



# BICYCLE FRIENDLY STATE REPORT CARD



18% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:

**NO STATEWIDE NON-PROFIT BIKE ADVOCACY ORGANIZATION**

# ARKANSAS

**#39** NATIONAL RANK (OF 50)

**#10** REGIONAL RANK SOUTHERN (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	<b>Infrastructure &amp; Funding</b>			<b>C</b>			Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	<b>Education &amp; Encouragement</b>		<b>D+</b>				Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	<b>Traffic Laws &amp; Practices</b>			<b>C</b>			Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	<b>Policies &amp; Programs</b>	<b>F+</b>					Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	<b>Evaluation &amp; Planning</b>		<b>D</b>				Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Arkansas, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Arkansas.

Adopt a statewide Complete Streets policy or other policy that institutionalizes planning, designing, and building safe places for people to bike and walk as part of the transportation system.

Spend at least 2% of federal transportation funds on biking and walking improvements.

Arkansas has a bicycling to work rate that is less than half the national average. Bicycling is cheap, safe, and has no greenhouse gas emissions. Work with cities to provide networks that allow more people to safely bike to work.

Arkansas has a bicyclist fatality rate worse than the national average. High-speed arterial roadways, often owned by the state DOT, are the most common place people biking are killed. Improve those roadways to improve bicycle safety.

ARDOT staff are working to establish a US Bicycle Route network across the state. This is an important opportunity to engage cyclists and advocates about routes and infrastructure needs.

If Arkansas does not adopt a statewide Complete Streets policy, it should at a minimum revise its accommodation policy for biking and walking to clearly support safe infrastructure like protected bike lanes and shared use paths as part of the state's transportation system.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	No
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	No
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership <b>0.17% of commuters</b> biking to work	46/50
Safety <b>27.6 fatalities</b> per 10K bike commuters	48/50
Spending <b>\$3.39 per capita</b> FHWA spending on biking and walking	19/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](https://bikeleague.org/states) or contact Ken McLeod at (202) 822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).