



LITTLE ROCK, AR

TOTAL POPULATION

197,881

POPULATION DENSITY

1663

TOTAL AREA (sq. miles)

119

OF LOCAL BICYCLE FRIENDLY BUSINESSES

4

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Little Rock
High Speed Roads with Bike Facilities	35%	6%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	18%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	2%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 66K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.9 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.9 /10
ENFORCEMENT & SAFETY <i>Promoting safety and protecting bicyclists' rights</i>	2.3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.2 /10

KEY OUTCOMES

	Average Silver	Little Rock
RIDERSHIP <i>Percentage of Commuters who bike</i>	3.5%	0.15%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	1208.33
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	13.89



KEY STEPS TO SILVER



» Reviewers were very pleased to see the progress and ongoing commitment to improve from the City of Little Rock's 2020 BFC application. The recommendations below will help the City move up to Silver in the future, but most importantly, we hope they will help to increase daily ridership by making bicycling more safe, convenient, and accessible to all. Until the City of Little Rock's ridership and safety metric outcomes better reflect the standard outcomes of a Silver-level community, we encourage a sustained focus on the following infrastructure and education investments to remove barriers, increase ridership, and improve safety for bicycling in Little Rock.

» Continue to expand Little Rock's trail system and on-road bike network, and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. On roads where automobile speeds regularly exceed 30 mph, it is recommended to

provide protected bicycle infrastructure such as buffered or protected bike lanes.

» The City of Little Rock's reported bicycle network showed that there are many low-speed streets without bicycle facilities. Take advantage of these low-speed streets to create a network of bicycle boulevards or neighborhood greenways to encourage and optimize bicycle travel on low-stress corridors. In addition to dedicated bike lanes, diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard. Pop-up demonstrations are a great tool for increasing community support for permanent infrastructure changes.

» Ensure that your Complete Streets Ordinance is better followed, particularly when Little Rock's BFC Committee recommends bicycle facilities to the City. Ensuring compliance with a Complete Streets

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Spring 2020

KEY STEPS TO SILVER CONTINUED

policy is an important and often low-cost way to add to your bicycle network. If necessary, revisit your Complete Streets Ordinance and process to ensure better compliance.

» As part of your Master Bike Plan update, develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for City staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

» Continue to increase the amount of high quality bicycle parking throughout the City, and to upgrade existing bike parking to meet APBP standards. Adopt a formal bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking required, and develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Consider incentives or subsidies to increase APBP compliance among private entities.

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools, including more on-bike youth education opportunities.

» Continue working toward the launch of a public bike share system. The City of Little Rock's 2020 BFC application indicated a Gotcha Bikeshare program is scheduled to launch in the Summer

2020, and BFC reviewers look forward to seeing the successful implementation of this program. The City should look to resources such as the Better Bike Share Partnership to ensure equitable access to the new bikeshare program.

» Adopt a comprehensive City-level Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety. Data about crashes should be used to identify where projects can resolve or mitigate safety issues.

» Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance.

» Continue working toward the BFCC's stated goal of increasing commuting ridership to 3.5%. Set a timeframe for meeting this goal, and ensure data collection necessary to monitor progress. Continue to develop a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Little Rock. Automated bicycle counters provide long-term data on bicycle use at fixed points in the community, and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts can supplement automated data in order to collect demographic information and examine social equity goals. Surveys can help identify real and perceived barriers as well as potential solutions to address the concerns of potential riders.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's + Equity: <https://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <https://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

