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Office  
For reading: May 23, 2023

**ANCHORAGE, ALASKA**  
**AO No. 2023-65**

1 **AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING ANCHORAGE**  
2 **MUNICIPAL CODE TITLE 9 TO PROMOTE SAFETY, EQUITY, AND ACCESS TO**  
3 **INFRASTRUCTURE FOR BICYCLISTS AND OTHER VULNERABLE ROAD**  
4 **USERS.**

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5  
6 **WHEREAS** it is necessary, appropriate, and in the best interest of the Municipality  
7 of Anchorage to prevent and reduce injuries, fatalities, and property damage  
8 resulting from collisions between motor vehicles and persons who are not operating  
9 motor vehicles; and

10  
11 **WHEREAS** the Anchorage Municipal Assembly supports the Active People, Healthy  
12 Nation initiative;<sup>1</sup> and

13  
14 **WHEREAS** Alaska one of has the highest percentages of people who walk or bike  
15 to work of any state in the nation;<sup>2</sup> and

16  
17 **WHEREAS** 14% of southcentral Alaskans bike or walk to get food or groceries and  
18 16% bike or walk to school or work;<sup>3</sup>; and

19  
20 **WHEREAS** the Alaska Department of Transportation and Public Facilities has  
21 estimated that 40% of southcentral Alaskans weekly driving patterns could be  
22 replaced by an average of less than an hour of walking per day, or by an average  
23 of less than 20 minutes riding a bicycle per day;<sup>4</sup>;and

24  
25 **WHEREAS** recent fatality data released by the National Highway Traffic Safety  
26 Administration (NHTSA) shows that the bicyclist fatality rate has increased by 62%  
27 since 2010 in urban communities;<sup>5</sup> and

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<sup>1</sup> See AR 2023-76, Anchorage Mun. Assemb., (Mar. 21, 2023), [https://meetings.muni.org/AgendaOnline/Documents/ViewDocument/AR\\_2023-76\\_CDC\\_ACTIVE\\_PEOPLE\\_HEALTHY\\_NATION\\_INITIATIVE\\_V.2.DOCX.DOCX?meetingId=4934&documentType=Agenda&itemId=53741&publishId=39654&isSection=false](https://meetings.muni.org/AgendaOnline/Documents/ViewDocument/AR_2023-76_CDC_ACTIVE_PEOPLE_HEALTHY_NATION_INITIATIVE_V.2.DOCX.DOCX?meetingId=4934&documentType=Agenda&itemId=53741&publishId=39654&isSection=false).

<sup>2</sup> Alaska Dept. of Transp. & Pub. Facilities, ALASKA STATEWIDE ACTIVE TRANSPORTATION PLAN at 13 (2019), [https://dot.alaska.gov/stwdplng/areaplans/modal\\_system/docs/AK-Statewide-Active-Transportation-Plan.pdf#page=16](https://dot.alaska.gov/stwdplng/areaplans/modal_system/docs/AK-Statewide-Active-Transportation-Plan.pdf#page=16)

<sup>3</sup> Alaska Dept. of Transp. & Pub. Facilities, LONG RANGE TRANSPORTATION PLAN & FREIGHT PLAN, *Alaska Moves 2050: Survey Report* at 9 (2021), [https://alaskamoves2050.com/wp-content/uploads/2021/09/25697\\_DOTPF\\_LRTP\\_SurveyReport\\_09092021.pdf#page=9](https://alaskamoves2050.com/wp-content/uploads/2021/09/25697_DOTPF_LRTP_SurveyReport_09092021.pdf#page=9)

<sup>4</sup> *Id.* at 13, *assuming 10mph cycle speed or 3mph walking speed*, [https://alaskamoves2050.com/wp-content/uploads/2021/09/25697\\_DOTPF\\_LRTP\\_SurveyReport\\_09092021.pdf#page=13](https://alaskamoves2050.com/wp-content/uploads/2021/09/25697_DOTPF_LRTP_SurveyReport_09092021.pdf#page=13)

<sup>5</sup> Nat. Hwy. Traffic Safety Admin., OVERVIEW OF MOTOR VEHICLE TRAFFIC CRASHES in 2021, DOT HS 813 435 at 27 (April, 2023), <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435#:~:text=Executive%20Summary-There%20were%2042%2C939%20people%20killed%20in%20motor%20vehicle%20traffic%20crashes,in%20traffic%20crashes%20in%202021.pdf#page=27>.

1  
2 **WHEREAS** 75% of all statewide motor vehicle crashes involving bicycles occur in  
3 Anchorage and 1 in 10 crashes involving a bicycle result in serious injury or death<sup>6</sup>  
4

5 **WHEREAS**, between 2015 and 2019, the per capita fatality rate in the U.S. for Black  
6 pedestrians was more than double the rate for white pedestrians, and for Indigenous  
7 pedestrians was more than four times as high as for white pedestrians;<sup>7</sup> and  
8

9 **WHEREAS**, nationally, traffic laws are disproportionately enforced against Black,  
10 Latine/x, and low-income people on bikes, especially where infrastructure is  
11 lacking;<sup>8</sup> and  
12

13 **WHEREAS**, the Anchorage Non-Motorized Plan Goal #1 is to increase the use of  
14 the non-motorized system and Goal #3 is to improve safety and security of  
15 pedestrians and bicyclists;<sup>9</sup> and  
16

17 **WHEREAS**, Goal #6 of the Anchorage Climate Action plan is to increase use of  
18 public transit and non-motorized facilities;<sup>10</sup> and  
19

20 **WHEREAS**, Goal #2A of Anchorage 2040 Metropolitan Transportation Plan is to  
21 “reduce vehicle, pedestrian, and bicyclist crashes, especially those resulting in  
22 traffic fatalities and serious injuries”;<sup>11</sup> and  
23

24 **WHEREAS**, the Anchorage Vision Zero Action Plan<sup>12</sup> includes “Revise Title 9 to  
25 include a Vulnerable User Law” as an action to achieve the goal “Promote a Culture  
26 of Safety”; now, therefore,  
27

28 **THE ANCHORAGE ASSEMBLY ORDAINS:**  
29

30 **Section 1.** Anchorage Municipal Code Chapter 9.02, is hereby amended to insert  
31 a new section of code (*the remainder of the chapter is not affected and therefore*  
32 *not set out*):  
33  
34  
35

**9.02.040      General Principles**

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<sup>6</sup> *Non Motorized Transportation & Vulnerable Road Users: Presentation before Alaska S. Transp. Comm.* (2023), <https://www.ktoo.org/gavel/video/?clientID=2147483647&eventID=2023021317&startStreamAt=930>

<sup>7</sup> Nat. Assoc. Of City Transp. Officials, *Breaking the Cycle: Reevaluation the Laws that Prevent Safe & Inclusive Biking* at 8 (2022), <https://nacto.org/wp-content/uploads/2022/11/2022-Bikeway-Design-Enforcement-Paper-Singles-Jul19.pdf#page=8>

<sup>8</sup> *Id.* at 12, <https://nacto.org/wp-content/uploads/2022/11/2022-Bikeway-Design-Enforcement-Paper-Singles-Jul19.pdf#page=12>

<sup>9</sup> Anchorage Metro. Area Transp. Solutions, NON-MOTORIZED PLAN at 24 (2021), [https://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Nonmotorized/update\\_2020/20221019\\_Anchorage\\_Non\\_Motorized\\_Plan\\_Final%20Document.pdf#page=24](https://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Nonmotorized/update_2020/20221019_Anchorage_Non_Motorized_Plan_Final%20Document.pdf#page=24)

<sup>10</sup> ANCHORAGE CLIMATE ACTION PLAN *adopted* by AR 2019-158 at 49 (May 21, 2019), [https://www.muni.org/Departments/Mayor/AWARE/ResilientAnchorage/Documents/2019%20Anchorage%20Climate%20Action%20Plan\\_ADOPTED.pdf#page=49](https://www.muni.org/Departments/Mayor/AWARE/ResilientAnchorage/Documents/2019%20Anchorage%20Climate%20Action%20Plan_ADOPTED.pdf#page=49)

<sup>11</sup> Anchorage Metro. Area Transp. Solutions, 2040 METROPOLITAN TRANSPORTATION PLAN at Ch. 3, pg. 4 (2020), [https://www.muni.org/Departments/OCPD/Planning/AMATS/MTP/2040/Chpaters/2040\\_MTP\\_Chapter\\_3\\_Goals\\_and\\_Objectives.pdf#page=4](https://www.muni.org/Departments/OCPD/Planning/AMATS/MTP/2040/Chpaters/2040_MTP_Chapter_3_Goals_and_Objectives.pdf#page=4)

<sup>12</sup> Anchorage Metro. Area Transp. Solutions, Vision Zero Action PLAN at 44 (2018), <https://www.muni.org/departments/ocpd/planning/amats/pages/visionzero.aspx>.

1  
2 A. Notwithstanding any other provision of code within this title, the  
3 overarching principle governing the rules of the road shall be to share  
4 the public way. Unless otherwise stated by a provision within this title:

5  
6 1. Vehicles, vulnerable road users, and pedestrians travelling  
7 upon the roadway shall adhere to the rules and obey the signs  
8 and signals regulating vehicular traffic on the roadway;

9  
10 2. Vulnerable road users travelling upon a marked bicycle lane  
11 shall adhere to the rules and obey the signs and signals  
12 regulating bicycle traffic within the bicycle lane; and

13  
14 3. Pedestrians and vulnerable road users travelling upon a  
15 sidewalk shall adhere to the provisions of code and obey the  
16 signs and signals regulating pedestrian traffic.

17  
18 B. Wherever there is doubt or ambiguity travelers shall yield the right of  
19 way to the more vulnerable road users: motor vehicles shall yield to  
20 bicycles and other non-motorized traffic, which in turn shall yield to  
21 pedestrians.

22  
23  
24 **Section 2.** Anchorage Municipal Code Section 9.04.010 is hereby amended to  
25 read as follows (*the remainder of the section is not affected and therefore not set*  
26 *out*):

27  
28 **9.04.010 Definitions**  
29 \*\*\* \*\*

30 *Bicycle lane* means a portion of a roadway, that has been designated by  
31 pavement markings and, if used, signs for preferential or exclusive use by  
32 [BICYCLES] vulnerable road users, not including pedestrians. Bicycle lanes  
33 include but are not limited to the following:

34  
35 1. Protected Bicycle Lane means a bicycle lane guarded from the  
36 encroachment of motor vehicle traffic by a physical barrier,  
37 such as bollards, medians, raised curbs. Protected bicycle  
38 lanes may also be installed temporarily or seasonally via the  
39 use of relocatable barriers, planters and landscaping, trees in  
40 fish totes, removable bollards, etc. (bicycle facilities that are  
41 physically separated from motor vehicle traffic by a painted  
42 buffer and physical barriers such as flexible delineators, curbs,  
43 or planters. Parking lanes can also be used as a means of  
44 physical protection if there is a buffer space between the bicycle  
45 lane and the parking lane.

46  
47 2. Buffered Bicycle Lane means a bicycle lane paired with a  
48 designated buffer space that uses pavement markings but no  
49 physical barriers to separate the bicycle lane from the adjacent  
50 motor vehicle travel lane and/or parking lane.

51  
52 3. Cycle Track means a permanently installed on-street protected

bicycle lane that is physically separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curbside of the parking. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color or texture or reflective markings differentiates the cycle track from the sidewalk. If at street level, cycle tracks may be separated from motor vehicle traffic by raised medians, on-street parking, or bollards. They are meant to provide a high level of security and comfort for vulnerable road users.

\*\*\*      \*\*\*      \*\*\*

*Pavement markings* means painted markings on highways providing guidance and information for the road user. Major marking colors are yellow and white, and may be either solid or dashed. Some major marking types, with general use and meaning include, but are not limited to:

\*\*\*      \*\*\*      \*\*\*

- 9. Green pavement markings supplement solid white lines or dotted white lines in delineating the edge of a bicycle lane designated under section 9.16.095

\*\*\*      \*\*\*      \*\*\*

*Vulnerable Road User* means a person on a public roadway not using a motor vehicle. For the purposes of this title vulnerable road users include:

1. Pedestrians travelling upon a roadway.
2. Persons actually engaged in work upon a highway, or in work upon utility facilities along a highway, or engaged in the provision of emergency services within the public way; or
3. A person riding or leading an animal; or
4. A person lawfully operating or riding any of the following in the public way:
  - a. A unicycle, bicycle, or other pedal powered vehicle;
  - b. A coaster, kick scooter, skateboard, in-line roller skates (roller blades) or roller skates or other similar device, with or without a low-speed electric motor.

**Section 3.** Anchorage Municipal Code Chapter 9.14, Traffic Signs, Signals and Markings, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

**9.14.040 Traffic control signal legend.**

1  
2 A. Whenever traffic is controlled by traffic control signals exhibiting  
3 different colored lights, or colored lighted arrows, successively, one at  
4 a time or in combination, only the colors green, red and yellow shall  
5 be used, except for special pedestrian signals carrying a word legend,  
6 and the lights shall indicate and apply to drivers of vehicles and  
7 vulnerable road users[PEDESTRIANS] as follows:  
8

9 1. *Green indication.*

- 10  
11 a. Vehicular traffic facing a circular green signal shall  
12 proceed straight through or turn right or left, unless a  
13 sign at such place prohibits either such turn. Vehicular  
14 traffic, including vehicles turning right or left, shall yield  
15 the right-of-way to other vehicles and to vulnerable road  
16 users [PEDESTRIANS] lawfully within the intersection or  
17 an adjacent crosswalk.  
18  
19 b. Vehicular traffic facing a green arrow signal, shown  
20 alone or in combination with another indication, shall  
21 enter the intersection only to make the movement  
22 indicated by such arrow, or such other movements as  
23 are permitted by other indications shown at the same  
24 time. Such vehicular traffic shall yield the right-of-way to  
25 vulnerable road users [PEDESTRIANS] lawfully within  
26 an adjacent crosswalk and to other traffic lawfully using  
27 the intersection.  
28  
29 c. Unless otherwise directed by a pedestrian control signal,  
30 as provided in section 9.14.050, pedestrians and other  
31 vulnerable road users travelling upon a sidewalk facing  
32 any green signal may proceed across the roadway  
33 within any marked or unmarked crosswalk, except when  
34 the sole green signal is a turn arrow or a sign prohibits  
35 crossing at that location.  
36

37 2. *Steady yellow indication.*

38 \*\*\* \*\*

- 39  
40  
41 c. Vulnerable road users [PEDESTRIANS] facing a steady  
42 yellow signal, unless otherwise directed by a crosswalk  
43 control signal as provided in section 9.14.050, are  
44 thereby advised that there is insufficient time to cross the  
45 roadway before the red indication is shown, and no  
46 vulnerable road user[PEDESTRIAN] may then start to  
47 cross the roadway.  
48

49 3. *Steady red indication.*

- 50  
51 a. Vehicular traffic facing a steady circular red signal alone  
52 shall not enter the intersection and shall stop before

entering the crosswalk on the near side of the intersection, or, if there is no crosswalk, then before entering the intersection, and shall remain stopped until a signal to proceed is shown. This traffic may, after stopping, cautiously proceed to make a right turn from a one-way or two-way roadway into a two-way roadway or into a one-way roadway carrying traffic in the direction of the right turn, or it may make a left turn from a one-way or two-way roadway into a one-way roadway carrying traffic in the direction of the left turn;

\*\*\*      \*\*\*      \*\*\*

ii. Any vehicle making such a turn shall yield the right-of-way to any other vehicle, or vulnerable road user[PEDESTRIAN] lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited.

\*\*\*      \*\*\*      \*\*\*

c. Unless otherwise directed by a pedestrian control signal as provided in section 9.14.050, vulnerable road users [PEDESTRIANS] facing a steady red signal alone may not enter the roadway.

d. A person riding a bicycle on the roadway facing any steady red signal, which fails to change to a green light within 120 seconds because of a signal malfunction or because the signal has failed to detect the arrival of the bicycle, shall have the right to proceed subject to the rules stated herein. After stopping, the bicyclist shall yield the right-of-way to any vehicle in or near the intersection or approaching on a roadway so closely as to constitute an immediate hazard during the time such bicyclist is moving across or within the intersection or junction of roadways. Such bicyclist shall yield the right-of-way to vulnerable road users lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection

(CAC 9.14.040; AO No. 78-72; AO No. 78-146; AO No. 89-52; AO No. 2011-113(S), § 23, 11-22-11, eff. 12-22-11)

\*\*\*      \*\*\*      \*\*\*

**9.14.050      Pedestrian and special bicycle control signal legend**

A. When a special pedestrian control signal exhibits the words "walk" or "don't walk", such signals shall indicate the following:

1.[A.] *Steady walking person symbol signal.* Pedestrians and other vulnerable road users travelling upon a sidewalk facing this signal may proceed across the roadway in the direction of the

signal and shall be given the right-of-way by the drivers of all vehicles.

2.[B.] *Flashing upraised hand symbol signal.*

a. Except as provided in subsection A2b, n[ N]o pedestrian or other vulnerable road users travelling upon a sidewalk shall start to cross the roadway in the direction of an upraised hand symbol signal illuminated with intermittent flashes; however, any vulnerable road user [PEDESTRIAN] who has partially completed crossing on the walking person symbol signal shall proceed to a sidewalk or safety median.

b. A person operating a bicycle facing this signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

3.[C.] *Steady upraised hand symbol signal.* No pedestrian or other vulnerable road user travelling upon a sidewalk shall start to cross the roadway in the direction of such signal, and any vulnerable road user [PEDESTRIAN] in the street shall proceed to the nearest sidewalk or safety median immediately.

B. When a special bicycle control signal exhibits different colored lights, only the colors green, red and yellow shall be used and the lights shall indicate and apply only to vulnerable road users lawfully travelling in a bicycle lane as follows:

1. Green indication with bicycle symbol signal. Vulnerable road users facing a green indication with bicycle symbol signal shall proceed straight through or turn right or left, unless a sign at such place prohibits either such turn. Persons operating a vehicle, including vehicles turning right or left, shall yield the right-of-way to pedestrians or any other vulnerable road users lawfully within the intersection or an adjacent crosswalk. Vulnerable road users, including those turning right or left, shall yield to the right of way to any pedestrian lawfully within the intersection or an adjacent crosswalk.

2. Steady yellow indication with bicycle symbol signal. Vulnerable road users facing a circular steady yellow signal are thereby warned that the related green signal is being terminated or that a red indication with bicycle symbol signal will be exhibited immediately thereafter.

3. Steady red indication with bicycle symbol signal. Vulnerable road users facing a steady circular red signal alone shall not enter the intersection and shall stop before entering the crosswalk on the near side of the intersection, or, if there is no crosswalk, then before entering the intersection, and shall

1 remain stopped until a signal to proceed is shown. This traffic  
2 may, after stopping, cautiously proceed to make a right turn  
3 from a one-way or two-way bicycle lane or roadway into a two-  
4 way bicycle lane or roadway or into a one-way bicycle lane or  
5 roadway carrying traffic in the direction of the right turn, or it  
6 may make a left turn from a one-way or two-way bicycle lane or  
7 roadway into a one-way bicycle lane or roadway carrying traffic  
8 in the direction of the left turn;

9  
10 a. However, the movements described in this subsection  
11 are not allowed if a sign posted by state or local authority  
12 prohibits these movements.

13  
14 b. Any vulnerable road users making such a turn shall yield  
15 the right-of-way to any pedestrian or any other  
16 vulnerable road user lawfully within the intersection or  
17 an adjacent crosswalk at the time the signal is exhibited.

18  
19 c. No vulnerable road users shall follow another vulnerable  
20 road user through a steady red indication signal with  
21 bicycle symbol signal without first coming to a complete  
22 stop at the stop line, crosswalk or a point nearest the  
23 intersecting roadway.

24  
25 (CAC 9.14.050; AO No. 78-72; AO No. 78-146; AO No. 2011-113(S), § 24,  
26 11-22-11, eff. 12-22-11)

27  
28 **Section 4.** Anchorage Municipal Code Chapter 9.16, Rules of the Road, is hereby  
29 amended to read as follows *(the remainder of the chapter is not affected and*  
30 *therefore not set out)*:

31  
32 **9.16.030 Rules for overtaking on the left.**

33  
34 A. The following rules shall govern the overtaking and passing of vehicles  
35 proceeding in the same direction, subject to those limitations,  
36 exceptions and special rules stated in this section:

37 \*\*\* \*\*

38 3. The driver of a motor vehicle overtaking a vulnerable road  
39 user[BICYCLIST] proceeding in the same direction shall pass  
40 to the left at a safe distance, not less than three feet, and shall  
41 not return to drive on the right side of the roadway until safely  
42 clear of the overtaken vulnerable road user[BICYCLIST]. The  
43 municipal traffic engineer may erect and maintain signage  
44 along public ways to notify operators of motor vehicles of the  
45 requirements for passing a vulnerable road user from a safe  
46 distance as required by this section.

47  
48 (CAC 9.16.030; AO No. 78-72; AO No. 89-52; AO No. 2011-113(S), § 29, 11-  
49 22-11, eff. 12-22-11)

50 \*\*\* \*\*

51 **9.16.095 Bicycle lanes.**  
52



1  
2 \*\*\* \*\*

3 B. When signs or markings are in place giving notice of the existence of  
4 any bicycle lane, it may be used by any vulnerable road user. It shall  
5 be unlawful for any person:

- 6  
7 1. For pedestrians afoot to travel upon a bicycle lane. Pedestrians  
8 requiring a wheeled mechanical to afford them mobility similar  
9 to persons afoot may lawfully travel upon a bicycle lane.[TO  
10 OPERATE A BICYCLE ALONG ANY PORTION OF THE  
11 ROADWAY SO DESIGNATED EXCEPT WITHIN THE  
12 BICYCLE LANE ON THE RIGHT SIDE OF THE ROADWAY,  
13 EXCEPT WHEN PREPARING FOR A LEFT TURN AT AN  
14 INTERSECTION OR INTO A PRIVATE ROAD OR DRIVEWAY  
15 AS PROVIDED IN SECTION 9.38.060 A. A BICYCLE MAY BE  
16 OPERATED ON A PATHWAY ADJACENT TO THE STREET  
17 OR ROADWAY WHEN A DESIGNATED BICYCLE LANE IS  
18 PRESENT].  
19  
20 2. To operate any vehicle, other than those defined as vulnerable  
21 road users, [A BICYCLE ALONG AND] within a bicycle lane.  
22  
23 3. To ride or operate a bicycle within a bicycle lane in any direction  
24 except that permitted vehicular traffic traveling on the same  
25 side of the roadway; provided that persons legally in use of the  
26 bicycle lane [BICYCLES] may proceed either way along a lane  
27 where arrows appear on the surface of the lane designating  
28 two-way bicycle traffic.  
29  
30 4. To park a motor vehicle across or on a bicycle lane except to  
31 obtain emergency parking.  
32  
33 5. To drive a motor vehicle across a bicycle lane except after  
34 giving the right-of-way to all persons legally in use of the bicycle  
35 lane [BICYCLES OPERATED WITHIN THE LANE], consistent  
36 with section 9.18.060 A.  
37  
38 6. To operate a motor vehicle, motor-driven cycle, or motorcycle  
39 [MOTOR SCOOTER, OR ELECTRIC PERSONAL MOTOR  
40 VEHICLE] upon a designated bicycle lane except to drive  
41 across it.  
42

43 C. Vulnerable road users may continue to travel upon a sidewalk or the  
44 roadway, even when a marked bicycle lane is present, provided they  
45 do so in accordance with applicable provisions under this title and in  
46 manner that does create a hazard to others.  
47

48 (AO No. 2011-113(S), § 35, 11-22-11, eff. 12-22-11)

49  
50 **Section 5.** Anchorage Municipal Code Section 9.6.030, is hereby amended to read  
51 as follows (*the remainder of the section is not affected and therefore not set out*):  
52

**9.36.030 Use of[Driving on] sidewalks, recreational trails or pathways.**

A. No person shall operate a motor vehicle upon any sidewalk, recreational trail or pathway, except to cross upon a permanent or properly authorized or temporary driveway.

B. Electric personal motor vehicles, as defined in AS 28.90.990, are permitted to operate on sidewalks, recreational trails and pathways.

C. The sidewalk may be used by vulnerable road users, even when a bicycle lane is present, so long as they do so in a manner that does not create hazard to pedestrians and other vulnerable road users.

(CAC 9.36.030; AO No. 78-72; AO No. 86-195; AO No. 89-52; AO No. 2011-113(S), § 93, 11-22-11, eff. 12-22-11; AO No. 2016-67, § 2, 6-21-16 )

**Section 6.** Anchorage Municipal Code Chapter 9.38, Bicycles, is hereby amended to read as follows *(the remainder of the chapter is not affected and therefore not set out)*:

\*\*\* \*\*

**9.38.020 Applicability of traffic laws to riders.**

\*\*\* \*\*

C. All vulnerable road users travelling [PERSON OPERATING A BICYCLE OR A DEVICE MOVED SOLELY BY ANY COMBINATION OF HUMAN MUSCULAR POWER, WIND, OR GRAVITY ]upon and along a sidewalk, trail or pathway shall have all the rights and duties applicable to a pedestrian under the same circumstances as follows:

1. The person shall not operate the bicycle or device at a speed greater than ten miles per hour when approaching or entering a crosswalk [AN UNCONTROLLED CROSSWALK, APPROACHING OR CROSSING A DRIVEWAY, OR CROSSING A CURB CUT OR PEDESTRIAN RAMP WHERE A MOTOR VEHICLE IS APPROACHING THE UNCONTROLLED CROSSWALK, DRIVEWAY, CURB CUT OR PEDESTRIAN RAMP].

2. The person, when entering a marked crosswalk from a sidewalk, trail or pathway, shall[A CONTROLLED INTERSECTION] obey any[THE] traffic control device applicable to pedestrians and enter the intersection at a reasonable and prudent speed.

3. The person shall operate the bicycle or device at a reasonable and prudent speed when in the presence of pedestrians on the same sidewalk, trail or pathway, consistent with section 9.38.070.

(CAC 9.38.020; AO No. 78-72; AO No. 2005-77, § 2, 11-22-05; AO No. 2011-113(S), § 107, 11-22-11, eff. 12-22-11; AO No. 2016-67, § 3, 6-21-16)

**9.38.030 Obedience to traffic control devices.**

- A. Any vulnerable road user travelling upon a roadway[PERSON OPERATING A BICYCLE] shall obey the instructions of official traffic control devices applicable to vehicles, unless otherwise directed by a police officer, school crossing guard, authorized flagperson, or other individual operating in an official capacity to assist traffic.
- B. When authorized signs are erected indicating no right turn, left turn, or U-turn is permitted, no vulnerable road user travelling upon a roadway [PERSON OPERATING A BICYCLE] shall disobey the direction of any such sign,
1. Except where such person dismounts from the bicycle or other wheeled device to make any such turn;
  2. If a person dismounts from the bicycle or other wheeled device, such person shall then obey regulations applicable to pedestrians.
- C. When approaching a stop intersection indicated by a stop sign a vulnerable road user shall shall:
1. Slow down to a speed reasonable for the existing conditions; and,
  2. If required for safety to stop, a a vulnerable road user shall stop:
    - a. At a clearly marked stop line,
    - b. Where no stop line is present, before entering the crosswalk on the near side of the intersection, or
    - c. Where no crosswalk exists at the point nearest to the intersecting roadway, where the vulnerable road user has a view of approaching vehicular and vulnerable road user traffic on the intersecting roadway.
  3. After slowing or stopping as appropriate, the vulnerable road user shall yield the right-of-way to any other vulnerable road user in the crosswalk or any vehicle in the intersection or approaching on another street so closely as to constitute an immediate hazard during the time such driver is moving across or within the intersection.

(CAC 9.38.030; AO No. 78-72; AO No. 2005-77, § 3, 11-22-05; AO No. 2011-113(S), § 108, 11-22-11, eff. 12-22-11)

1 \*\*\* \*\*

2 **9.38.070 Riding on sidewalk; giving audible warning.**

3  
4 A. No person shall ride a bicycle upon a sidewalk within the central  
5 business traffic district.

6  
7 B. The municipal traffic engineer is authorized to erect signs on any  
8 sidewalk or roadway prohibiting the riding of bicycles or a wheeled  
9 adjunct device thereon by any person, and when such signs are in  
10 place no person may disobey such signs. The decision to place such  
11 s[S]igns shall be based upon the [PUBLIC HEALTH, SAFETY AND  
12 WELFARE] safety of pedestrians and other vulnerable road users.

13  
14 \*\*\* \*\*

15  
16 (CAC 9.38.070; AO No. 78-72; AO No. 2005-77, § 6, 11-22-05; AO No. 2011-  
17 113(S), § 112, 11-22-11, eff. 12-22-11; AO No. 2016-67, § 4, 6-21-16)

18  
19 **Section 7.** Anchorage Municipal Code Section 9.38.090 is hereby repealed as  
20 follows:

21  
22 **9.38.090 (Repealed)[CARRYING ARTICLES.]**

23  
24 [NO PERSON OPERATING A BICYCLE MAY CARRY ANY PACKAGE,  
25 BUNDLE OR ARTICLE WHICH PREVENTS THE DRIVER FROM KEEPING  
26 AT LEAST ONE HAND UPON THE HANDLEBARS.]

27  
28 (CAC 9.38.090; AO No. 78-72)

29  
30 **Section 8.** Anchorage Municipal Code Section 9.38.100 is hereby amended as  
31 follows (*the remainder of the section is not affected and therefore not set out*):

32  
33 **9.38.100 Lamps and other equipment.**

34  
35 \*\*\* \*\*

36 [C. *AUDIBLE WARNING DEVICE.* NO PERSON SHALL OPERATE A  
37 BICYCLE UNLESS IT IS EQUIPPED WITH AN AUDIBLE WARNING  
38 DEVICE CAPABLE OF GIVING A SIGNAL AUDIBLE FOR A  
39 DISTANCE OF AT LEAST 100 FEET, EXCEPT A BICYCLE SHALL  
40 NOT BE EQUIPPED WITH NOR SHALL ANY PERSON USE UPON  
41 A BICYCLE ANY SIREN OR WHISTLE.]

42  
43 (CAC 9.38.110; AO No. 78-72; AO No. 80-4; AO No. 2005-77, § 8, 11-22-  
44 05)

45  
46 **Section 9.** Anchorage Municipal Code Section 9.38.170 is hereby amended as  
47 follows:

48  
49 **9.38.170 Equipment for bicycle rental[APPLICABILITY OF**  
50 **REQUIREMENTS TO RENTED BICYCLES]**

A rental agency may not rent or offer any bicycle for rent unless a helmet is provided, and the bicycle is equipped with the following:[EQUIPMENT REQUIRED PURSUANT TO SECTION 9.38.100.]

A. Lamps and reflectors. The lamp shall emit a white light visible from a distance of at least 500 feet to the front and the red reflector shall be mounted on the rear which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

B. Brakes. The brakes will enable its driver to stop the bicycle within 20 feet from a speed of ten mph on dry, level, clean pavement.

C. Audible warning device. The rental agency shall not rent or offer any bicycle equipped with any siren or whistle.

(CAC 9.38.170; AO No. 78-72; AO No. 2005-77, § 9, 11-22-05; AO No. 2011-113(S), § 114, 11-22-11, eff. 12-22-11)

**Section 10.** Anchorage Municipal Code Section 9.38.200 is hereby repealed as follows:

**9.38.200 (Repealed)[WEARING OF BICYCLE HELMETS.]**

[WEARING A BICYCLE HELMET IS MANDATORY FOR ANY PERSON 15 YEARS OF AGE OR YOUNGER WHEN ON A BICYCLE IN PUBLIC PLACES. PUBLIC PLACES INCLUDE, BUT ARE NOT LIMITED TO, STREETS, SIDEWALKS, PATHWAYS, TRAILS, PARKING LOTS AND SKATE PARKS. FAILURE TO WEAR A BICYCLE HELMET OR OTHER PROTECTIVE HEADGEAR IS A TRAFFIC VIOLATION WHICH SHALL RESULT IN A WARNING FOR A FIRST OFFENSE AND WHICH CARRIES A FINE OF \$25.00 FOR EACH SUBSEQUENT OFFENSE. THE FINE MAY BE WAIVED IF PROOF THAT A BICYCLE HELMET HAS BEEN OBTAINED IS PRESENTED TO THE ANCHORAGE POLICE DEPARTMENT.]

(AO No. 2005-77, § 11, 11-22-05)

**Section 11.** Anchorage Municipal Code Section 9.48.130 is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

**9.48.130 Traffic offenses fine schedule.**  
\*\*\* \*\*

Title	Section	Fine Amount
***		
<b>BICYCLES</b>		
Parent responsible for child's compliance with chapter 9.38	9.38.010	100.00

Applicability of traffic laws to riders	9.38.020	75.00
Bicyclists to obey traffic control devices	9.38.030A.	75.00
Bicyclists to obey restricted turn signs	9.38.030B.	75.00
Bicycle—Riding on seat required, number of persons allowed	9.38.040	50.00
Bicycle—Clinging to other vehicles	9.38.050	50.00
Riding bicycles on roadways or bike paths	9.38.060	50.00
Bicycle—Riding on sidewalk restricted	9.38.070	50.00
Bicycle—Parking restrictions	9.38.080	50.00
[BICYCLE-CARRYING ARTICLES, UNABLE TO KEEP AT LEAST ONE HAND ON HANDLEBARS]	[9.38.090]	[50.00]
[BICYCLE—LAMP REQUIREMENTS ]	[9.38.100A.]	[CORR./40.00 ]
[BICYCLE—AUDIBLE SIGNAL REQUIREMENT]	[9.38.100B. ]	[CORR./40.00 ]
[BICYCLE—BRAKE REQUIREMENT [	[9.38.100C. ]	[CORR./40.00 ]
Bicycle—[RENTAL AGENCIES LICENSE AND PLATE REQUIRED] <u>Equipment for bicycle rental</u>	9.38.170	20.00
[BICYCLE—ALTERATION OF SERIAL NUMBER OR REGISTRATION ]	[9.38.190]	[ 50.00 ]
[WEARING OF BICYCLE HELMETS 2 <sup>ND</sup> AND SUBSEQUENT OFFENSES ]	[9.38.200]	[CORR./25.00 ]
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**Section 12.** This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this \_\_ day of \_\_, 2023.

\_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
Municipal Clerk