

Arkansas State Highway and Transportation Department



Bicycle Advocacy of Central Arkansas

Tuesday, April 8, 2014

The League of American Bicyclists

- 2012 Bicycle Friendly States Ranking
- Arkansas Ranked 50th
- Governor's Bicycle Advisory Group Formed
- Strategies to Improve Arkansas' Ranking

2012 Bicycle Friendly States Ranking



Key: The percent of total points available attained by each state



State	Rank	Scoring Criteria				
		Legislation & Enforcement	Policies & Programs	Infrastructure & Funding	Education & Encouragement	Evaluation & Planning
Washington	1	80-100%	80-100%	80-100%	80-100%	80-100%
Minnesota	2	80-100%	80-100%	80-100%	80-100%	80-100%
Massachusetts	3	80-100%	80-100%	80-100%	80-100%	80-100%
Colorado	4	80-100%	80-100%	80-100%	80-100%	80-100%
Oregon	5	80-100%	80-100%	80-100%	80-100%	80-100%
Wisconsin	6	80-100%	80-100%	80-100%	80-100%	80-100%
New Jersey	7	80-100%	80-100%	80-100%	80-100%	80-100%
Maryland	8	80-100%	80-100%	80-100%	80-100%	80-100%
Maine	9	80-100%	80-100%	80-100%	80-100%	80-100%
Delaware	10	80-100%	80-100%	80-100%	80-100%	80-100%
Illinois	11	80-100%	80-100%	80-100%	80-100%	80-100%
California	12	80-100%	80-100%	80-100%	80-100%	80-100%
Utah	13	80-100%	80-100%	80-100%	80-100%	80-100%
Arizona	14	80-100%	80-100%	80-100%	80-100%	80-100%
Pennsylvania	15	80-100%	80-100%	80-100%	80-100%	80-100%
Iowa	16	80-100%	80-100%	80-100%	80-100%	80-100%
Virginia	17	80-100%	80-100%	80-100%	80-100%	80-100%
Vermont	18	80-100%	80-100%	80-100%	80-100%	80-100%
Michigan	19	80-100%	80-100%	80-100%	80-100%	80-100%
Connecticut	20	80-100%	80-100%	80-100%	80-100%	80-100%
Florida	21	80-100%	80-100%	80-100%	80-100%	80-100%
New Hampshire	22	80-100%	80-100%	80-100%	80-100%	80-100%
Georgia	23	80-100%	80-100%	80-100%	80-100%	80-100%
North Carolina	24	80-100%	80-100%	80-100%	80-100%	80-100%
Wyoming	25	80-100%	80-100%	80-100%	80-100%	80-100%
Tennessee	26	80-100%	80-100%	80-100%	80-100%	80-100%
Texas	27	80-100%	80-100%	80-100%	80-100%	80-100%
Missouri	28	80-100%	80-100%	80-100%	80-100%	80-100%
Nevada	29	80-100%	80-100%	80-100%	80-100%	80-100%
Indiana	30	80-100%	80-100%	80-100%	80-100%	80-100%
Louisiana	31	80-100%	80-100%	80-100%	80-100%	80-100%
South Carolina	32	80-100%	80-100%	80-100%	80-100%	80-100%
Alaska	33	80-100%	80-100%	80-100%	80-100%	80-100%
Kansas	34	80-100%	80-100%	80-100%	80-100%	80-100%
Oklahoma	35	80-100%	80-100%	80-100%	80-100%	80-100%
Idaho	36	80-100%	80-100%	80-100%	80-100%	80-100%
Ohio	37	80-100%	80-100%	80-100%	80-100%	80-100%
Mississippi	38	80-100%	80-100%	80-100%	80-100%	80-100%
Rhode Island	39	80-100%	80-100%	80-100%	80-100%	80-100%
South Dakota	40	80-100%	80-100%	80-100%	80-100%	80-100%
Hawaii	41	80-100%	80-100%	80-100%	80-100%	80-100%
New York	42	80-100%	80-100%	80-100%	80-100%	80-100%
Nebraska	43	80-100%	80-100%	80-100%	80-100%	80-100%
Kentucky	44	80-100%	80-100%	80-100%	80-100%	80-100%
New Mexico	45	80-100%	80-100%	80-100%	80-100%	80-100%
Montana	46	80-100%	80-100%	80-100%	80-100%	80-100%
Alabama	47	80-100%	80-100%	80-100%	80-100%	80-100%
West Virginia	48	80-100%	80-100%	80-100%	80-100%	80-100%
North Dakota	49	80-100%	80-100%	80-100%	80-100%	80-100%
Arkansas	50	80-100%	80-100%	80-100%	80-100%	80-100%

Governor's Advisory Group

- ✓ **Arkansas State Highway and Transportation Dept.**
 - ✓ **Arkansas State Parks and Tourism**
 - ✓ **Arkansas State Police**
 - ✓ **Arkansas Commission on Law Enforcement Standards and Training**
 - ✓ **Arkansas Health Department**
- 
- A scenic view of a paved road winding through a hilly landscape. In the distance, several cyclists are riding on the road. The sky is blue with some clouds, and the overall scene is bright and clear.

Top Tip for Improvement

✓ Adopt a State Bicycle Plan

✓ Establish Bicycle Advisory Committee



The image shows the Arkansas Bicycle Friendly State (BFS) Report Card. It features a logo with a bicycle and the text 'Arkansas Bicycle Friendly State'. The report card displays the state's ranking as 50 in the South region, with scores for various categories: Legislation and Enforcement (2), Policies and Programs (1), Infrastructure and Funding (1), Education and Encouragement (1), and Evaluation and Planning (1). It also lists key personnel: Governor Mike Beebe, DOT Commissioner Scott Bennett, Bicycle/Pedestrian Coordinator David 'Dad' Laumer, and State Advocacy Group M/A. A 'Feedback' section provides a list of recommendations for improvement, such as developing a POST curriculum, adopting a Complete Streets policy, and conducting a 'Share the Road' campaign. A 'Top Tip for Improvement' is to adopt a state bicycle plan and establish a bicycle advisory committee. A 'Top 10 Signs of Success' list includes metrics like people commuting by bike, safe passing laws, complete streets policy, dedicated state funding, active state advocacy groups, state bicycle plans, share the road campaigns, bicycle education for police, bicycle safety emphasis in highway safety plans, and top 10 state rankings for congestion mitigation and air quality spending.

Arkansas
BFS Report Card

RANKING # 50 REGIONAL RANKING SOUTH #14

Score: 1 = High 1 = Low

Category	Score
Legislation and Enforcement	2
Policies and Programs	1
Infrastructure and Funding	1
Education and Encouragement	1
Evaluation and Planning	1

Feedback

- Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education – focus on laws related to bicyclists, interactions between motorists and bicyclists, and bicycle collision investigation.
- Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and other resources to ensure adoption and implementation.
- Adopt federal funding project rating criteria that incentivize bicycle projects and accommodations. The state is spending a low amount, less than 0.56 percent, of federal funding on bicyclists and pedestrians.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Arkansas is one of the least safe places for bicyclists in the country (based on the number of fatalities and bicyclists). Bicycle safety should be a major emphasis for all projects, programs, and policies to address this issue.
- In general, any question that was answered with "no" should be addressed so the answer can be a "yes" next year.

One Bicycle Friendly Success

Arkansas' safe passing law is an excellent first step towards becoming more bike-friendly.

Top Tip for Improvement

Adopt a state bicycle plan and establish a bicycle advisory committee to oversee implementation.

Top 10 Signs of Success

- People Commuting by Bike (More than 1%)
- Safe Passing/Vulnerable Road User Law
- Complete Streets Policy
- Dedicated State Funding
- Active State Advocacy Group
- State Bicycle Plan (Adopted 2002 or later)
- Share the Road Campaign
- Bicycle Education for Police
- Bicycle Safety Emphasis in Strategic Highway Safety Plan
- Top 10 State for Congestion Mitigation and Air Quality Spending

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks 10 questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, and Evaluation and Planning. The results listed above provide only a snapshot of the full analysis. They are intended to offer one view for further growth in bicycle friendliness. For more information, visit www.bikefriendly.org/values or contact Matt Whelan at (202) 622-1111 or matt@bikefriendly.org.

League of American Bicyclists

Top Tip for Improvement

✓ Adopt a State Bicycle Plan

✓ Establish Bicycle Advisory Committee





Arkansas

REPORT CARD

RANKING # 37

REGIONAL RANKING >> SOUTH #10

GOVERNOR: Mike Beebe

DOT COMMISSIONER: Scott Bennett

BICYCLE/PEDESTRIAN COORDINATOR: Kim Sanders

STATE ADVOCACY GROUP: Bike Coalition of Arkansas/Bike Walk Arkansas

TOP TIP

Utilize all MAP-21 funding programs - including TAP, HSIP, CMAQ, STP, and Section 402 - to include biking and walking in all transportation projects.

FEEDBACK

- Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
- Provide specific training to engineers and planners on how to implement the Complete Streets/Accommodation Policy in everyday decisions.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance.
- The state is spending a low amount of federal funding on bicyclists and pedestrians. Adopt incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Update your state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs.
- The statewide bicycle advisory committee should meet more frequently (at least quarterly) in order to increase its impact.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.

CATEGORY SCORES

SCORING: 5 = HIGH | = LOW

3	LEGISLATION AND ENFORCEMENT
2	POLICIES AND PROGRAMS
1	INFRASTRUCTURE AND FUNDING
2	EDUCATION AND ENCOURAGEMENT
1	EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

	PEOPLE COMMUTING BY BIKE (MORE THAN 196)
	SAFE PASSING/VULNERABLE ROAD USER LAW
	COMPLETE STREETS POLICY
	DEDICATED STATE FUNDING
	ACTIVE STATE ADVOCACY GROUP
	STATE BICYCLE PLAN (ADOPTED 2003 OR LATER)
	SHARE THE ROAD CAMPAIGN
	BICYCLE EDUCATION FOR POLICE
	BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
	TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It rates comprehensive transportation legislation and enforcement, policies and programs, infrastructure and funding, education and encouragement, evaluation and planning. The top 10 listed above provide only a snapshot of the full report card. They are intended to offer some ideas for further growth in bicycle travel. For more information, visit www.league.org/bfsr or contact Nicole Reynolds at 214-747-1122 or nicole@league.org.

2013 Bicycle Friendly States

Rank	State
1	Washington
2	Colorado
3	Oregon
4	Minnesota
5	Delaware
6	Massachusetts
7	New Jersey
8	Wisconsin
9	Illinois
10	Arizona

Rank	State
11	Maryland
12	Michigan
13	Maine
14	Utah
15	Pennsylvania
16	Virginia
17	Tennessee
18	Connecticut
19	California
20	Nevada

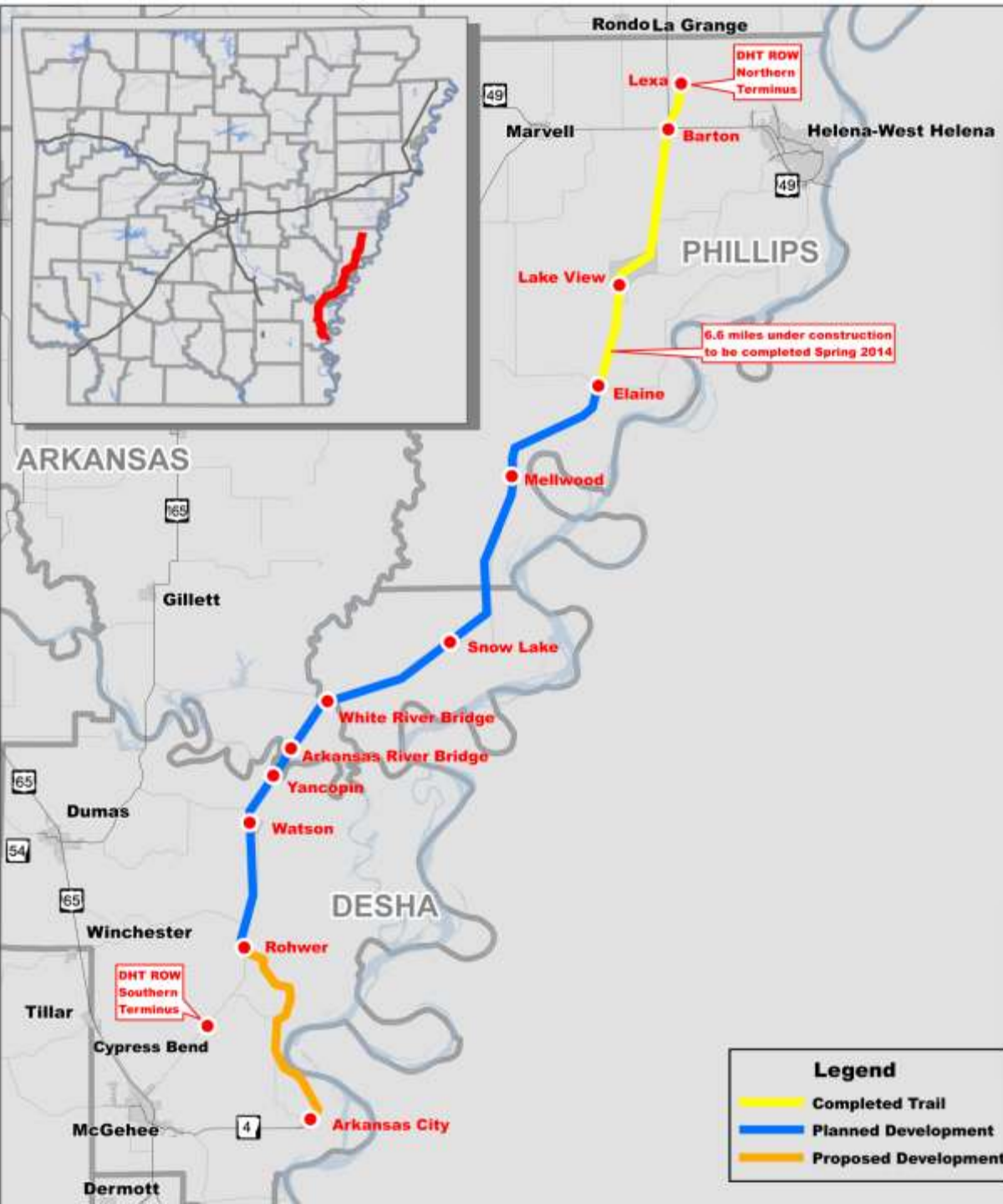
37

Arkansas

Delta Heritage Trail



Delta Heritage Trail







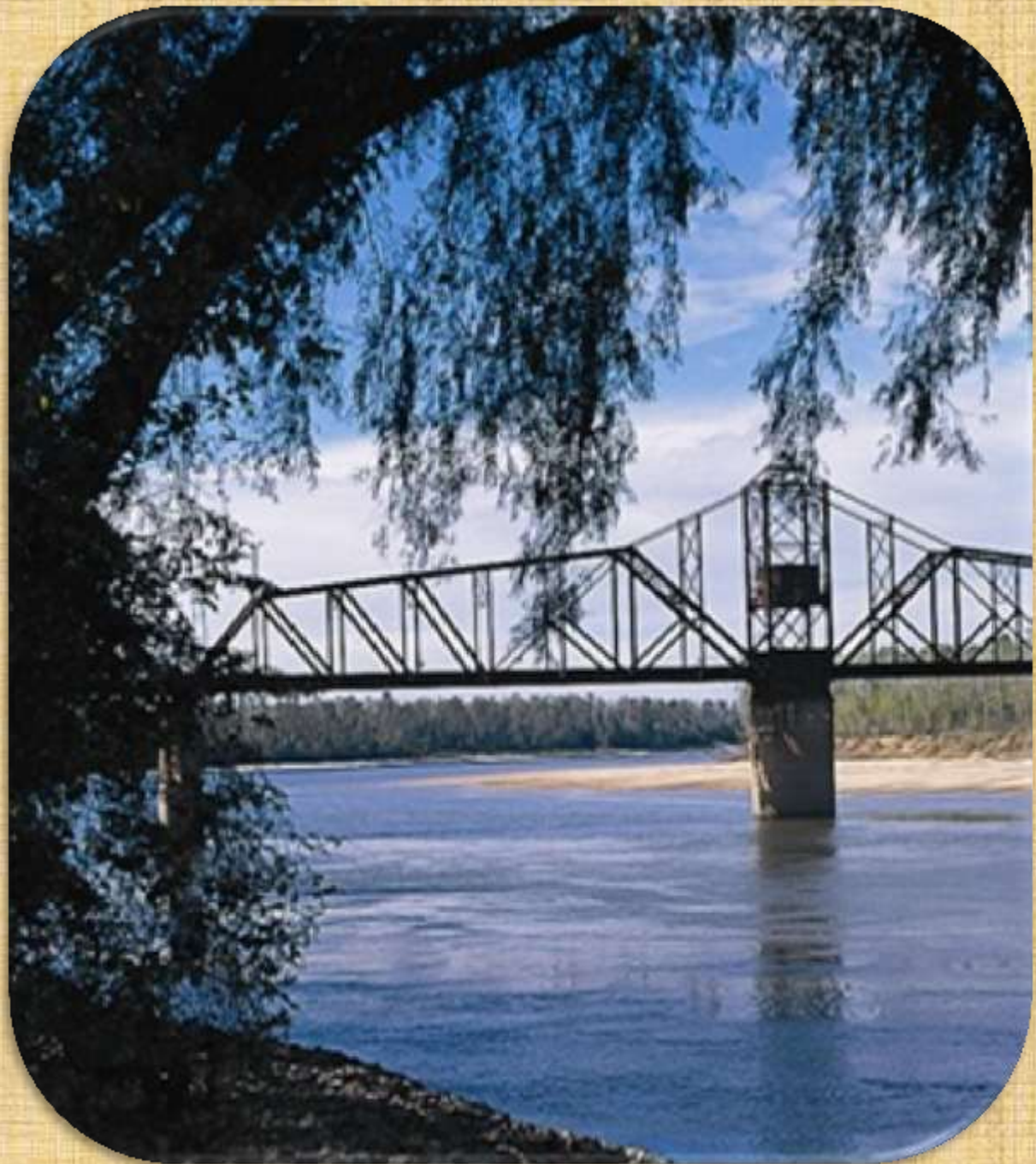








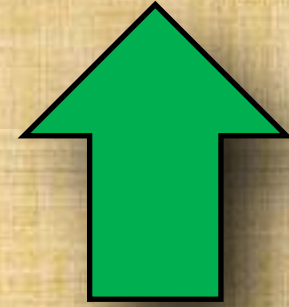




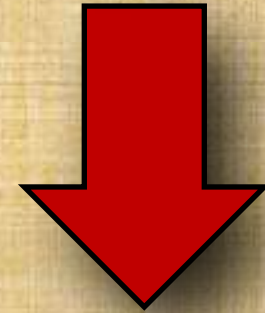


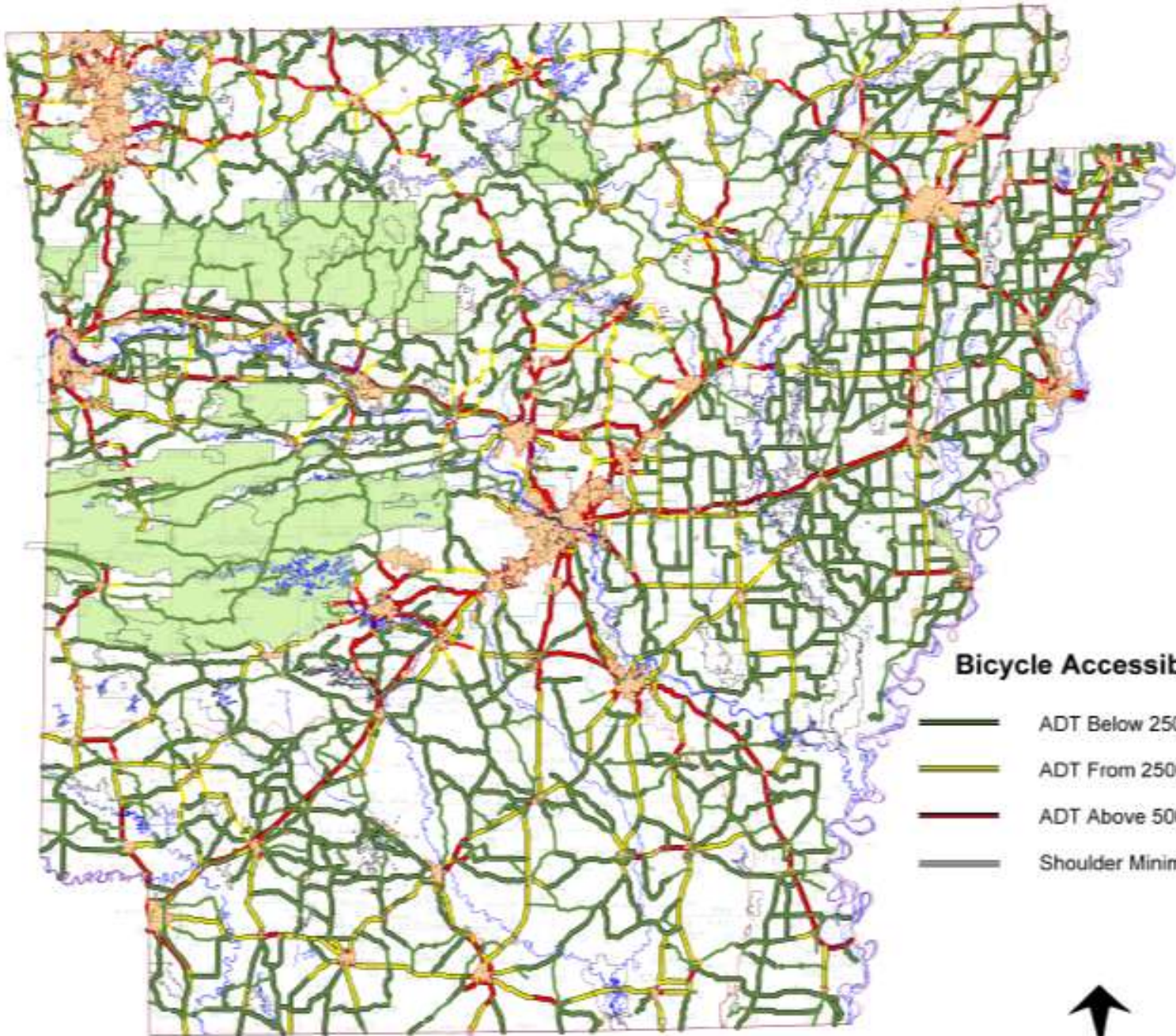


Cost



Revenue





Bicycle Accessibility Map

-  ADT Below 2500
-  ADT From 2500 to 5000
-  ADT Above 5000
-  Shoulder Minimum 4' or Greater





The Facts:

➤ **12th** Largest System in USA

➤ **43rd** Highway Revenue Per Mile



How We Compare

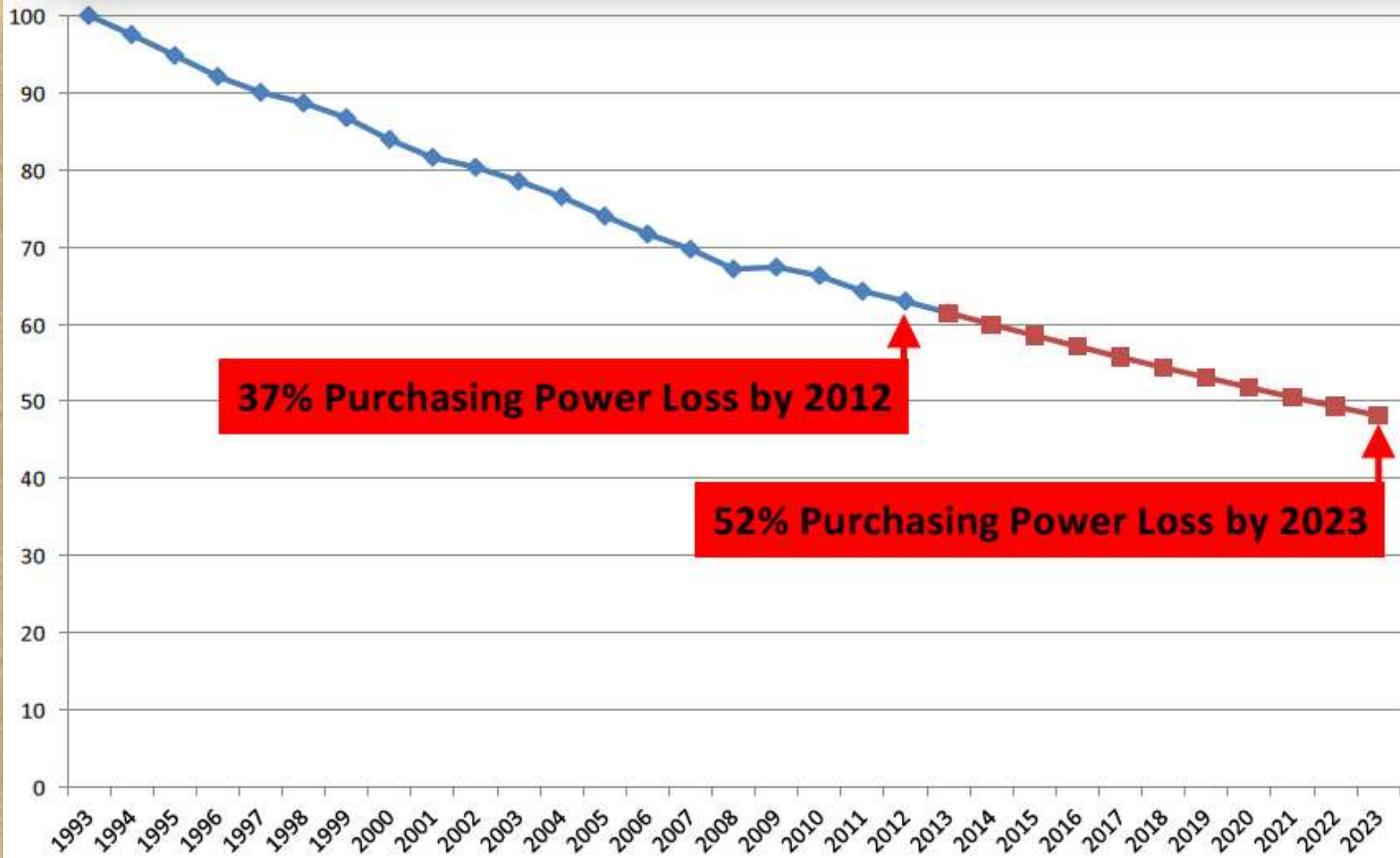
State	Mileage
Arkansas	16,400
Illinois	16,017
New York	15,026
California	14,983
Tennessee	13,867
Florida	12,085



How We Compare

State	Mileage	Revenue Per Mile
Arkansas	16,400	\$71,494
Illinois	16,017	\$316,485
New York	15,026	\$496,384
California	14,983	\$1,859,642
Tennessee	13,867	\$144,030
Florida	12,085	\$467,261

Gasoline Tax Purchasing Power



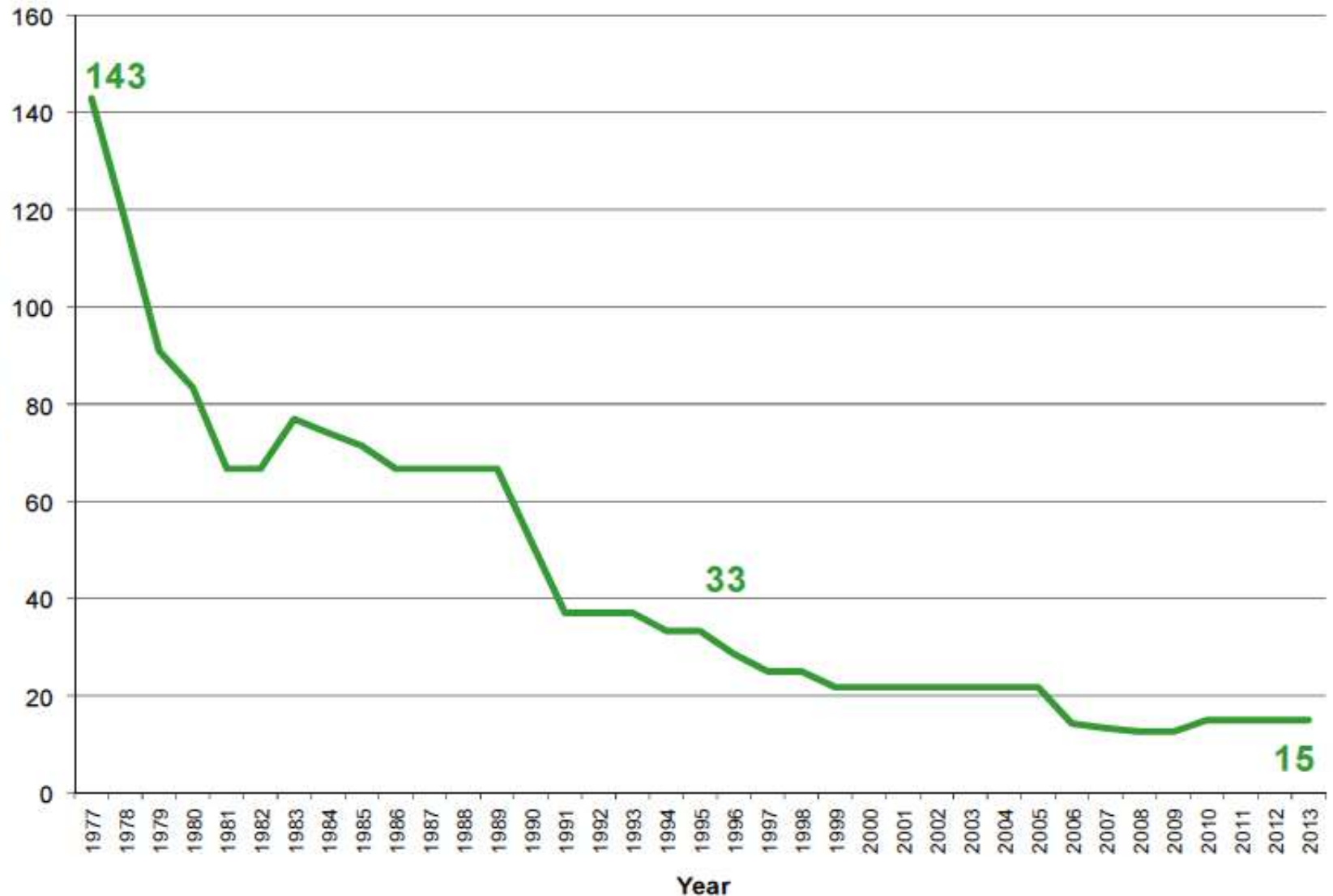
37% Purchasing Power Loss by 2012

52% Purchasing Power Loss by 2023

The Shrinking Highway Dollar

\$100,000,000 Widening Program

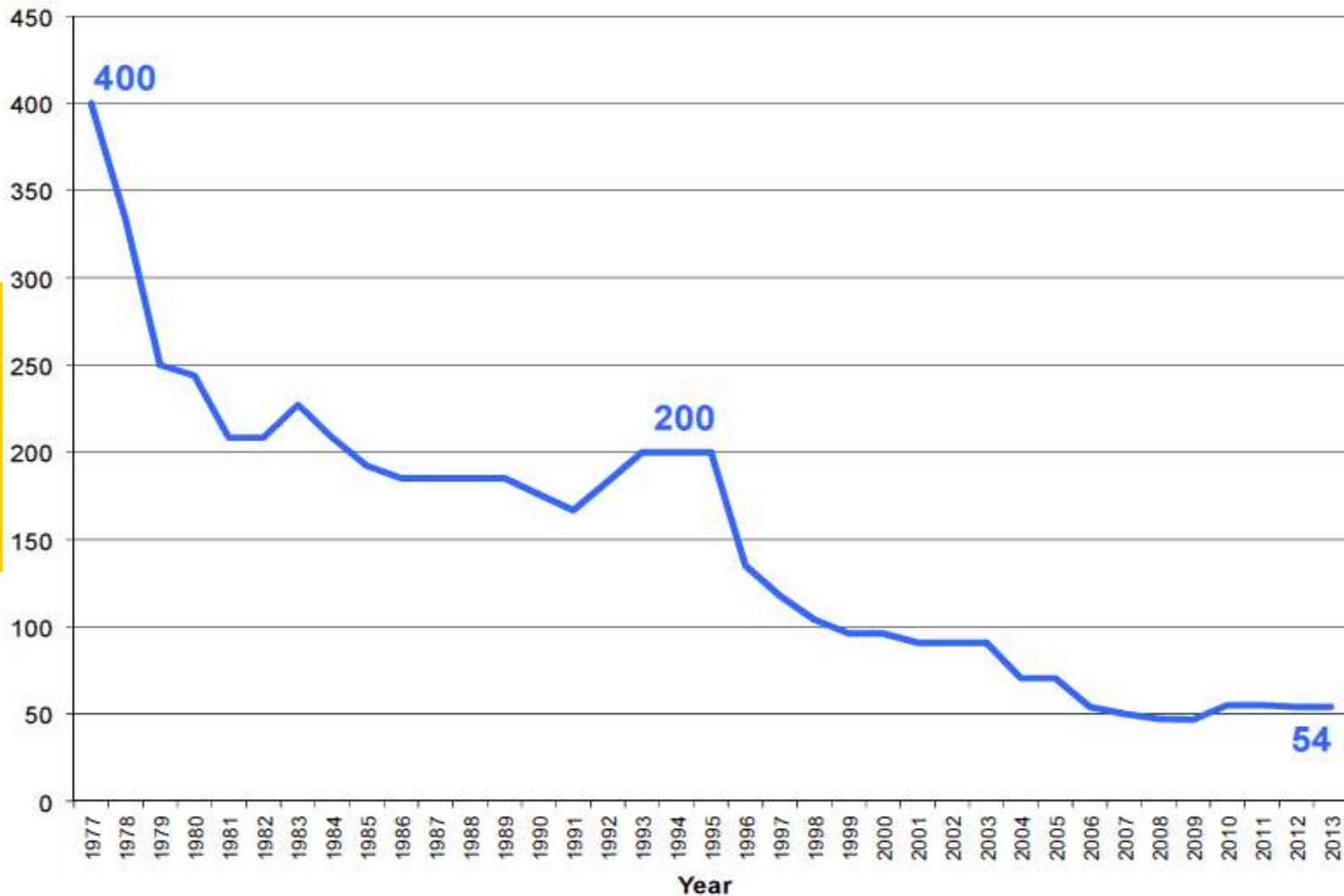
Miles of Widening
Rural Highway 2 to 5 lanes



The Shrinking Highway Dollar

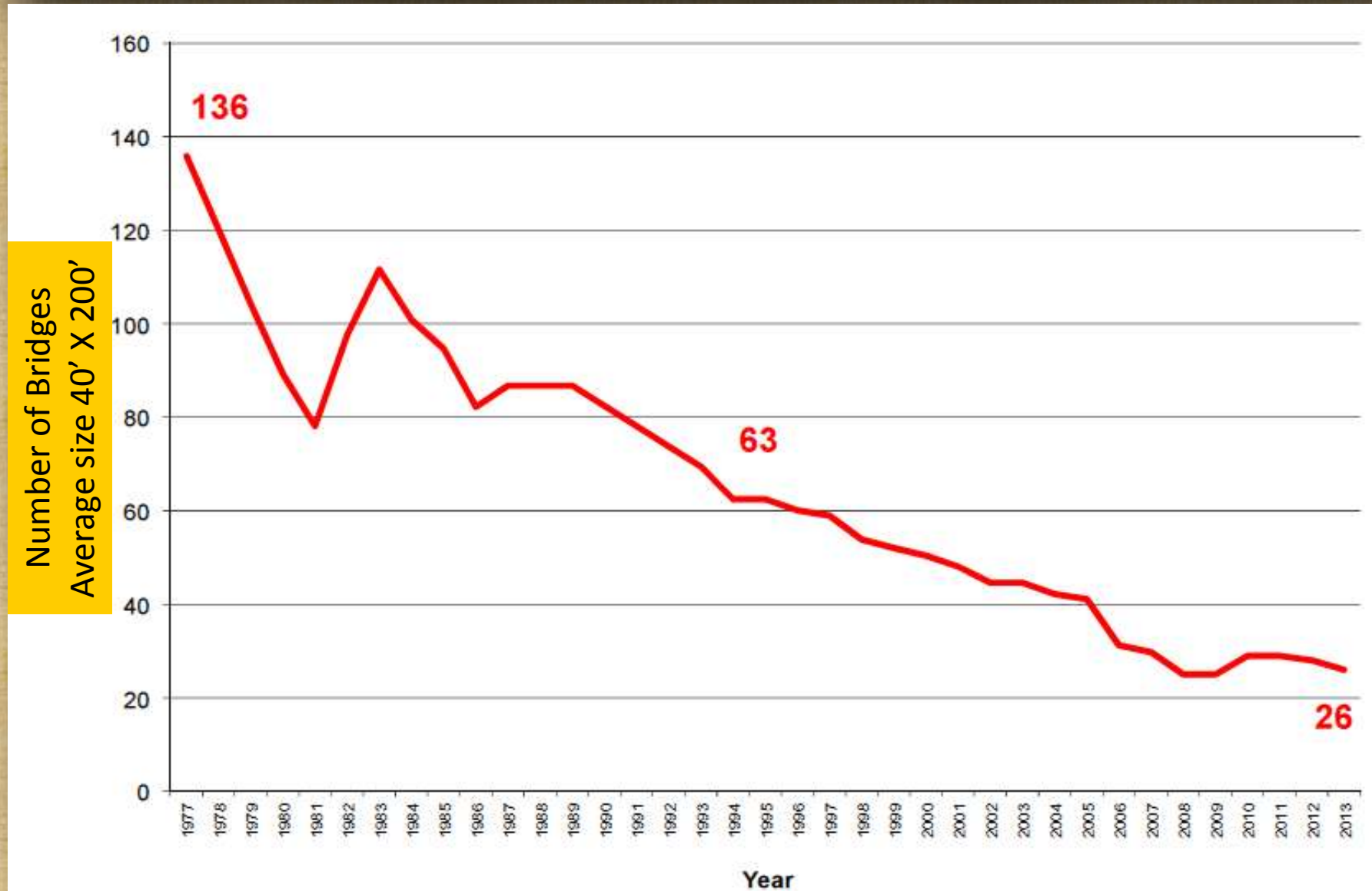
\$10,000,000 Overlay Program

Miles of Overlay
2 lanes



The Shrinking Highway Dollar

\$25,000,000 Bridge Program



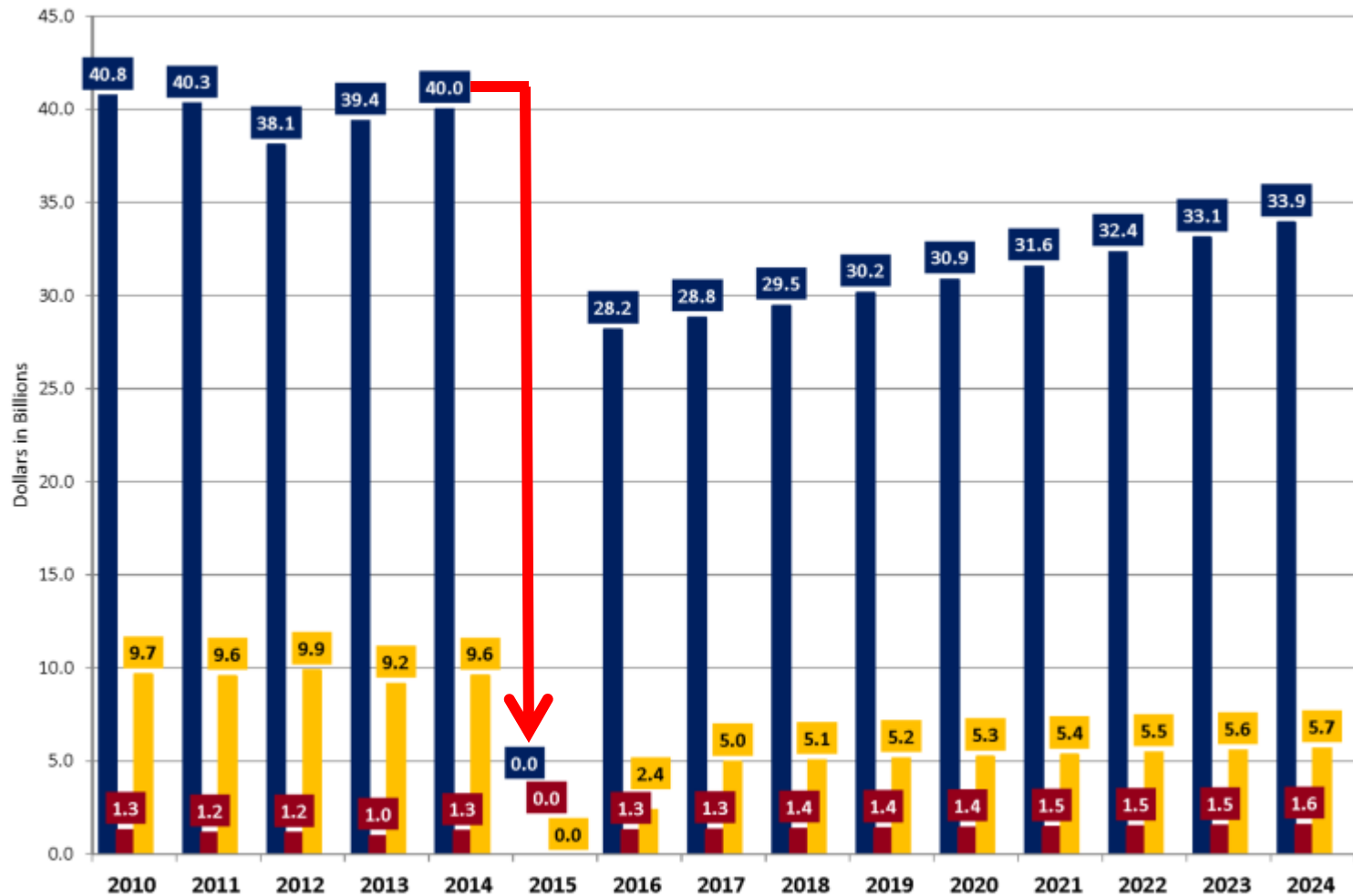
FEDERAL HIGHWAY TRUST FUND

ESTIMATED FEDERAL HIGHWAY AND TRANSIT OBLIGATIONS WITH NO NET NEW REVENUE

Highway Safety

Federal Aid Highway

Transit



Recent Voter Approved Programs


**November
2011**




**November
2012**



Needs vs. *Revenue*

 CONNECTING
ARKANSAS
PROGRAM
CAP = 180 miles

 INTERSTATE
REHABILITATION
PROGRAM
IRP = 450 miles

Needs vs. *Revenue*



+



Total = 630 miles

3.8%

Needs vs. *Revenue*

An additional \$200 million annually is needed over the next 10 years

for highway congestion, pavement and bridge conditions, maintenance, administration and operations to remain at current levels.



Blue Ribbon
Committee
on Highway Finance
BlueRibbonHighways.com

FINAL REPORT

December 1, 2010

Presented to:

The Honorable Mike Beebe, Governor
House Interim Committee on Public Transportation
Senate Interim Committee on Transportation, Technology and Legislative Affairs
House Interim Committee on Revenue and Taxation
Senate Interim Committee on Revenue and Taxation
Arkansas Legislative Council
Arkansas State Highway Commission
Association of Arkansas Counties
Arkansas Municipal League





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“...recommendations in this report...will provide a bold step forward in addressing the systemic flaws and sustainability issues that exist today in funding Arkansas’ roads.”



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“...recommendations in this report...will provide a bold step forward in addressing the systemic flaws and sustainability issues that exist today in funding Arkansas’ roads.”

“The citizens of Arkansas deserve action on this, and they stand to benefit greatly through improvements to safety, mobility, and the economy.”

Revenue Proposals



APPROVED

APPROVED

APPROVED

- ✓ Re-issuance of Bonds for Interstate Rehabilitation Program
- ✓ State Grant Program for Cities
- ✓ Temporary General Sales Tax to Fund a Multi-Year Construction Program
- ✓ Transfer Sales Tax on New and Used Vehicles, Auto Repair Parts and Services, Tires and Batteries

House Bill 1418

Stricken language would be deleted from and underlined language would be added to present law.

1 State of Arkansas As Enrolled: H3/4/13 H3/13/13 H3/18/13 H3/28/13
2 89th General Assembly
3 Regular Session, 2013
4
5 By: Representatives Barnett, McCrary, Hickerson, Williams, J. Edwards, Carnina, Rice, Bell, D. Altw, C.
6 Armstrong, E. Armstrong, Baine, Ballinger, Bivins, Bragg, Branscum, Broadway, Catlett, Clemmer,
7 Dale, Davis, Deffenbaugh, C. Douglas, D. Douglas, Enbanks, Farrer, Ferguson, Fite, Gossage, Hammer,
8 Harris, Hillman, Hodges, Hopper, Hutchinson, Jean, Jett, Julian, Karr, Leding, Love, Lowery, S. Malone,
9 Mayberry, McElroy, McGill, McLean, D. Meeks, S. Meeks, Miller, Murdoch, Payton, Perry, Scott,
10 Shephard, Slinkard, F. Smith, Steel, Vines, W. Wagner, Wardlaw, Westerman, B. Wilkins, H. Wilkins,
11 Womack, Word, Wright
12 By: Senators B. Sample, K. Ingram, Rapert, D. Wyatt, Bledsoe, Burnett, Caldwell, E. Cheatham, A.
13 Clark, J. English, Files, S. Flowers, J. Handren, Hester, Hickey, Holland, Irvin, J. Kay, B. King, B. Pearce,
14 G. Snodgrass, E. Williams, J. Woods

For An Act To Be Entitled

AN ACT TO DEDICATE THE SALES AND USE TAX REVENUE
DERIVED FROM THE SALES OF NEW AND USED VEHICLES IN
PART FOR THE MAINTENANCE, CONSTRUCTION, AND
RECONSTRUCTION OF HIGHWAYS, ROADS, STREETS, BRIDGES,
AND THEIR EXTENSIONS LOCATED WITHIN THE STATE; TO
DECLARE AN EMERGENCY; AND FOR OTHER PURPOSES.

Subtitle

TO DEDICATE SALES AND USE TAX REVENUE
FROM THE SALES OF NEW AND USED VEHICLES
IN PART FOR ROADWAY MAINTENANCE,
CONSTRUCTION, AND RECONSTRUCTION; AND TO
DECLARE AN EMERGENCY.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS:

- ✓ Transferred Sales Tax
- ✓ Distribute to AHTD, Cities & Counties
- ✓ Transfer Spread over 10 Years

House Bill 1418

- **Net Available General Revenue** would increase by \$1.767 billion (from \$4.942 billion to \$6.709 billion)
- **Education funding** would increase \$750 million** (from \$2.966 billion to \$3.716 billion)
- **Health and Human Services funding** would increase \$300 million (from \$1.186 billion to \$1.486 billion)
- **Corrections funding** would increase \$100 million (from \$395 million to \$495 million)
- **Funding for other General Revenue** entities would increase \$100 million (from \$395 million to \$495 million)
- **State Highway funding from General Revenue** would increase \$362 million (from \$0 to \$362 million)
- **City and County Turnback funding** from this source would increase \$155 million (from \$0 to \$155 million)

House Bill 1418 as amended

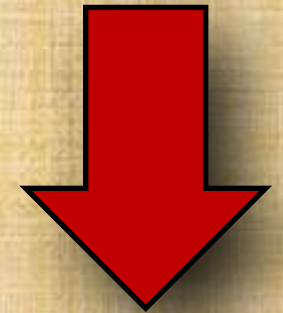
- **Net Available General Revenue** would increase by \$1.967 billion (from \$4.942 billion to \$6.909 billion)
- **Education funding** would increase \$971 million** (from \$2.966 billion to \$3.937 billion)
- **Health and Human Services funding** would increase \$389 million (from \$1.186 billion to \$1.575 billion)
- **Corrections funding** would increase \$130 million (from \$395 million to \$525 million)
- **Funding for other General Revenue** entities would increase \$130 million (from \$395 million to \$525 million)
- **State Highway funding from General Revenue** would increase \$242 million (from \$0 to \$242 million)
- **City and County turnback funding** from this source would increase \$104 million (from \$0 to \$104 million)



Cost

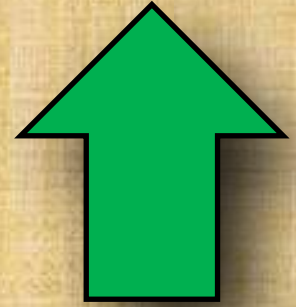


Revenue

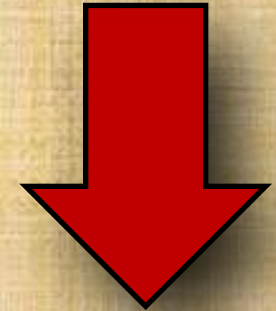




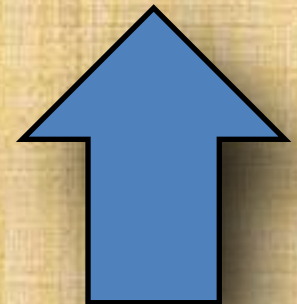
Cost



Revenue

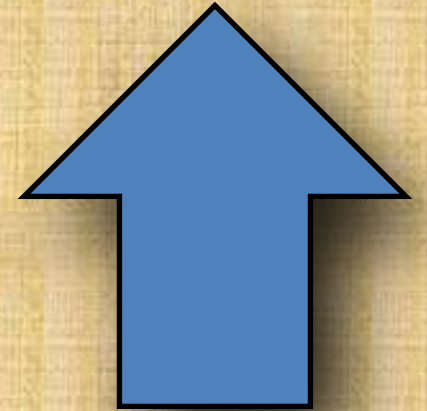


Expectations





Expectations







ArkansasHighways.com

Litter Hotline 866-811-1222



@AHTD

