

MAP 21

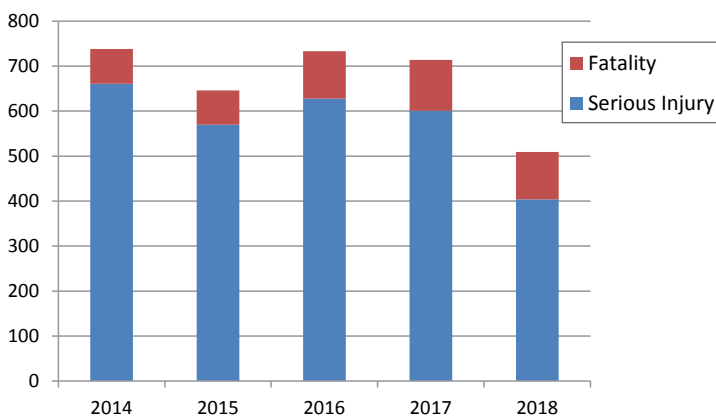
PERFORMANCE MEASURES

Safety in Central Arkansas

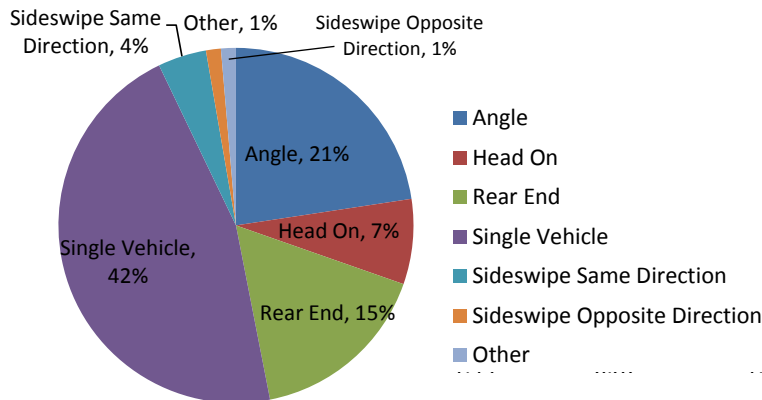
The national Safety goal is "To achieve a significant reduction in traffic fatalities and serious injuries on all public roads." Metroplan supports this goal by working with the Arkansas Department of Transportation (ArDOT) to reduce crashes within central Arkansas. Metroplan is developing a baseline to gauge future success.

From 2014–2018 central Arkansas averaged 95 fatalities and 572 serious injuries each year. The national average in fatalities and serious injuries has declined. Central Arkansas' fatalities and serious injuries also saw a decrease in 2018.

2014–2018 Fatalities and Serious Injuries



Serious Injury and Fatal Vehicle Crashes 2014–2018



¹For these studies central Arkansas is defined as Faulkner, Lonoke, Pulaski, and Saline Counties.

MAP 21

Moving Ahead for Progress in the 21st Century

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. Metroplan has released a series of fact sheets on each performance measure. Metroplan is working with the Arkansas Department of Transportation (ArDOT) to identify policies and projects that can help reach targets.

Did you know? Over 40% of all fatal and serious injury crashes in central Arkansas from 2014–2018 involve single vehicles?



Did you know? Central Arkansas has a lower rate of alcohol-involved fatal crashes than the U.S.

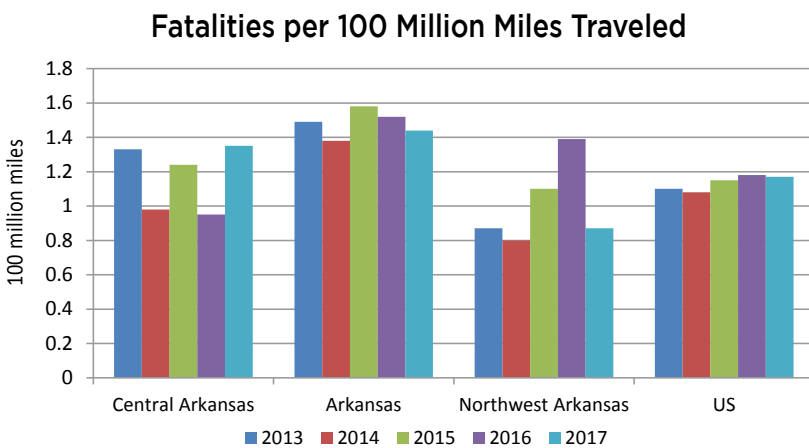
Did you know? In central Arkansas, fatal crashes (2014–2018) are split 50/50 between daylight and darkness. 15% of fatal crashes occur on wet or icy roadways.

2018 Crash Rate per 100,000 Population

Central Arkansas' fatal crash rate for 2018 was 14.6 per 100,000 compared with northwest Arkansas (Benton and Washington Counties) at 7.1 per 100,000. The national rate for 2018 was 10.3 per 100,000 and the rate for Arkansas was 17.1 per 100,000 (see chart at right).

Crash Rate per Vehicle Miles Traveled

In 2017, central Arkansas had about 1.35 fatalities for every 100 million miles traveled. This is higher than the U.S. and northwest Arkansas averages. While U.S. and northwest Arkansas showed an increase in fatalities 2013–2017, the rate in central Arkansas alternated between rising and falling.



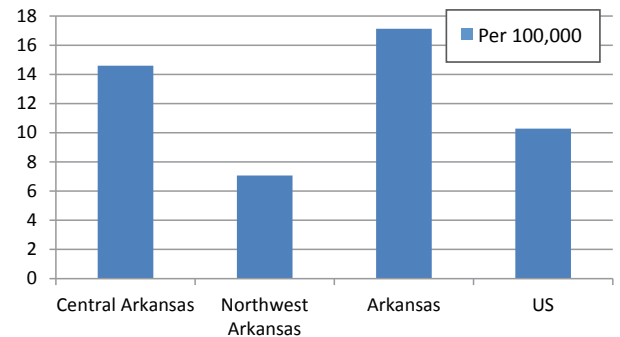
Alcohol

Alcohol was involved in 18% of the fatal crashes in central Arkansas from 2014–2018, in northwest Arkansas it accounted for 19%. The national average for alcohol involved fatal crashes for 2014–2018 was 29% while the average for Arkansas for the same time period was 26%.

Pedestrians and Bicyclists

Did you Know? Central Arkansas averages 14 pedestrian and bicyclist fatalities each year. Pedestrian and bicycle safety is an emphasis area for Metroplan. There is an additional fact sheet on pedestrian and bicycle safety.

2018 Fatalities



CARTS Baseline Data 2014–2018

| | |
|-------|--|
| 96.4 | Average Fatalities |
| 1.16 | Average Fatality Rate per 100 million vehicle miles traveled |
| 636.7 | Average Serious Injuries |
| 7.98 | Average Serious Injuries Rate per 100 million vehicle miles traveled |
| 38.6 | Average Pedestrian and Bicycle Serious Injuries and Fatalities |

NEXT STEPS

Things that are being done regionally to improve roadway safety.

- Public outreach campaigns to reduce unsafe driving behaviors (Clickit or Ticket, Toward Zero Deaths, Don't Text and Drive)
- Improved lighting and signage
- Use of rumble strips and cable barriers
- Roadway reconstruction that includes raised medians and sidewalks
- High Friction Roadway Treatments
- Intersection Improvements

CARTS Targets

As an MPO, Metroplan can either choose to set its own targets or agree to support targets set by ArDOT for the state. On February 26, 2020 the Metroplan board of directors agreed by resolution to support ArDOT's targets for the state.