

CENTRAL ARKANSAS SAFETY ACTION PLAN

SALINE COUNTY

Supplemental County Level Plan

November 2024



ACKNOWLEDGMENTS

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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		
	B – Suspected Minor Injury	VMT	Vehicle Miles Traveled
	C – Possible Injury	VRU	Vulnerable Road User
	O – No Apparent Injury		



1 INTRODUCTION

The purpose of the Saline County Supplemental County Level Plan is to address the specific safety needs and projects identified by local stakeholders within Saline County. The Supplemental County Level Plan expands on the Central Arkansas Safety Action Plan by focusing on additional segments and intersections located within Saline 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 Saline County ("the County"). Its main objectives are to identify projects and implement strategies that can help Saline 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.

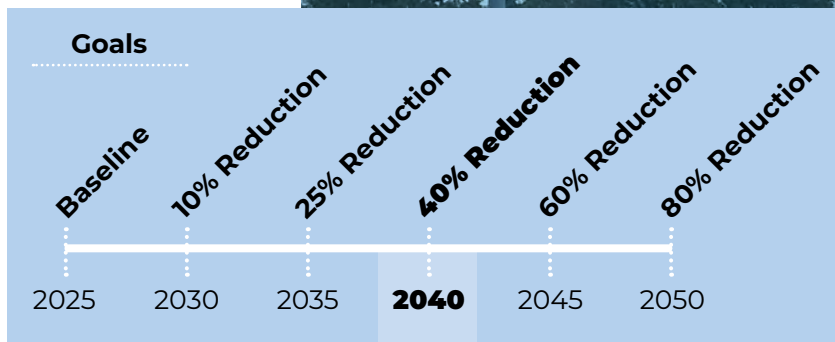
The Central Arkansas Safety Action Plan also includes a Safety Countermeasures Toolbox, made up of countermeasures recommended by the Federal Highway Administration (FHWA), National Highway Transportation Safety Administration (NHTSA), and Arkansas Department of Transportation (ARDOT) that have been 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 Saline 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 Saline 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 Saline County reduce fatal and serious injury crashes on its roadways, with the ultimate goal of eliminating these crashes all together.

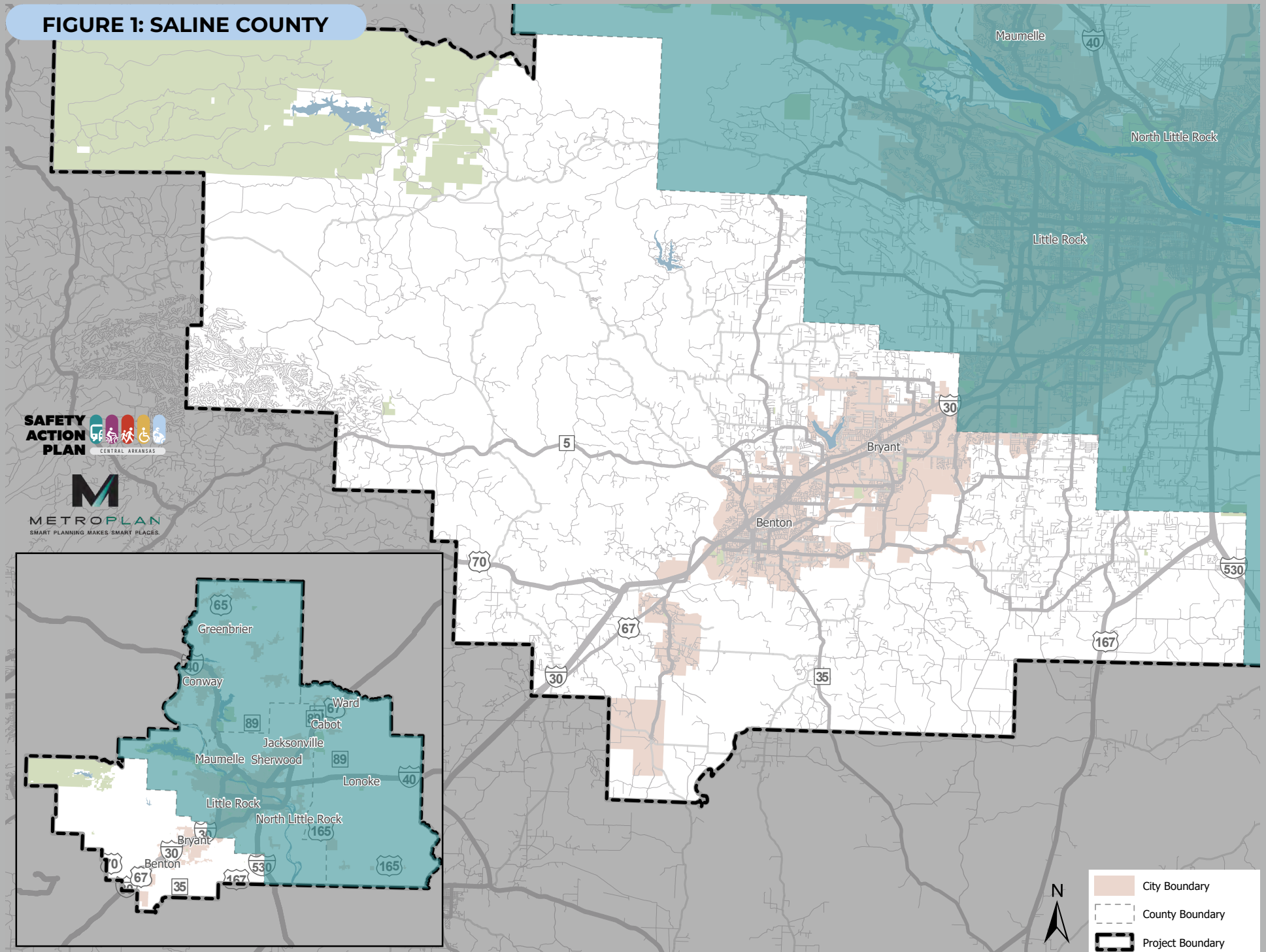


4 by **40**

Our Goal:

40% reduction in fatal and serious injury crashes by 2040

FIGURE 1: SALINE COUNTY





1.2 SALINE COUNTY OVERVIEW

Saline County, shown in **Figure 1**, is located in the Central Arkansas Region and has an approximate population of 130,000 as of July 2023, according to the US Census Bureau. This population accounts for roughly 17 percent of the total population in the Central Arkansas Region. Saline County encompasses approximately one fourth of the Central Arkansas Region and includes the Cities of Alexander, Bauxite, Benton, Bryant, Haskell, and Shannon Hills. Lane miles within Saline County make up 24 percent of the total lane miles within the Central Arkansas Region.

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Saline County is located in the Central Arkansas Region and has an approximate population of 130,000 as of July 2023.



From 2018 to 2022, there were over 14,000 reported crashes within Saline County, representing nearly 12 percent of all crashes in the Central Arkansas Region.

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 Saline County.

2.1 SALINE COUNTY CRASH DATA

From 2018 to 2022, there were over 14,000 reported crashes within Saline County, representing nearly 12 percent of all crashes in the Central Arkansas Region. From 2018 to 2021, there was a continuous increase in fatal and serious injury crashes. However, in 2022, there was a decrease in both fatal and serious injuries.

Saline County By Year



78
Fatal
Crashes
2018-2022



313
Serious Injury
Crashes
2018-2022

Fatal and Serious Injury Crashes By Year

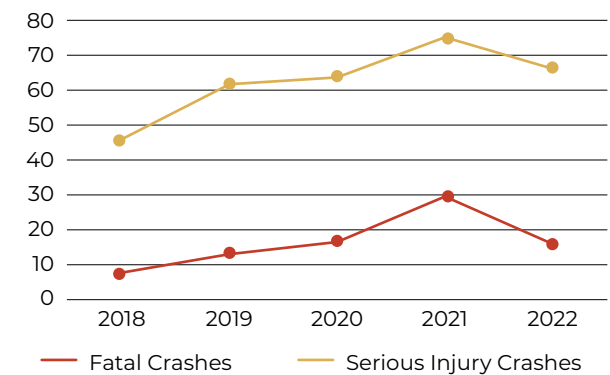
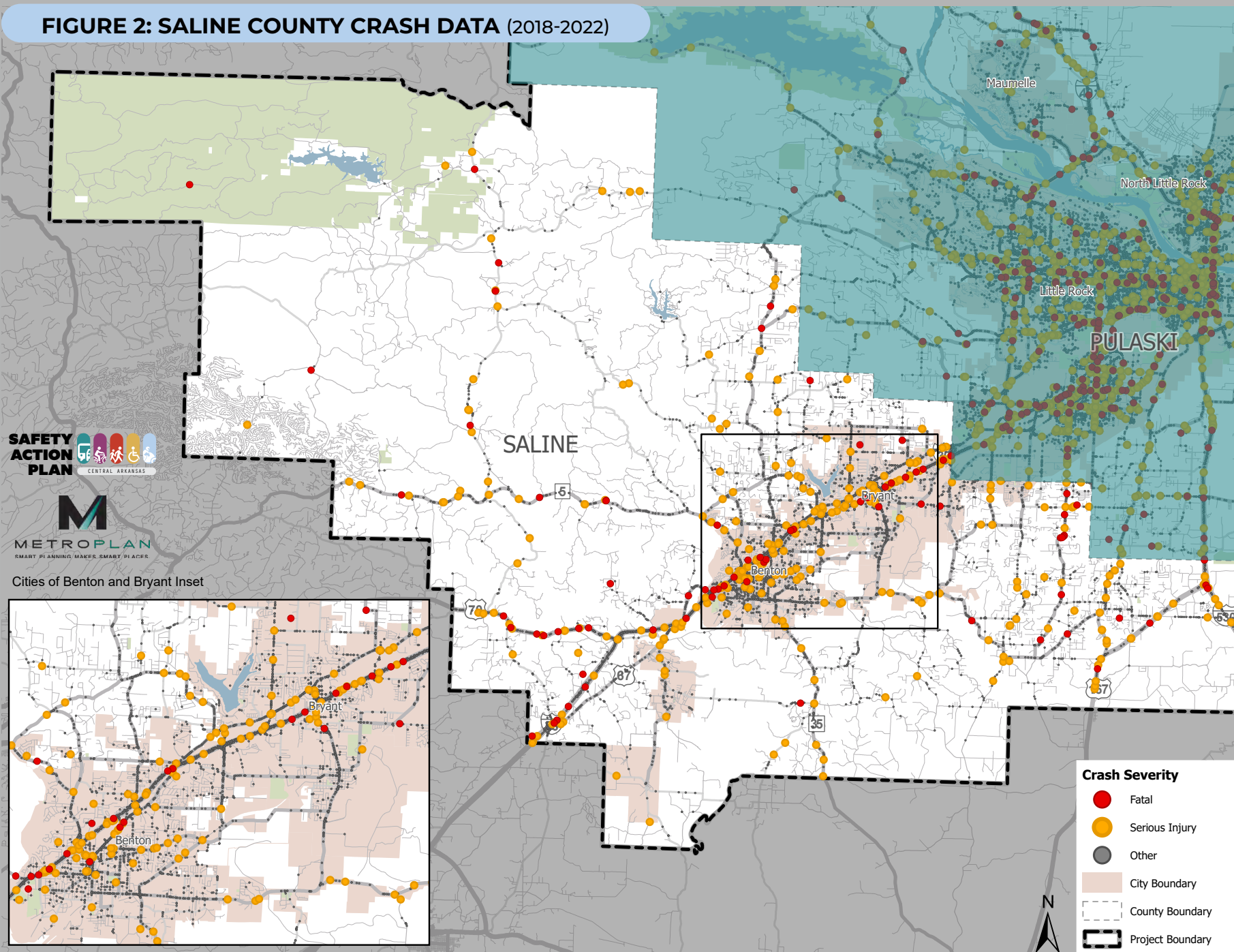
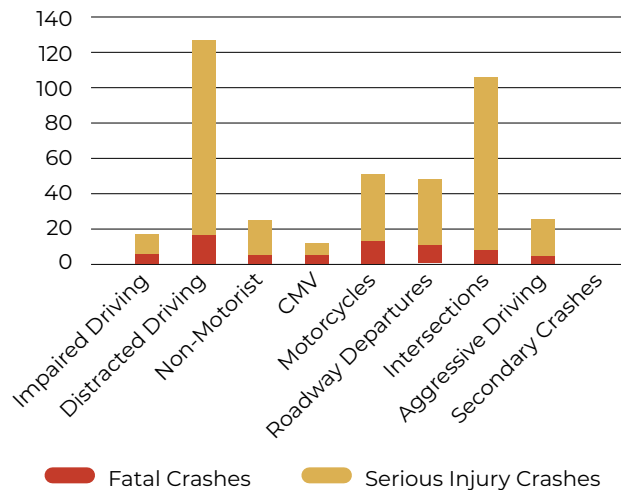


FIGURE 2: SALINE COUNTY CRASH DATA (2018-2022)



Fatal and Serious Injury Crashes by Arkansas SHSP Focus Area



2.2 ARKANSAS SHSP – SALINE 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 Saline County related to the SHSP focus areas. A summary of the crash data over the last five years for crashes within Saline County for each of the SHSP focus areas is provided in **Table 1**.

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

crashes, it was found that distracted driving, intersection-related, and motorcycle crashes were the top three SHSP focus areas. These SHSP focus areas also rank among the top five focus areas for the Central Arkansas Region. From 2018 to 2022, there has been a consistent increasing trend in distracted driving, intersection-related, and motorcycle crashes within Saline County, with a spike in 2021.

The trends for the top three SHSP focus areas in Saline County over the past five years are a cause for concern, as all of them show 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 Saline County to continue to prioritize safety and invest in targeted and systemic countermeasures that can address these SHSP focus areas.

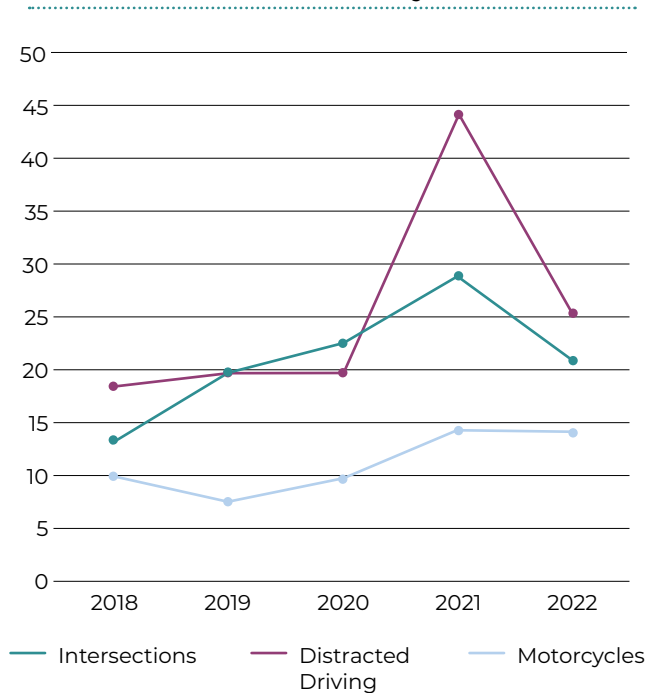
Table 1: SHSP Focus Area Fatal and Serious Injury Crash Summary (2018 - 2022) Saline County

SHSP Focus Area	2018	2019	2020	2021	2022	Fatal Crashes	Serious Injury Crashes	Total # of Fatal & Serious Injury Crashes
Impaired Driving	1	4	3	8	2	5	13	18
Distracted Driving	18	20	20	44	26	18	110	128
Non-Motorist	1	7	7	6	4	6	19	25
CMV	2	3	2	2	3	5	7	12
Motorcycles	10	7	9	13	13	14	38	52
Roadway Departures	5	10	8	10	16	11	38	49
Intersections	13	20	22	28	21	8	96	104
Aggressive Driving	4	6	8	5	3	4	22	26
Secondary Crashes	0	0	0	0	0	0	0	0

Top Three SHSP Focus Areas

- 1 Distracted Driving
- 2 Intersections
- 3 Motorcycles

Fatal and Serious Injury Crashes by Top Three Arkansas SHSP Focus Areas - Saline County



2.3 SALINE 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. Saline County contains 61 Regional HIN segments, accounting for approximately 11 percent of the Regional HIN, shown in **Figure 3**. To reduce fatal and serious injury crashes in Saline 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 Saline County. Saline County contains 10 intersections that make up approximately 7 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 20 percent of HIN segments and almost 50 percent of HII within Saline 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 SALINE COUNTY (2018-2022)

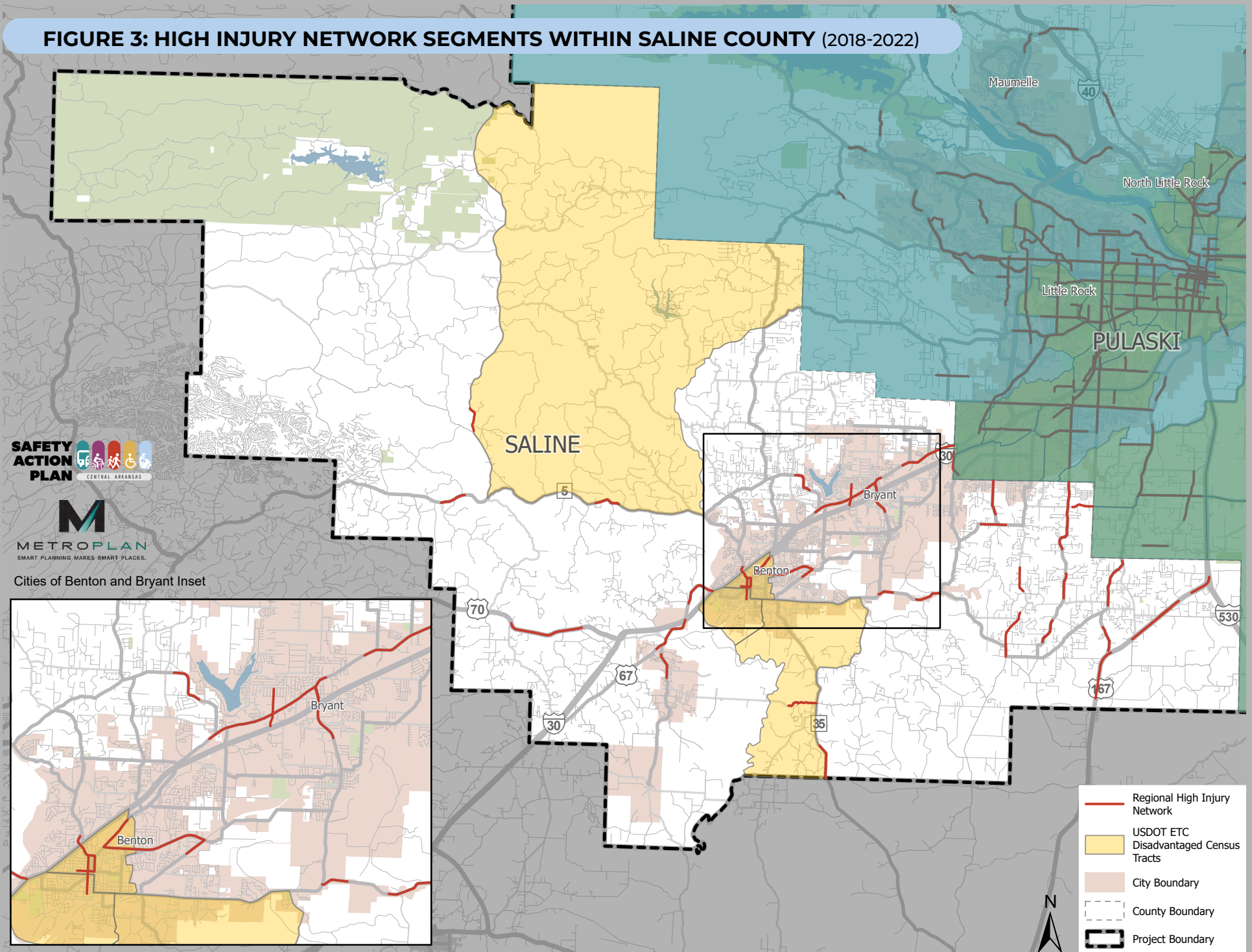
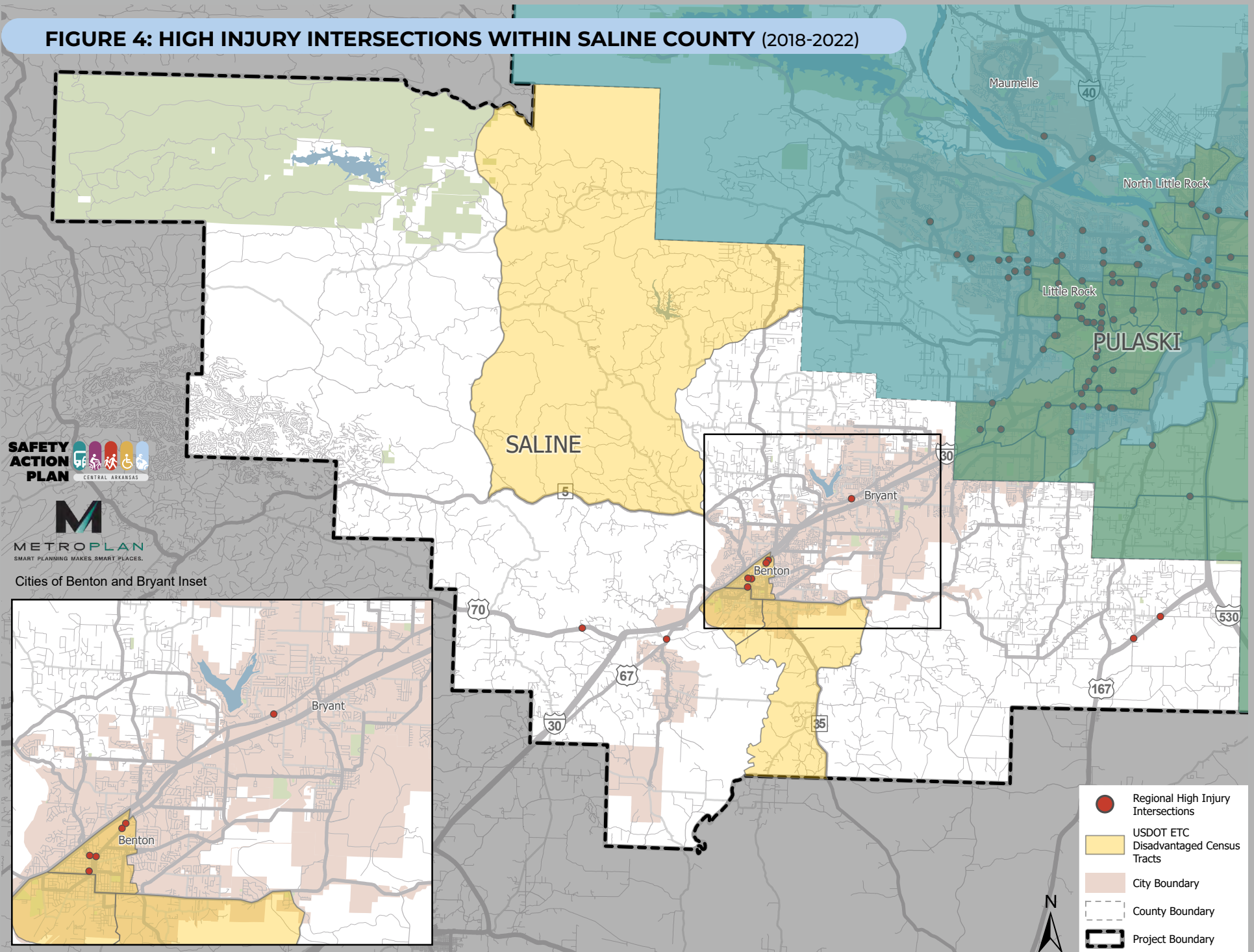


FIGURE 4: HIGH INJURY INTERSECTIONS WITHIN SALINE COUNTY (2018-2022)







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 Saline County from 2018 through 2022 were overlayed onto the Regional HIN, as shown in **Figure 5** and **Figure 6**. Of the 61 HIN segments within Saline County, 11 segments contained a crash that involved a pedestrian and 4 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)

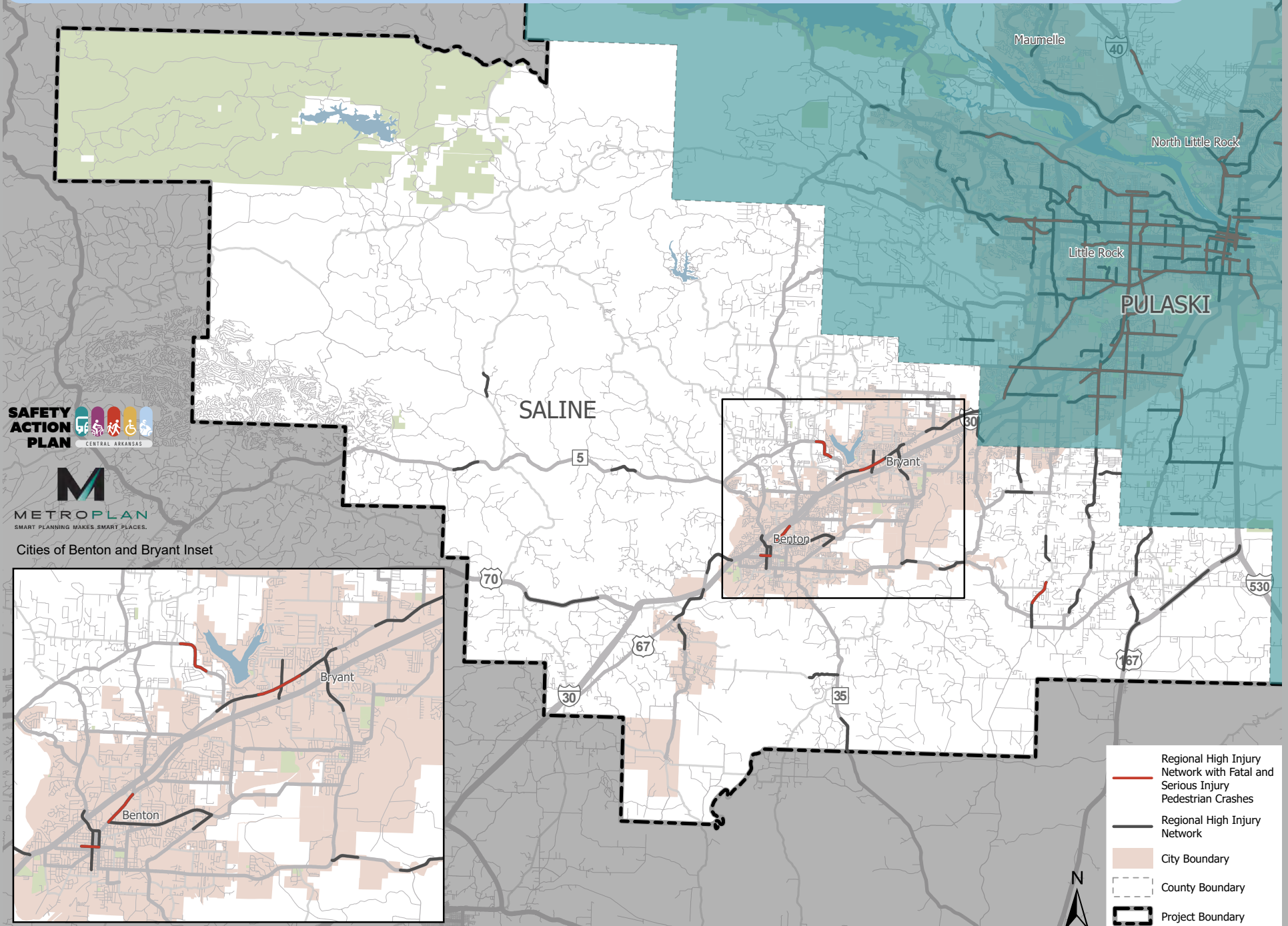
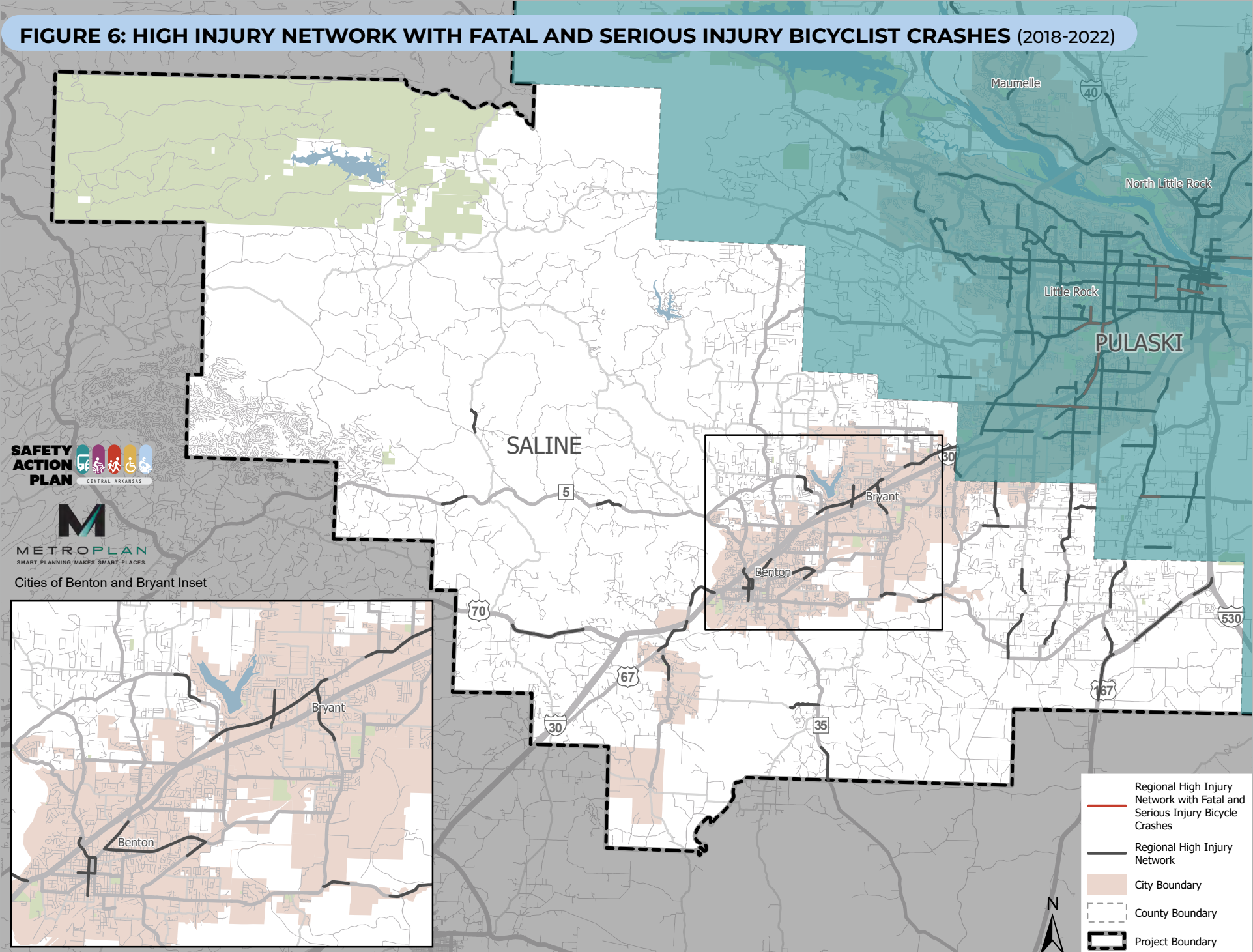


FIGURE 6: HIGH INJURY NETWORK WITH FATAL AND SERIOUS INJURY BICYCLIST CRASHES (2018-2022)



SAFETY ACTION PLAN
CENTRAL ARKANSAS

METROPLAN
SMART PLANNING MAKES SMART PLACES.

Cities of Benton and Bryant Inset

Regional High Injury Network with Fatal and Serious Injury Bicycle Crashes

Regional High Injury Network

City Boundary

County Boundary

Project Boundary

TOP HIGH INJURY NETWORK SEGMENTS AND HIGH INJURY INTERSECTIONS IN EACH CITY WITHIN SALINE 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 Saline County that had a segment on the HIN. **Table 3** includes the top High Injury Intersection in each city within Saline County that had an intersection considered to be a High Injury Intersection. The top segment or intersection in unincorporated Saline 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: Saline 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
Saline County							
W Carpenter St/N East St (SH 35)	Kenwood Rd to E Sevier St	Benton	State Route	Yes	57.5	307	8
Military Rd	Old Congo Rd to Alcoa Rd	Benton	Local Road	Yes	55.5	338	7
SH 5	Whiteway Dr to Private Logging Rd	NA	State Route	No	44.0	13	3
Friendship Rd	Friendship Rd to SH 35	NA	Local Road	No	41.0	3	1
N Reynolds Rd (SH 183)	Commerce St to Brown Ln	Bryant	State Route	No	24.5	454	4
Sardis Rd	Mount Olive Rd to Alexander Rd	Bauxite	Local Road	No	19.0	18	3
US 67	Rose Ln to Harmony Village Dr	Haskell	State Route	No	17.0	96	3
Vimy Ridge Rd	County Line Rd to Loganberry Dr	Shannon Hills	Local Road	No	9.5	9	2

Table 3: Saline 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
Saline County						
N Market St and W Carpenter St (SH 35)	Benton	Both	No	50.0	36	4
Springhill Rd and SH 5	Bryant	Both	No	23.5	97	3
US 167 (NB & SB) and Woodson Lateral Rd	NA	Both	No	13.5	27	3

3 LOCATION-SPECIFIC PROJECTS

Location-specific projects were developed for the Saline 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 Saline County and the highest scoring HIN segment in unincorporated Saline 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: Saline 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
Saline County								
Carpenter St/East St	Kenwood Rd to North St	0	8	Yes	Benton	State Route	Yes*	HIN Score
Military Rd	Old Congo Rd to Alcoa Blvd	2	5	Yes	Benton	Local Road	Yes*	HIN Score
Bryant Pkwy	Raymar Rd to Shobe Rd	0	0	No	Bryant	Local Road	No	City Recommendation
SH 5	Whiteway Dr to Private Logging Rd	2	1	Yes	NA	State Route	No	HIN Score
SH 183	Harp Dr to Tom Rd	0	3	No	Bauxite	State Route	No	City Recommendation
US 67	Rose Ln to Harmony Village Dr	0	3	Yes	Haskell	State Route	No	HIN Score
Vimy Ridge Rd	County Line Rd to Loganberry Dr	0	2	Yes	Shannon Hills	Local Road	No	HIN Score
Military Rd & SH 5	Intersection Only	0	1	No	Benton	State Route	No	City Recommendation

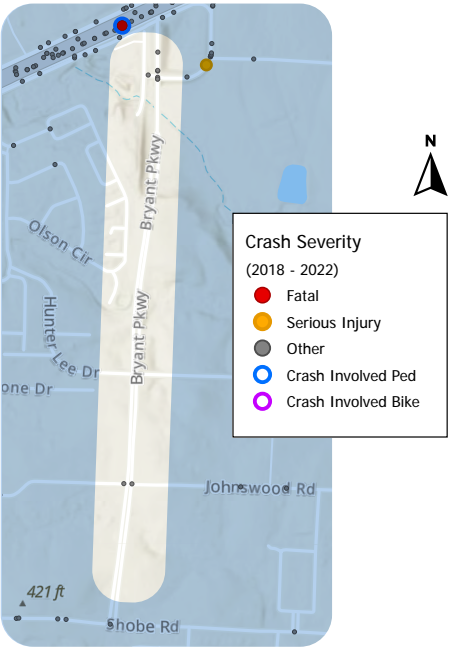
*Additional detail and maps for these location specific projects can be found in the Central Arkansas Safety Action Plan.

Roadway **BRYANT PARKWAY**

Segment: Raymar Rd to Shobe Rd
Jurisdiction: City of Bryant

Countermeasure
Vehicular Countermeasures
Add Advance Warning Signage
Safety Lighting

Crash Severity				Total for All Crash Severities
	Fatal	Serious Injury	Minor Injury	
Count Within Project Area	0	0	0	8

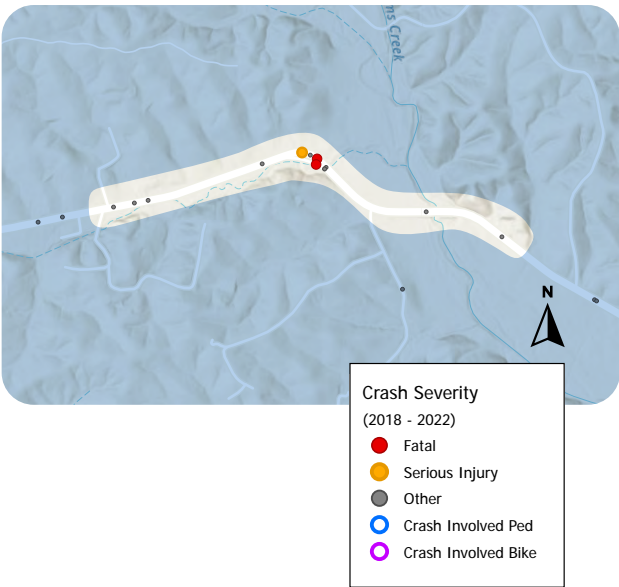


Roadway **SH 5**

Segment: Whiteway Dr to Private Logging Rd
Jurisdiction: Saline County

Countermeasure
Vehicular Countermeasures
Add Advance Warning Signage
Safety Lighting
Enhanced Curve Delineation
Median Longitudinal Rumble Strips

Crash Severity				Total for All Crash Severities
	Fatal	Serious Injury	Minor Injury	
Count Within Project Area	2	1	3	13

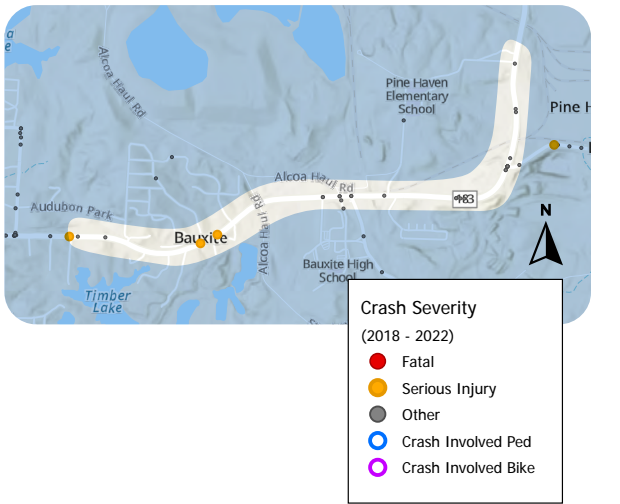


Roadway **SH 183**

Segment: Harp Dr to Tom Rd
Jurisdiction: City of Bauxite

Countermeasure
Vulnerable Road User
High Visibility Crosswalk Pavement Markings
Vehicular Countermeasures
Add Shoulder
Add Advance Warning Signage
Enhanced Curve Delineation
Install Right Turn Lane (Entrance to Bauxite High School)
Conduct Speed Study
Longitudinal Rumble Strips
Safety Lighting




Crash Severity				Total for All Crash Severities
	Fatal	Serious Injury	Minor Injury	
Count Within Project Area	0	3	4	28

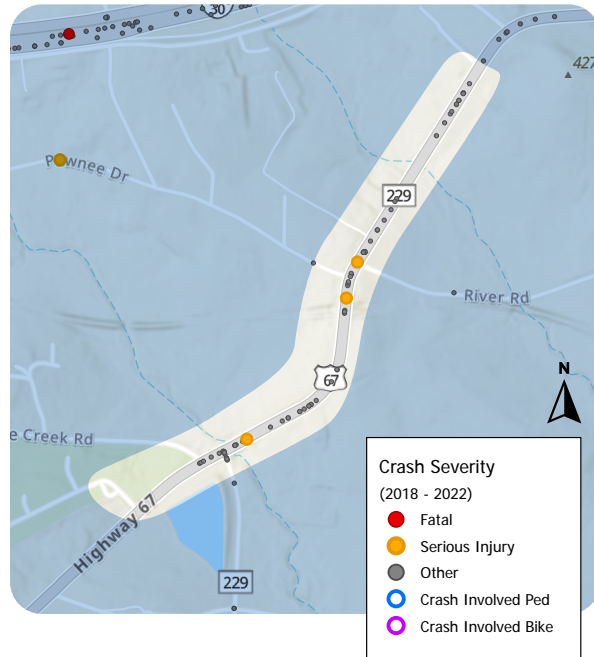


Roadway US 67

Segment: Rose Ln to Harmony Village Dr
Jurisdiction: City of Haskell

Countermeasure
Vehicular Countermeasures
Add/Improve Pavement Markings
Safety Lighting
Add Advance Warning Signage
Retroreflective Backplates
Enhanced Curve Delineation
Conduct Speed Study




Crash Severity				Total for All Crash Severities
Count Within Project Area	0	3	7	96

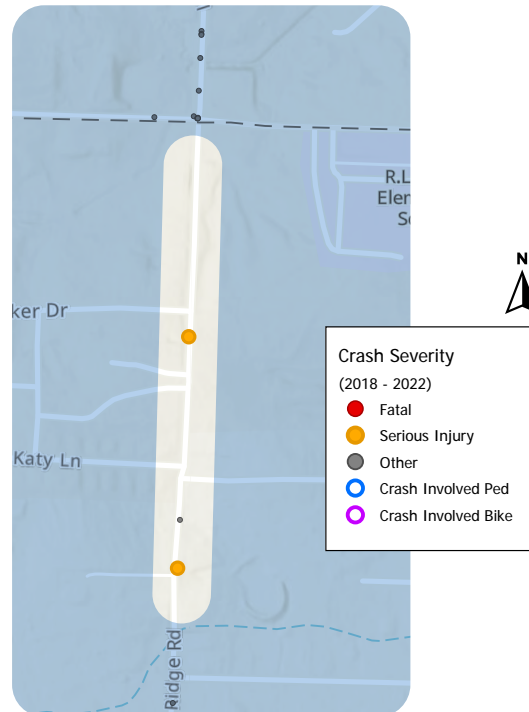


Roadway VIMY RIDGE ROAD

Segment: County Line Rd to Loganberry Dr
Jurisdiction: City of Shannon Hills

Countermeasure
Vehicular Countermeasures
Add/Improve Pavement Markings
Safety Lighting
Add Advance Warning Signage
Add Shoulders




Crash Severity				Total for All Crash Severities
Count Within Project Area	0	2	1	9

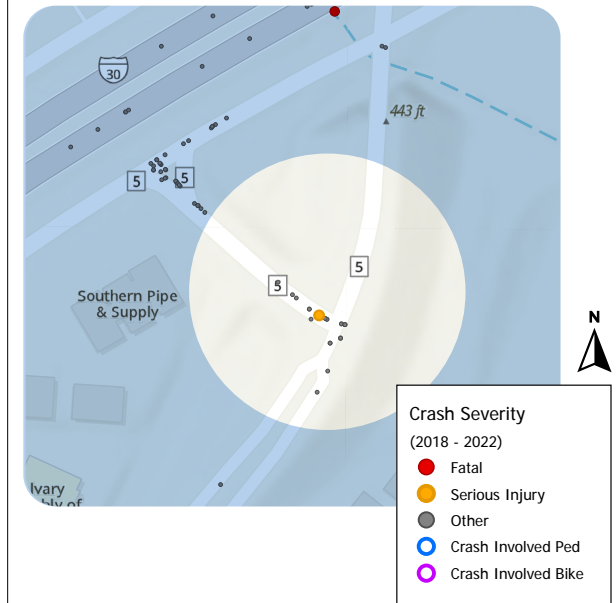


Roadway MILITARY ROAD & SH 5

Segment: Military Rd & SH 5
Jurisdiction: City of Benton

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

Crash Severity				Total for All Crash Severities
Count Within Project Area	0	1	1	25





SAFETY ACTION PLAN



Our Goal:

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

