

**Executive Committee for Highway Safety**  
**Meeting Minutes; Mtg. #16**  
**April 24, 2007**

**Location:**

Chief Engineer's Conference Room, Beryl Drive @ 9:30 a.m.

**Committee Members in Attendance:**

Susan Coward	Bob Andrews	Debbie Barbour	Roberto Canales
Doug Galyon	Herb Garrison	David Harkey	Terry Hopkins
Terry Hopkins	Bill Rosser	John Sullivan	Steve Varnedoe
Chief Yaniero			

**Guests in Attendance:**

Lt. Col. Johnson	Cpt. Gray	John Stokes	Tom Crosby	Brain Purvis
Brad Hibbs	Don Voekler	Christian Brill	Chris Hartley	Jane Stutts
Don Nail	Joe Geigle	Tom Norman	Cliff Braam	

**Scribe:**

Cliff Braam

**Minutes:**

- The meeting began at approximately 9:40 a.m.

**Task I – Welcome**

Susan welcomed and thanked everyone for coming.

**Task II – Fatal Trends Update**

The number of fatal crashes and fatal injuries have increased this year as compared to last year. However, the trend lines are still flat since 2002. The 2006 numbers are estimates based upon the reported crashes in the Crash Database. **These numbers will change**, however, this is the best information that we have at this time. The trend lines continue to be flat (due to increasing vehicle miles traveled), however, we need to be driving the numbers and the trend lines down.

**Task III – TACT: Ticketing Aggressive Cars and Truck**

Captain Gray of the State Highway Patrol gave a brief overview of the TACT program that the patrol is getting ready to implement. This will be an 18 month project/pilot program that will be funded with 100% federal monies. North Carolina will be only the second state in the nation to implement this program whose focus will be to enforce motor vehicle laws in and around the vicinity of heavy trucks/commercial motor vehicles (CMV) with an overall goal of changing

driver's behaviors (both passenger vehicles and CMV). The UNC Highway Safety Research Center will be performing an evaluation of the program.

For more information on the program, contact Captain Gray at (919) 715-8683.

## **Task IV – ECHS Process & Strategy Implementation**

There has been discussions among the working groups and Committee members as well concerning how the Committee should be moving forward with development and implementation of strategies. Many of the strategies that are now coming from the working groups require legislation that is beyond the means of the Executive Committee to make happen due to the many cabinet member agencies represented on the Committee and the nature of the required legislation.

John Sullivan stated that the intent of SAFETEA-LU's Highway Safety Improvement Program is to create collaborative approaches to reduce the number of crashes and fatalities. The work performed under the direction of the Executive Committee for Highway Safety has been outstanding and has led to North Carolina being considered one of the national leaders in the development of a comprehensive highway safety plan. Many great initiatives have been developed and some implemented. The result, as Kevin Lacy has discussed, is the change in the rate of fatalities. The rate has flattened or stabilized instead of increasing, which is a great accomplishment. However, John believes that the committee needs to try another approach to reduce the rate. The committee has created multi-disciplined work groups as a means to identify and solve safety problems. However, as a result, the safety solutions to individual safety issues are now "stove-piped." John believes there is an opportunity and need to take all the expertise, initiatives and solutions of each work group and apply them more collectively to high crash corridors. John made the suggestion that the Committee look at safety issues from a tiered approach, much like the DOT is now doing for its strategic highway safety corridors. Under this approach, representatives of each work group could work together to apply a comprehensive set of appropriate solutions to identified high crash corridors within each tier of the State highway system. Brad Hibbs gave the Committee a brief overview of how this may be accomplished and how a special task force could devise a rating system to indicate the level of safety on select corridors.

It was discussed that safety corridors would need to be identified on all tiers along with specific safety issues. There was a lot of discussion about taking this new approach, but no immediate details were developed.

***Roberto Canales made the motion to look further into and develop this approach. The motion was seconded by Kevin Lacy.***

This new endeavor will require the assistance of all Committee members along with help from the various working groups. Those who would like to volunteer assistance should contact Terry Hopkins.

There was no definitive answer on what approach the working groups should be taking at this time. There will be discussions concerning this in the weeks to come and the working group chairs will be notified.

**Task V – Next Meeting Date**

**July 24, 2007; 9:30 – 11:30; Chief Engineer’s Conference Room**

The meeting was adjourned at 11:55 a.m.