ANCHORAGE, ALASKA
AO No. 2023-65

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

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

WHEREAS the Anchorage Municipal Assembly supports the Active People, Healthy Nation initiative;¹ and

WHEREAS Alaska one of has the highest percentages of people who walk or bike to work of any state in the nation;² and

WHEREAS 14% of southcentral Alaskans bike or walk to get food or groceries and 16% bike or walk to school or work;³ and

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

WHEREAS recent fatality data released by the National Highway Traffic Safety Administration (NHTSA) shows that the bicyclist fatality rate has increased by 62% since 2010 in urban communities;⁵ and

WHEREAS 75% of all statewide motor vehicle crashes involving bicycles occur in

Anchorage and 1 in 10 crashes involving a bicycle result in serious injury or death\(^6\)

WHEREAS, between 2015 and 2019, the per capita fatality rate in the U.S. for Black pedestrians was more than double the rate for white pedestrians, and for Indigenous pedestrians was more than four times as high as for white pedestrians;\(^7\) and

WHEREAS, nationally, traffic laws are disproportionately enforced against Black, Latine/x, and low-income people on bikes, especially where infrastructure is lacking;\(^8\) and

WHEREAS, the Anchorage Non-Motorized Plan Goal #1 is to increase the use of the non-motorized system and Goal #3 is to improve safety and security of pedestrians and bicyclists;\(^9\) and

WHEREAS, Goal #6 of the Anchorage Climate Action plan is to increase use of public transit and non-motorized facilities;\(^10\) and

WHEREAS, Goal #2A of Anchorage 2040 Metropolitan Transportation Plan is to "reduce vehicle, pedestrian, and bicyclist crashes, especially those resulting in traffic fatalities and serious injuries";\(^11\) and

WHEREAS, the Anchorage Vision Zero Action Plan\(^12\) includes “Revise Title 9 to include a Vulnerable User Law” as an action to achieve the goal “Promote a Culture of Safety”; now, therefore,

**THE ANCHORAGE ASSEMBLY ORDAINS:**

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

**9.02.040 **General Principles

A. Notwithstanding any other provision of code within this title, the

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overarching principle governing the rules of the road shall be to share the public way. Unless otherwise stated by a provision within this title:

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

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

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

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

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

9.04.010 Definitions

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

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

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

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 curb-side 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.

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**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:

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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

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**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.**

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

1. **Green indication.**
   
   a. Vehicular traffic facing a circular green signal shall proceed straight through or turn right or left, unless a sign at such place prohibits either such turn. Vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to **vulnerable road users [PEDESTRIANS]** lawfully within the intersection or an adjacent crosswalk.

   b. Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, shall enter the intersection only to make the movement indicated by such arrow, or such other movements as are permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to **vulnerable road users [PEDESTRIANS]** lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

   c. Unless otherwise directed by a pedestrian control signal, as provided in section 9.14.050, pedestrians and other **vulnerable road users travelling upon a sidewalk facing any green signal** may proceed across the roadway within any marked or unmarked crosswalk, except when the sole green signal is a turn arrow or a sign prohibits crossing at that location.

2. **Steady yellow indication.**

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

3. **Steady red indication.**

   a. Vehicular traffic 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 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;

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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.

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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)

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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, no 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 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 bicycle lane or roadway into a two-way bicycle lane or roadway or into a one-way bicycle lane or roadway carrying traffic in the direction of the right turn, or it may make a left turn from a one-way or two-way bicycle lane or roadway into a one-way bicycle lane or roadway carrying traffic in the direction of the left turn:

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

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

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

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

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

9.16.030 Rules for overtaking on the left.

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

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

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

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9.16.095 Bicycle lanes.

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

1. For pedestrians afoot to travel upon a bicycle lane. Pedestrians requiring a wheeled mechanical to afford them mobility similar to persons afoot may lawfully travel upon a bicycle lane.

2. To operate any vehicle, other than those defined as vulnerable road users, within a bicycle lane.

3. To ride or operate a bicycle within a bicycle lane in any direction except that permitted vehicular traffic traveling on the same side of the roadway; provided that persons legally in use of the bicycle lane may proceed either way along a lane where arrows appear on the surface of the lane designating two-way bicycle traffic.

4. To park a motor vehicle across or on a bicycle lane except to obtain emergency parking.

5. To drive a motor vehicle across a bicycle lane except after giving the right-of-way to all persons legally in use of the bicycle lane, consistent with section 9.18.060 A.

6. To operate a motor vehicle, motor-driven cycle, or motorcycle upon a designated bicycle lane except to drive across it.

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

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

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

9.36.030 Use of 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):

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9.38.020 Applicability of traffic laws to riders.

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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[s] 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 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)

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9.38.070  Riding on sidewalk; giving audible warning.

A. No person shall ride a bicycle upon a sidewalk within the central
B. The municipal traffic engineer is authorized to erect signs on any sidewalk or roadway prohibiting the riding of bicycles or a wheeled adjunct device thereon by any person, and when such signs are in place no person may disobey such signs. The decision to place such signs shall be based upon the [PUBLIC HEALTH, SAFETY AND WELFARE] safety of pedestrians and other vulnerable road users.

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

Section 7. Anchorage Municipal Code Section 9.38.090 is hereby repealed as follows:

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

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

(CAC 9.38.090; AO No. 78-72)

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

9.38.100  Lamps and other equipment.

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

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

Section 9. Anchorage Municipal Code Section 9.38.170 is hereby amended as follows:

9.38.170  **Equipment for bicycle rental**[APPLICABILITY OF 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.**

<table>
<thead>
<tr>
<th>Title</th>
<th>Section</th>
<th>Fine Amount</th>
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<tbody>
<tr>
<td>BICYCLES</td>
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<tr>
<td>Parent responsible for child's compliance</td>
<td>9.38.010</td>
<td>100.00</td>
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<tr>
<td>with chapter 9.38</td>
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<td></td>
</tr>
<tr>
<td>Applicability of traffic laws to riders</td>
<td>9.38.020</td>
<td>75.00</td>
</tr>
<tr>
<td>Bicyclists to obey traffic control devices</td>
<td>9.38.030A.</td>
<td>75.00</td>
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<tr>
<td>Bicyclists to obey restricted turn signs</td>
<td>9.38.030B.</td>
<td>75.00</td>
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<tr>
<td>Bicycle—Riding on seat required, number</td>
<td>9.38.040</td>
<td>50.00</td>
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<td>of persons allowed</td>
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<tr>
<td>Bicycle—Clinging to other vehicles</td>
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<tr>
<td>-----------------------------------------------------------------------------------</td>
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<tr>
<td>Riding bicycles on roadways or bike paths</td>
<td>9.38.060</td>
<td>50.00</td>
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<tr>
<td>Bicycle—Riding on sidewalk restricted</td>
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<tr>
<td>Bicycle—Parking restrictions</td>
<td>9.38.080</td>
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<tr>
<td>[BICYCLE-CARRYING ARTICLES, UNABLE TO KEEP AT LEAST ONE HAND ON HANDLEBARS]</td>
<td>[9.38.090]</td>
<td>[50.00]</td>
</tr>
<tr>
<td>[BICYCLE—LAMP REQUIREMENTS ]</td>
<td>[9.38.100A.]</td>
<td>[CORR./40.00 ]</td>
</tr>
<tr>
<td>[BICYCLE—AUDIBLE SIGNAL REQUIREMENT]</td>
<td>[9.38.100B. ]</td>
<td>[CORR./40.00 ]</td>
</tr>
<tr>
<td>[BICYCLE—BRAKE REQUIREMENT ]</td>
<td>[9.38.100C. ]</td>
<td>[CORR./40.00 ]</td>
</tr>
<tr>
<td>Bicycle—[RENTAL AGENCIES LICENSE AND PLATE REQUIRED] Equipment for bicycle rental</td>
<td>9.38.170</td>
<td>20.00</td>
</tr>
<tr>
<td>[BICYCLE—ALTERATION OF SERIAL NUMBER OR REGISTRATION ]</td>
<td>[9.38.190]</td>
<td>[ 50.00 ]</td>
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<tr>
<td>[WEARING OF BICYCLE HELMETS 2ND AND SUBSEQUENT OFFENSES ]</td>
<td>[9.38.200]</td>
<td>[CORR./25.00 ]</td>
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</tbody>
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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