The League of American Bicyclists

- 2012 Bicycle Friendly States Ranking
- Arkansas Ranked 50th
- Governor’s Bicycle Advisory Group Formed
- Strategies to Improve Arkansas’ Ranking
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
Top Tip for Improvement

- Adopt a State Bicycle Plan
- Establish Bicycle Advisory Committee
Top Tip for Improvement

- Adopt a State Bicycle Plan
- Establish Bicycle Advisory Committee
Arkansas

REGIONAL RANKING → SOUTH MID

GOVERNOR: Mike Beebe
BRT COMMISSIONER: Scott Bennett
BICYCLE/PEDESTRIAN COORDINATOR: Kim Sanders
STATE ADVOCACY GROUP: Bike Coalition of Arkansas/Safe Roads Arkansas

CATEGORY SCORES

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

SCORE: 5 HIGH 1 LOW

TOP 10 SIGNS OF SUCCESS

SAFE PASSING/PURSUE RAD OR RAIN 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

RANKING # 37

TOP TIP

Useful MAP-21 funding programs: including TEB, HSIP, CMAP, STP, and Section 102 - to include biking and walking in all transportation projects.

FEEDBACK

- Adopt a statewide, all-ages call for bike and pedestrian laws and regulations.
- Provide specific training to engineers and planners on how to implement the Complete Streets/Bike Accommodation Policy in everyday design decisions.
- Adopt a performance measure, such as mode share or a percentage of traveled miles, to measure and support Complete Streets/Bike Accommodation Policy compliance.
- The state is spending a lot of money on federal funding on highways and preferences. Adopt federal funding project rating criteria that emphasize bicycle and pedestrian projects and accommodations.
- Dedicate more funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access to 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 needs to be specific and build on the previous bicycle master plan, and address changes in bicycle use.
- The statewide bicycle-advocacy coalition should work more frequently (at least quarterly) to order to increase its impact.
- Adopt a statewide goal for bike to work to encourage the integration of bicycle transportation needs into all transportation and land use policy planning and project decision-making.
# 2013 Bicycle Friendly States

<table>
<thead>
<tr>
<th>Rank</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Washington</td>
</tr>
<tr>
<td>2</td>
<td>Colorado</td>
</tr>
<tr>
<td>3</td>
<td>Oregon</td>
</tr>
<tr>
<td>4</td>
<td>Minnesota</td>
</tr>
<tr>
<td>5</td>
<td>Delaware</td>
</tr>
<tr>
<td>6</td>
<td>Massachusetts</td>
</tr>
<tr>
<td>7</td>
<td>New Jersey</td>
</tr>
<tr>
<td>8</td>
<td>Wisconsin</td>
</tr>
<tr>
<td>9</td>
<td>Illinois</td>
</tr>
<tr>
<td>10</td>
<td>Arizona</td>
</tr>
<tr>
<td>11</td>
<td>Maryland</td>
</tr>
<tr>
<td>12</td>
<td>Michigan</td>
</tr>
<tr>
<td>13</td>
<td>Maine</td>
</tr>
<tr>
<td>14</td>
<td>Utah</td>
</tr>
<tr>
<td>15</td>
<td>Pennsylvania</td>
</tr>
<tr>
<td>16</td>
<td>Virginia</td>
</tr>
<tr>
<td>17</td>
<td>Tennessee</td>
</tr>
<tr>
<td>18</td>
<td>Connecticut</td>
</tr>
<tr>
<td>19</td>
<td>California</td>
</tr>
<tr>
<td>20</td>
<td>Nevada</td>
</tr>
<tr>
<td>37</td>
<td>Arkansas</td>
</tr>
</tbody>
</table>
The Facts:

- 12th Largest System in USA
- 43rd Highway Revenue Per Mile
<table>
<thead>
<tr>
<th>State</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arkansas</td>
<td>16,400</td>
</tr>
<tr>
<td>Illinois</td>
<td>16,017</td>
</tr>
<tr>
<td>New York</td>
<td>15,026</td>
</tr>
<tr>
<td>California</td>
<td>14,983</td>
</tr>
<tr>
<td>Tennessee</td>
<td>13,867</td>
</tr>
<tr>
<td>Florida</td>
<td>12,085</td>
</tr>
<tr>
<td>State</td>
<td>Mileage</td>
</tr>
<tr>
<td>-----------</td>
<td>---------</td>
</tr>
<tr>
<td>Arkansas</td>
<td>16,400</td>
</tr>
<tr>
<td>Illinois</td>
<td>16,017</td>
</tr>
<tr>
<td>New York</td>
<td>15,026</td>
</tr>
<tr>
<td>California</td>
<td>14,983</td>
</tr>
<tr>
<td>Tennessee</td>
<td>13,867</td>
</tr>
<tr>
<td>Florida</td>
<td>12,085</td>
</tr>
</tbody>
</table>
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
The Shrinking Highway Dollar
$25,000,000 Bridge Program

Number of Bridges
Average size 40' X 200'

Year


136 63 26
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

= 180 miles

= 450 miles
Needs vs. Revenue

Total = 630 miles
3.8%
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.
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
“...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.”
“...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.”
✓ Re-issuance of GARVEE Bonds for Interstate Rehabilitation Program
✓ State Aid Program for Cities
✓ Temporary ½ Cent 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
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 OTHER STRUCTURES 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 HIGHWAY MAINTENANCE,
CONSTRUCTION, AND RECONSTRUCTION; AND TO
DECLARE AN EMERGENCY.

By: Representatives Barnett, McCray, Hickerson, Williams, J. Edwards, Cearnes, Rice, Bell, D. Allen, C.
Armstrong, E. Armstrong, Babb, Ballinger, Bivins, Briggs, Breeden, Broadway, Craft, Cramer, 
Dale, Davis, Davenport, C. Douglas, D. Douglas, Eads, Farve, Ferguson, Fim, George, Hansman, 
Harke, Hillman, Hodges, Hopkins, Hinshaw, Jass, Jen, Jilison, Kent, Ladner, Love, Lowery, S. Malone, 
Mayberry, McEney, McGill, McLean, D. Mosley, S. Mosley, Miller, Murdoch, Payne, Parry, Scott, 
Sheppard, Shulkin, P. Smith, Smith, Voss, W. Wagner, Waldrop, W Enumerator, H. Wilkin, H. Wilkin, 
Wvonck, Wod, Wright
By: Senator B. Easple, R. Ingram, Harper, D. Wyatt, Bledsoe, Brum, Caldwell, E. Cochran, A. 
Clark, J. English, Fite, S. Florez, J. Hawkins, Hunter, Mickey, Holland, Irvin, J. Loy, B. King, B. Phares, 
G. Stephenson, R. Williams, J. Woody

HOUSE BILL 1418

✔ 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)
Expectations
ArkansasHighways.com
Litter Hotline 866-811-1222
@AHTD