

CENTRAL ARKANSAS SAFETY ACTION PLAN

PULASKI COUNTY

Supplemental County Level Plan

November 2024



ACKNOWLEDGMENTS

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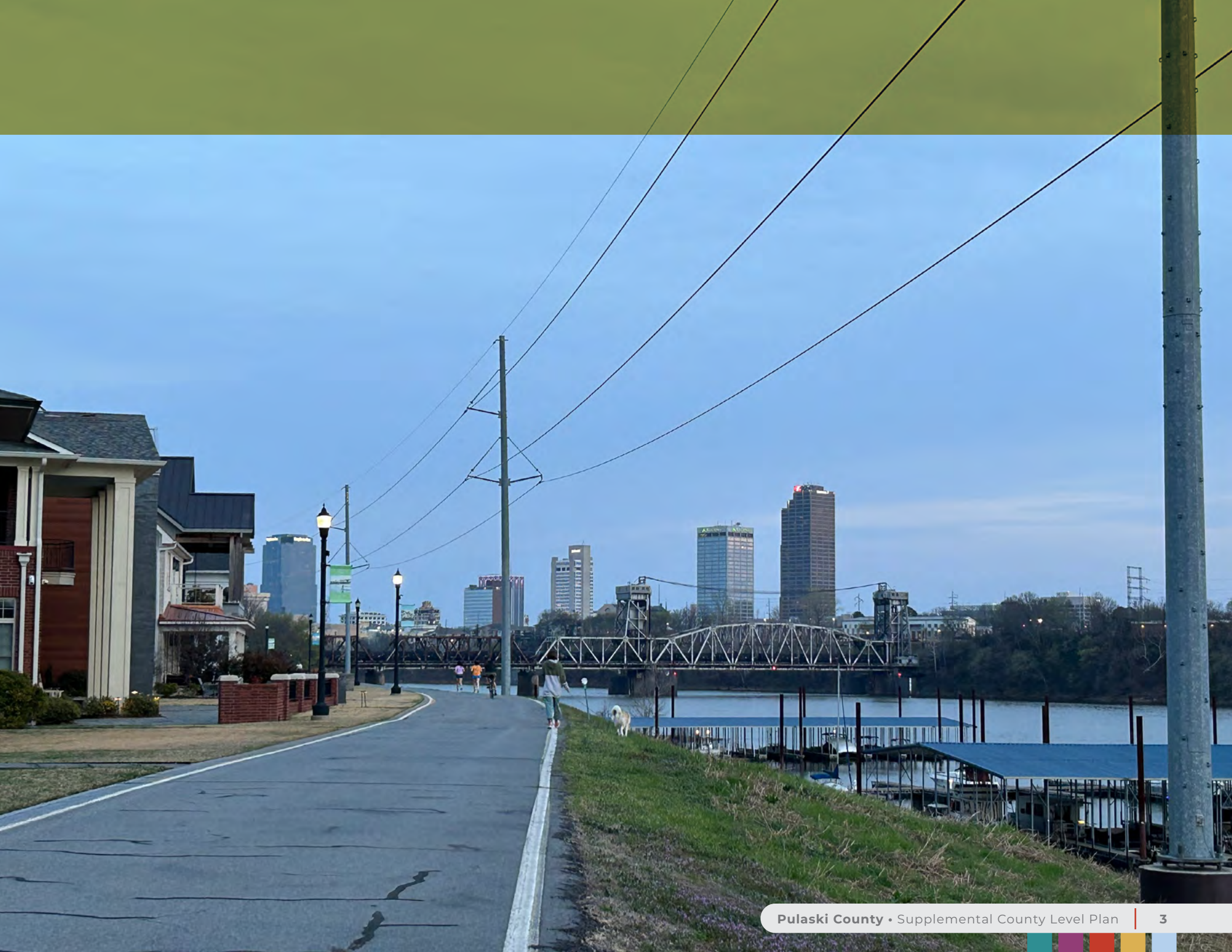
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LIST OF ABBREVIATIONS

ADA	Americans with Disabilities Act	NHTSA	National Highway Traffic Safety Administration
AR	Arkansas	PHB	Pedestrian Hybrid Beacon
ARDOT	Arkansas Department of Transportation	RRFB	Rectangular Rapid Flashing Beacon
ETC	Equitable Transportation Communities	RSA	Road Safety Audit
FHWA	Federal Highway Administration	SAPAC	Safety Action Plan Advisory Committee
HIN	High Injury Network	SHSP	Strategic Highway Safety Plan
GIS	Geographic Information System	SS4A	Safe Streets and Roads for All
KABCO	Injury Severity Scale	TWLT	Two Way Left Turn
	K – Fatal Injury	USDOT	US Department of Transportation
	A – Suspected Serious Injury	VMT	Vehicle Miles Traveled
	B – Suspected Minor Injury	VRU	Vulnerable Road User
	C – Possible Injury		
	O – No Apparent Injury		



1 INTRODUCTION

The purpose of the Pulaski County Supplemental County Level Plan is to address the specific safety needs and projects identified by local stakeholders within Pulaski County. The Supplemental County Level Plan expands on the Central Arkansas Safety Action Plan by focusing on additional segments and intersections located within Pulaski County's High Injury Network (HIN) and High Injury Intersections that were not already addressed in Central Arkansas Safety Action Plan. Unlike the Central Arkansas Safety Action Plan, which considers the entire Central Arkansas Region as a whole and consists of Faulkner, Lonoke, Pulaski, and Saline Counties, this Supplemental County Level Plan focuses exclusively on Pulaski County ("the County"). Its main objectives are to identify projects and implement strategies that can help Pulaski County reduce fatal and serious injury crashes on its roadways, with the ultimate goal of eliminating these crashes all together. This is a crucial step towards achieving the same goal of eliminating fatal and serious injury crashes for the entire Central Arkansas Region. The Central Arkansas Safety Action Plan used a primarily data driven approach to develop regional projects. The Supplemental County Level Plan is also primarily data driven, but relies on input from local agencies to select segments and intersections as a key selection criteria in developing regional projects.

1.1 CENTRAL ARKANSAS SAFETY ACTION PLAN

The Central Arkansas Safety Action Plan was created to determine which corridors have the greatest need for safety improvements and identify projects and strategies to help Central Arkansas reduce fatal and serious injuries on the Region's roadways. The plan was developed by Metroplan and funded through a grant from the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Program. Central Arkansas leaders from the Metroplan Board of Directors committed to a goal of reducing fatal and serious injury crashes in Central Arkansas by 40 percent by the year 2040. The leaders set several interim goals starting with a baseline to be established in 2025 and incremental steps through the year 2050 to get an 80% reduction.

The Central Arkansas Safety Action Plan includes a large public engagement effort. Several engagement methods were used, including both online and in person public engagement, which consisted of an online survey and an interactive mapping activity, open houses, and booths at community events. The project team conducted stakeholder engagement, which included workshops with the Metroplan Board, meetings with the Safety Action Plan Advisory Committee (SAPAC), and stakeholder walk audits. The public and stakeholder engagement efforts were used to identify projects and implement strategies to increase safety in Central Arkansas.

The Central Arkansas Safety Action Plan includes a list of Regional High Injury Network (HIN) segments and High Injury Intersections. The threshold crash per mile value for segments included in the HIN was

two fatal and serious injury crashes per mile or greater from 2018 through 2022. High injury intersections had at least two fatal and serious injury crashes that occurred within 250 feet of the intersection from 2018 through 2022. These segments and intersections were scored and prioritized based on SS4A key objectives to assess the level of need for safety improvements, such as the number of fatal and serious injury crashes, underserved areas, and locations where vulnerable road users such as pedestrians and people on bikes are frequently present. The Central Arkansas Safety Action Plan identifies the 20 highest scoring Regional HIN and 20 highest scoring Regional High Injury Intersections. In addition to the top 20 regionwide segments and intersections, the five highest scoring state route HIN segments and the five highest scoring local roads in each county were identified. Similarity, the five highest scoring intersections of two state routes or a state route and local road, as well as the five highest scoring intersections of two local roads were identified, where applicable.

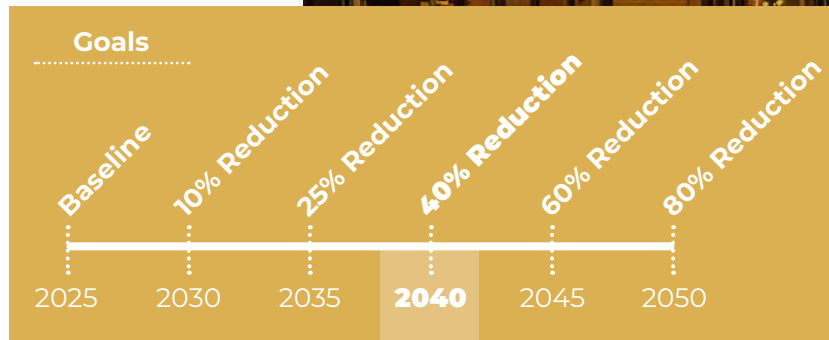
The Central Arkansas Safety Action Plan also includes a Safety Countermeasures Toolbox, made up of countermeasures recommended by the Federal Highway Administration (FHWA), National Highway Transportation Safety Administration (NHTSA), and Arkansas Department of Transportation (ARDOT) that have been historically proven to increase safety on roadways. Countermeasures include changes in roadway geometry, operations, signage, pavement markings, and access management. These countermeasures have a positive impact on reducing fatal and serious injury crashes and may be used on roadways not identified in the Pulaski County Supplemental Plan. The full list of recommended safety

countermeasures can be viewed in Section 5- Safety Countermeasures Toolbox of the Central Arkansas Safety Action Plan.

Ten location-specific projects were developed for the regionwide top 20 segments and top 20 intersections. The ten location-specific projects incorporate the regionwide top 20 segments and top 20 intersections. All but one of the regional projects are in Pulaski County, with the remaining project in Faulkner County. Additional location-specific projects were developed for the highest scoring state route and highest scoring local road in Faulkner, Lonoke, and Saline Counties. These location-specific projects consist of combinations of safety improvements from the Safety Countermeasures Toolbox identified in the Central Arkansas Safety Action Plan that are expected to reduce crashes, particularly fatal and serious injury crashes and crashes involving vulnerable road users, within the vicinity of the project location. To view the regional projects that are in Pulaski County, please refer to the Central Arkansas Safety Action Plan.

The Central Arkansas Safety Action Plan also includes a list of systemic improvements, developed based on the regional crash analysis and roadway network review. The systemic improvements consist of countermeasures that are implemented based on high-risk roadway features correlated with a particular crash type. Proposed policies to support recommended systemic improvements are included to provide guidance on incorporating safety countermeasures in future roadway and transportation projects.

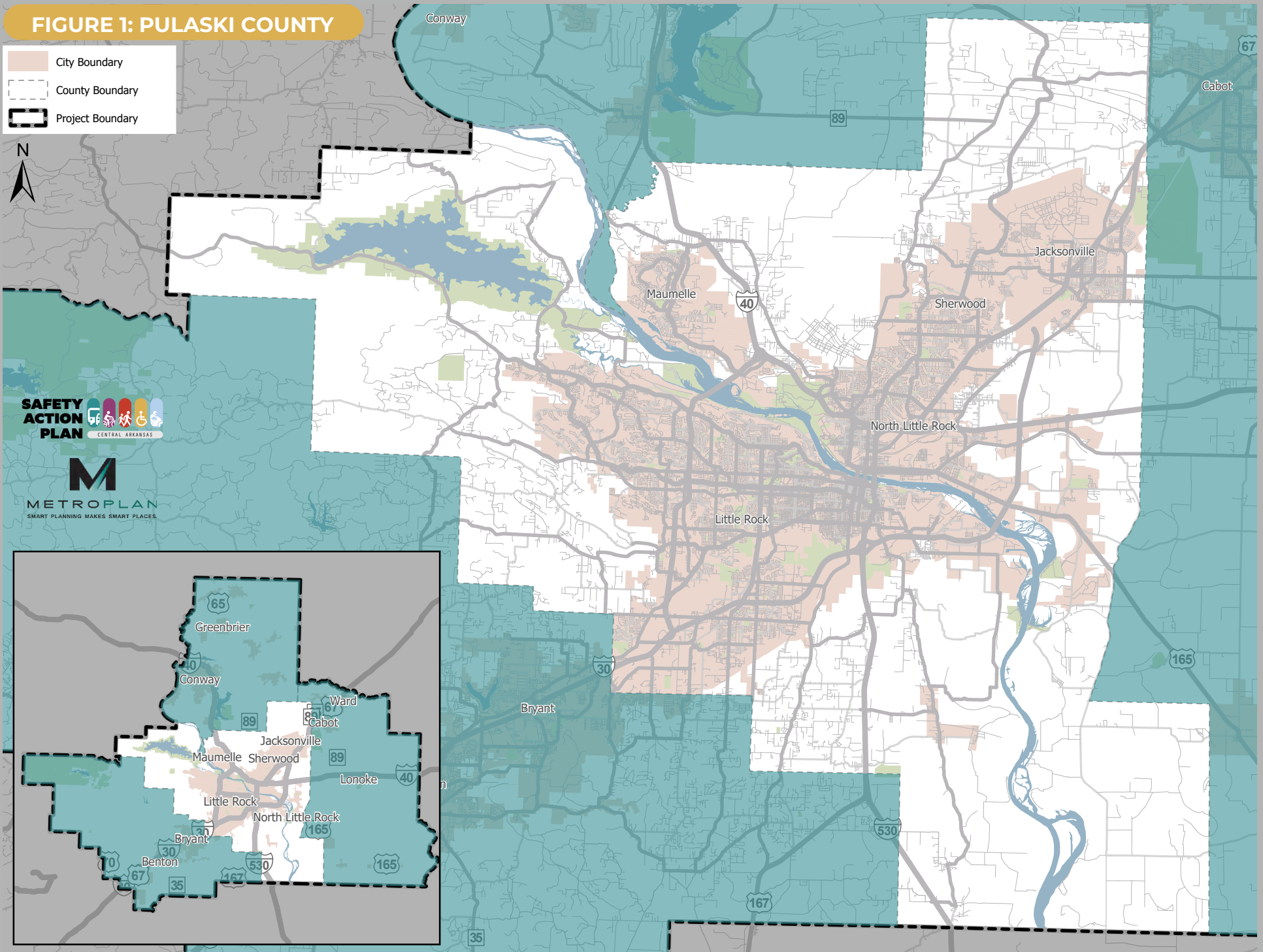
The main objective of this plan is to identify projects and implement strategies that can help Pulaski County reduce fatal and serious injury crashes on its roadways, with the ultimate goal of eliminating these crashes all together.



Our Goal:

40% reduction in fatal and serious injury crashes by 2040

FIGURE 1: PULASKI COUNTY





1.2 PULASKI COUNTY OVERVIEW

Pulaski County, shown in **Figure 1**, is located in the Central Arkansas Region and has an approximate population of 400,000 as of July 2023, according to the US Census Bureau. This population accounts for roughly 55 percent of the total population in the Central Arkansas Region. Pulaski County encompasses approximately one fourth of the Central Arkansas Region and includes the Cities of Alexander, Jacksonville, Little Rock, Maumelle, North Little Rock, and Sherwood. Lane miles within Pulaski County make up 40 percent of the total lane miles within the Central Arkansas Region.

Pulaski County is located in the Central Arkansas Region and has an approximate population of 400,000 as of July 2023.



The number of fatal crashes has been increasing each year, except for a decrease in 2021.

2 CRASH DATA ANALYSIS

A crash analysis was conducted to identify patterns and trends in crash types and common factors contributing to fatal and serious injury crashes within Pulaski County.

2.1 PULASKI COUNTY CRASH DATA

From 2018 to 2022, there were over 80 thousand reported crashes within Pulaski County, representing nearly 70 percent of all crashes in the Central Arkansas Region. Out of the total crashes, 345 crashes resulted in fatalities, while 1,338 crashes led to serious injuries. The number of fatal crashes has been increasing each year, except for a decrease in 2021. However, in 2022, the number of fatal crashes rose back up to the same level as in 2020. On the other hand, the number of serious injuries peaked at 314 in 2020 and has been decreasing each year since.

Pulaski County By Year

 **345**
Fatal
Crashes
2018-2022

 **1,338**
Serious Injury
Crashes
2018-2022

Fatal and Serious Injury Crashes By Year

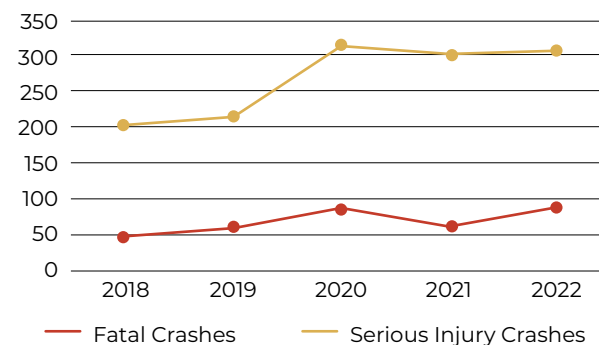
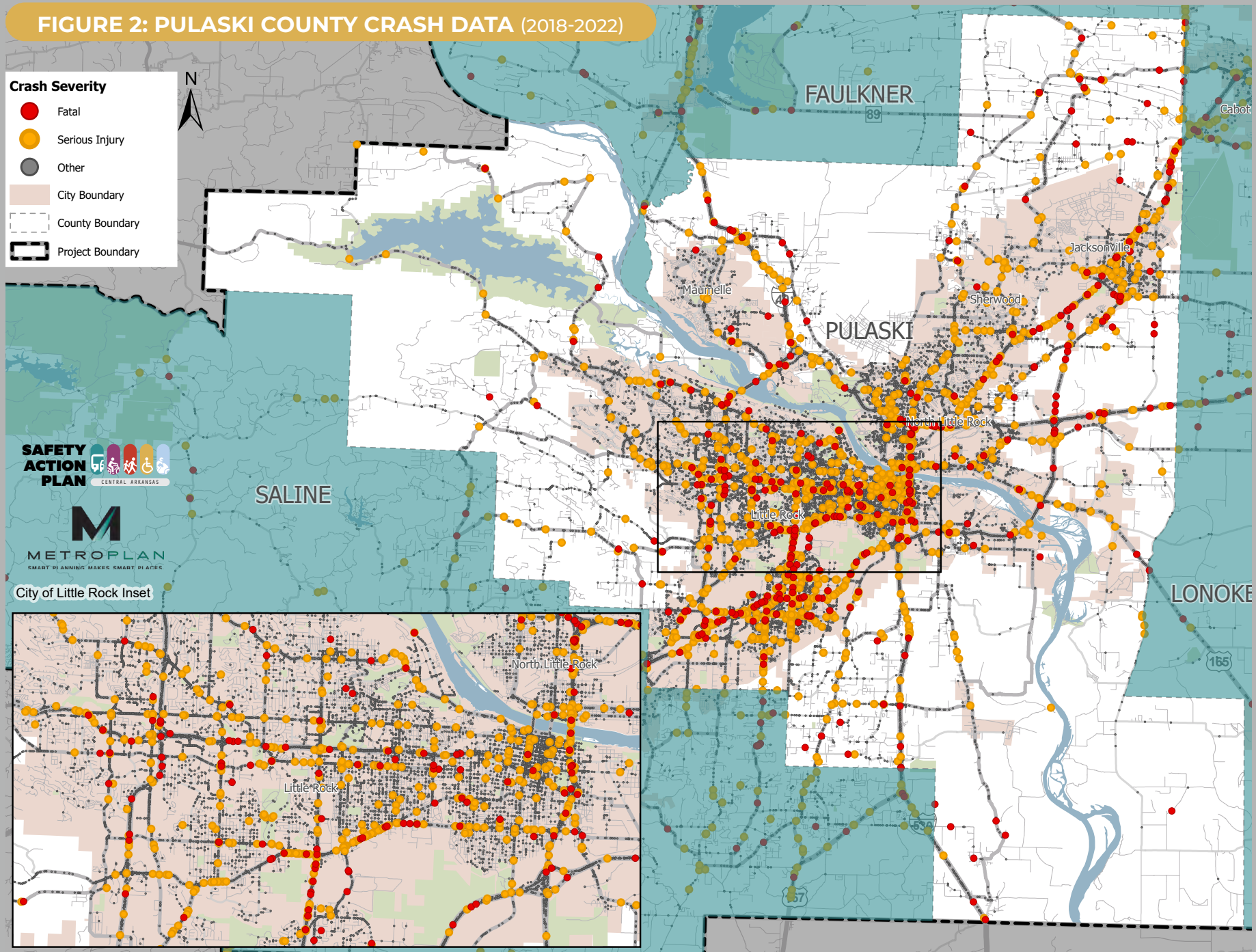
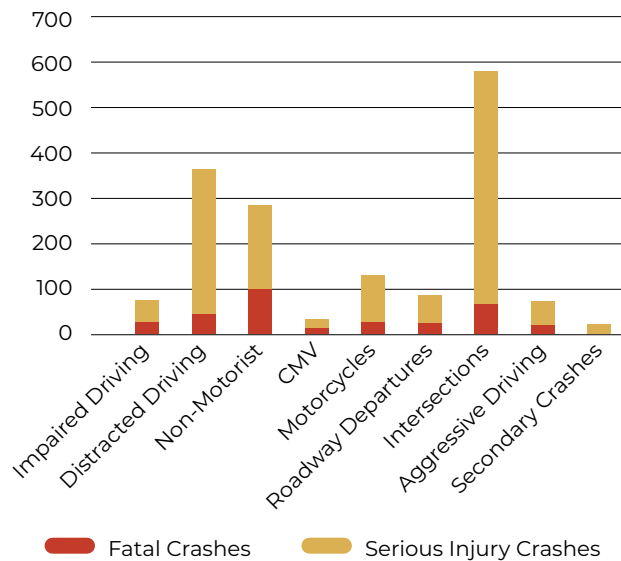


FIGURE 2: PULASKI COUNTY CRASH DATA (2018-2022)



Fatal and Serious Injury Crashes by Arkansas SHSP Focus Area



2.2 ARKANSAS SHSP – PULASKI COUNTY

The Arkansas Strategic Highway Safety Plan (SHSP) identifies focus areas of safety for the State and provides a framework for reducing fatal and serious injury crashes on all public roads. Projects funded by the Highway Safety Improvement Program (HSIP) must reflect the SHSP at a strategic level. The focus areas are crash types and factors that are prominent throughout the State and often lead to fatal and serious injury crashes. Crash data from 2018 through 2022 was filtered to analyze crashes within Pulaski County related to the SHSP focus areas. A summary of the crash data over the last five years for crashes within Pulaski County for each of the SHSP focus areas is provided in **Table 1**.

During the review of Pulaski County's highest SHSP focus areas for fatal and serious injury

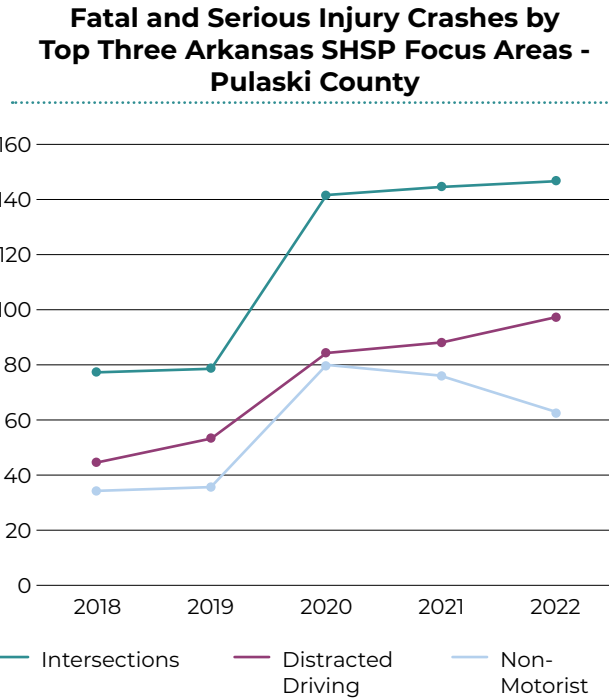
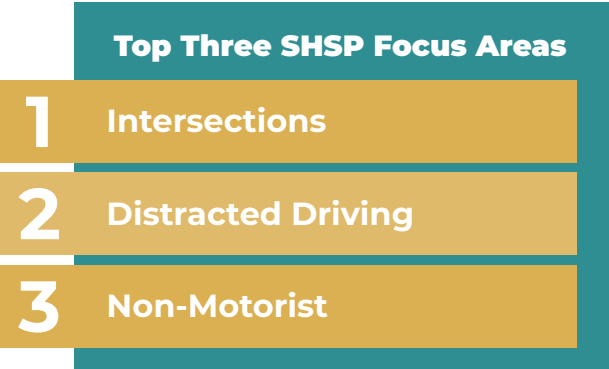
crashes, it was found that intersection-related, distracted driving, and non-motorist crashes were the top three SHSP focus areas. These SHSP focus areas align with the top three areas of concern for the Central Arkansas Region. This correlation is likely due to the fact that Pulaski County contains over half of the population in the Central Arkansas Region and 40 percent of the total lane miles within Central Arkansas.

Non-motorist crashes within Pulaski County have been experiencing a decline since 2020. However, the trends for the top two SHSP focus areas in Pulaski County over the past five years are a cause for concern, as intersection-related and distracted driving crashes have shown an increasing trend. This is not in line with the regional goal of reducing fatal and serious injury crashes by 40 percent by 2040 and ultimately reaching zero. It is important for Pulaski County to

Table 1: SHSP Focus Area Fatal and Serious Injury Crash Summary (2018 - 2022) Pulaski County

SHSP Focus Area	2018	2019	2020	2021	2022	Fatal Crashes	Serious Injury Crashes	Total # of Fatal & Serious Injury Crashes
Impaired Driving	10	14	22	17	16	18	61	79
Distracted Driving	48	53	85	88	96	54	316	370
Non-Motorist	35	36	81	73	67	94	198	292
CMV	5	6	8	3	6	9	19	28
Motorcycles	23	23	36	29	35	37	109	146
Roadway Departures	13	19	24	13	19	33	55	88
Intersections	76	79	141	144	146	74	512	586
Aggressive Driving	13	12	20	17	14	18	58	76
Secondary Crashes	3	7	3	3	1	2	15	17

continue to prioritize safety and invest in targeted and systemic countermeasures that can address these SHSP focus areas.



2.3 PULASKI COUNTY HIGH INJURY NETWORK AND INTERSECTIONS

A Regional High Injury Network (HIN) was developed as part of the Central Arkansas Safety Action Plan. The HIN is made up of one-mile segments with a high frequency of fatal and serious injury crashes. The HIN is a way to identify parts of a roadway network with higher rates of fatal and serious injury crashes. The Central Arkansas HIN consists of about 19 percent of the functionally classed roadway miles within the Central Arkansas Region that are not interstates, freeways, or expressways. These roadways account for approximately 77 percent of fatal and serious injury crashes that did not occur on interstates, freeways, or expressways from 2018 through 2022. Pulaski County contains 338 Regional HIN segments, accounting for approximately 64 percent of the Regional HIN, shown in **Figure 3**. To reduce fatal and serious injury crashes in Pulaski County, it is important to prioritize targeted countermeasures on the HIN segments, which have the highest number of fatal and serious injury crashes.

A Regional High Injury Intersection set was also established as part of the Central Arkansas Safety Action Plan, **Figure 4**

shows high injury intersections within Pulaski County. Pulaski County contains 112 intersections that make up approximately 71 percent of the Regional High Injury Intersections.

Equity Overlay

The USDOT Equitable Transportation Communities (ETC) national census tract data helps identify historical underinvestment in disadvantaged communities. This information shows the cumulative burden these communities experience in various areas. The ETC Explorer uses 2020 census tracts and data to analyze five components, each of which have numerous factors that make up their score: Transportation Insecurity, Climate and Disaster Risk Burden, Health Vulnerability, and Social Vulnerability. The overlay of disadvantaged census tracts, shown in **Figure 3** and **Figure 4**, revealed that almost 55 percent of HIN segments and almost 62 percent of HII within Pulaski County fall within a disadvantaged community. Equity is an important component in funding for projects through the USDOT SS4A Implementation Grant Program. Location of a segment or intersection within a disadvantaged census tract is used in this study as part of the scoring to rank segments and intersections when prioritizing projects.

A dashboard was created as a component of the Central Arkansas Safety Action Plan. The dashboard includes crash data statistics, the interactive Regional High Injury Network, and recommended projects for the Region.

The interactive safety dashboard can be found here: [Central Arkansas Safety Dashboard](#)




FIGURE 3: HIGH INJURY NETWORK SEGMENTS WITHIN PULASKI COUNTY (2018-2022)

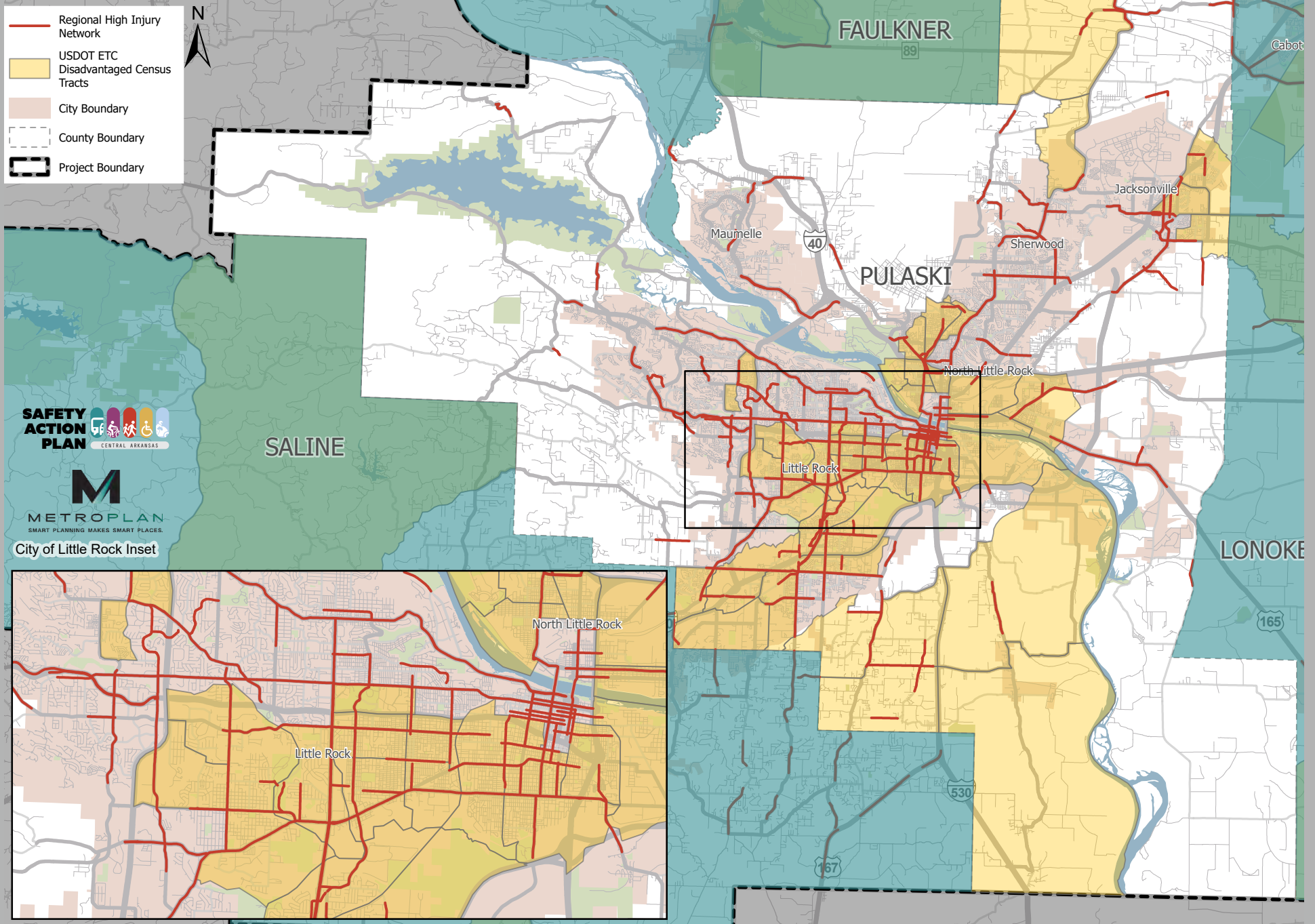


FIGURE 4: HIGH INJURY INTERSECTIONS WITHIN PULASKI COUNTY (2018-2022)

Legend:

- Regional High Injury Intersections (Red dot)
- USDOT ETC Disadvantaged Census Tracts (Yellow shading)
- City Boundary (Solid line)
- County Boundary (Dashed line)
- Project Boundary (Thick dashed line)

Map Labels: FAULKNER, SALINE, LONOKE, PULASKI, Mauumelle, Sherwood, Jacksonville, North Little Rock, Little Rock, Cabot, Highway 40, Highway 165, Highway 530, Highway 167.

Logos: SAFETY ACTION PLAN CENTRAL ARKANSAS, METROPLAN SMART PLANNING MAKES SMART PLACES, City of Little Rock Inset.





Safety for vulnerable road users, including pedestrians and bicyclists, is another important component in funding for projects through the USDOT SS4A Implementation Grant Program.

Pedestrian and Bicyclist Crash Overlay

To account for crashes involving non-motorized modes of transportation, fatal and serious injury crashes that involved a pedestrian or a bicycle within Pulaski County from 2018 through 2022 were overlayed onto the Regional HIN, as shown in **Figure 5** and **Figure 6**. Of the 338 HIN segments within Pulaski County, 166 segments contained a crash that involved a pedestrian and 50 of them contained a crash that involved a bicyclist. Please note that the lines shown on the HIN maps may represent multiple one-mile segments combined into one line, as pedestrian or bicycle crashes may have occurred along multiple segments of a corridor. Safety for vulnerable road users, including pedestrians and bicyclists, is another important component in funding for projects through the USDOT SS4A Implementation Grant Program. Crashes on a segment or intersection that involved vulnerable road users is used in this study as part of the scoring to rank segments and intersections when prioritizing projects.

FIGURE 5: HIGH INJURY NETWORK WITH FATAL AND SERIOUS INJURY PEDESTRIAN CRASHES (2018-2022)

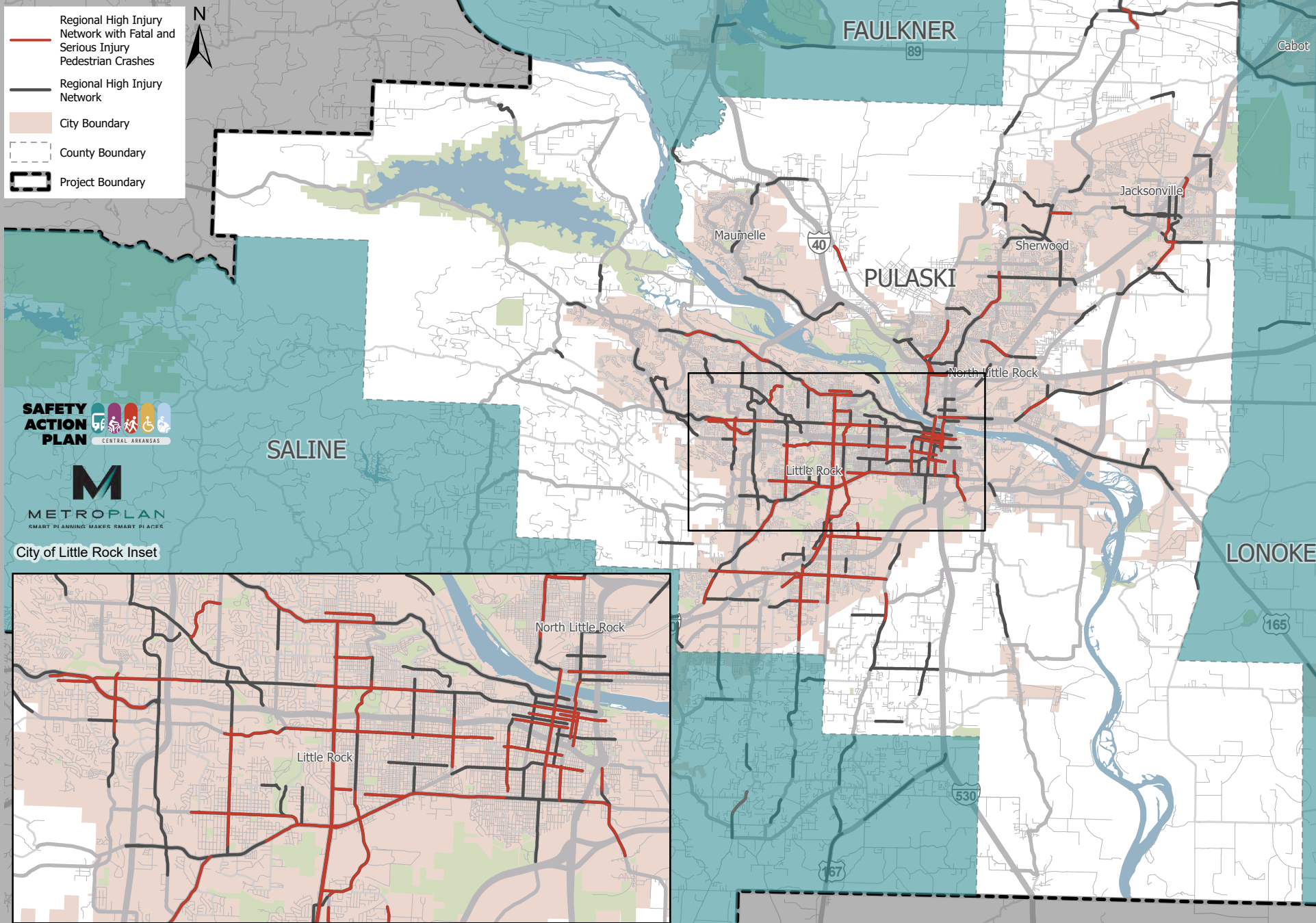
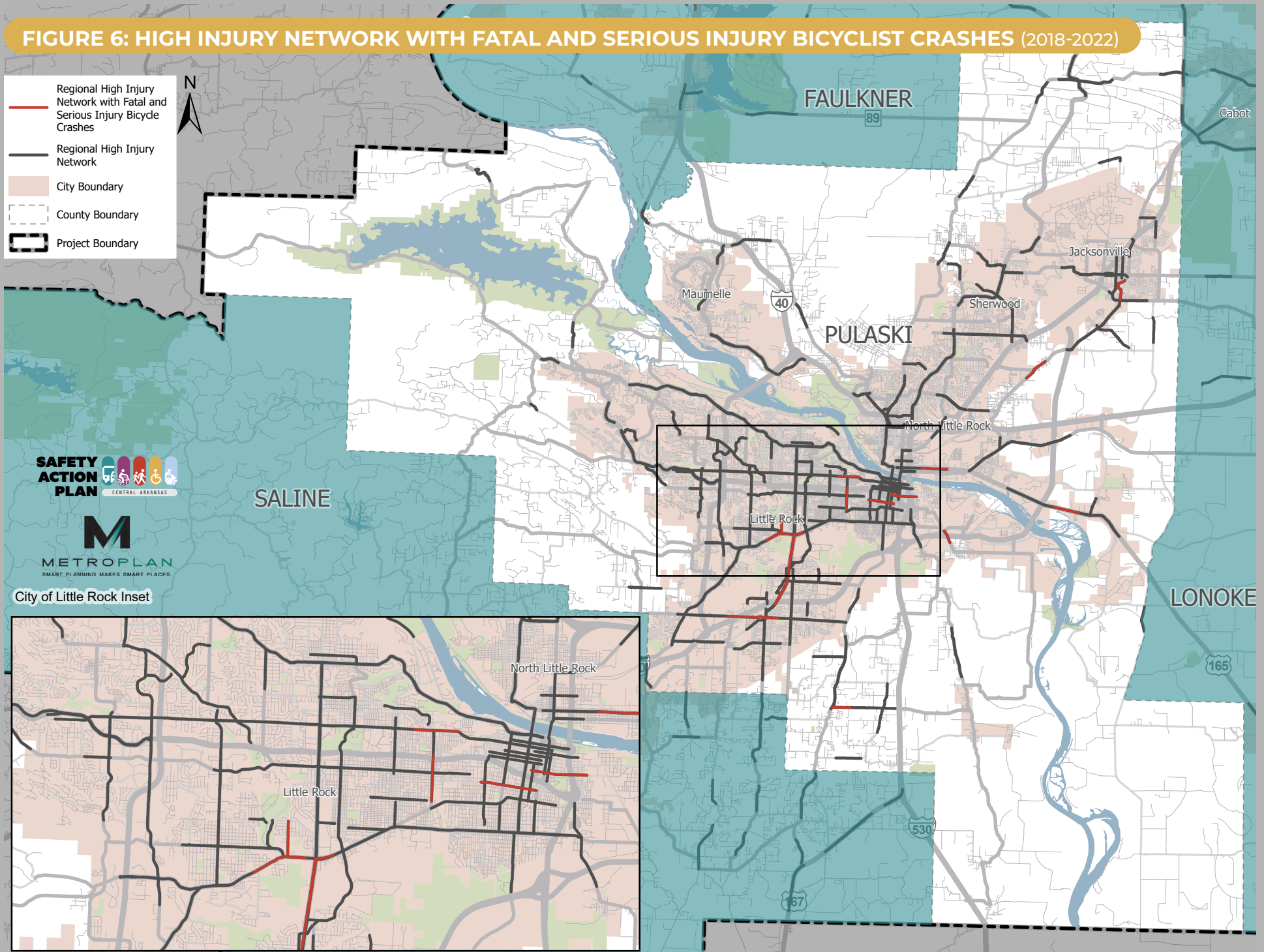


FIGURE 6: HIGH INJURY NETWORK WITH FATAL AND SERIOUS INJURY BICYCLIST CRASHES (2018-2022)



TOP HIGH INJURY NETWORK SEGMENTS AND HIGH INJURY INTERSECTIONS IN EACH CITY WITHIN PULASKI COUNTY

As part of the Central Arkansas Safety Action Plan, high injury segments and intersections were ranked through a needs score. The needs score included the corridor or intersections crash history, equity data, location characteristics, and stakeholder input. Additional detail about the scoring criteria can be found in the Central Arkansas Safety Action Plan.

Table 2 includes the top HIN segment in each city within Pulaski County that had a segment on the HIN. **Table 3** includes the top High Injury Intersection in each city within Pulaski County that had an intersection considered to be a High Injury Intersection. The top segment or intersection in unincorporated Pulaski County is also included in the tables. Segments or intersections that were included in the Central Arkansas Safety Action Plan are identified in the “Top 20 Regional Plan” column. Additional information on these segments and intersections can be found in that plan.

Table 2: Pulaski County Top High Injury Network Segments in Cities with Segments on the High Injury Network

Road Name	Approximate Segment Boundary	City	State Route or Local Road	Top 20 Regional Plan	Total Needs Score	Total Crashes	Total KA Crashes
Pulaski County							
Geyer Springs Rd	Forbing Rd to Baseline Rd	Little Rock	Local Road	Yes	96.5	962	23
Colonel Glenn Rd (US 70)	Whitfield St to Town and Country Ave	Little Rock	State Route	Yes	86.5	523	18
Broadway St (US 70)	Willow St to N Beech St	North Little Rock	State Route	No	61.0	385	6
SH 107	Sumner Cemetery Rd- Roderweis Rd	NA	State Route	No	52.0	41	6
N 1st St (SH 161)	John Harden Dr to Stonewall Dr	Jacksonville	State Route	No	49.5	311	4
SH 161	Cloverdale Rd to Trickey Ln	North Little Rock	Local Road	No	45.5	247	3
Alexander Rd (SH 111)	I-30 (WB) to 3rd St (SH 111)	Alexander	State Route	No	45.5	101	3
Pratt Rd	Sailor Ln to Josh Andrew Cv	NA	Local Road	No	44.0	16	3
James St	Gregory St to Braden St	Jacksonville	Local Road	No	39.5	90	4
SH 107	Stonehenge Dr to Aviator Dr	Sherwood	State Route	No	37.0	20	2
Brockington Rd/ Brookswood Rd	Maryland Ave/Indian Bay Dr to Baring Cross Rd	Sherwood	Local Road	No	22.5	446	5
SH 365	Coulson Dr to I-40 (NB)	Maumelle	State Route	No	20.0	211	3

Table 3: Pulaski County Top High Injury Intersections in Cities with Intersections on the High Injury Intersections

Intersection Name	City	State Route or Local Road	Top 20 Regional Plan	Total Score	Total Crashes	Total KA Crashes
Pulaski County						
Geyer Springs Rd and Baseline Rd (SH 338)	Little Rock	Both	Yes	88.5	232	8
N James St and TP White Dr	Jacksonville	Local Road	No	48.5	76	4
N Smothers St and E Broadway St (US 70)	North Little Rock	Both	No	45.0	32	2
SH 107 and W Cleland Rd	NA	Both	No	37.5	9	2
E Kiehl Ave and Brookswood Rd	Sherwood	Both	No	19.5	197	2
SH 5 and W Main St (SH 89)	Cabot	State Route	No	8.0	87	2

3 LOCATION-SPECIFIC PROJECTS

Location-specific projects were developed for the Pulaski County Supplemental County Level Plan in order to address safety improvements within specific areas. These projects were identified by considering the highest scoring HIN segment within each city in Pulaski County and the highest scoring HIN segment in unincorporated Pulaski County. However, if the County or a city expressed the need for a different segment within their jurisdiction to be prioritized, that location was selected based on the agency's input. The projects listed in **Table 4** were recognized by stakeholders as having the greatest need for safety improvements within their respective jurisdictions.

For each location-specific project identified in **Table 4** that is not already included in the Central Arkansas Safety Action Plan, additional detail has been included on the subsequent pages. Detail includes a crash map of the segment, count of crashes on the segments from 2018 to 2022, and suggested countermeasures. As noted earlier, the full list of countermeasures can be viewed in Section 5 - Safety Countermeasures Toolbox of the Central Arkansas Safety Action Plan.

Table 4: Pulaski County Location-Specific Projects

Road/Intersection Name	Approximate Segment Extents	Fatal Crashes	Serious Injury Crashes	High Injury Network	City	Road Type	Located in Regional Plan	Selection Criteria
Pulaski County								
John Barrow Rd	Carti Way to 36th St	4	8	Yes	Little Rock	Local Road	Yes*	HIN Score
Woodrow St & 12th St	Intersection Only	1	4	Yes	Little Rock	Local	Yes*	HIN Score
University Ave	Markham St to US 630	1	3	Yes	Little Rock	Local Road	Yes*	HIN Score
University Ave	Berkshire Dr to Colonel Glenn Rd/Asher Ave	2	12	Yes	Little Rock	Local Road	Yes*	HIN Score
University Ave	Colonel Glenn Rd/Asher Ave to Forbing Rd	10	39	Yes	Little Rock	Local Road	Yes*	HIN Score
Colonel Glenn Rd / Asher Ave / Roosevelt Rd	Stannus St to Johnson St	12	55	Yes	Little Rock	State Route	Yes*	HIN Score
Chicot Rd	Azalea Dr to Mabelvale Cut Off Rd	3	14	Yes	Little Rock	Local Road	Yes*	HIN Score
Geyer Springs Rd	Forbing Rd to Baseline Rd	2	21	Yes	Little Rock	Local Road	Yes*	HIN Score
Baseline Rd	Winston Dr to Abandoned Railroad	7	40	Yes	Little Rock	State Route	Yes*	HIN Score
Alexander Rd	IH 30 to 3rd St	1	2	Yes	Alexander	State Route	No	HIN Score
Broadway St	W 9th St to La Harpe Blvd	1	8	Yes	Little Rock	State Route	No	City Recommendation
Highway 107	Club Rd to Maryland Ave	0	4	Yes	Sherwood	State Route	No	City Recommendation
Highway 107	Stonehenge Dr to Aviator Dr	2	4	Yes	NA	State Route	No	HIN Score
Highway 365	Asher Rd to Clark St	0	1	No	Wrightsville	State Route	No	City Recommendation
N 1st St	John Harden Dr to Stonewall Dr	1	3	Yes	Jacksonville	State Route	No	HIN Score
W Broadway St	N Broadway St to IH 30	0	4	Yes	North Little Rock	State Route	No	City Recommendation
Odum Blvd & Club Manor Dr	Intersection Only	0	0	No	Maumelle	Local Road	No	City Recommendation

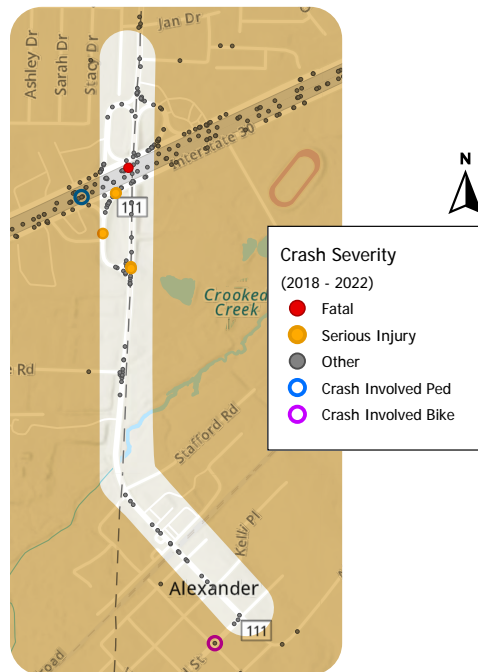
*Additional detail and maps for these location specific projects can be found in the Central Arkansas Safety Action Plan.

Roadway ALEXANDER ROAD

Segment: IH 30 to 3rd Street (SH 111)
Jurisdiction: City of Alexander

Countermeasure
Vulnerable Road User
Add/Improve Sidewalk
Vehicular Countermeasures
Add/Improve Pavement Markings
Conduct Signal Warrant (IH 30 Frontage Rd)
Safety Lighting
Enhanced Curve Delineation

Crash Severity				Total for All Crash Severities
Count Within Project Area	1	2	12	101

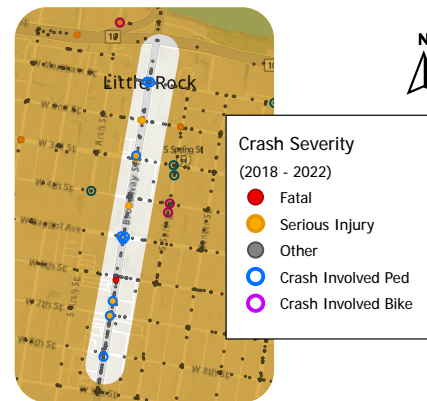


Roadway BROADWAY STREET

Segment: W 9th St to La Harpe Blvd
Jurisdiction: City of Little Rock

Countermeasure
Vulnerable Road User
High Visibility Crosswalk Pavement Markings
Evaluate Pedestrian Crossing (Intersection of W Markham St and Broadway St)
Convert Diagonal Ramps to Directional Ramps
Add/Improve Sidewalk
Sidewalk Buffer
Vehicular Countermeasures
Access Management (Accompanied by removal of or conversion of TWLTL to dedicated left-turn lane)
Safety Lighting
Retroreflective Backplates
Adjust Signal Timings
Other Countermeasures
Further Study Needed (RSA)

Crash Severity				Total for All Crash Severities
Count Within Project Area	1	8	41	528

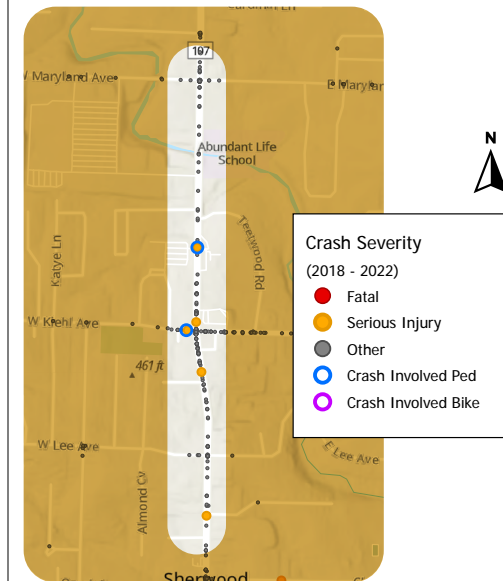


Roadway HIGHWAY 107

Segment: Club Rd to Maryland Ave
Jurisdiction: City of Sherwood

Countermeasure
Vulnerable Road User
Add/Improve Sidewalk
Sidewalk Buffer
Install Pedestrian Mid-Block Crosswalk (Teetwood Rd)
Vehicular Countermeasures
Access Management (Accompanied by removal of or conversion of TWLTL to dedicated left-turn lane)
Safety Lighting
Add/Improve Pavement Markings
Retroreflective Backplates

Crash Severity				Total for All Crash Severities
Count Within Project Area	0	4	17	272

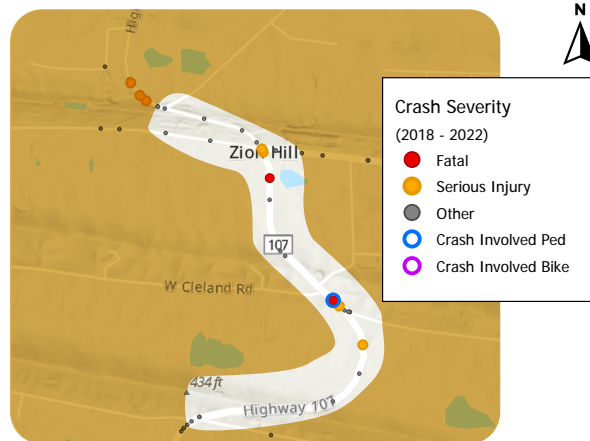


Roadway HIGHWAY 107

Segment: Stonehenge Dr to Aviator Dr
Jurisdiction: Pulaski County

Countermeasure
Vehicular Countermeasures
Add/Improve Pavement Markings
Transverse Rumble Strips (In Advance of SH 89 Intersection)
Safety Lighting
Enhanced Curve Warning
Conduct Speed Study
Extend Shoulder

Crash Severity	Fatal	Serious Injury	Minor Injury	Total for All Crash Severities
Count Within Project Area	2	4	3	41

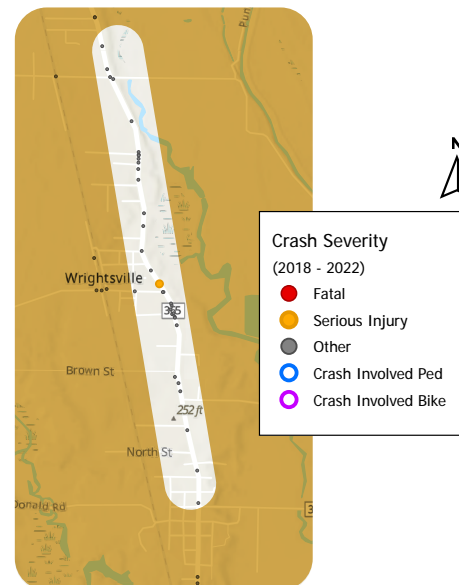


Roadway HIGHWAY 365

Segment: Asher Rd to Clark St
Jurisdiction: City of Wrightsville

Countermeasure
Vulnerable Road User
Bike Lanes
Add/Improve Sidewalk
Sidewalk Buffer
Vehicular Countermeasures
Safety Lighting
Add Shoulder
Enhanced Curve Delineation
Add/Improve Pavement Markings

Crash Severity	Fatal	Serious Injury	Minor Injury	Total for All Crash Severities
Count Within Project Area	0	1	4	31

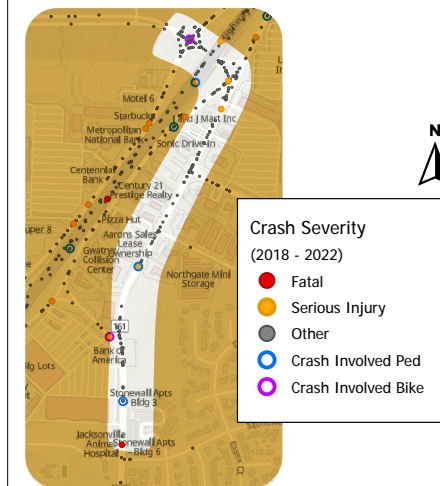


Roadway NORTH 1ST STREET

Segment: John Harden Dr to
Stonewall Dr
Jurisdiction: City of Jacksonville

Countermeasure
Vulnerable Road User
Sidewalk Buffer
Add/Improve Sidewalk
High Visibility Crosswalk Pavement Markings
Install Pedestrian Signal at Signalized Intersection (N JP Wright Loop Rd)
Vehicular Countermeasures
Add/Improve Pavement Markings
Safety Lighting
Access Management (Accompanied by removal of or conversion of TWLTL to dedicated left-turn lane)

Crash Severity	Fatal	Serious Injury	Minor Injury	Total for All Crash Severities
Count Within Project Area	1	3	35	311

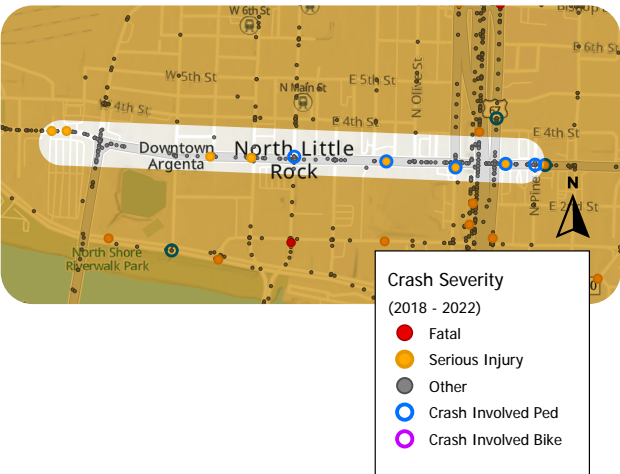


Roadway WEST BROADWAY STREET

Segment: N Broadway St to IH 30
Jurisdiction: City of North Little Rock

Countermeasure
Vulnerable Road User
Sidewalk Buffer
Add/Improve Sidewalk
Pedestrian Hybrid Beacon (PHB)
High Visibility Crosswalk Pavement Markings
Vehicular Countermeasures
Add/Improve Pavement Markings
Retroreflective Backplates
Safety Lighting

Crash Severity				Total for All Crash Severities
	Fatal	Serious Injury	Minor Injury	
Count Within Project Area	0	4	18	274

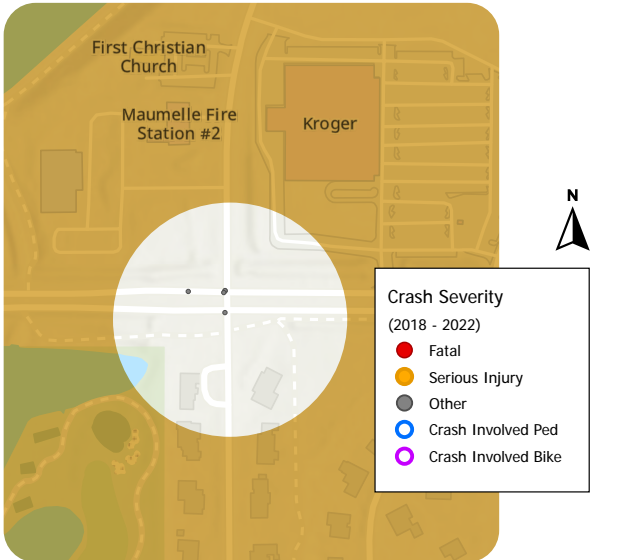


Roadway ODOM BLVD & CLUB MANOR DR

Segment: Odom Blvd & Club Manor Dr
Jurisdiction: City of Maumelle

Countermeasure
Vulnerable Road User
High Visibility Crosswalk Pavement Markings
Vehicular Countermeasures
Safety Lighting
Traffic Signal
Add Advance Warning Signage
Add/Improve Pavement Markings

Crash Severity				Total for All Crash Severities
	Fatal	Serious Injury	Minor Injury	
Count Within Project Area	0	0	0	5





**Lane miles
within Pulaski
County make
up 40 percent
of the total lane
miles within the
Central Arkansas
Region.**



SAFETY ACTION PLAN



Our Goal:

**40% reduction in fatal and
serious injury crashes by 2040**