

Form: 17069

Little Rock

Started at: 12/6/2019 02:02 PM - Finalized at: 2/6/2020 12:32 AM

Page: BFC: Application Intro

Community Name:

Little Rock

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

Renewing Application

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

2016

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

Bronze

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

Community Website:

www.littlerock.gov/bikeped

Community's Twitter URL:

https://twitter.com/BikePed_LR

Community's Facebook URL:

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

Page: BFC: Contact Information

Applicant First Name

John

Applicant Last Name

Landosky

Job Title

Bicycle and Pedestrian Coordinator

Department

Public Works

Employer

City of Little Rock

Street Address (No PO Box, please)

701 W. Markham St.

City

Little Rock

State

Arkansas

Zip

72201

Phone #

501-371-4430

Applicant Email Address

jlandosky@littlerock.gov

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

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Jon Honeywell

Public Works
Director
JHoneywell@littlerock.gov

Ozlem Polat
Planning and Development / City of Little Rock
Planner
opolat@littlerock.gov

Mark Webre
Parks and Recreation / City of Little Rock
Deputy Director Operations
MWebre@littlerock.gov

Hans Haustein
Metroplan (MPO)
GIS Analyst / Planner
hhaustein@Metroplan.org

Charles Frazier
Rock Region Metro (transit)
Executive Director
CFrazier@rmetro.org

Steve Brummett
Pulaski County Public Works
Director of Public Works
sbrummett@pulaskicounty.net

Karen Sykes
Parks and Recreation

Park Ranger/Volunteer Programs Coordinator
ksykes@littlerock.gov

Van Watson
LRPD
Lieutenant
vwatson@littlerock.gov

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

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Katie Helms
Bicycle Friendly Community Committee
President (Interim)
kehelms@ualr.edu

Stacy Tierney
Bicycle Advocacy of Central Arkansas
President
bicycleadvocacypresident@gmail.com

Joe Jacobs
Governor's Advisory Council on Cycling/Arkansas Outside/Central Arkansas Trail Alliance
Chair / Founder / President
joe@arkansasoutside.com

Leesa Freasier
University of Arkansas for Medical Sciences
SPAN Physical Activity Coordinator
LFreasier@uams.edu

Mike Sprague
Arkansas Department of Parks and Tourism
State Trails Coordinator & Project Officer
michael.sprague@arkansas.gov

Dave Roberts
Healthy Active Arkansas
Built Environment Team Member
Dave.Roberts@craftontull.com

Micah McLain
Sustainability Commission
Transportation Subcommittee Chair
micah.mclain@gmail.com

Brett Budolfson
Mayor Scott Mobility Subcommittee
Representative
bbudolfson@gmail.com

Jodi Morris
Mayor Scott Equity Subcommittee
Representative
mjodimorris@gmail.com

Mason Ellis
studioMAIN
Representative
masonellis@gmail.com

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

Yes

Please list the primary contact for each organization or group.

Additional Advocacy Contacts

Rob Stephens
Arkansas River Trail Foundation
Chairman
Rob@pharmacylr.com

Genevieve Neumeier
Hike It Baby
Central Arkansas Ambassador
vieverae@gmail.com

Beatrice Klokpah
Critical Mass Little Rock
there are no titles in Critical Mass :)
beatrice8307@gmail.com

Rachel Furman
Bicycle Advocacy of Central Arkansas
President (incoming)
furmn33@hotmail.com

Page: BFC: Community Profile

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

A1. Name of Community:

Little Rock

A2. County/ Borough/Parish:

Pulaski County

A3. State:

Arkansas

A4. Link to map of community boundaries:

https://maps.littlerock.state.ar.us/webapps/LR_Wards_Viewer/

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

A6. Type of Jurisdiction

Town/City/Municipality

A7. Size of community

119

A8. Total Population:

197881

A9. Population Density:

1663

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

Urban core surrounded by low density suburban areas

A11. What is the street network density?

More than 15.0

(For internal use only.)

A12. Name

Frank Scott Jr.

A12. Title

Mayor

A12. Street Address

501 W. Markham St.

A12. City

Little Rock

A12. State

Arkansas

A12. Zip

72201

A12. Phone

501-371-6888

A12. Email

fscottjr@littlerock.gov

Page: BFC: Engineering**B1. Does your community currently have any of the following policies in place?**

Local Complete Streets ordinance adopted by local governing body

B1a. What year was the ordinance adopted?

2015

B1b. Please provide a link to the ordinance.

https://www.littlerock.gov/media/1374/complete_streets_ordinance_21029.pdf

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

11-25%

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

No

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

Mixed-use zoning or incentives, Planned Unit Development zoning

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

Design manual that incorporates the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

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

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

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

FHWA/National Highway Institute Training Course, Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Training by outside consultant/advocate

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

Public uncovered bike racks, Bike valet parking available at community events

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

Publicly accessible bicycle repair stations, Publicly accessible air pumps

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

No standards

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

11-25%

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

None of the above

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

Yes

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

None of the above

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

100%

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

10% or less

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

Yes

Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.

Bike racks are located at Rock Region Metro's downtown hub and Rock Region Metro intends to install more racks in this location this year with Federal Transit Authority funds to facilitate a major bikeshare station. Bike racks are also being installed in a new, covered transit stop at the Little Rock Port Authority through a 2018 Metroplan (MPO) Transportation Alternatives Program grant. Rock Region Metro recently hired a new executive director who is aggressively seeking funding opportunities, in partnership with the City, for bike and transit pairing and bikeshare and transit pairing to solve first and last mile problems in our community.

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

Cyclists can practice mounting their bike on a bus bike rack at community events, Information on bike racks/storage provided on transit schedules

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

Yes

Answer all that apply. (in miles)

Paved shared use paths (≥10 feet)

23.8

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

11.56

Unpaved shared use paths (≥10 feet)

0

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

10.46

Singletrack

132.72

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

Bike/pedestrian overpasses/underpasses, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

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

Parallel but separated paths for bicyclists and pedestrians, Signage or markings to designate right-of-way on shared-use paths, Education/awareness campaign about shared-use path etiquette

Sweeping

As needed

Vegetation maintenance

As needed

Snow and ice clearance

After roadways

Surface repair

Within one week of complaint

Restriping/ repainting markings

As needed

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

1391

(in centerline miles)

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

≤25mph

1033.69

>25mph and ≤35mph

154.39

>35mph

202.92

Unknown

0

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

Yes

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

Yes

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

Bike boulevards

0

Shared lane markings (not counted under Bicycle Boulevards)

1.82

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

0.97

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

2.08

Buffered bike lanes

0

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

0

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

0

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

Yes

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

Shared lane markings

16.33

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

11.32

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

22.28

Buffered bike lanes

0

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

0.46

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

0

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

Yes

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

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

6.86

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

5.05

Buffered bike lanes

0

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

0

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

0

Sweeping

Same time as other travel lanes

Snow and ice clearance

Same time as other travel lanes

Pothole maintenance/ surface repair

Within one week of complaint

Restriping/ repainting markings

As needed

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

No

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

Physically altered the road layout or appearance , Road diets , Lane diets

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

Roundabouts that accommodate bicycles , Removal of on-street car parking, Signed bike routes, Bicycle-friendly storm sewer grates

B20. Are there any signalized intersections in your community?

Yes

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

Timed signals, Intersection crossing markings for bicycles

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

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

Launching in next 12 months

B21l. Expected launch date:

5/18/2020

B21m. Please provide a link to your bike sharing program website.

<https://ridegotcha.com/locations/littlerock>

B21n. What is the name of your city's bike share program?

Gotcha's Little Rock Bike Share System

B21o. Who is involved in implementation of this program?

Local Government, Neighboring Jurisdiction(s), Private Company

B21p. How many bikes will be in the system?

200

B21q. What type of system will your bike sharing program be?

GPS-enabled bike share system, Short-term bike rentals, Electric/pedal assist bikes are available

B21r. Will there be options for transporting children as passengers?

No

B21s. What specific efforts, if any, are being planned to make the bike sharing program accessible to low-income populations your community? Check all that apply.

Cash or non-credit card dependent payment system, Subsidized bike share memberships, Community outreach, Walkable station spacing in low-income communities

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

Public scooter share

B22b. Has the presence of this service (public scooter share) affected bicycle planning or ridership in your community? If so, please describe.

A Lime e-scooter pilot launched in our community in January 2019 with a maximum of 500 e-scooters but, in reality, never exceeding 400. Their fleet is currently ~250 e-scooters. The City of Little Rock is committed to maintaining e-scooters on our streets, but will be partnering with an e-scooter company(s) through an RFP process in 2020. We recognize the potential for e-scooters to cut into the market share of our new bikeshare system, interfere with the safe movement of bicycles on-street and on shared-use trails, and increase public angst toward alternative transportation modes. We also recognize the potential for e-scooters to increase bikeshare use (by encouraging more people to travel via alternative modes), increase demand for Light Individual Transportation infrastructure, and raise driver awareness of alternative transportation modes. We have not seen overwhelming evidence of a positive or negative impact of our e-scooter program on bicycle planning or ridership (and bikeshare will launch in May 2020).

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

Mountain bike park, Signed loop route(s) around the community

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

Street lighting on most arterials

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

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>

Answer Expansions/Clarifications

B1c. The Complete Streets Ordinance requires we consider bike facilities on ALL road reconstruction and resurfacing projects; if percentage should be streets with bike infrastructure installed vs. all resurfaced streets (most of which are residential streets on which bike infrastructure would arguably be unhelpful), the response would be 0-10%. However, since 2017, the Bicycle Friendly Community Committee has been considering each resurfacing project individually and making recommendations to the City as to whether or not they feel bicycle facilities should be considered. If the percentage is the streets with bike infrastructure installed vs. streets on which the BFCC citizen advisory committee asked the City to consider bike infrastructure, the percentage should be 11-25% (see also 2017 Resurfacing, 2018 Resurfacing, 2019 Resurfacing, 2020 Resurfacing).

B2. The City is in Phase 2 of a two part procurement process to select an outside contractor to review and update our Master Bike Plan (Phase One created a short-list of three contractors based on Letters of Interest; those three contractors are submitting full proposals in February 2020). We intend for the new Master Transportation Plan to specify the level of separation/protection dependent on vehicular speed and volume, consistent with the Bikeway Selection Guide.

B3. Regarding "Mixed use zoning or incentives": The City of Little Rock has UU zoning, Section 36-342.1 "UU" Urban Use District. This zoning classification is designed to assure the continuation of development consistent with a traditional urban form. The urban use district is designated to help create a compact, dense, distinguishable core area. The district is established in order to provide for an urban form allowing mid-rise and high-rise structures. This district is to provide for the office, civic, and business core of the City. Structures within the urban use district are encouraged to provide multiple uses within the same structure. The ground or street level of structures should include street oriented activity and pedestrian amenities. The resulting area is to be pedestrian 'urban' oriented. Regarding "Planned Unit Development zoning": This land use

zoning classification is a process for owners/developers to use when it is desirable to present a unified site plan and plat for City review. There are four Planned Unit Development districts used in the process for multi-use developments (#30).

B4. Street design is governed by a variety of ordinances summarized in our Master Street Plan. As default policy, the City of Little Rock follows guidance all AASHTO Guides, including the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition. We also sometimes refer to NACTO guidance in our "engineering judgement", but we are not a NACTO city and haven't adopted NACTO with any official policy. We also refer to not only the Small Town Guide, but to all of the exceptional content it has published within the last 10 years.

B5. Maintenance of bike facilities: the City of Little Rock has no policy specific to the restriping of bike facilities but cares for them as needed and as required by MUTCD federal law.

B6. City of Little Rock Bicycle and Pedestrian Coordinator regularly attends professional development conferences and training. Since receiving the BFC Bronze in 2016, the City BikePed Coordinator has attended the following conferences/workshops: 2016 FHWA Road Diet Peer Exchange, EDC 3 (Nashville, TN), 2017 National Bike Summit (Washington D.C.), 2017 Association of Pedestrian and Bicycle Professionals (Memphis, TN), 2018 National Bike Summit (Washington D.C.), 2018 Arkansas Bike Summit (Bentonville, AR), 2018 Arkansas STEP Working Group (Little Rock, AR), 2019 FHWA Bikeway Selection Guide workshop (Jonesboro, AR); attended and presented at the following conferences: 2019 Association of Pedestrian and Bicycle Professionals (Portland, OR), 2019 ArDOT Transportation Research Committee (Hot Springs, AR); and attended, presented, and assisted in the organization the following conferences: 2018 Transatlantic Walkability Symposium (Little Rock, AR), 2019 Safe Transportation for Every Pedestrian (STEP), EDC 5 (Little Rock, AR). The City BikePed Coordinator regularly attends webinars. While no other City staff members are regularly attending bicycle-specific conferences, City planners and engineers are attending conferences with sessions related to bicyclist and multi-modal on-street and off-street recreation and transportation.

B7. Bike parking continues to be a challenge in our community. The South Main business district has made a strategic decision to encourage cyclists to visit by providing bicycle parking. The City installed three bike racks along Main Street as part of a revitalization grant in 2018. The City will likely install additional bike parking as part of 12th Street Jump Start Project. The City has negotiated with our bikeshare provider, Gotcha, to allow private bicycles to be parked in their network of ~25 bikeshare stations strategically placed throughout downtown Little Rock (see also "Expand Bicycle Parking").

B9. We are aware and promote APBP bike parking guidelines, but we do not require outside entities to follow them nor has the City published its own guidance on bicycle parking based on these guidelines. The City Bicycle and Pedestrian Coordinator intends to publish guidance (not requirements) for bicycle parking within the next 12 months.

B12a. All Rock Region Metro buses have external bike racks, each with a two-bike capacity, that customers can use at any time the buses are in service.

B12d. Bike racks are located at Rock Region Metro's downtown hub and Rock Region Metro intends to install more racks in this location this year with Federal Transit Authority funds to facilitate a major bikeshare station. Bike racks are also being installed in a new, covered transit stop at the Port of Little Rock through a 2018 Metroplan (MPO) Transportation Alternatives Program grant. Rock Region Metro recently hired a new executive director who is aggressively seeking funding opportunities, in partnership with the City, for bike and transit pairing and bikeshare and transit pairing to solve first and last mile problems in our community.

B12e. Information on transit schedule: Rack and Roll

B13a. Changes from 2016: Miles of different types of trails have changed, sometimes considerably, from our 2016 application. These changes do not reflect dramatic changes between what existed in 2016 vs. what exists now. The current City of Little Rock Bicycle and Pedestrian Coordinator was hired in November 2015 and coordinated the completion of the City LAB Bike Friendly Community application submission in February 2016. He did not have the time or resources to generate the miles of these facilities at that time and relied on City Parks and Recreation staff to supply the 2016 application numbers. In Summer 2016, the City did a comprehensive review of our trail system and generated our first Master Trail Plan with an interactive map. The data reported in our 2020 LAB Bike Friendly Community application is pulled directly from this ArcGIS shapefile.

LAB Categories Do Not Perfectly Match CLR Categories: While these data may be more easily tracked to their source, our natural trail widths are not cataloged as requested in the BFC application. We have total miles of paved trails greater than 10 ft. wide (TR Type = "BIKEWAY 1 - MULTIUSE") and 8-10 ft. wide (TR Type = "TRAIL"), as requested, but our natural surface trails are not broken down into the requested categories. We have natural surface trails equal to or greater than eight feet wide and narrower than eight feet wide. I have called all trails narrower than eight feet wide single tracks and lumped all trails eight feet wide or greater into the 8-10 ft. wide category. We may have natural surface trails greater than 10 ft. wide, but we have not made that distinction in the way we collected these data.

B15. The City has ArcGIS layers with our street grid classified into street types (residential, collector, arterial, etc.). Though these classifications typically correspond to a speed limit range (see Master Street Plan pg. 10), our ArcGIS layer does not have each street's speed limit encoded into it (and a street's speed limit can vary). These answers are estimated based on the assumption that minor residential and residential streets are less than or equal to 25 mph, collector streets are between 26-35 mph, and minor arterial and principal arterial streets are 36+ mph.

B16b1. Changes from 2016: Centerlane miles of bike facilities have changed from our 2016 application. Some of these changes represent additions of bicycle infrastructure, others represent corrections in the data. The current City of Little Rock Bicycle and Pedestrian Coordinator was hired in November 2015 and coordinated the completion of the City LAB Bike Friendly Community application submission in February 2016. He relied on other City staff and an accurate Master Bike Plan to supply the 2016 application numbers. The numbers were provided to him in 2016, so he can't comment on how they were generated, but he has made considerable

corrections to what bike infrastructure exists on the Master Bike Plan. The existence of all reported bike lanes and fog lanes reported in the 2020 application have been verified by the CLR Bicycle and Pedestrian Coordinator and reported in LR Bike Ways. Therefore, while it is possible the City is under-reporting our existing infrastructure because the CLR Bicycle and Pedestrian Coordinator is unaware of it, we are confident that we are not over-reporting existing infrastructure.

In 2016, we reported 25.64 miles of bike lanes on streets from 26-35mph speed limits. In 2020, we report 22.28 miles. No bike lanes have been removed and not replaced; bike lanes have been added in this category since 2016 (Van Buren, Asher, 36th St., LaMarche, Taylor Loop, Overlook, and Pinnacle Valley). While, again, the CLR Bicycle and Pedestrian Coordinator has greater insight into how the 2020 data were calculated, we can still identify two reasons this number decreased. First, we reported only 0.51 miles of bike lanes on streets with a speed limit greater than 35mph in 2016; we report 5.05 miles of bike lanes on streets with speed limits greater than 35mph in 2020. We believe some of the centerlane miles of bike lanes were incorrectly included in 26-35 mph in 2016. Also several streets (Daisy Bates, Chester, Loyola, Two Rivers Park Road, and Chenal Valley) were incorrectly included in the Master Bike Plan as completed bike lanes in 2016. They were at that time and are now fog lanes. The Master Bike Plan has been corrected and LR Bike Ways has been created to provide a more accurate dataset. Similarly, we reported 3.4 miles of sharrows on streets with speed limits from 26-35mph in the 2016 LAB BFC application. In 2020, we report 16.33 miles. While sharrows were added between 2016 and 2020 (N. University, Scott Hamilton, Overlook, and Pleasant Forest), major corridors which were completed prior to 2016's application were not entered into the Master Bike Plan at that time and therefore not included in the 2016 LAB BFC application (9th Street, Roosevelt, and Fourche Dam Pike). These errors have also been corrected.

B18. Regarding "Physically altered the road layout or appearance" see Pleasant Forest (Figs. 1 and 3) and Battery Traffic Calming. Regarding "Road diets": see Road Diets - Road Diets in Little Rock. Regarding "Lane Diets": see Pleasant Forest and Battery. Lindsey Rd., Mauney Rd., S. Battery Street, Arch St., Kavanaugh Blvd., and Wellington Village Rd. have also had lane diets, see also "fog lanes" on LR Bike Ways.

B20a. Regarding "Timed signals": We are not sure what is meant by this selection. Like most communities, our traffic signals are timed and the timing changes depending on whether motor vehicles are detected (our video and loops are typically unresponsive to bicycle traffic) and on time of day to move vehicular traffic efficiently. Regarding "Intersection crossing markings for bicyclists": bike lanes have sometimes been continued through an intersection as in North Rodney Parham, Fig. 6. If this type of treatment qualifies to check this box, it should be checked, otherwise it should not be checked.

B22b. A Lime e-scooter pilot launched in our community in January 2019 with a maximum of 500 e-scooters but, in reality, never exceeding 400. Their fleet is currently ~250 e-scooters. The City of Little Rock is committed to maintaining e-scooters on our streets, but will be partnering with an e-scooter company(s) through an RFP process in 2020. We recognize the potential for e-scooters to cut into the market share of our new bikeshare system, interfere with the safe movement of bicycles on-street and on shared-use trails, and increase public angst toward

alternative transportation modes. We also recognize the potential for e-scooters to increase bikeshare use (by encouraging more people to travel via alternative modes), increase demand for Light Individual Transportation infrastructure, and raise driver awareness of alternative transportation modes. We have not seen overwhelming evidence of a positive or negative impact of our e-scooter program on bicycle planning or ridership (and bikeshare will launch in August 2020).

B23. Mountain bike trails have been built in several of our City Parks. A portion of the 88-mile Arkansas River Trail Grand Loop is within the City of Little Rock. A portion of the Southeast Trail (linear) is within the City of Little Rock (the Southeast Trail is currently a signed recreational route, but we are also constructing an off-street trail called the Southeast Trail that will follow the approximate alignment of the on-street route).

Additional Facilities of Physical Amenities

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/s2s-engineering/>

Progress Since 2016

36th Street Bike Lanes: In 2016, the City installed bike lanes on portions of 36th Street (see LR Bike Ways).

Overlook Bike Lanes: In 2016, the City installed the Overlook bike lanes.

Arkansas River Trail @West Terminus: In 2016, the City installed the ART - West Terminus.

SOMA Bike Racks: In 2016, the South Main (SOMA) business district installed a series of bike racks themed by local businesses.

Firehouse Hostel and Museum: In 2016, Little Rock opened its first hostel, the Firehouse Hostel and Museum. The non-profit hostel caters to bicyclists, provides an inexpensive lodging solution for bike tourists, and is supported by local bicycle organizations.

North Rodney Parham Bike Lanes: In 2017, the City installed bike lanes on North Rodney Parham.

University Sharrows: In 2017, the City installed sharrows on North University (see LR Bike Ways).

Van Buren Bike Lanes: In 2017, the City installed bike lanes on Van Buren.

Arch Street/33rd Street Bike Lanes: In 2017, the Arkansas DOT installed bike lanes on Arch Street and 33rd St (see LR Bike Ways).

Asher Bike Lanes: In 2017, the City installed bike lanes on Asher.

Arkansas River Trail @Trail Maintenance: In 2017, the City purchased a riding trail blower to better maintain the Arkansas River Trail from Rebsamen Road to Two Rivers Park.

Arkansas River Trail @Broadway Bridge: In 2018, the Arkansas DOT installed a shared use sidepath along the Broadway Bridge. The City Parks and Recreation Department improved the connection to the Arkansas River Trail.

Arkansas River Trail @Medical Mile Bridge: In 2018, the City installed a bridge over the Union Pacific tracks. This bridge will ultimately be part of the Arkansas River Trail.

Taylor Loop Connection: In 2018, the City completed the Taylor Loop Connection, including bike lanes on Pinnacle Valley, LaMarche, and Taylor Loop, fog lanes on Chenal Valley, and sharrows and a shared use trail in the Village at Ison Creek.

Arkansas River Trail @Big Dam Bridge Restrooms: In 2018, the City installed restroom facilities on the Little Rock side of the Big Dam Bridge (Murray Park).

Arkansas River Trail @Riverfront Drive: In 2019, the City installed shared use trail along part of Riverfront Drive.

Pleasant Forest fog lanes: In 2019, the City installed fog lanes on Pleasant Forest.

Arkansas River Trail @Two Rivers Park Bridge Restrooms: In January 2020, the City of Little Rock opened the Two Rivers Bridge restrooms.

Upcoming Projects

The following projects are approved and funded and will be completed within the next 18 months.

Bikeshare: Launching a bikeshare system is a 2016 LAB Key Step to Silver. The City of Little Rock has been working to launch a strong bikeshare program since 2016. Gotcha bikeshare will launch in the the City of Little Rock with 200 pedal-assist bikes in Summer 2020.

Pinnacle Valley Bike Lanes: Pulaski County is currently widening Pinnacle Valley Rd. to create a ~4.5 mile bike corridor from County Farm Rd. to Hwy. 300. This corridor will be all bike lanes except for the portion that is a shared use trail within Pinnacle Valley State Park. This will connect to mountain bike trails and other attractions within the park. This project should not be confused with the City of Little Rock's widening of a different portion of Pinnacle Valley to install bike lanes.

Arkansas River Trail @Medical Mile: In 2020 (obligated by July 2021), the City will install a ramp from the Medical Mile to the UP Bridge, creating a continuous, shared use trail corridor from the Clinton Presidential Bridge to Dillard's Headquarters.

Arkansas River Trail @Two Rivers Park: Pulaski County received \$300K to reroute the Arkansas River Trail away from a restroom and vehicular access choke point, improving trail user safety.

Boyle Park Mountain Bike Trails: The City received \$200K to create mountain bike trails at Boyle Park.

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

Yes

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

1-25%

C1b. What type of bicycle education is offered?

Optional on-bike education

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

Yes, a limited number of bicycles are available for students in need

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

Yes

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

1-25%

C2b. What type of bicycle education is offered?

Bicycle safety presentation with no on-bike component

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

No, bicycles are not provided

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

Yes

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

1-25%

C3b. What type of bicycle education is offered?

Optional on-bike education

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

Yes, a limited number of bicycles are available for students in need

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

Learn to ride classes, Bike clinics or rodeos, Youth bike clubs, Scouts bicycle training, Youth development mountain bike racing teams, Helmet fit seminars, Bicycle safety is taught as part of driver education curriculum

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

Yes

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

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

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

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

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

League Cycling Instructor, Local bike shop employee

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

Quarterly or more frequently

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

Yes

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

Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Community maps (print or digital), Handouts or brochures, Table or booth at community events

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

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

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

Women

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

Bicycle Friendly Driver classes offered by a local League Cycling Instructor, Public service announcements, Community-wide public education campaign, Share the Road educational videos on community website/TV channel/social media, Flyer/handout , Info sessions/lunch seminars, Share the Road, Bicycles May Use Full Lane, or other bicycle-related traffic signs, Responsibilities towards bicyclists while sharing the road included in driver's education and testing

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

Local government staff, Transit operators, Delivery/Commercial drivers

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

9

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

Smart Cycling Quick Guide, Smart Cycling Education videos

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

Answer Expansions/Clarifications

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>

C1. We are not aware of any public or private elementary school that offers bicycle education as part of their regular curriculum in Physical Education courses or otherwise. However, bicycle education features prominently in after-school programs staffed by local bike clubs and Bicycle Advocacy of Central Arkansas. For some programs, bikes have been furnished, free for all interested students, by Recycle Bikes for Kids. The City of Little Rock's Bicycle and Pedestrian Coordinator and LCI and retired elementary physical education teacher Coreen Frasier modified and further developed an after-school program created by North Little Rock's Willa Williams; BACA and Washington Elementary teachers collaborated with BACA LCIs to teach it.

C11. I reached out to all 13 LCIs on the LAB website over email and asked them to respond as to whether or not they have taught a class in the last year. Six of them responded "yes", four of them responded "no", and two of them did not respond (and were counted as "no"). Additionally, Jace Davis, who has moved out of state and therefore is no longer listed on the LCI website, and Nathan Keltch, who is currently on a long term sabbatical in India, did earn their LCIs in August 2018 and did teach the Friendly Driver Program within the past year. Meg Gholson is also an LCI in the August 2018 cohort, but she is not on the LAB website. She has also taught LCI classes. That puts our total active LCIs at 9.

Educational Programs or Services Not Yet Covered

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/s2s-education/>

Ongoing

Bike Rodeos: BACA continues to regularly organize bike rodeos for schools and around local events.

Bicycle Safety Presentations: BACA continues to organize bicycle safety presentations at local schools.

Free Bikes for Education: BACA continues to partner with Recycle Bikes for Kids to ensure all students have bicycles on which to learn and couple bike giveaways with education.

Learn to Ride: BACA continues to offer learn to ride classes.

Cycling Merit Badge at Merit Badge University: The Cycling Merit Badge, taught by Little Rock LCIs, continues to be a popular course offering. The entire Little Rock Merit Badge University is organized by Arkansas Bicycle Club President Jim Britt.

Helmet Fit: BikePed Little Rock's website includes helmet fit. BACA offers helmet fit education coupled with their other educational outreach. Local bike shops typically offer helmet fit when a helmet is purchased at their store or by request.

Fix a Flat Class: Several of our shops regularly offer free fix a flat clinics (e.g. Trek).

Bicycle Workshop: Several of our shops regularly offer bicycle maintenance classes. Some classes have been women-only.

Progress Since 2016

Website Development: In 2016, our website, bikelr.com, contained some important resources, but our relaunched littlerock.gov/BikePed offers many more resources for residents, City staff, elected officials, and bicycle advocates. While not always organized around the five E's, the website has publicly available resources that address each of the five Es.

Education webpage: In 2016, BikePed Little Rock's Education landing page was developed and launched, showing viewers formal education opportunities as well as short lessons (see buttons).

Social Media: Since 2016, CLR's BikePed Coordinator has been regularly posting bicycle-related updates, soft advocacy, and information to Facebook to engage residents, City staff, and elected officials and attempt to shift our car-centric culture. This regular engagement has helped more than double the page's following, from ~850 followers in 2016 to 1,879 currently.

After School Program: In Spring 2017, BikePed Little Rock, in partnership with BACA, Recycle Bikes for Kids, LRSD, and Washington Elementary, created and launched an after school bicycle education program.

SMART Cycling Program: Since it was formed in 1998, education has been a core part of BACA's mission. It has offered SMART Cycling (or BikeEd) since 1998, but in 2017, BACA committed to offering at least two SMART Cycling courses per year.

National Interscholastic Cycling Association (NICA): Since 2017, the Arkansas Interscholastic Cycling League (est. 2015) has two teams in Little Rock, Catholic High School and RazorbaCX Little Rock Composite. Education is focal to the Arkansas league; their coach's training and resources are extensive. LAB LCI Coreen Frasier has been teaching an NICA course at Hall High on Mondays and Wednesdays. The Arkansas league is equity focused.

Educating the Candidates: In August 2018, BACA, City staff, and outside professionals led mayoral candidates and their staff through a walk audit of the Arkansas River Trail along Cantrell Road.

Commuter Mentoring: In 2018, BikePed Little Rock launched its Commuter Mentoring program. CLR Commuter Mentoring teaches some SMART Cycling content, but in a one-on-one on-bike, coaching format. In addition, we discuss a mentee's common origins and destinations and low-stress routes to connect them. We might plan future mentoring rides between origins and destinations of interest.

Traffic Safety Merit Badge at Merit Badge University: Starting in 2018, Little Rock's Merit Badge University began offering Traffic Safety merit badge. Starting in 2019, the course had a strong

bicycle safety component through CLR Bicycle and Pedestrian Coordinator's teaching of the Friendly Driver class within the Traffic Safety merit badge class.

Friendly Driver: While this overlaps with Enforcement, this course, launched in 2018 through funding from AARP's Community Challenge Grant, is targeted at people who primarily drive on Little Rock streets, to help them better understand their legal rights and responsibilities around bicyclists and pedestrians. One of the first programs of its kind, based on the Bike Friendly Driver Program developed in Fort Collins, the highly effective Little Rock Friendly Driver Program has gotten considerable attention through posters at conferences of the Arkansas Public Health Association (2019) and the Association of Pedestrian and Bicycle Professionals (ABPB, 2019), a panel at APBP (2019), an America Walks State Walking Networks teleconference (2019), and an upcoming panel at LAB's National Bike Summit (2020). Through this exposure, we are helping several cities across the country launch similar programs based on Little Rock's Friendly Driver Program and we are talking with the Arkansas DOT about launching the program statewide.

Local LCI Training: In August 2018, BACA coordinated an LCI training session. All five CLR Friendly Driver Instructors, the CLR Friendly Driver Coordinator, CLR's BikePed Coordinator, the BACA President, Recycle Bikes for Kids Program Coordinator, and several out-of-town students became LCIs. This effort directly addresses a Key Step to Silver (training more members of the bicycle community to teach bicycle education programs).

CALS Bicycle Workshops: In January 2020, the Central Arkansas Library System started its monthly bicycle workshop series. This venue likely expands the reach of bicycle repair beyond the population who would choose to go to a bicycle shop, directly addressing a Key Step to Silver.

Page: BFC: Encouragement

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

Local business incentive program that rewards customers arriving by bicycle, Local recognition program for businesses that are bicycle-friendly for their employees and/or customers

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

www.stonethrowbeer.com

D1a. Please provide a link to your local recognition program for businesses.

<https://www.littlerock.gov/for-residents/bikeped-little-rock/community/bicycle-friendly-business/>

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

Tourism Board, Other

D2a. If other, please describe.

(See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>) The Arkansas River Trail spans the municipalities, the City of Little Rock, the City of North Little Rock, and Pulaski County. The Arkansas River Trail Task Force, coordinated by Metroplan, coordinates the management of the Arkansas River Trail. The Arkansas River Trail Foundation is a non-profit that promotes and help fund Arkansas River Trail projects. The Big Dam Bridge Foundation is a non-profit that supports the Big Dam Bridge (part of the Arkansas River Trail). Friends of the Southwest Trail is an advocacy group that promotes the construction of the Southwest Trail. Bicycle Advocacy of Central Arkansas is our local bicycle advocacy organization. The Bike Friendly Community Committee is our City's citizen advisory committee to make our city more bike friendly. Recycle Bikes for Kids is a non-profit that provides free bikes for children and earn-a-bike for adults. See also Organizations.

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

Yes

D3a. If yes, please describe.

The CLR BikePed Coordinator helped MCE with their recent Bike Friendly Business application. The City, Bicycle Advocacy of CA, and the LR Convention and Visitors Bureau has watched with interest the upcoming BF Business Bootcamps in Fayetteville and may attempt to duplicate in 2021.

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

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

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

Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Public Service Announcements, Bike Month Website, National Bike Challenge/Global Bike Challenge, Bike Commuter energizer stations/breakfasts, Car-free days, CycloFemme Ride, Bike valet parking at events, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)

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

Community and charity rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, National Bike Challenge/Global Bike Challenge, Triathlons and bicycle races, Bike commuter events, Car-free days, Publish a guide or calendar of community bicycle events, Bike valet parking at events, International Bike to School Day in October , Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits)

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

Women , People of Color, Families with toddlers and young children , Non-English speakers, Low-income populations, ADA community

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

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

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

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, Racing clubs or teams, Senior ride groups, Women-only ride groups, People of Color ride groups, Bike polo/La Crosse clubs, Slow ride group

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

Safe Routes to School program, Earn a Bike program

D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 30,001-50,000 residents

D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

Yes

D12a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.

Provision of abandoned or impounded bicycles for resale, Free PSA or advertising space

D13. Describe any other events, programs or policies your community has to encourage bicycling.

Answer Expansions/Clarifications

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>

D1a. Local business incentive program: Stone's Throw (www.stonesthrowbeer.com) - "...Thursday is happy hour if you walk or bike in!" We don't know if this is sufficient to include on our application, but it's a start.

D2a. The Arkansas River Trail spans the municipalities, the City of Little Rock, the City of North Little Rock, and Pulaski County. The Arkansas River Trail Task Force, coordinated by Metroplan, coordinates the management of the Arkansas River Trail. The Arkansas River Trail Foundation is a non-profit that promotes and help fund Arkansas River Trail projects. The Big Dam Bridge Foundation is a non-profit that supports the Big Dam Bridge (part of the Arkansas River Trail). Friends of the Southwest Trail is an advocacy group that promotes the construction of the Southwest Trail. Bicycle Advocacy of Central Arkansas is our local bicycle advocacy organization. The Bike Friendly Community Committee is our City's citizen advisory committee to make our city more bike friendly. Recycle Bikes for Kids is a non-profit that provides free bikes for children and earn-a-bike for adults. See also Organizations.

D3a. The City's BikePed Coordinator helped MCE with their recent Bike Friendly Business application. The City, BACA, and the LRCVB have watched with interest the upcoming BF Business Bootcamps in Fayetteville and are discussing how we might duplicate the program.

D11. We have had some turnover in our bike shops within the past year. Not all local bike shops are listed on the League of American Bicyclists website and some of the information that IS listed is out of date.

Encouragement Efforts Not Yet Covered

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/s2s-encouragement/>

Ongoing

Riding Clubs: Little Rock has seven road riding clubs, including one women-only club and one primarily African-American club, three mountain biking clubs, and a bike polo club. See our clubs [here](#).

Bike Shops: Our community has five bike shops (four in the City of Little Rock). See our shops [here](#).

Recycle Bikes for Kids: Recycle Bikes for Kids continues to offer free bikes for kids and adults (three hours of service are required for adults) to make sure everyone in our community has access to a bike for recreation and transportation. As of the end of 2019, the program has given away 17,424 bicycles.

Bike Rental: Rock Town River Outfitters offers bicycle rentals and tours.

Organized Rides (Clubs): Most of our bicycle clubs do weekly organized rides. BikePed Little Rock attempts to aggregate these ride times and locations to increase their visibility and encourage residents to try new clubs.

Organized Rides (Shops): Most of our shops do weekly organized rides. Some shops publicize their rides as "events" on their Facebook pages, including Angry Daves (NLR), Arkansas Cycling and Fitness, Chainwheel/Trek, and Spokes. Community Bicyclist's has more of a commuter focus and doesn't post organized rides.

Sandwiching in History: The Arkansas Historic Preservation Program highlights the history of different buildings in their monthly Sandwiching in History event. The Arkansas Bicycling Club leads a ride to the monthly event.

Slow Ride: The Mello Velos and other riding clubs offer slow rides.

Ride Events: The City of Little Rock hosts 17 ride events per year, perhaps most notably the Big Dam Bridge 100 and the Tour de Rock. BikePed Little Rock does not attempt to aggregate these rides but directs users to resources that do, most notably Arkansas Outside's calendar.

Big Dam Bridge Expo: The Big Dam Bridge Expo is an annual event in the Little Rock Convention Center associated with the Big Dam Bridge ride. Bike and bike accessory vendors, bike advocates, and other stakeholders participate.

Bike Touring: The Arkansas Bicycle Club continues to organize the annual Lake Greeson 3-day, Bike Ride Around Arkansas 7-day, Lake DeGray 3-day, and Petit Jean 2-day self-supported bicycle tours in Central Arkansas.

Ride of Silence: BACA has been organizing Little Rock's Ride of Silence annually since 2014.

Arkansas Outside: Since 2014, Arkansas Outside, managed by CATA President and Governor's Advisory Counsel on Bicycling Chair Joe Jacobs, has been promoting bicycling and other outdoor activities.

Bike Arkansas: Bike Arkansas is a periodical promoting bicycling in Arkansas since 2015.

Cyclists of Arkansas: Since 2015, Cyclists of Arkansas has been increasing the visibility of and humanizing cyclists by sharing their stories. Cyclists of Arkansas is a BACA effort.

Progress Since 2016

BikePed Website: In 2016, BikePed Little Rock developed a series of webpages making the case for the benefits of a bike-friendly Little Rock.

Rad on the River: In 2016, the Downtown Little Rock Partnership and Little Rock Convention and Visitors Bureau hosted Rad on the River, a celebration of BMX biking.

Encouraging Women to Ride: Since 2016, Little Rock has improved its focus on encouraging women to ride, offering of women-only rides such as Women on a Roll (Chainwheel/Trek, 2017-today), Women on a Roll Date Nights, women-focused cycling gear events, Q&As, Cyclofemme, and two women's only riding clubs: Heels on Wheels and Ladies of CARVE.

Social Media: BikePed Little Rock's Facebook and Twitter social media accounts existed before 2016, but BikePed Little Rock has been very active on Facebook (which mirrors to Twitter), resulting in over 100% increase in Facebook page follows from ~850 in 2016 to 1,896 at the time of this writing. This page is used to communicate news and educate, but a primary function is to directly challenge Little Rock's car-centric culture and priority and encourage people to bike and walk.

Bike Valet: Since 2016, BACA has offered bike valet services annually at Riverfest and at special events such as the Bikes vs. Cars and the Combread Festival. One Eleven and the Capitol Bar and Grill offers free bike valet service.

Booths: Since 2016, BikePed Little Rock and BACA have promoted bicycling and specific bicycle-related projects (bikeshare and the Southwest Trail) at booths at the Arkansas State Fair, University of Arkansas for Medical Sciences Earth Day, and the Big Bass Expo.

Movie Screening: Since 2016, BACA has been promoting bicycling with movie screenings (sometimes accompanied by a presentation/discussion). BACA has shown Bikes vs. Cars, On Any Sunday, Blood Road, and Bikes of Wrath.

Allied Cycleworks: In 2016, Allied Cycleworks opened in Little Rock. Allied was one of the first companies to manufacture carbon fiber frames in the United States. In February 2020, Allied Cycleworks will move to Rogers, AR.

Fiesta de Bicicletas: In 2017, Recycle Bikes for Kids hosted a bicycle celebration and bike and helmet giveaway focused on promoting bicycling in our Latino community.

Meteor: In 2017, the Meteor bike and coffee shop opened in the space previously occupied by Spokes which moved to West Little Rock) and had regular shop rides. The Meteor moved to Bentonville in 2019.

Everybody Bikes! Since 2017, Recycle Bikes for Kids has held an annual event called Everybody Bikes! It is part celebration of bicycle fun and mobility and part fundraiser.

National Interscholastic Cycling Association: Since 2017, the Arkansas Interscholastic Cycling League (est. 2015) has two teams in Little Rock, Catholic High School and RazorbaCX Little Rock Composite. The Arkansas league encourages cycling and its benefits with a race series, team-building day, and trail maintenance requirement. The Arkansas league is equity focused.

Mayoral Forum: In 2018, BACA hosted a mayoral forum for Little Rock mayoral candidates to discuss bike-related issues.

Outreach: The City of Little Rock has presented our Friendly Driver Program at Thompson Driving, Central Arkansas Water, Crafton Tull, McClelland Consulting, Engineers Inc. since 2018. The benefits of bike commuting are discussed in Friendly Driver. McClelland recently became a LAB Bike Friendly Business.

JBar Cycling Returns: In 2019, after a seven year hiatus, John Barton returned to his JBar Cycling Blog, giving greater visibility to cycling in Little Rock with his long-form blog writing.

Ditch the Keys Expanded: Bike to Work is a highlighted category on the 2016 lab report card. All Ditch the Keys events and messaging used to be in the month of May. In 2019, Metroplan expanded the duration to include all summer months (during which ozone is most problematic), focusing on a different transportation mode each month. While Ditch the Keys bike messaging is still concentrated in May, effective bike commuting in Little Rock often involves several alternative transportation modes.

Critical Mass Comes to Little Rock: In August 2019, monthly Critical Mass rides have been organized in Little Rock.

Central Arkansas Library System: Since 2019, the Central Arkansas Library System focus on promoting bicycling, including hosting a monthly bike maintenance class.

LR Bike Ways: In January 2020, the City of Little Rock launched LR Bike Ways to help bike commuters chart routes that are as direct and low-stress as our current infrastructure allows. We plan on adding bike parking points to this map when a 2020 ArcGIS update allows crowdsourcing.

Bikeshare: Launching a bikeshare system is a 2016 LAB Key Step to Silver. The City of Little Rock has been working to launch a strong bikeshare program since 2016. Gotcha bikeshare will launch in the the City of Little Rock with 200 pedal-assist bikes in Summer 2020.

Page: BFC: Enforcement & Safety

**E1. How does your police department interact with the local cycling community?
Check all that apply.**

Identified law-enforcement point person to interact with bicyclists, Police department assists with bicycle events/rides, Police department hosts bicycle events/rides, Officers provide bike safety education

E2. What percentage of patrol officers are regularly on bikes?

1- 20%

E3. What other public or private bicycle safety programs are in place? Check all that apply.

Volunteer trail watch programs/patrols

E4. What kind of bicycle-related training is offered to police officers? Check all that apply.

Basic academy training, International Police Mountain Bike Association training , National Highway Traffic Safety Administration Law Enforcement Training, Training on racial profiling awareness in multimodal transportation enforcement

E5. Are there any local ordinances or state laws that protect bicyclists in your community? Check all that apply.

Penalties for motor vehicle users that 'door' bicyclists, Ban on texting while driving, Safe passing distance law

E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.

Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions , Local law restricts usage of electric-assist bicycles, Restrictions on sidewalk riding inside the Central Business District

E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.

None of the above

E8. How does your community use traffic citation data? Check all that apply.

Data is only available to the public by FOIA request

E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?

Statewide, county-level, or other larger regional Vision Zero or similar safety policy, plan, or program

Note: If applicant community is a county or MPO, please select one of the "local" options above if the policy or plan is under the jurisdiction of your community.

URL:

<http://www.tzdarkansas.org/uploads/pages/Bike%20safety-doc12a.pdf>

Link:

No File Uploaded

E10. Do police officers report bicyclist crash data?

Yes

E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

17.4

E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

0.2

E12. Describe any other enforcement or safety programs/policies relating to bicycling.

Answer Expansions/Clarifications

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>

E1. Identified law-enforcement point person to interact with bicyclists: The Bike Friendly Community Committee's LRPD contacts are Lieutenant Van Watson and Officer Charles Starratt. Police department assists with bicycle events/rides: The City of Little Rock has 17 major event rides per year within its borders. LRPD assists with traffic control for most of these rides. Police department hosts bicycle events/rides: LRPD hosts an annual event called Bike with a Cop in which police officers teach children to ride safely on the street, have a skills course, provide bicycle safety education, and give away bikes.

E3. The City of Little Rock Parks and Recreation Department began the Cycling Ranger Program within its volunteer Park Ranger Program. The Cycling Rangers are trained in conflict mediation, bicycle safety, and CPR; their presence on our trail network promotes the safety of trail users. The coordinator is Karen Sykes.

E4. In 2019, Officer James Phillips and Lieutenant Van Watson became Certified International Police Mountain Bike Association Instructors. This certification allows them to teach police officers and other first responders how to use a bicycle as a vehicle on their jobs. They have already trained 17 Little Rock first responders. The only other police department in Arkansas with Certified International Police Mountain Bike Association Instructors who actively train is in Bentonville.

E5. Penalties for motorists who "door" bicyclists: AR 27-51-1307. Ban on texting while driving: AR 27-51-1504. Safe passing distance law: AR 27-51-311.

E6. As far to the right as is practicable: CLR 32-489, but see CLR Friendly Driver explanation, Slides 58-65. Local law restricts use of e-bikes: an Arkansas state law states that Class 1 & 2 e-bikes can be ridden on shared-use trails but Class 3 bikes cannot. The law allows local municipalities to change any of these provisions; the City of Little Rock has not changed any provision. Restrictions on sidewalk riding inside of the Central Business District: CLR 32-494.

E10a and E11. These numbers are from Metroplan's (MPO) Han Haustein, who compiles them and periodically uses them to create a Pedestrian and Bicyclist Crash Analysis. These numbers reflect the years 2013-2017, which unfortunately overlap two years of the latest Crash Analysis and the 2016 LAB Bike Friendly Community application, but are the latest years for which Hans has crash data.

Enforcement Programs and Policies Not Yet Covered

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/s2s-enforcement/>

Previous/Ongoing

Codifying cyclists rights to the road on city and state levels, bicycle-specific three foot passing law, motorist responsibility for "dooring" bicyclists, allowing cyclists to ride two abreast, and other bike-friendly laws made Enforcement a relative strength in 2016. Since that time we made significant progress. While some of this progress was at the state level and some was at the City level, Little Rock advocates were instrumental in all of these changes.

Progress Since 2016

CLR Cycling Ranger Program: In 2015,* City of Little Rock Parks and Recreation began the Cycling Ranger Program within its volunteer Park Ranger Program. The Cycling Rangers are trained in conflict mediation, bicycle safety, and CPR; their presence on our trail network promotes the safety of trail users. Are you interested in becoming a Cycling Ranger? Contact Program Coordinator Karen Sykes.

* While this program was started in 2015, it was not discussed in the City's 2016 Bicycle Friendly Community application.

Bike with a Cop: Since 2016, LRPD has hosted an annual event called Bike with a Cop in which police officers teach children to ride safely on the street, have a skills course, provide bicycle safety education, and give away bikes.

Ban on Texting and Driving: In 2017, the State of Arkansas banned texting and driving.

Electric Bikes Act: In 2017, the State of Arkansas became one of the first states to define the rights and responsibilities of pedal-assist bike users.

Friendly Driver: While this overlaps with Education, this course, launched in 2018 through funding from AARP's Community Challenge Grant, is targeted at people who primarily drive on Little Rock streets, to help them better understand their legal rights and responsibilities around bicyclists

and pedestrians. One of the first programs of its kind, based on the Bike Friendly Driver Program developed in Fort Collins, the highly effective Little Rock Friendly Driver Program has gotten considerable attention through posters at conferences of the Arkansas Public Health Association (2019) and the Association of Pedestrian and Bicycle Professionals (ABPB, 2019), a panel at APBP (2019), an America Walks State Walking Networks teleconference (2019), and an upcoming panel at LAB's National Bike Summit (2020). Through this exposure, we are helping several cities across the country launch similar programs based on Little Rock's Friendly Driver Program and we are talking with the Arkansas DOT about launching the program statewide.

Bicyclists May Use Full Lane: Though marginally effective, "Share the Road" signage has been criticized for ambiguous messaging. To whom is the sign speaking and how should bikes and cars share? "Bicyclists May Use Full Lane" signage, on the other hand, has clear messaging to the driver about the rights of cyclists in all non-freeway traffic lanes. Bicyclists feel safer with this this signage than Share the Road signage or even sharrow markings, and, of course, perceived safety increases ridership. Since 2018, the City of Little Rock has a policy of installing "Bicyclists May Use Full Lane" when we used to install "Share the Road" signage, i.e. at the beginning and within sharrow corridors.

LRPD Instructors: In 2019, Officer James Phillips and Lieutenant Van Watson became Certified International Police Mountain Bike Association Instructors. This certification allows them to teach police officers and other first responders how to use a bicycle as a vehicle on their jobs. They have already trained 17 Little Rock first responders! The only other police department in Arkansas with Certified International Police Mountain Bike Association Instructors who actively train is in Bentonville.

Arkansas Stop: In 2019, Arkansas became only the second state to legalize cyclists treating a stop sign as a yield and a red light as a stop sign.

Page: BFC: Evaluation & Planning

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

There is a full-time, paid bike program manager (or similar role) whose primary focus is on bicycle-related projects.

F1a. Is the Primary Contact for this application the full-time bicycle program manager?

Yes

F2. Is there a Safe Routes to School Coordinator?

Promoting Safe Routes to School educational programs and infrastructure improvements is not a part of anyone’s official job description, but at least one staff member has permission to help the business become bicycle-friendly during working hours.

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

3

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

League Cycling Instructor (LCI) certification, Association of Pedestrian and Bicycle Professionals (APBP) membership, Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences

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

Yes

F5a. How often does the committee meet?

Monthly or more frequently

F5b. First Name:

Katie

F5b. Last Name:

Helms

F5b. Email:

kehelms@ualr.edu

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

Yes

F6a. Provide the name and email address of the primary contact.

Sara G. Tariq, tariqsarag@uams.edu

F6b. Please describe how, if at all, the EDI initiative, committee, or position supports equitable bike planning or outreach in the community.

(See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>)

Mayor Frank Scott, Jr. took office in 2019 having run on a platform of inclusion. After taking office, he organized a citizen committee to propose recommendations to increase inclusion within the City and our community. The Inclusion Subcommittee has recommended several key items (Scott Script, pgs. 26-32). Among those items is to create an "Office of Diversity, Equity, and Inclusion,... headed by a Chief Equity Officer who will also lead the rebranded Racial & Cultural Diversity Commission." (Scott Script, pg. 28), echoing the candidate Scott's platform. The Inclusion Subcommittee's recommendations do not have a transportation equity focus, but there remains an opportunity to demonstrate the importance of independent mobility to the overall advancement of community equity once the Office of Diversity, Equity, and Inclusion is established.

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

Yes

F7a. What year was the plan originally adopted?

1995

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

Yes

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

2018

F7b. Provide a link to the current plan.

<https://www.littlerock.gov/media/6332/master-street-plan-3-26-2018.pdf>

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

No

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

Yes

F7d1. Please list or describe these goals.

(See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>)

The Master Bike Plan, within the adopted Master Street Plan, states the goal of having a "safe, direct" interconnected bicycle transportation network "desirable for all users" (Master Street Plan, pg. 34). The Complete Streets Resolution (2013) calls for Master Street Plan revisions to reflect Complete Streets principles. The City's adopted 2020 Sustainability Roadmap includes Accessible Alternative Transportation, the Arkansas River Trail, and Complete Streets three of seventeen goals. The City's nationally recognized Complete Streets Ordinance mandates new and resurfaced streets accommodate bikes unless one of five exceptions is met.

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

(See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>)

Much of the installed bike infrastructure to date has been in in minority, low income communities. These include fog lanes on Chester and Daisy Bates and bike lanes on Main, 12th, Wright, Asher, Mabelvale Pike, and 36th Streets (see also LR Bike Ways). These projects are vitally important because some of our low income residents commute by bike not by choice but because their households do not own a sufficient number of reliable cars to satisfy all of their transportation needs. Recycle Bikes for Kids provides a means for anyone in Little Rock to own and commute by a bicycle.

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

Parks & Recreation, Metropolitan Planning Organization, County/Borough/Parish

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

Public & private schools (K-12), Parks & recreation centers

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

2%

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

No

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

0

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

8.1

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

Automated /electronic bicycle counters, App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.), Regular manual counts of bicyclists on trails, Regular manual counts of bicyclists on the road

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

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

No File Uploaded

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

No File Uploaded

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

No File Uploaded

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

No File Uploaded

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

No File Uploaded

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

Yes

F15a. Please list or describe these goals.

In 2017, the Bike Friendly Community Committee stated a goal of increasing commuting ridership to 3.5% of the population based on the average ridership of a LAB BFC Silver community. This goal did not have an associated timeframe.

F16. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?

No

F17. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police?

Mobile app , Hotline, Regular meetings, Contact staff directly via call/voicemail/fax/email/text/social media

F18. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling?

GIS-based network analysis

F19. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling?

None of the above

F20. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.

Answer Expansions/Clarifications

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/for-lab-bfc-reviewers/>

F4. City of Little Rock Bicycle and Pedestrian Coordinator regularly attends professional development conferences and training. Since receiving the BFC Bronze in 2016, the City BikePed Coordinator has attended the following conferences/workshops: 2016 FHWA Road Diet Peer Exchange, EDC 3 (Nashville, TN), 2017 National Bike Summit (Washington D.C.), 2017 Association of Pedestrian and Bicycle Professionals (Memphis, TN), 2018 National Bike Summit (Washington D.C.), 2018 Arkansas Bike Summit (Bentonville, AR), 2018 Arkansas STEP Working Group (Little Rock, AR), 2019 FHWA Bikeway Selection Guide workshop (Jonesboro, AR); attended and presented at the following conferences: 2019 Association of Pedestrian and Bicycle Professionals (Portland, OR), 2019 ArDOT Transportation Research Committee (Hot Springs, AR); and

attended, presented, and assisted in the organization the following conferences: 2018 Transatlantic Walkability Symposium (Little Rock, AR), 2019 Safe Transportation for Every Pedestrian (STEP), EDC 5 (Little Rock, AR). The City BikePed Coordinator regularly attends webinars. While no other City staff members are regularly attending bicycle-specific conferences, City planners and engineers are attending conferences with sessions related to bicyclist and multi-modal on-street and off-street recreation and transportation.

F6b. Mayor Frank Scott, Jr. took office in 2019 having run on a platform of inclusion. After taking office, he organized a citizen committee to propose recommendations to increase inclusion within the City and our community. The Inclusion Subcommittee has recommended several key items (Scott Script, pgs. 26-32). Among those items is to create an "Office of Diversity, Equity, and Inclusion,... headed by a Chief Equity Officer who will also lead the rebranded Racial & Cultural Diversity Commission." (Scott Script, pg. 28), echoing the candidate Scott's platform. The Inclusion Subcommittee's recommendations do not have a transportation equity focus, but there remains an opportunity to demonstrate the importance of independent mobility to the overall advancement of community equity once the Office of Diversity, Equity, and Inclusion is established.

F7d1. The Master Bike Plan, within the adopted Master Street Plan, states the goal of having a "safe, direct" interconnected bicycle transportation network "desirable for all users" (Master Street Plan, pg. 34). The Complete Streets Resolution (2013) calls for Master Street Plan revisions to reflect Complete Streets principles. The City's adopted 2020 Sustainability Roadmap includes Accessible Alternative Transportation, the Arkansas River Trail, and Complete Streets three of seventeen goals. The City's nationally recognized Complete Streets Ordinance mandates new and resurfaced streets accommodate bikes unless one of five exceptions is met.

F7e1. Much of the installed bike infrastructure to date has been in in minority, low income communities. These include fog lanes on Chester and Daisy Bates and bike lanes on Main, 12th, Wright, Asher, Mabelvale Pike, and 36th Streets (see also LR Bike Ways). These projects are vitally important because some of our low income residents commute by bike not by choice but because their households do not own a sufficient number of reliable cars to satisfy all of their transportation needs. Recycle Bikes for Kids provides a means for anyone in Little Rock to own and commute by a bicycle.

F14. The City of Little Rock has done annual bicycle counts in 14 locations as part of the National Bicycle and Pedestrian Documentation Project since 2014. The annual number of locations has increased from 14 to 17 in 2019. From 2014-2017, these counts were done in sync with North Little Rock's six sites. Since 2018, the City of Little Rock has been coordinating the counts in Little Rock and North Little Rock.

F15a. In 2017, the Bike Friendly Community Committee stated a goal of increasing commuting ridership to 3.5% of the population based on the average ridership of a LAB BFC Silver community. This goal did not have an associated timeframe.

F16. There hasn't been enough of an effort to answer "yes" to this question (not "routinely"), however the increase in annual bike count locations (from 14 to 17) was done for this very

purpose. We started the Pinnacle Valley count location the year before we added bike lanes. We started the Cantrell at Dillard's location to show the lack of activity in this part of the Arkansas River Trail and show the increased activity once the trail is improved at this location (Arkansas River Trail, Fig. 4).

F18. Some of these items we hope to have our contractor do within the 2020 Master Transportation Plan project. We had specific plans to do several of these items when we applied for a Metroplan \$200K Transportation Alternatives Program Grant (from which we were awarded \$50K), an ArDOT TAP Grant (which we were not awarded), and a Made to Move Grant (which we were not awarded), and an AARP Livable Communities Grant (which we were not awarded). Unless we are able to secure additional outside funding, our project scope will be reduced.

Evaluation and Planning Efforts Not Yet Covered

See the following webpage for this same answer with active links: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/s2s-evaluation/>

Previous/Ongoing

Master Bike Plan: In the 1990s, the City of Little Rock created its first Master Bike Plan housed in the Parks and Recreation Department. In 2011, the City Board of Directors adopted it into the Master Street Plan, making it official policy. The Master Bike Plan is consulted when doing street projects and regularly updated; the last update was 2018. In 2020, an outside consultant will make major revisions to it (see below).

Bicycle Advocacy of Central Arkansas: In 1998, Bicycle Advocacy of Central Arkansas (BACA) formed to advocate for a bike friendly Little Rock.

Bicycle Friendly Community Committee: In 2006, a City Board resolution authorized the mayor to form the Bicycle Friendly Community Committee (BFCC) to advise the City to become more bike friendly. The BFCC created the Master Bike Plan as it currently exists and evaluates the City's actions and inactions as they relate to a bike friendly Little Rock monthly.

Arkansas Coalition for Obesity Prevention: In 2007, the Arkansas Coalition for Obesity Prevention (ArCOP) was formed. One of its four focal areas is Growing Healthy Places, in which it promotes Complete Streets.

CLR Land Use Plan: Eleven of the 30 CLR Districts explicitly call for Complete Streets in our Land Use Plan.

Board of Directors "Must Do" Policies: Board Must Do Policies call to improve livability and quality of life.

Neighborhood Action Plans: The City of Little Rock has many active neighborhood associations, many of which explicitly call for bicycle connectivity and Complete Streets. Neighborhood associations work with CLR Planning and Development to develop these plans; they are then approved by the City Board of Directors.

Pop Up in the Rock: 2012 was the first of the annual Pop Up in the Rock events, in which volunteers demonstrate how an outside urban space could function differently. These projects are typically transportation-related and often feature bicycles, combining Evaluation with Encouragement and Education. For example, the 2019 Pop Up Southwest Little Rock event, located in a primarily Latino area of Little Rock, included a CALS bicycle workshop, a BACA learn to ride event, and a bicycle tour. The 2012 Pop Up Main Street event inspired Little Rock's first road diet.

Complete Streets Resolution: In 2013, the City Board of Directors passed a Complete Streets Resolution asking City staff to revise the Master Street Plan to be compatible with Complete Streets principles. This Resolution was key in justifying the City's direction to create a Master Transportation Plan in 2020.

Imagine Central Arkansas and Public Outreach: In 2014, Imagine Central Arkansas represented a major revision to our region's Long-Range Metropolitan Transportation Plan. While it has since been revised (see below), its public outreach (2013) is still useful.

Central Arkansas Livability Index: In 2014, Metroplan published the Central Arkansas Livability Index considering different measures of livability including biking (pg. 6).

On the Right Track: In 2014, the Clinton School of Public Service published On the Right Track. This report considers the state of active transportation in Little Rock and is informed by the experience of similar cities to improve our opportunities for active transportation.

Complete Streets Ordinance: In 2015, the City Board of Directors passed a Complete Streets Ordinance, considered by Smart Growth America as one of the best of 2015, requiring street design for all new, reconstructed, and resurfaced streets to be multimodal unless one of five exceptions is met. The 2020 Master Transportation Plan will couple an implementation plan to this mandate.

Road to 2020: In 2015, the City of Little Rock adopted the Road to 2020. This is a list of 17 goals to make Little Rock more sustainable. Three of these goals relate to a bike friendly Little Rock; Accessible Alternative Transportation, Complete Streets, and the Arkansas River Trail. These goals have been useful when demonstrating the City's commitment to a bike friendly Little Rock. The Sustainability Commission is generating new goals (see below).

Southwest Trail: In 2015, ALTA Planning published the Southwest Trail Corridor and Economic Impact Study, considering trail alignment and impact of the proposed 63-mile shared use trail connecting Little Rock to Hot Springs. Considerable planning efforts around the Southwest Trail have been done since then (see below).

Progress Since 2016

Healthy Active Arkansas: While Healthy Active Arkansas officially launched in 2015, Priority Area Teams got to work in 2016. The CLR BikePed Coordinator was a founding member of the Physical and Built Environment Team, which promotes a built environment which promotes active

transportation.

Master Trail Plan: In 2016, the City of Little Rock completed our Master Trail Plan. The Plan conceptualizes trail connectivity throughout Little Rock (interactive map - "Master Trail Plan" layer). The City intends to adopt the routes within the Master Trail Plan into our upcoming revisions to the Master Street Plan.

Move Central Arkansas: In 2016, Rock Region Metro published Move Central Arkansas, a comprehensive plan to improve Rock Region Metro's transit service. Since that time Rock Region Metro has improved its routes based on user data, launched a phone app that allows users to track buses in real time, and the City of Little Rock has increased funding to the system. Especially considering our urban sprawl, transit is a key component of a bike friendly Little Rock.

Southwest Trail: In 2016 and 2017, the City of Little Rock published corridor studies considering the Southwest Trail route from the Arkansas River Trail (ART) to the Central High National Historic Site. In 2017, Garland, Saline, and Pulaski Counties together won a Federal Lands Access Program (FLAP) award to design and engineer the Southwest Trail from Hot Springs to Central High. In the same application cycle, the City was awarded \$1.6M from FLAP to construct Phase One of a connection from the ART to Central High. In 2019, the City applied to FLAP for Phase 2; grant announcements have not yet been made.

CLR's Bicycle and Pedestrian Coordinator Full-Time: In 2017, the City increased its commitment to the Bicycle and Pedestrian Coordinator position from part-time to full-time.

Master Trail Plan Working Group: Since 2017, the Master Trail Plan Working Group has met the third Tuesday of every month to enact the Master Trail Plan. The Group is made up of City Staff and outside local trail professionals. In practice, we develop trail concepts until they are ready for grant application, including trail alignment, high-level engineering for grant budgets, right-of-way consideration, and coalition-building.

Arkansas Bicycle and Pedestrian Transportation Plan: In 2017, the Arkansas DOT published the Arkansas Bicycle and Pedestrian Transportation Plan. While not a City of Little Rock effort, many Little Rock professionals contributed to it, it informs policy on the state highways that are also Principal Arterials in our street grid, and has outreach data (Appendix A) the City uses regularly.

Making Connections: Bicycle planning in Little Rock has often been siloed, arguably to its own detriment. Especially since 2017, the bicycle community has highlighted the connections between a bike friendly Little Rock and other interests. In 2017, our bikeshare provider created a partnership with Rock Region Metro to ensure the system addresses the last mile problem; that partnership remains today. In 2018, the City sought and was granted funding for the Friendly Driver Program through AARP's Community Challenge Grant because of the importance of safe bicycle transportation to aging in place. In 2019, studioMAIN/BACA presented to Rock Region Metro the importance of multi-modal transportation, the BFCC contributed to the Sustainability Commission's transportation goals (see below), and the Little Rock Convention and Visitors Bureau Gretchen Hall presented to the Little Rock Board of Directors the importance of welcoming bicycles to Little Rock's tourism (minute 15:15).

Central Arkansas 2050: In 2018, Metroplan, our local Metropolitan Planning Organization (MPO), published Central Arkansas 2050, an update to Imagine Central Arkansas (see also above). Sustainability and multi-modal transportation are front and center in this document; Goals 1, 1.1, 1.7, 2.3, 3.4.1, 3.4.3, 4.2, 4.2.2, 4.3, 4.4, 4.4.1, 4.4.2, and 5.3, (pg. 66) discuss bicycles explicitly, but other goals, such as land use, affect the viability of bicycle transportation. Sections of the document (e.g. pg. 94, 164, 191) discuss bicycles specifically.

Mayor Frank Scott's Agenda: In 2018, mayoral candidate Frank Scott Jr. ran on six key platforms, many of which are addressed with a bike friendly Little Rock. In his Mobility Agenda, Mayor Scott discusses explicitly and at length the importance of a bike friendly Little Rock.

Scott Script: Mayor Frank Scott Jr. won the election and took office in January 2019. One of his first acts as mayor was to convene citizen committees to evaluate current conditions and plan key steps in his key agenda items. The product of these committees was the Scott Script, which set aggressive goals for mobility, equity/inclusion, and quality of life.

Bike Boulevards: In 2019, we started discussing bike boulevards as a bicycle connectivity and traffic calming solution. While informed by the Bikeway Selection Guide as an inexpensive and effective intervention, it was also a response to a specific residential concern which may be a way to facilitate implementation. studioMAIN will do a small-scale Pop Up event to demonstrate different traffic calming measures in 2020.

BFCC 2019 Goals: In order to prepare the next iteration of the Road to 2020, the City of Little Rock Sustainability Commission asked the Bike Friendly Community Committee (BFCC) to consider transportation goals that would align with sustainability. The BFCC adopted these goals to promote bicycling and transportation choice in Little Rock.

LAB BFC 2016 Feedback: Starting in 2016, the City and the BFCC have been working with the League of American Bicyclist's 2016 Bicycle Friendly Community feedback (above) to follow its recommendations. In January 2020, BikePed Little Rock began soliciting public comment on our efforts since 2016 to ensure its accuracy, make sure it is comprehensive, and promote the efforts we've been making.

Master Transportation Plan: The City is currently in the selection process (RFP) to hire an outside consultant to make major revisions to our Master Bike Plan and revise the Master Street Plan as necessary to make it compatible with the new Master Bike Plan and the Complete Streets Resolution and Ordinance. This new Plan will evaluate all currently proposed bike infrastructure for feasibility and propose a new, dense, context-dependent, low-stress bicycle network consistent with current guidance such as FHWA's Measuring Multimodal Network Connectivity (2018) and Bikeway Selection Guide (2019). This plan and this process will help continue the shift to thinking of the bicycle as a transportation mode.

U.S. Bike Route: As of February 2020, Arkansas has no US Bike Route, but work is underway to create a US Bike Route from West Memphis to Little Rock, taking advantage of the Big River Crossing (2016) over the Mississippi.

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

Improved quality of life, Community connectivity, Traffic and bicycle/pedestrian safety

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

For more content about the Arkansas River Trail, our progress since 2016, and the work that remains, with active links, please see: <https://www.littlerock.gov/for-residents/bikeped-little-rock/projects/arkansas-river-trail/>

As with G1, I'm not sure with what authority I (CLR BikePed Coordinator) can answer this subjective question for our entire community, but, as with G1, I will attempt to do so.

The Arkansas River Trail (ART) is the region's premiere outdoor recreational trail and arguably our community's most significant bicycle-friendly outcome to date. The 15.6 mile loop on both sides of the Arkansas River is anchored by the Big Dam Bridge and the Clinton Bridge. The Big Dam Bridge, completed in 2006, is the nation's longest bridge built for bicyclists and pedestrians. The Clinton Presidential Park Bridge is a railway bridge built in 1899 recommissioned for bicyclists and pedestrians in 2011. The Two Rivers Bridge, completed in 2011, is the gateway to the 88-mile, on-street ART Grand Loop.

Arkansas River Trail's Impact

A primarily recreational trail is not the pinnacle achievement of a bike friendly community. However, the ART has been inspired 17 annual bicycle events within the City, perhaps most notably the Big Dam Bridge 100 and Tour de Rock. It has increased the number of cycling clubs, cyclists within those groups, and organized weekly rides. It has increased the market for local bike shops. The recreational bicycling culture catalyzed by the ART is also increasing bicycle commuting, opening the door to greater health, quality of life, and transportation equity.
Close the Loop

As impactful as the ART Loop has been to a bike-friendly Little Rock, work with the borders of the City of Little Rock remained in 2016 and still remains to make it safe and welcoming for all ages and abilities. Sections of the trail inadequately separated from vehicular traffic decrease use in those sections and limits the trail's use as a loop. The City has improved several sections of the ART Loop since 2016 but work remains.

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

For the same content with active links, please see the sub-pages of <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/>

Engineering Progress Since 2016

36th Street Bike Lanes: In 2016, the City installed bike lanes on portions of 36th Street (see LR Bike Ways).

Overlook Bike Lanes: In 2016, the City installed the Overlook bike lanes.

Arkansas River Trail @West Terminus: In 2016, the City installed the ART - West Terminus.

SOMA Bike Racks: In 2016, the South Main (SOMA) business district installed a series of bike racks themed by local businesses.

Firehouse Hostel and Museum: In 2016, Little Rock opened its first hostel, the Firehouse Hostel and Museum. The non-profit hostel caters to bicyclists, provides an inexpensive lodging solution for bike tourists, and is supported by local bicycle organizations.

North Rodney Parham Bike Lanes: In 2017, the City installed bike lanes on North Rodney Parham.

University Sharrows: In 2017, the City installed sharrows on North University (see LR Bike Ways).

Van Buren Bike Lanes: In 2017, the City installed bike lanes on Van Buren.

Arch Street/33rd Street Bike Lanes: In 2017, the Arkansas DOT installed bike lanes on Arch Street and 33rd St (see LR Bike Ways).

Asher Bike Lanes: In 2017, the City installed bike lanes on Asher.

Arkansas River Trail @Trail Maintenance: In 2017, the City purchased a riding trail blower to better maintain the Arkansas River Trail from Rebsamen Road to Two Rivers Park.

Arkansas River Trail @Broadway Bridge: In 2018, the Arkansas DOT installed a shared use sidepath along the Broadway Bridge. The City Parks and Recreation Department improved the connection to the Arkansas River Trail.

Arkansas River Trail @Medical Mile Bridge: In 2018, the City installed a bridge over the Union Pacific tracks. This bridge will ultimately be part of the Arkansas River Trail.

Taylor Loop Connection: In 2018, the City completed the Taylor Loop Connection, including bike lanes on Pinnacle Valley, LaMarche, and Taylor Loop, fog lanes on Chenal Valley, and sharrows and a shared use trail in the Village at Ison Creek.

Arkansas River Trail @Big Dam Bridge Restrooms: In 2018, the City installed restroom facilities on the Little Rock side of the Big Dam Bridge (Murray Park).

Arkansas River Trail @Riverfront Drive: In 2019, the City installed shared use trail along part of Riverfront Drive.

Pleasant Forest fog lanes: In 2019, the City installed fog lanes on Pleasant Forest.

Arkansas River Trail @Two Rivers Park Bridge Restrooms: In January 2020, the City of Little Rock opened the Two Rivers Bridge restrooms.

Education Progress Since 2016

Website Development: In 2016, our website, bikelr.com, contained some important resources, but our relaunched littlerock.gov/BikePed offers many more resources for residents, City staff, elected officials, and bicycle advocates. While not always organized around the five E's, the website has publicly available resources that address each of the five Es.

Education webpage: In 2016, BikePed Little Rock's Education landing page was developed and launched, showing viewers formal education opportunities as well as short lessons (see buttons).

Social Media: Since 2016, CLR's BikePed Coordinator has been regularly posting bicycle-related updates, soft advocacy, and information to Facebook to engage residents, City staff, and elected officials and attempt to shift our car-centric culture. This regular engagement has helped more than double the page's following, from ~850 followers in 2016 to 1,879 currently.

After School Program: In Spring 2017, BikePed Little Rock, in partnership with BACA, Recycle Bikes for Kids, LRSD, and Washington Elementary, created and launched an after school bicycle education program.

SMART Cycling Program: Since it was formed in 1998, education has been a core part of BACA's mission. It has offered SMART Cycling (or BikeEd) since 1998, but in 2017, BACA committed to offering at least two SMART Cycling courses per year.

National Interscholastic Cycling Association (NICA): Since 2017, the Arkansas Interscholastic Cycling League (est. 2015) has two teams in Little Rock, Catholic High School and RazorbaCX Little Rock Composite. Education is focal to the Arkansas league; their coach's training and resources are extensive (Fig. 4). LAB LCI Coreen Frasier has been teaching an NICA course at Hall High on Mondays and Wednesdays. The Arkansas league is equity focused.

Educating the Candidates: In August 2018, BACA, City staff, and outside professionals led mayoral candidates and their staff through a walk audit of the Arkansas River Trail along Cantrell Road.

Commuter Mentoring: In 2018, BikePed Little Rock launched its Commuter Mentoring program. CLR Commuter Mentoring teaches some SMART Cycling content, but in a one-on-one on-bike, coaching format. In addition, we discuss a mentee's common origins and destinations and low-stress routes to connect them. We might plan future mentoring rides between origins and destinations of interest.

Traffic Safety Merit Badge at Merit Badge University: Starting in 2018, Little Rock's Merit Badge

University began offering Traffic Safety merit badge. Starting in 2019, the course had a strong bicycle safety component through CLR Bicycle and Pedestrian Coordinator's teaching of the Friendly Driver class within the Traffic Safety merit badge class.

Friendly Driver: While this overlaps with Enforcement, this course, launched in 2018 through funding from AARP's Community Challenge Grant, is targeted at people who primarily drive on Little Rock streets, to help them better understand their legal rights and responsibilities around bicyclists and pedestrians. One of the first programs of its kind, based on the Bike Friendly Driver Program developed in Fort Collins, the highly effective Little Rock Friendly Driver Program has gotten considerable attention through posters at conferences of the Arkansas Public Health Association (2019) and the Association of Pedestrian and Bicycle Professionals (ABPB, 2019), a panel at APBP (2019), an America Walks State Walking Networks teleconference (2019), and an upcoming panel at LAB's National Bike Summit (2020). Through this exposure, we are helping several cities across the country launch similar programs based on Little Rock's Friendly Driver Program and we are talking with the Arkansas DOT about launching the program statewide.

Local LCI Training: In August 2018, BACA coordinated an LCI training session. All five CLR Friendly Driver Instructors, the CLR Friendly Driver Coordinator, CLR's BikePed Coordinator, the BACA President, Recycle Bikes for Kids Program Coordinator, and several out-of-town students became LCIs. This effort directly addresses a Key Step to Silver (training more members of the bicycle community to teach bicycle education programs).

CALS Bicycle Workshops: In January 2020, the Central Arkansas Library System started its monthly bicycle workshop series. This venue likely expands the reach of bicycle repair beyond the population who would choose to go to a bicycle shop, directly addressing a Key Step to Silver.

Encouragement Progress Since 2016

Progress Since 2016

BikePed Website: In 2016, BikePed Little Rock developed a series of webpages making the case for the benefits of a bike-friendly Little Rock.

Rad on the River: In 2016, the Downtown Little Rock Partnership and Little Rock Convention and Visitors Bureau hosted Rad on the River, a celebration of BMX biking.

Encouraging Women to Ride: Since 2016, Little Rock has improved its focus on encouraging women to ride, offering of women-only rides such as Women on a Roll (Chainwheel/Trek, 2017-today), Women on a Roll Date Nights, women-focused cycling gear events, Q&As, Cyclofemme, and two women's only riding clubs: Heels on Wheels and Ladies of CARVE.

Social Media: BikePed Little Rock's Facebook and Twitter social media accounts existed before 2016, but BikePed Little Rock has been very active on Facebook (which mirrors to Twitter), resulting in over 100% increase in Facebook page follows from ~850 in 2016 to 1,896 at the time of this writing. This page is used to communicate news and educate, but a primary function is to directly challenge Little Rock's car-centric culture and priority and encourage people to bike

and walk.

Bike Valet: Since 2016, BACA has offered bike valet services annually at Riverfest and at special events such as the Bikes vs. Cars and the Combread Festival. One Eleven and the Capitol Bar and Grill offers free bike valet service.

Booths: Since 2016, BikePed Little Rock and BACA have promoted bicycling and specific bicycle-related projects (bikeshare and the Southwest Trail) at booths at the Arkansas State Fair, University of Arkansas for Medical Sciences Earth Day, and the Big Bass Expo.

Movie Screening: Since 2016, BACA has been promoting bicycling with movie screenings (sometimes accompanied by a presentation/discussion). BACA has shown Bikes vs. Cars, On Any Sunday, Blood Road, and Bikes of Wrath.

Allied Cycleworks: In 2016, Allied Cycleworks opened in Little Rock. Allied was one of the first companies to manufacture carbon fiber frames in the United States. In February 2020, Allied Cycleworks will move to Rogers, AR.

Fiesta de Bicicletas: In 2017, Recycle Bikes for Kids hosted a bicycle celebration and bike and helmet giveaway focused on promoting bicycling in our Latino community.

Meteor: In 2017, the Meteor bike and coffee shop opened in the space previously occupied by Spokes which moved to West Little Rock) and had regular shop rides. The Meteor moved to Bentonville in 2019.

Everybody Bikes! Since 2017, Recycle Bikes for Kids has held an annual event called Everybody Bikes! It is part celebration of bicycle fun and mobility and part fundraiser.

National Interscholastic Cycling Association: Since 2017, the Arkansas Interscholastic Cycling League (est. 2015) has two teams in Little Rock, Catholic High School and RazorbaCX Little Rock Composite. The Arkansas league encourages cycling and its benefits with a race series, team-building day, and trail maintenance requirement. The Arkansas league is equity focused.

Mayoral Forum: In 2018, BACA hosted a mayoral forum for Little Rock mayoral candidates to discuss bike-related issues.

Outreach: The City of Little Rock has presented our Friendly Driver Program at Thompson Driving, Central Arkansas Water, Crafton Tull, McClelland Consulting, Engineers Inc. since 2018. The benefits of bike commuting are discussed in Friendly Driver. McClelland recently became a LAB Bike Friendly Business.

JBar Cycling Returns: In 2019, after a seven year hiatus, John Barton returned to his JBar Cycling Blog, giving greater visibility to cycling in Little Rock with his long-form blog writing.

Ditch the Keys Expanded: Bike to Work is a highlighted category on the 2016 lab report card. All Ditch the Keys events and messaging used to be in the month of May. In 2019, Metroplan

expanded the duration to include all summer months (during which ozone is most problematic), focusing on a different transportation mode each month. While Ditch the Keys bike messaging is still concentrated in May, effective bike commuting in Little Rock often involves several alternative transportation modes.

Critical Mass Comes to Little Rock: In August 2019, monthly Critical Mass rides have been organized in Little Rock.

Central Arkansas Library System: Since 2019, the Central Arkansas Library System focus on promoting bicycling, including hosting a monthly bike maintenance class.

LR Bike Ways: In January 2020, the City of Little Rock launched LR Bike Ways to help bike commuters chart routes that are as direct and low-stress as our current infrastructure allows. We plan on adding bike parking points to this map when a 2020 ArcGIS update allows crowdsourcing.

Bikeshare: Launching a bikeshare system is a 2016 LAB Key Step to Silver. The City of Little Rock has been working to launch a strong bikeshare program since 2016. Gotcha bikeshare will launch in the the City of Little Rock with 200 pedal-assist bikes in Summer 2020.

Enforcement Progress Since 2016

CLR Cycling Ranger Program: In 2015,* City of Little Rock Parks and Recreation began the Cycling Ranger Program within its volunteer Park Ranger Program. The Cycling Rangers are trained in conflict mediation, bicycle safety, and CPR; their presence on our trail network promotes the safety of trail users. Are you interested in becoming a Cycling Ranger? Contact Program Coordinator Karen Sykes.

* While this program was started in 2015, it was not discussed in the City's 2016 Bicycle Friendly Community application.

Bike with a Cop: Since 2016, LRPD has hosted an annual event called Bike with a Cop in which police officers teach children to ride safely on the street, have a skills course, provide bicycle safety education, and give away bikes.

Ban on Texting and Driving: In 2017, the State of Arkansas banned texting and driving.

Electric Bikes Act: In 2017, the State of Arkansas became one of the first states to define the rights and responsibilities of pedal-assist bike users.

Friendly Driver: While this overlaps with Education, this course, launched in 2018 through funding from AARP's Community Challenge Grant, is targeted at people who primarily drive on Little Rock streets, to help them better understand their legal rights and responsibilities around bicyclists and pedestrians. One of the first programs of its kind, based on the Bike Friendly Driver Program developed in Fort Collins, the highly effective Little Rock Friendly Driver Program has gotten considerable attention through posters at conferences of the Arkansas Public Health Association (2019) and the Association of Pedestrian and Bicycle Professionals (ABPB, 2019), a panel at APBP (2019), an America Walks State Walking Networks teleconference (2019), and an upcoming panel

at LAB's National Bike Summit (2020). Through this exposure, we are helping several cities across the country launch similar programs based on Little Rock's Friendly Driver Program and we are talking with the Arkansas DOT about launching the program statewide.

Bicyclists May Use Full Lane: Though marginally effective, "Share the Road" signage has been criticized for ambiguous messaging. To whom is the sign speaking and how should bikes and cars share? "Bicyclists May Use Full Lane" signage, on the other hand, has clear messaging to the driver about the rights of cyclists in all non-freeway traffic lanes. Bicyclists feel safer with this signage than Share the Road signage or even sharrow markings, and, of course, perceived safety increases ridership. Since 2018, the City of Little Rock has a policy of installing "Bicyclists May Use Full Lane" when we used to install "Share the Road" signage, i.e. at the beginning and within sharrow corridors.

LRPD Instructors: In 2019, Officer James Phillips and Lieutenant Van Watson became Certified International Police Mountain Bike Association Instructors. This certification allows them to teach police officers and other first responders how to use a bicycle as a vehicle on their jobs. They have already trained 17 Little Rock first responders! The only other police department in Arkansas with Certified International Police Mountain Bike Association Instructors who actively train is in Bentonville.

Arkansas Stop: In 2019, Arkansas became only the second state to legalize cyclists treating a stop sign as a yield and a red light as a stop sign.

Evaluation and Planning Progress Since 2016

Healthy Active Arkansas: While Healthy Active Arkansas officially launched in 2015, Priority Area Teams got to work in 2016. The CLR BikePed Coordinator was a founding member of the Physical and Built Environment Team, which promotes a built environment which promotes active transportation.

Master Trail Plan: In 2016, the City of Little Rock completed our Master Trail Plan. The Plan conceptualizes trail connectivity throughout Little Rock (interactive map - "Master Trail Plan" layer). The City intends to adopt the routes within the Master Trail Plan into our upcoming revisions to the Master Street Plan.

Move Central Arkansas: In 2016, Rock Region Metro published Move Central Arkansas, a comprehensive plan to improve Rock Region Metro's transit service. Since that time Rock Region Metro has improved its routes based on user data, launched a phone app that allows users to track buses in real time, and the City of Little Rock has increased funding to the system. Especially considering our urban sprawl, transit is a key component of a bike friendly Little Rock.

Southwest Trail: In 2016 and 2017, the City of Little Rock published corridor studies considering the Southwest Trail route from the Arkansas River Trail (ART) to the Central High National Historic Site. In 2017, Garland, Saline, and Pulaski Counties together won a Federal Lands Access Program (FLAP) award to design and engineer the Southwest Trail from Hot Springs to Central High. In the same application cycle, the City was awarded \$1.6M from FLAP to construct Phase One of a

connection from the ART to Central High. In 2019, the City applied to FLAP for Phase 2; grant announcements have not yet been made.

CLR's Bicycle and Pedestrian Coordinator Full-Time: In 2017, the City increased its commitment to the Bicycle and Pedestrian Coordinator position from part-time to full-time.

Master Trail Plan Working Group: Since 2017, the Master Trail Plan Working Group has met the third Tuesday of every month to enact the Master Trail Plan. The Group is made up of City Staff and outside local trail professionals. In practice, we develop trail concepts until they are ready for grant application, including trail alignment, high-level engineering for grant budgets, right-of-way consideration, and coalition-building.

Arkansas Bicycle and Pedestrian Transportation Plan: In 2017, the Arkansas DOT published the Arkansas Bicycle and Pedestrian Transportation Plan. While not a City of Little Rock effort, many Little Rock professionals contributed to it, it informs policy on the state highways that are also Principal Arterials in our street grid, and has outreach data (Appendix A) the City uses regularly.

Making Connections: Bicycle planning in Little Rock has often been siloed, arguably to its own detriment. Especially since 2017, the bicycle community has highlighted the connections between a bike friendly Little Rock and other interests. In 2017, our bikeshare provider created a partnership with Rock Region Metro to ensure the system addresses the last mile problem; that partnership remains today. In 2018, the City sought and was granted funding for the Friendly Driver Program through AARP's Community Challenge Grant because of the importance of safe bicycle transportation to aging in place. In 2019, studioMAIN/BACA presented to Rock Region Metro the importance of multi-modal transportation, the BFCC contributed to the Sustainability Commission's transportation goals (see below), and the Little Rock Convention and Visitors Bureau Gretchen Hall presented to the Little Rock Board of Directors the importance of welcoming bicycles to Little Rock's tourism (minute 15:15).

Central Arkansas 2050: In 2018, Metroplan, our local Metropolitan Planning Organization (MPO), published Central Arkansas 2050, an update to Imagine Central Arkansas (see also above). Sustainability and multi-modal transportation are front and center in this document; Goals 1, 1.1, 1.7, 2.3, 3.4.1, 3.4.3, 4.2, 4.2.2, 4.3, 4.4, 4.4.1, 4.4.2, and 5.3, (pg. 66) discuss bicycles explicitly, but other goals, such as land use, affect the viability of bicycle transportation. Sections of the document (e.g. pg. 94, 164, 191) discuss bicycles specifically.

Mayor Frank Scott's Agenda: In 2018, mayoral candidate Frank Scott Jr. ran on six key platforms, many of which are addressed with a bike friendly Little Rock. In his Mobility Agenda, Mayor Scott discusses explicitly and at length the importance of a bike friendly Little Rock.

Scott Script: Mayor Frank Scott Jr. won the election and took office in January 2019. One of his first acts as mayor was to convene citizen committees to evaluate current conditions and plan key steps in his key agenda items. The product of these committees was the Scott Script, which set aggressive goals for mobility, equity/inclusion, and quality of life.

Bike Boulevards: In 2019, we started discussing bike boulevards as a bicycle connectivity and

traffic calming solution (Fig. 3). While informed by the Bikeway Selection Guide as an inexpensive and effective intervention, it was also a response to a specific residential concern which may be a way to facilitate implementation. studioMAIN will do a small-scale Pop Up event to demonstrate different traffic calming measures in 2020.

BFCC 2019 Goals: In order to prepare the next iteration of the Road to 2020, the City of Little Rock Sustainability Commission asked the Bike Friendly Community Committee (BFCC) to consider transportation goals that would align with sustainability. The BFCC adopted these goals to promote bicycling and transportation choice in Little Rock.

LAB BFC 2016 Feedback: Starting in 2016, the City and the BFCC have been working with the League of American Bicyclist's 2016 Bicycle Friendly Community feedback (above) to follow its recommendations. In January 2020, BikePed Little Rock began soliciting public comment on our efforts since 2016 to ensure its accuracy, make sure it is comprehensive, and promote the efforts we've been making.

Master Transportation Plan: The City is currently in the selection process (RFP) to hire an outside consultant to make major revisions to our Master Bike Plan and revise the Master Street Plan as necessary to make it compatible with the new Master Bike Plan and the Complete Streets Resolution and Ordinance. This new Plan will evaluate all currently proposed bike infrastructure for feasibility and propose a new, dense, context-dependent, low-stress bicycle network consistent with current guidance such as FHWA's Measuring Multimodal Network Connectivity (2018) and Bikeway Selection Guide (2019). This plan and this process will help continue the shift to thinking of the bicycle as a transportation mode.

U.S. Bike Route: As of February 2020, Arkansas has no US Bike Route, but work is underway to create a US Bike Route from West Memphis to Little Rock, taking advantage of the Big River Crossing (2016) over the Mississippi.

Key Steps to Silver Progress Since 2016

Create a Signature Bicycling-Related Event: We have many bicycle-related events and we include bicycle visibility in local events related to but not organized around bicycling. However, we have not created the large-scale Open Streets type event LAB proposed in 2016.

Expand Education Programs to Reach More of the Community: The Friendly Driver Program engages an important demographic not previously reached - those who do not bike on the street. Especially since 2016, local education and encouragement efforts have targeted women. Washington Elementary, the public school at which we created and launched an after school bicycle education program, is 93% African American. Hall High School (public), home of the Arkansas Interscholastic Cycling League's RazorbaCX Little Rock Composite, is 60% African American and 32% Hispanic (see also). The Central Arkansas Library System's monthly bicycle workshop series is hosted outside a bicycle shop and attracts a broader demographic.

In addition to attempting to broaden the draw of stand-alone bicycle education, the bicycling community creates programming within events that are already draws. The 2019 Pop Up Southwest

Little Rock event, located in a primarily Latino area of Little Rock, included a CALS bicycle workshop, a BACA learn to ride event, and a bicycle tour. 2017's Fiesta de Bicicletas was held within a larger Latino celebration and promoted bicycling, taught bike safety by LRPD bicycle officers, and gave away bikes and helmets.

Launch a Bikeshare System: Since 2016, the City of Little Rock has been working toward the launch of a quality bikeshare system that doesn't simply check a box, but provides a true transportation alternative in our community. A Gotcha 200 bike, pedal-assist, lock-to bikeshare system will launch in Summer 2020 and we plan to be aggressive in expanding the system in phases after that. Read here for an abridged history of the City of Little Rock's history with bikeshare.

Business Outreach: We have had the opportunity to engage with area businesses when we bring the Friendly Driver Program to their fleet drivers. We also assisted McClelland Engineering with their Bike Friendly Business application in 2019. We have noticed the Bike Friendly Business Bootcamp event in Fayetteville, AR (January 2020). The Little Rock Convention and Visitors Bureau and Bicycle Advocacy of Central Arkansas have expressed an interest in exploring the feasibility of replicating the program in Little Rock.

Ride to the Mountain Bike Trail: The Arkansas River Trail connects directly to the Pfeifer Loop, the North Shore Trail, the Green Loop, Hospitality House Trail, and the Emerald Park Trail mountain bike trails north of the Arkansas River and mountain bike trails in Two Rivers Park, Allsopp Park (south), and River Mountain Park within the City. Creating bicycle connectivity to the Arkansas River Trail creates connectivity to all these mountain bike trails. Since 2016, creating bicycle connectivity to the Arkansas River Trail has been a priority. The Overlook bike lanes (2016), North Rodney Parham bike lanes (2017), and Taylor Loop Connection all create connectivity to the Arkansas River Trail. Arkansas Trail improvement projects like ART - West Terminus (2016), Broadway Bridge (2018), Union Pacific bridge (2018), and Riverfront Drive sidepath all improve the connection to the mountain bike trails as well. In addition, Pulaski County is currently widening Pinnacle Valley Rd. to create a ~4.5 mile bike corridor from County Farm Rd. to Hwy. 300. This corridor will be all bike lanes except for the portion that is a shared use trail within Pinnacle Valley State Park. This will connect to mountain bike trails and other attractions within the park.

Expand Bicycle Parking: Bicycle parking continues to be a challenge. In 2016, the SOMA business district installed several bike racks highlighting their businesses. In 2017, the City installed three bike racks on Main Street (in the 100 to 500 blocks) to strengthen it as a north-south bike corridor. Private businesses and organizations may have installed additional racks on their properties and even in the public right-of-way; as of February 2020, even though a franchise agreement must be completed to install infrastructure in the public ROW, the City has no system of cataloging or mapping bicycle parking at this time.

2020 will bring four substantial improvements to bicycle parking: 1) BikePed Little Rock will publish City of Little Rock bike parking guidance to businesses and other interested organizations based on the Association of Pedestrian and Bicycle Professionals best practices and other resources including a request that installed, publicly available bike racks be reported to the CLR Bicycle and Pedestrian Coordinator, 2) Rock Region Metro will invest \$25K into long-term bike parking

solutions in Little Rock and North Little Rock to serve transit, 3) The City will install ~25 permanent bike corrals in downtown Little Rock. Corrals will be deliberately placed to serve destinations and also somewhat evenly spaced in a network throughout the downtown area. These corrals will serve as Gotcha bikeshare stations but will also serve privately owned bicycles. While not a typical bikeshare arrangement, this stipulation was included in the City's bikeshare RFP to address our bike parking needs (pg. 6, 6.2). Racks for corrals that serve transit and bikeshare may be acquired through the Rock Region Metro investment, 4) ESRI will visit Little Rock to do webGIS upgrades, which will enable wikimap functionality. We will use that functionality to allow residents to map publicly available bike parking options. These data will be ground-proofed by the CLR Bicycle and Pedestrian Coordinator and ultimately added as a layer into LR Bike Ways.

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

For the same information with active links, please go to: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/s2s-goals/>

The following is a summary of the Bike Friendly Community 2019 Goals.

Promote Smart Growth: In order for the bicycle to be an effective transportation mode, origins and destinations must be close together. Residents struggle to use bicycles for transportation when our built environment is planned around Euclidean zoning and its resulting urban sprawl. While these challenges are hardly unique to Little Rock, our high vehicle miles traveled per day relative to comparable communities (pg. 5) illustrates how impactful promoting smart growth to welcome to bicycle transportation can be in our community (Goal 1).

Complete and Expand Our Off-Street Trail Network: As mentioned in G2, construction of the Arkansas River Trail may be our community's most important bicycling outcome to date. However, work remains to make this a transportation and recreation resource for all ages and abilities. The most dangerous portion of the trail is the section in front of Dillard's headquarters; right-of-way conflicts have prevented the City from addressing this section. While the City has addressed several ART problems since 2016 (G3), several problems remain (Goal 2.10). Since 2016, trails expanding from the ART have come closer to realization. The 63-mile Southwest Trail will not only be a nationally-important recreational trail from Little Rock to Hot Springs, but it will also be an important north-south corridor within Little Rock and address equity issues caused by the construction of I-630 (Goal 2.11). The Southeast Trail will link east Little Rock neighborhoods, the airport, and communities east of Little Rock to our urban core by bicycle (Goal 2.14). Together, and with other projects discussed in Goal 2, these trails will create a core trail network hub that will be useful for transportation and recreation.

Complete a Low-Stress, Dense, On-Street Bicycle Network: When asked "What keeps you from biking more often?" the four most common answers from Little Rock residents, by far, have to do with the fear of being struck by a motor vehicle. The top answer is a lack of bike facilities. Evidence from other communities continues to show that quality, connected networks effectively linking origins to destinations encourage ridership. In order to make the financial cost of our bike network negligible, we have elected to primarily install on-street facilities only in the context of reconstructing or resurfacing streets. For these piecemeal facilities to encourage ridership, we need to consider connections between these facilities that would have the highest yield (i.e. constructing a network). The type of on-street facilities must also match current best practices (FHWA Bikeway Selection Guide). Thankfully, we are in the process of contracting with outside consultants with national bicycle network planning expertise; their process and product should help us move toward this goal (Goal 2.1).

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

For the same information with active links, please visit: <https://www.littlerock.gov/for-residents/bikeped-little-rock/steps-to-silver/s2s-next-12-months/>

Master Transportation Plan: The City is in the process of selecting an outside consultant with national bicycle network planning expertise to make major revisions to our Master Bike Plan and remove any barriers in the Master Street Plan to its implementation. The consultant will be selected in February or March 2020 and the year-long process will begin in Spring 2020.

Bikeshare: A 2016 LAB BFC Key Step, we are contracted with a bikeshare provider (Gotcha) and will launch bikeshare in 2020 (Goal 3.1). The City has been working for years to bring a strong bikeshare program to our community; we are excited to have found such a strong partner and that our launch date is coming soon. Bikeshare increases ridership, which increases per capita safety and offers a greater incentive to install our bicycle network.

Bike Parking: Another 2016 LAB BFC Key step (expand bicycle parking), we have worked with Gotcha to make their bikeshare stations all compatible with private bicycles, which will create ~25 bicycle parking stations in Phase 1 in our most walkable downtown area. These stations will be deliberately placed close to destinations and arrayed in an optimally spaced network (Goals 3.2 and 3.7). More details here.

Bike Boulevard Demonstration: In 2020, studioMAIN will do a small-scale Pop Up event to demonstrate different traffic calming measures to a section of Arch Street in 2020 which we hope will include a short bike boulevard demonstration (see also), especially valuable in the context of our Master Transportation Plan work.

Allsopp Park Trail: In 2020, the City will construct a trail in Allsopp Park from Hillcrest an existing trail to better connect Hillcrest to the Arkansas River Trail.

Arkansas River Trail @Medical Mile: In 2020 (obligated by July 2021), the City will install a ramp from the Medical Mile to the UP Bridge, creating a continuous, shared use trail corridor from the Clinton Presidential Bridge to Dillard's Headquarters.

Friendly Driver Program: Another 2016 LAB BFC Key Step (expand educational opportunities), we will continue to implement our Friendly Driver Program, continue to share it with other communities (including at the National Bike Summit 2020), and continue to work with other communities to start similar programs.

Bicycle Friendly Business Bootcamp: The City's BikePed Coordinator helped MCE with their recent Bike Friendly Business application. The City, BACA, and the LRCVB have watched with interest the upcoming BF Business Bootcamps in Fayetteville and are discussing how we might duplicate the program.

Pinnacle Valley Bike Lanes: A 2016 LAB BFC Key Step was to increase bicycle access to mountain bike trails. Pinnacle Valley Rd., just outside of the City of Little Rock limits but an important mountain biking destination for our residents, is currently being widened to accommodate bicycle lanes from County Farm Rd. to Pinnacle Mountain State Park. There a new off-street trail will continue the corridor through the State Park, then Pinnacle Valley Rd. will be widened between the state park and Arkansas Highway 300. With bicycle connectivity from the east via the

Arkansas River Trail and bike lanes and from the west via the City's new Taylor Loop Connection, this new construction will create a low-stress bicycle corridor from much of the City to Pinnacle Mountain State Park mountain bike trails. This project should not be confused with the City of Little Rock's widening of a different portion of Pinnacle Valley to install bike lanes.

Sustainability Action Plan: In April 2020, the City of Little Rock, via the Sustain Little Rock office, will release their Sustainability Action Plan. This plan, the next iteration of the Road to 2020, will be informed with active transportation priorities through the Bike Friendly Community Committee (BFCC)'s adopted goals provided to the Sustainability Commission for this purpose.

LR Bike Ways: In 2020, LR Bike Ways will gain functionality by adding bike parking, restroom, water filling, and fix-it station points to the map. An update to the software will help us elicit the bike community's help in these efforts.

Arkansas River Trail @Two Rivers Park: Pulaski County received \$300K to reroute the Arkansas River Trail away from a restroom and vehicular access choke point, improving trail user safety. This project may or may not be completed within 12 months.

Boyle Park Mountain Bike Trails: The City received \$200K to create new mountain bike trails at Boyle Park. This project may or may not be completed within 12 months.

U.S. Bike Route: As of February 2020, Arkansas has no US Bike Route, but work is underway to create a US Bike Route from West Memphis to Little Rock, taking advantage of the Big River Crossing (2016) over the Mississippi. This project may or may not be completed within 12 months.

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

Yes

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

The Bicycle and Pedestrian Coordinator position with the City was created, in large part, to secure LAB Bike Friendly Community status.

Page: Supplementary Materials

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

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

File 1

No File Uploaded

File 2

No File Uploaded

File 3

No File Uploaded

File 4

No File Uploaded

File 5

No File Uploaded

alias4afa849251284f4dacf48dbbf86ca422