Safety in Central Arkansas: Pedestrians and Bicyclists

Metroplan has studied pedestrian/bike crashes in the region for over 10 years. The information gained from these studies is provided to local jurisdictions, who determine local safety project priorities. While pedestrians and bicyclist fatalities only account for about 1% of total crashes in central Arkansas, they account for 13.4% of the total traffic fatalities. All persons are pedestrians at some point in their daily journeys, so pedestrian safety is important to all.

Did you know? From 2009–2013, about 1 in 7 fatal crash victims (13.4%) in central Arkansas was a pedestrian or bicyclist.

Central Arkansas Pedestrian and Bicyclist Crashes 2009–2013

Map-21 is the current funding and authorization bill that governs United States federal surface transportation policy and spending. It was passed by Congress on June 29, 2012, and President Barack Obama signed it into law on July 6, 2012.

Performance Management

A key and new feature of Map-21 is the establishment of a performance and outcome-based program. The states are required to invest resources toward the achievement of national goals for (1) Safety, (2) Infrastructure Condition, (3) Congestion Reduction, (4) System Reliability, (5) Freight Movement and Economic Vitality, (6) Environmental Sustainability, and (7) Reduced Project Delivery Delays.

Regional Performance Measures

Metroplan is responsible for tracking the first five performance measures for central Arkansas, and for assisting the state with reaching statewide targets. Over the next year, Metroplan will release a series of fact sheets on each performance measure, with comparisons against other regions. Metroplan will then work with the Arkansas State Highway and Transportation Department to identify policies and projects that can help reach targets. Be on the lookout for future fact sheets.
Did you know? Males are more than twice as likely as females to be involved in a pedestrian or bike crash.

**Central Arkansas Bicyclist Injuries and Fatalities 2009-2013**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal</th>
<th>Serious</th>
<th>Other Injury</th>
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<td>2009</td>
<td>6</td>
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<td>2013</td>
<td>8</td>
<td>20</td>
<td>22</td>
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</tbody>
</table>

- **Fatal**: Fatal injuries are those that result in death.
- **Serious**: Serious injuries are those that result in hospitalization or long-term treatment.
- **Other Injury**: Other injuries include minor injuries.

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Blacks are involved in 52 percent of the ped/bike crashes while representing only 23 percent of regional population.

Reasons for higher crash rates among minorities may include: higher reliance on walking and public transit (due to lower rates of auto ownership), lack of pedestrian and bike infrastructure in low income areas, and lack of youth education on pedestrian and bike safety.

Did you Know? Central Arkansas averages 13 pedestrian and bicyclist fatalities each year.

**NEXT STEPS**

- Metroplan will update the regional pedestrian and bicycle crash analysis. The study will be used to recommend safety projects and priorities to member jurisdictions.
- Special attention will be given to intersections with high crash rates:
  - 2nd and Broadway (LR)
  - Camp Robinson and Allen (NLR)
  - McCain and Warden (NLR)
  - Pike and Pershing (NLR)
  - Markham and Broadway (LR)
  - 6th and Broadway (LR)
  - LaHarpe and President Clinton Avenue (LR)
  - University and 32nd (LR)

Serious Injuries require immediate medical attention, and cause reduced activity and personal mobility (severe lacerations, broken or distorted limbs, abdominal injuries, skill and chest injuries, unconsciousness). Other injuries include less serious injuries, reported but non-visible injuries, and non-reported injuries.

On average, central Arkansas pedestrian and bike fatality rates run higher than the U.S. average. The U.S. as a whole has seen pedestrian and bike fatalities increase over the four year period (2009-2013).

**Pedestrian/Bicyclist Fatalities per 100,000 2009-2013**

Over the 5 year period both pedestrian and bicycle crashes show a similar pattern of increasing in 2011 and 2012 and then dropping in 2013.