planning/documents/SitkaComprehensivePlan2>

Item T 3.3 under Transportation, Reduce wear and tear and enhance pedestrian and bicyclist safety by lowering the speed limit from 25 to 20 miles per hour on streets without sidewalks, in denser residential areas, and through downtown.

Sitka Technical Plan, Pages 166-167 of 237

<http://www.cityofsitka.com/government/departments/planning/documents/TechnicalPlanDraft4Apr20>

Sidewalks and Bicycle Paths

Active transport, also called non-motorized transportation and human powered transportation, refers to walking, cycling, and variants such as wheelchair, roller skating, scootering, and similar uses. Some of the benefits of active transportation are cost savings for bicyclist and pedestrian commuters, benefits to bicycle and tourism-related businesses, and individual and community reductions to health care costs.

Children going to and from school especially benefit, as a large study showed that children who walk or cycle to school rather than being driven by their parents have an increased power of concentration that lasts all morning.

The benefits of active transportation cannot be a surprise to Sikans. The percentage of residents that walk or bike to work in Sitka is significantly higher than in the U.S. or Alaska (Figure 77).

Figure 77 - Means of Transportation to Work

US Alaska Sitka

Workers 16 years and over 143,621,171 356,987 4,708

Car, truck, or van 85.9% 80.5% 70.4%

Drove alone 76.4% 67.9% 57.6%

Carpooled 9.5% 12.6% 12.8%

In 2-person carpool 7.3% 9.9% 9.0%

In 3-person carpool 1.3% 1.6% 1.9%

In 4-or-more person carpool 0.9% 1.1% 1.8%

Workers per car, truck, or van 1.06 1.09 1.11

Public transportation (excluding taxicab) 5.1% 1.6% 1.8%

Walk 2.8% 7.8% 15.1%

Bicycle 0.6% 1.0% 5.2%

Taxicab, motorcycle, or other means 1.2% 4.5% 2.5%

Worked at home 4.4% 4.6% 5.1%

Source: US Census American Community Survey (ACS) 5-Year Estimates for 2011-2015

Sitka has 24 miles of sidewalks.

City facilities include 6.8 miles of sidewalk on one side of the road, and another 2.9 miles with sidewalks on both sides.

State facilities are 5.3 miles of roads with sidewalks on one side of the road, and another 3.1 miles with sidewalks on both sides of the street.

Sitka has more than 9 miles of paved bike or bike/walk paths, including 0.6 miles CBS-owned, and 8.9 miles state-owned facilities.

In addition, the Sitka Cross Trail is used for walking, biking, and skiing, transportation between destinations, as well as for recreational use.

Sitka was designated as a national Bike Friendly Community in 2008 and maintains this certification.

In 2013, it became Alaska's first Walk Friendly Community, and its bronze-level designation was renewed in 2017. Some of the factors that have contributed to these recognitions are:

Sitka's compact downtown and the density of nearby homes

The local emphasis on healthy lifestyles and outdoor recreation

Infrastructure improvements funded by the CBS and ADOT&PF

Actions by the Sitka Bicycle Friendly Community Coalition (now called Sitka Cycling Club), Sitka Trails Partnership (see parks and recreation chapter), Sitka Health Summit, Walk Sitka, Southeast Alaska Independent Living (SAIL), and others.

F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

During the Sitka Comprehensive Plan 2030 process, the project staff hosted meetings for tribal members, the ADA community, seniors, and others. All meetings were open to the public, and efforts were made to reach into minority and non-English speaking communities.

F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.

Parks & Recreation

F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.

Hospitals and medical centers, Parks & recreation centers

F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?

3%

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)

No

F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years?

10

F13. How many lane miles of bicycle facilities has your community installed in the last two years?

0

F14. How does your community collect information on bicycle usage? Check all that apply.

App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.), Manual counts that specifically target traditionally underrepresented neighborhoods

Additional files may be uploaded at the end of the application.

F14a. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.)

No File Uploaded

F14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

No File Uploaded

F14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

No File Uploaded

F14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

No File Uploaded

F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

F14f. If other ridership data is provided above, please briefly describe the dataset, including methodology for collection. (optional)

Here is a link to our Strava Global HeatMap, <https://www.strava.com/heatmap#12.00/-135.27836/57.05773/hot/ride>. We have done manual cycling counts, but I don't have access to the collected data.

F14g. Has your community made any changes to bike-related data collection efforts (e.g. counting methodology) in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.

We are looking into purchasing a couple of pedestrian/bicyclist electronic counters that we can move around our streets and trails. Living in a rain forest, manually collecting data can be problematic because your paper tends to fall apart in the rain.

F14h. Has your community noticed significant changes in ridership levels/locations/habits in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.

We are still seeing a relatively high percentage of people out on bicycles, but with a lot of people doing more work from home they're probably not commuting. We have seen a large gain in trail use, especially as we have been building single-track mountain bike loops off our town's main trail. It was an especially wet and cold summer (70 days of measurable rainfall from June 1 through Aug. 31), but there still seemed to be a lot of people out on bikes.

F15. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

Yes

F15a. Please list or describe these goals.

We just try to promote a culture that encourages riding a bike and bike safety. We do want to increase our percentage of people who commute to work by bike (even though the American Community Survey now appears to lump the stat in the Other methods)

F16. Does your community collect and track bicyclist crash data?

Yes

F16a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

6

F17. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

0

F18. If your community has collected any other bicycling safety metrics or data, including any demographic or geographic data of safety outcomes, please describe and provide a related link and/or file below.

No data

F18. Related Link:

F18. Related File:

No File Uploaded

F19. Has the community set a goal to eliminate traffic fatalities within the next 20 years or less?

Yes

F19a. If yes, please state or summarize the goal, including timeframe.

Our last bicycle fatality was in 2009, so we've now gone 11 years without a fatality.

F19b. What is the primary method or mechanism the community has implemented to achieve this goal? Please describe and provide links and/or file attachments to any associated plan, policy, or program below.

I don't think our efforts lie in a particular plan, other than trying to build a culture where cycling is accepted. We don't have a lot of high speeds, and our drivers have become much more aware of cyclists on the roads. We have led trainings, such as our Smart Cycling training as part of the 2019 Alaska Walk and Bike Conference, and we have a variety of regular PSAs about bike safety that air on the radio. We have been averaging about a 5-6 percent commute to work by bike share, and we have 16.7 percent of the people walking to work now. We still have issues, such as trying to get the police to enforce wrong-way riding and no headlights at night, but we're succeeding despite the issues.

F19b. Link to related plan/policy/program:

F19b. File for related plan/policy/program:

No File Uploaded

F20. Are there any local ordinances or state laws in place designed to improve bicyclists' safety in your community? Check all that apply.

Ban on texting while driving

F21. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.

Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions , Other

F21a. If other, please describe.

We have had a youth bike helmet ordinance in effect since 2005.

F22. Please describe any efforts in place to evaluate how equitably and effectively these laws or ordinances are currently applied in the community.

The state of Alaska requires all crash reports to include ethnic data, and we are starting to use that data when the special users group meets to discuss the Alaska Highway Safety Plan (Charles Bingham of Sitka sits on the group). We are seeing an extremely high rate of Alaska Native pedestrian fatalities, but that hasn't shown up in our cycling stats.

F23. How does your community ensure transparency and accountability regarding traffic law enforcement? Check all that apply.

Officers are required to report all traffic enforcement stops made of motor vehicle drivers, Officers are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Data summaries, analysis, or reports are published and made available to the public on a regular basis, Analysis and reports are developed but not shared/ are only used internally

F24. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

Right now I don't think we have any. We have a new police chief, and he's part Tlingit (the local tribe), so maybe that will change. There are some basic police data items starting about Page 132 of this document, but they don't include demographics.

<http://www.cityofsitka.com/government/departments/planning/documents/TechnicalPlanDraft4Apr20>

F25. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?

Yes

F26. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers and planners? Check all that apply.

Online reporting system (e.g. SeeClickFix), Hotline, Contact staff directly via call/voicemail/fax/email/text/social media, Traffic safety (crash/fatality) data automatically or routinely shared with engineers and planners to identify and prioritize problem areas

F27. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling? Check all that apply.

None of the above

F28. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling? Check all that apply.

None of the above

F29. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.

Evaluation has been our weakest part of the application, and we have done some random data collection. We're hoping to find a grant so we can get some traffic counters, so we have more than anecdotal data. In addition to our new Sitka Comprehensive Plan 2030, we have a Sitka Trails Plan, a Sitka Sustainable Outdoor Recreation Plan, a Sitka Non-Motorized Transportation Plan, and other planning documents that are linked at <http://sitkacycling.wordpress.com/documents>.

F30. How have bicycling-related evaluation and planning efforts, including community engagement and outreach, changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

With people confined to their homes and no tourist season this year, our data collection would have been an outlier this summer. The Sitka Cycling Club just started working on a new single-track mountain bike trails plan, so we can continue the momentum we've gained from our trail-building efforts this summer. We also are working on a bike-parking plan that will include an inventory showing where we have different types of bike racks, <https://jfactory.xyz/maps/sitka/bicycle-parking/>

Page: BFC: Final Overview

G1. What are the top three reasons your community has made bicycling a priority?

Improving public health, Provide affordable transportation options , Traffic and bicycle/pedestrian safety

G2. Briefly describe the most positive outcome of your community's support for bicycling.

When we first applied for a Bicycle Friendly Community designation in 2008, we had a bike commuting share of 2.87. Since then we have increased our bike commuting share to more than 5 percent (we had 5.42 one year before tailing off a bit). Our walk commuting share has gone from 11.5 percent to 16.7 percent, so we now have about 22 percent of our population using active transportation to get to work. One reason for the high bike and walking commuter rates is how compact the downtown core of Sitka is and how easy everything is to get to, with almost all commuting trips being within a seven-mile radius of the center of town.

G3. Describe any improvements that have occurred for cycling in your community since your last application.

The past two years, Sitka has been a major part of the Alaska Walk and Bike Conference, which took place in Sitka in 2019 and was virtual in 2020 (it was supposed to be in Sitka again). The conference helped spark the creation of a new bike co-op and the building of four single-track mountain bike loops this summer. In 2019, Sitka won a Robert Wood Johnson Foundation Culture Of Health Award. We launched a Bicycle Benefits program with local businesses. We also rebranded our main cycling group, now calling it the Sitka Cycling Club after several years of being the Sitka Bicycle Friendly Community Coalition (hard to say). We now have nearly 200 members of the Sitka Cycling Club, out of a population of about 8,500 people.

G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

We need more facilities for bike commuters, especially in the downtown area and near our bigger businesses. We need more covered bike sheds to keep the rain off bikes, we need shower facilities (not that people build up a big sweat in a town that rarely gets warmer than 70 degrees), and we need more and better bike racks (we have a lot of old-style tire-bender racks that need replacing). We need the state to paint directional arrows in the bike lanes on our main roads to promote safe riding. We have a problem with wrong-way riding in town, and we need more education and enforcement to eliminate the problem. We need stronger municipal support, including better investment in city bike infrastructure and enforcement of the helmet ordinance for kids, wrong-way riding and other bike laws. We also need support with bike safety education, and ideally have the city hire at least a part-time bicycle/pedestrian coordinator.

G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

We hope to continue building more single-track bicycle trails in town, since there has been a big demand for the four trails we built this summer. We have a committee working on creating a master plan for single-track mountain bike trails so we can be strategic with our future trails. We also hope to finish up our bicycle-parking plan so we know where we need to upgrade bike racks and covered shelters (we have several locally made jumping salmon bike racks downtown, too.).

G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G7. How did you hear about the Bicycle Friendly Community program?

We started hosting an event called the Sitka Health Summit in 2007, and several community members suggested we apply for the Bicycle Friendly Community designation. We held Bronze Level designations in 2008 and 2012, and upgraded to Silver Level in 2016.

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

Asa Dow cuts a branch at the head of the 907 single-track mountain bike loop, the first single-track loop the Sitka Cycling Club built off the Sitka Cross Trail in the 2020 summer. (Photo by James Poulson, Daily Sitka Sentinel)

[Download File](#)

File 2

Charlie Lowell of the Susitna Bike Institute in Anchorage, right, watches Joel Hanson, left, and Alex Bayne work on brakes during a bike mechanic training session for the new Salty Spoke Bike Cooperative in Sitka.

[Download File](#)

File 3

Participants in the 2019 Kidical Mass bike ride gather for a group photo after the ride

[Download File](#)

File 4

Sitka Cycling Club president Doug Osborne leads cyclists at the start of the Sitka Half-Century Ride in August 2019. There were courses of varying lengths and more than 50 riders participated.

[Download File](#)

File 5

Anthony Treas leads cyclists around St. Michael The Archangel Russian Orthodox Cathedral during the 2017 Sitka Community Bike Ride

[Download File](#)

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