

Executive Committee for Highway Safety

Meeting Minutes

September 9, 2010

Location:

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

Committee Members in Attendance:

Susan Coward	Kimberly Overton
Bob Andrews	Stan Polanis
Debbie Barbour	Michael Robertson
Herb Garrison	John Sullivan
Terry Gibson	Ted Vaden
Lt. Colonel Gilchrist	David Weinstein
Kevin Lacy	Jim Westmoreland
Bob Lisson	Mike Yaniero
Jon Nance	

Guests in Attendance:

Brian Mayhew Brad Hibbs

Scribe:

Cliff Braam

Task I – Call To Order

Susan welcomed and thanked everyone for coming and introduced Bob Lisson who will be serving on the Committee representing Wayne Goodwin, the NC Commissioner of Insurance. Introductions were made.

Task II – GDL Discussion

The next topic on the agenda was to discuss NC's Graduated Driver's License program. This topic was shelved to allow additional time for the individual report outs.

Task III – Update on Assignments

1. Low Cost Safety Improvements – Stan Polanis

Stan gave a presentation of the low cost safety improvement program that Winston-Salem has been implementing for a number of years and made the recommendation to the Committee that a way be found to expand a program of similar nature to other municipalities across the state.

Susan made a motion to move forward with developing a low cost safety improvement program that could be marketed to other municipalities across the state. The motion was seconded by Mike Robertson.

2. Older Driver – David Weinstein

David mentioned that the general population is aging and that we will be seeing an increase in the number of older adults and therefore a likely increase in the number of older drivers involved in crashes; especially given the fact the baby boomers are beginning to age out. There are several problems that can contribute to older drivers and their ability to operate a motor vehicle:

- a. Health Issues
 - i. Alzheimer's Disease
 - ii. Eye Problems
 - iii. Arthritis
 - iv. Slow reaction times
- b. Vehicle Issues
 - i. Oversized vehicles
 - ii. Visibility problems
 - iii. Seat adjustment
 - iv. Unfamiliarity with dash design
- c. Roadway Design and Signage Issues

He recommended the following considerations:

- d. DMV Training – help to identify older drivers that may pose a risk
- e. Analyze Crash Data – to determine where older drivers are over represented in crashes (this is already being done by the Traffic Safety Unit in coordination with the Older Driver working group)
- f. Physician Involvement – assist in identifying older drivers that may have medical issues that could put them at risk while driving
- g. Law Enforcement Training – Help law enforcement recognize at-risk older drivers

3. Feature Stories – Ted Vaden

Ted suggested that the Committee produce a monthly feature story to help bring the topic of highway safety to the public and keep them aware of the importance of this issue. He handed out a list of potential story ideas (see attached) and asked the Committee members to submit additional ideas they may have to him. Ted also mentioned the possibility of using social media and video press releases.

4. Highway Safety Manual – Kevin Lacy

Kevin stated that this is a very detailed and data intensive program that NCDOT is adopting and implementing. The cost of the manuals are expensive (\$300 each) and DOT has only purchased a select number of copies.

A suggestion was made to compile a list of where hard copies are available for viewing.

5. Safety Belts – David Weinstein, Cliff Braam

David mentioned that safety belt usage is at its highest point of 89.9% and that we need to continue to move forward in raising this number as well as strengthening our back seat belt laws and increasing the penalties for non-compliance for all belt use.

David also mentioned a pilot program that is currently underway in Robeson County called Trauma Nurses Talk Tough (TNNT). The goal of this program is to teach the importance of belt use and child restraint. If someone gets a belt violation ticket, they have the option of either paying the fine and cost of court (\$135) or paying \$20 to attend the TNNT program and getting the ticket dismissed. This option is only available one time and during the first three weeks of the program, over 1,200 people have attended.

Cliff presented the Committee with updated crash data (see attached) that shows overall, 43% of our fatalities are still unbelted (41% of front seat and 58% of rear seat). The Unintentional Death Subcommittee of the legislative Child Fatality Task Force (CFTF) has asked for updated data on unbelted occupants that are fatally injured, especially those under the age of 18. This group was very instrumental in getting the back seat belt law introduced and passed and is now potentially interested in strengthening the law.

Cliff asked that the Committee review the resolution (see attached) for strengthening NC's belt law that was supported last year and asked the Committee for its support of the revised (data only) resolution so that this could be presented to the CFTF. The Committee approved the resolution and Susan will seek the Secretary's signature on this.

6. Safety Edge – John Sullivan

John talked about the safety edge and the FHWA's stance on wanting state DOT's to adopt this as a standard practice for paving and resurfacing projects. See attached handout for more information.

7. Driver Education - Lt. Colonel Gilchrist, Bob Lisson

Lt. Colonel stated that the number of teen fatalities that the Patrol has investigated is down by about 38% so far this year. He said that the Patrol has developed a Driver Education "Wish List" and shared components of it with the Committee.

Bob informed the Committee that digital media students at Wake Tech have created (earlier this year) their own versions of "teen driver" websites, using content material provided by NCDOI, NCDOT, NCDPI, and the Highway Patrol. This stems from a 2-3 year collaborative effort/discussion between these agencies. It is envisioned this type of website could be utilized as a statewide "hub" for all sorts of information related to the topic of young driver safety (licensing, insurance, safety, etc.). Video/audio could certainly be used as well. Intent has been to target teens and young drivers, but to also keep parents, educators, and others in mind. From a driver safety standpoint, some believe that some young people (or older people, for that matter) are more motivated by the financial consequences of driving poorly (fines, higher premiums, etc.) than by other factors. As such, driving home the insurance is important.

NCDOI is looking for an agency (such as NCDOT, Governor's Highway Safety Program, Etc.) to host and publicize the website, though keeping it updated will have to be a team effort.

Wake Tech has asked to ensure that there cannot be any unauthorized use of these websites. As such, please note that Bob is sharing them with the Committee for review purposes only.

Website designs can be viewed at <http://cet.waketech.edu/D4LSpring2010.html>. The "Gonzalez" site was designed by the same Wake Tech student who had previously created the artwork/logo that you see on all the sites. For the time being, the domain name "NCDrive4Life", has been registered, but it is available for discussion.

8. Administrative Handling of Minor Citations – Kevin Lacy

This is a bill that will be getting introduced and is intended to handle minor citations in an administrative manner instead of tying up valuable court resources. Kevin has asked

everyone to review and share with others as appropriate, the proposed legislation (see attached) and provide comments back to him.

9. First Offense Ignition Interlock – Mike Robertson

This effort is still in progress and there is a lot more work left to be done.

10. All Citations on Driving Record – Kevin Lacy

Kevin mentioned that currently, only violations that carry points show up on someone's driving record and that statutory change will be needed to get this revised.

Task VI – Schedule Next Meetings

The dates for the next meeting has been set as follows:

- *January 13, 2011 @ 9:30*

The meeting was adjourned at 11:130 a.m.

Feature Story Ideas for the Executive Committee for Highway Safety

1. “Sending a Message: Don’t Text and Drive”
 - Ashley Davis, a 16-year-old high school student in Asheville, was killed a few months ago when her BMW crossed the center lane and hit a car head on. She wasn't speeding. Her cell phone records indicated she was sending a text message at the same time the crash occurred. Her dad (a single parent and just an average, unassuming mountain fellow) has since become an advocate for not texting while driving. He has filmed some PSAs about the cause and may be working with the Buncombe County School System to get out the message.
2. “Share the Road for Safety”
 - The Triad region saw two fatal accidents involving cyclists at the end of July:
 - Recumbent tricyclist Albert Arnott was killed on July 23 when a truck driver hit him from behind on U.S. 601 north of Mocksville. The 59-year-old Phoenix man was riding back home after already completing a trek from Los Angeles to New York when the crash occurred. While working as a landscaper 20 years ago, Arnott was involved in a traumatic accident that left him largely immobile. The recumbent tricycle gave him the ability to move that his legs no longer could.
 - Donald Sunday was killed on July 23 when a car hit him from behind on Trinity Church Road near U.S. 52 in Stokes County. The man he was riding with that morning, Barry Leonard, was taken to the hospital for treatment of a broken pelvis and rib.
 - The accidents have served as a rallying point for cyclists in the Triad for better driver awareness. Among them is Bruce Hermann, the owner of a shop called Neighborhood Transportation – which specializes in recumbent bikes – and the victim of a serious bike accident.
3. “Move on Over”
 - IMAP drivers provide a great service to the traveling public by helping interstate traffic flow smoothly. They move broken-down cars out of the road or guide traffic around accidents to alleviate congestion. But, this work often puts them in harm’s way, especially when motorists don’t abide by North Carolina’s Move Over law.

In the Charlotte area, several IMAP drivers have experienced close calls.

- David, the second shift supervisor, had just gotten out of his IMAP truck when he saw an out-of-control car speeding towards him. He had just enough time to jump back into the truck and close the door before the car crashed into his truck. David cares for his elderly parents and also has military commitments, so if he had been severely injured, he would’ve had difficulty meeting his obligations.
 - Scott, a first shift IMAP driver, had opened the door of his IMAP and was about to get out of this truck when a tractor trailer slammed into his truck.
- Possible hook – Jen Thompson thinks legislation takes effect Dec. 1 that states IMAP trucks must use red lights instead of amber lights to get drivers’ attention and remind them to move over at least one lane to maintain a safe distance from the IMAP operators.

4. "My Daddy Works Here"
 - NCDOT transportation workers often do their jobs while traffic whizzes by them at high rates of speed. By interviewing a road crew member who's had a "close call" with traffic, we can emphasize the importance of following the laws while going through a work zone. This feature story needs to put a human face on the guy in the orange vest and show he has a family that he wants to come home to at night.
5. "No Need to Speed"
 - Johnston County has seen a significant number of deadly crashes involving teens and speeding. In fact, in 2007, the county led the state in the number of fatal accidents involving teens with 11 crashes. By talking with the families and friends of some of those teens, we can share their stories and move other teens to put the brakes on speeding.
6. "Road Rules: Teaching Safety to Today's Teens"
 - Show how a veteran driver's education teacher helps teens learn the rules of the road and promotes safety.
7. "Sweet 16: Parents and Preparation"
 - Interview parents getting ready to hand the keys over to their 16-year-old. Delve into the lessons they taught their child about driving before allowing him/her to drive without supervision.
 - Follow parents whose child has just gotten his/her learner's permit and show how they are helping the child develop into a safe driver.
8. "Alert and Alive"
 - Far too many times, tired drivers get behind the wheel and cause accidents, because they are sleep deprived. Set up a driving obstacle course that shows the delayed response time and hindered decision-making abilities of a driver who hasn't slept in 12 hours, 15 hours, 20 hours, 24 hours, etc. Using video, we can visually prove the dangerous effects of drowsy driving.

Safety Belt Data

THE PROBLEM

- A 10 year crash analysis shows that on average, **unbelted motorists account for 45%** of our highway fatalities each year. **Rear seat occupants** who are fatally injured have on average a **21% higher safety belt non-compliance rate** than fatally injured front seat occupants.
- Safety belt use rate in N.C. is currently at 89.8%, however, it needs to be understood that this compliance rate is obtained from observational studies monitoring **only** front seat occupants of vehicles.
- Current exemptions for farm and commercial motor vehicles create lower usage rates among these two categories of vehicles.
- Due to inflation and other factors, present fines of \$25 plus court cost for non-compliance with the existing front seat safety belt law and \$10 with no court cost for non-compliance with the existing rear seat safety belt law are not significant enough to encourage compliance with existing safety belt laws.
- Present rear seat belt laws are a secondary offense, meaning that law enforcement can not stop a vehicle only for a rear seat safety belt violation.
- The N.C. vehicle inspection process does not require that a vehicle's safety belts be inspected to ensure that they are present and in working order.

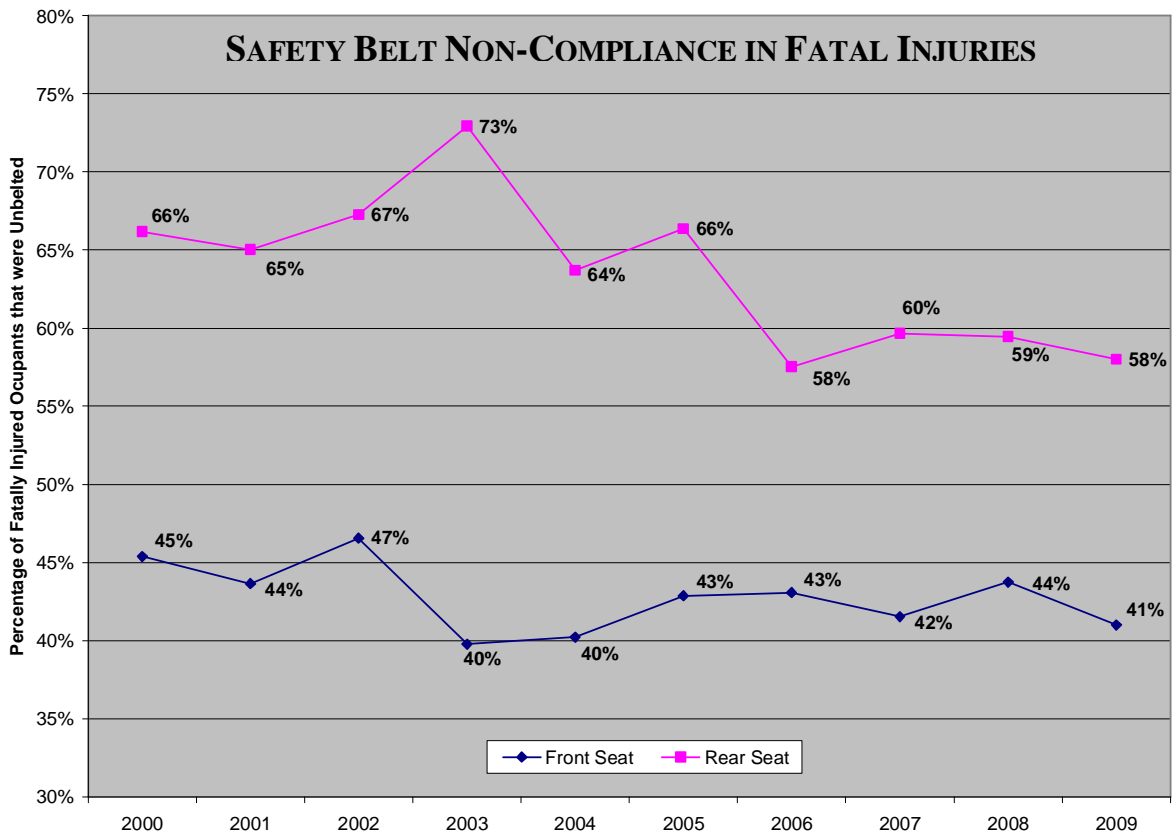
THE SPECIFICS

- 2009 data shows that 1,014 motor vehicle occupants were killed, broken down by:

	<u>Total</u>	<u>Unbelted</u>	<u>% Unbelted</u>
Front Seat Occupants Killed:	916	375	(41%)
Rear Seat Occupants Killed:	98	57	(58%)
Total Vehicle Occupants:	1,014	432	(43%)

- As a whole, safety belt non-compliance continues to be an issue. For the past 10 years, **45%** of motor vehicle occupants who were fatally injured were unbelted.
- As seen in the chart on the back, rear seat belt compliance has not shown a significant decline since the introduction of our rear seat belt law. For the past 10 years, on average, **64%** of rear seat occupants who sustained fatal injuries were unbelted.

SAFETY BELT NON-COMPLIANCE IN FATAL INJURIES



Resolution for Strengthening North Carolina's Safety Belt Law

WHEREAS, crash data analysis for 2009 shows, there were 230,794 reported motor vehicle collisions on North Carolina's highways that resulted in 1,348 persons killed and 109,401 persons injured;

WHEREAS, North Carolina's safety belt use rate is currently at 89.8%;

WHEREAS, unbelted occupants accounted for 432 or 43% of all motor vehicle related fatalities in 2009;

WHEREAS, unbelted rear seat occupants accounted for 58 or 58% of all motor vehicle rear seat related fatalities in 2009;

WHEREAS, studies indicate that a person who is unrestrained is ten (10) times more likely to suffer a Class A or severe injury and twenty (20) times more likely to suffer a fatal injury when compared with people who are belted;

WHEREAS, North Carolina motorists who refuse to fasten their safety belts, have continued to drive up the cost of the crash tax (crash cost per person) to over \$1,200 per person in North Carolina;

WHEREAS, recent legislation requiring rear seat occupants to be belted has had little to no effect on the fatal rate for these occupants;

WHEREAS, North Carolina's pickup truck and van safety belt usage rates lag far behind the overall compliance rates in large because these two vehicle types include vehicles that are licensed as either Farm or Commercial vehicles and are presently are exempt from current safety belt laws; and

WHEREAS, strengthening current North Carolina safety belt laws is consistent with the mission of the Executive Committee for Highway Safety; now, therefore, be it

RESOLVED, that the Executive Committee for Highway Safety unanimously and strongly supports revising North Carolina General Statute §20-135.2A to include: 1) Mandating safety belt usage for **all** vehicles except those exempted by Federal Standards, 2) Making non-compliance a primary offense for all seating positions, 3) Increasing fines for non-compliance from \$25 per violation to \$100 per violation, 4) Assessing one driver's license point to the operator's license for non-compliance, 5) Assessing one insurance point to the operator for non-compliance and 6) Changing the N.C. vehicle inspection process so that all inspected vehicles are checked to ensure that safety belts are present and operational.

Submitted By:

Eugene A. Conti, Jr.
Chair – N.C. Executive Committee for Highway Safety
September 2010



Press Release
March xx, 2010

Contact: xxxxxxxxxx
Telephone: xxx-xxx-xxxx

SRMC LAUNCHES TNTT CLASSES IN COOPERATION WITH LAW ENFORCEMENT

The Southeastern Regional Medical Center (SRMC) will begin presenting Trauma Nurses Talk Tough (TNTT) classes every Tuesday night from 7:00 to 9:00 PM beginning on April 6, 2010. TNTT is a cooperative activity of SRMC and Robeson County law enforcement and adjudication agencies that is designed to convince drivers and passengers to wear their seat belts. "We've teamed with law enforcement, the District Attorney, and the Courts to offer people who get seat belt tickets the opportunity to have their ticket dismissed if they attend TNTT and listen to its safety message" said Susan Phelps, RN, SRMC's Director of Emergency Services. "We are all confident that exposure to TNTT will make people avoid risky behaviors in cars. This will save lives and reduce serious injuries. We welcome the chance to prevent suffering and save society some money. Prevention is an important part of our job" added Phelps.

TNTT was started in Portland, Oregon by Joanne Fairchild, RN, a trauma nurse. While staffing air ambulances rushing to victims of car crashes, Joanne recognized the need to prevent the horrible injuries that are so devastating to the victim and the victim's family and cost society billions of dollars each year. By "telling it like it is," TNTT teaches people the importance of using seat belts and child restraints, driving at a safe speed, and driving sober. It changes attitudes concerning safety, and that benefits everyone. SRMC is fortunate that Joanne Fairchild is available to assist in getting the program started here by training local emergency room nurses and helping teach the April 6 and April 13 classes.

One of the motivations for starting TNTT at SRMC is the low seat belt use rate in Robeson County. While belt use in North Carolina as a whole is almost 90%, only about 70% of those in Robeson County buckle up. Repeated *Click It or Ticket* mobilizations and thousands of annual seat belt tickets have not helped. That is why the North Carolina Governor's Highway Safety Office suggested Robeson County to the National Highway Traffic Safety Administration for a long-term evaluation of TNTT and why the County agencies concerned with public safety and health enthusiastically agreed.

The TNTT program is simple. Law enforcement agencies throughout the County will continue to strictly enforce the North Carolina seat belt law by writing tickets to drivers and front seat passengers who are not properly buckled. These tickets can cost up to \$126 in fines and court costs and go on a driver's record. Instead of paying the ticket, a driver can choose to attend TNTT before his or her scheduled court date for a \$20 course fee that SRMC will use to support safety programs such as child safety seat distribution. If the driver successfully completes the

two-hour course, he or she will receive a *Certificate of Completion*. This certificate can be taken to the District Attorney's Office on the second floor of the Robeson County Courthouse at 500 North Elm Street in Lumberton along with the seat belt citation, and the citation will be dismissed. Drivers can only do this once. If they get another seat belt ticket, it will have to be paid.

* * * * *

A press briefing will be held at SRMC at 6:30 PM on Tuesday, April 6 in Community Classroom 1 to answer questions about TNTT. The press is then invited to sit in on the initial Robeson County TNTT class and meet representatives from SRMC and the other participating agencies.

1 A BILL TO BE ENTITLED
2 AN ACT TO AUTHORIZE COMPLIANCE ADJUDICATIONS AND PAYMENT OF
3 PARTIAL COURT COSTS IN LIEU OF FINES AND COURT APPEARANCES.

4 The General Assembly of North Carolina enacts:

5 **SECTION 1.** G.S. 7A-304 is amended by adding a new subsection to read:

6 "(f) A person charged for any of the offenses set forth in this subsection may, in
7 lieu of the payment of fines or the making of court appearances, elect to provide proof
8 of compliance to the district attorney prior to or on the scheduled court appearance date,
9 and the district attorney may in turn agree to administrative adjudicate the case in exchange
10 for the person's signed waiver of appearance and payment of court costs in the sum of
11 fifty dollars (\$50.00). Court costs assessed under this subsection are for the support of
12 the General Court of Justice and shall be remitted to the State Treasurer.

13 Compliance dismissals authorized by this subsection may be obtained only for the
14 following offenses:

- 15 (1) No operator's license, in violation of G.S. 20-7(a).
- 16 (2) Driving while license revoked, not alcohol-related, in violation of
17 G.S. 20-28.
- 18 (3) Registration violations under G.S. 20-111(1) through (3).
- 19 (4) Failure to notify the Division of Motor Vehicles of change of address
20 in violation of G.S. 20-7.1.
- 21 (5) Expired license, in violation of G.S. 20-7.
- 22 (6) Unsafe tires, in violation of G.S. 20-122.1.
- 23 (7) Inspection violations under G.S. 20-183.2.
- 24 (8) No registration card, in violation of G.S. 20-111.
- 25 (9) Failure to comply with license restrictions, in violation of
26 G.S. 20-179.3.
- 27 (10) Failure to obtain commercial drivers license, in violation of
28 G.S. 20-37.12.
- 29 (11) Allowing unlicensed person to drive, in violation of G.S. 20-32.
- 30 (12) Failure to notify the Division of Motor Vehicles of change of 31
address registration, in violation of G.S. 20-67.
- 31 (13) Rearview mirror violations under G.S. 20-117.1(a).
- 32 (14) Safety equipment violations under G.S. 20-123.2, 20-124, 20-125,
33 20-125.1, 20-126, 20-127, 20-128, 20-128.1, 20-129, and 20-129.1.
- 34 (15) Child restraint violations under G.S. 20-137.1.
- 35 (16) Motorcycle and moped helmet violations under G.S. 20-140.4(2).
- 36 (17) Any violation arising from a vehicular accident or collision in which ~~37~~
a citation is issued, but which in the interests of justice the State
38 elects to accept a compliance dismissal rather than prosecute.

39 For purposes of this section, "compliance" means proof satisfactory to the district
40 attorney that the person has corrected the violation and is therefore in compliance with
41 the applicable statute. However, a compliance dismissal shall not be valid in any case in
42 which the person's compliance, if presented to the court, would qualify for a statutory
43 defense to the charge, such as those defenses contained in G.S. 20-35(c), 20-122.1(b),
44 20-127(e), 20-133(b), and 20-137.1(c)."

45 **SECTION 2.** This act becomes effective July 1, 2006, and applies to
46 dismissals granted on and after that date.

§ 20-16. Authority of Division to suspend license.

(a) The Division shall have authority to suspend the license of any operator with or without a preliminary hearing upon a showing by its records or other satisfactory evidence that the licensee:

- (1) through (4) Repealed by Session Laws 1979, c. 36;
- (5) Has, under the provisions of subsection (c) of this section, within a three-year period, accumulated 12 or more points, or eight or more points in the three-year period immediately following the reinstatement of a license which has been suspended or revoked because of a conviction for one or more traffic offenses;
- (6) Has made or permitted an unlawful or fraudulent use of such license or a learner's permit, or has displayed or represented as his own, a license or learner's permit not issued to him;
- (7) Has committed an offense in another state, which if committed in this State would be grounds for suspension or revocation;
- (8) Has been convicted of illegal transportation of alcoholic beverages;
- (8a) Has been convicted of impaired instruction under G.S. 20-12.1;
- (8b) Has violated on a military installation a regulation of that installation prohibiting conduct substantially similar to conduct that constitutes impaired driving under G.S. 20-138.1 and, as a result of that violation, has had his privilege to drive on that installation revoked or suspended after an administrative hearing authorized by the commanding officer of the installation and that commanding officer has general court martial jurisdiction;
- (9) Has, within a period of 12 months, been convicted of (i) two or more charges of speeding in excess of 55 and not more than 80 miles per hour, (ii) one or more charges of reckless driving and one or more charges of speeding in excess of 55 and not more than 80 miles per hour, or (iii) one or more charges of aggressive driving and one or more charges of speeding in excess of 55 and not more than 80 miles per hour;
- (10) Has been convicted of operating a motor vehicle at a speed in excess of 75 miles per hour on a public road or highway where the maximum speed is less than 70 miles per hour;
- (10.a) Has been convicted of operating a motor vehicle at a speed in excess of 80 miles per hour on a public highway where the maximum speed is 70 miles per hour; or
- (11) Has been sentenced by a court of record and all or a part of the sentence has been suspended and a condition of suspension of the sentence is that the operator not operate a motor vehicle for a period of time.

However, if the Division revokes without a preliminary hearing and the person whose license is being revoked requests a hearing before the effective date of the revocation, the licensee retains his license unless it is revoked under some other provision of the law, until the hearing is held, the person withdraws his request, or he fails to appear at a scheduled hearing.

(b) Pending an appeal from a conviction of any violation of the motor vehicle laws of this State, no driver's license shall be suspended by the Division of Motor Vehicles because of such conviction or because of evidence of the commission of the offense for which the conviction has been had.

(c) The Division shall maintain a record of convictions of every person licensed or required to be licensed under the provisions of this Article as an operator and shall enter therein records of all convictions of such persons for any violation of the motor vehicle laws of this State and shall assign to the record of such person, as of the date of commission of the offense, a number of points for every such conviction in accordance with the following schedule of convictions and points, except that points shall not be assessed for convictions resulting in suspensions or revocations under other provisions of laws: Further, any points heretofore charged for violation of the motor vehicle inspection laws shall not be considered by the Division of Motor Vehicles as a basis for suspension or revocation of driver's license:

Schedule of Point Values

Passing stopped school bus.....	5
Aggressive driving.....	5
Reckless driving.....	4
Hit and run, property damage only.....	4

Following too close.....	4
Driving on wrong side of road.....	4
Illegal passing.....	4
Failure to yield right-of-way to pedestrian pursuant to G.S. 20-158(b)(2)b.	4
Failure to yield right-of-way to bicycle, motor scooter, or motorcycle.....	4
Running through stop sign.....	3
Speeding in excess of 55 miles per hour.....	3
Failing to yield right-of-way.....	3
Running through red light.....	3
No driver's license or license expired more than one year.....	3
Failure to stop for siren.....	3
Driving through safety zone.....	3
No liability insurance.....	3
Failure to report accident where such report is required.....	3
Speeding in a school zone in excess of the posted school zone speed limit.....	3
Failure to properly restrain a child in a restraint or seat belt.....	2
All other moving violations.....	2
Littering pursuant to G.S. 14-399 when the littering involves the use of a motor vehicle.....	1

Schedule of Point Values for Violations While Operating a Commercial Motor Vehicle

Passing stopped school bus.....	8
Rail-highway crossing violation.....	6
Careless and reckless driving in violation of G.S. 20-140 (f).....	6
Speeding in violation of G.S. 20-141(j3).....	6
Aggressive driving.....	6
Reckless driving.....	5
Hit and run, property damage only.....	5
Following too close.....	5
Driving on wrong side of road.....	5
Illegal passing.....	5
Failure to yield right-of-way to pedestrian pursuant to G.S. 20-158(b)(2)b.....	5
Failure to yield right-of-way to bicycle, motor scooter, or motorcycle.....	5
Running through stop sign.....	4
Speeding in excess of 55 miles per hour.....	4
Failing to yield right-of-way.....	4
Running through red light.....	4
No driver's license or license expired more than one year.....	4
Failure to stop for siren.....	4
Driving through safety zone.....	4
No liability insurance.....	4
Failure to report accident where such report is required.....	4
Speeding in a school zone in excess of the posted school	

zone speed limit.....	4
Possessing alcoholic beverages in the passenger area of a commercial motor vehicle.....	4
All other moving violations.....	3
Littering pursuant to G.S. 14-399 when the littering involves the use of a motor vehicle.....	1

The above provisions of this subsection shall only apply to violations and convictions which take place within the State of North Carolina. The Schedule of Point Values for Violations While Operating a Commercial Motor Vehicle shall not apply to any commercial motor vehicle known as an "aerial lift truck" having a hydraulic arm and bucket station, and to any commercial motor vehicle known as a "line truck" having a hydraulic lift for cable, if the vehicle is owned, operated by or under contract to a public utility, electric or telephone membership corporation or municipality and used in connection with installation, restoration or maintenance of utility services.

No points shall be assessed for conviction of the following offenses:

- Overloads
- Over length
- Over width
- Over height
- Illegal parking
- Carrying concealed weapon
- Improper plates
- Improper registration
- Improper muffler
- Improper display of license plates or dealers' tags
- Unlawful display of emblems and insignia
- Failure to display current inspection certificate.

In case of the conviction of a licensee of two or more traffic offenses committed on a single occasion, such licensee shall be assessed points for one offense only and if the offenses involved have a different point value, such licensee shall be assessed for the offense having the greater point value.

Upon the restoration of the license or driving privilege of such person whose license or driving privilege has been suspended or revoked because of conviction for a traffic offense, any points that might previously have been accumulated in the driver's record shall be cancelled.

Whenever any licensee accumulates as many as seven points or accumulates as many as four points during a three-year period immediately following reinstatement of his license after a period of suspension or revocation, the Division may request the licensee to attend a conference regarding such licensee's driving record. The Division may also afford any licensee who has accumulated as many as seven points or any licensee who has accumulated as many as four points within a three-year period immediately following reinstatement of his license after a period of suspension or revocation an opportunity to attend a driver improvement clinic operated by the Division and, upon the successful completion of the course taken at the clinic, three points shall be deducted from the licensee's conviction record; provided, that only one deduction of points shall be made on behalf of any licensee within any five-year period.

When a license is suspended under the point system provided for herein, the first such suspension shall be for not more than 60 days; the second such suspension shall not exceed six months and any subsequent suspension shall not exceed one year.

Whenever the driver's license of any person is subject to suspension under this subsection and at the same time also subject to suspension or revocation under other provisions of laws, such suspensions or revocations shall run concurrently.

In the discretion of the Division, a period of probation not to exceed one year may be substituted for suspension or for any unexpired period of suspension under subsections (a)(1) through (a)(10a) of this section. Any violation of probation during the probation period shall result in a suspension for the unexpired remainder of the suspension period. Any accumulation of three or more points under this subsection during a period of probation shall constitute a violation of the condition of probation.

(d) Upon suspending the license of any person as authorized in this section, the Division shall immediately notify the licensee in writing and upon his request shall afford him an opportunity for a hearing, not to exceed 60 days after receipt of the request, unless a preliminary hearing was held before his license was suspended. Upon such hearing the duly authorized agents of the Division may administer oaths and may issue subpoenas for the attendance of witnesses and the production of relevant books and papers and may require a reexamination of the licensee. Upon such hearing the Division shall either rescind its order of suspension, or good cause appearing therefor, may extend the suspension of such license. Provided further upon such hearing, preliminary or otherwise, involving subsections (a)(1) through (a)(10a) of this section, the Division may for good cause appearing in its discretion substitute a period of probation not to exceed one year for the suspension or for any unexpired period of suspension. Probation shall mean any written agreement between the suspended driver and a duly authorized representative of the Division and such period of probation shall not exceed one year, and any violation of the probation agreement during the probation period shall result in a suspension for the unexpired remainder of the suspension period. The authorized agents of the Division shall have the same powers in connection with a preliminary hearing prior to suspension as this subsection provided in connection with hearings held after suspension. These agents shall also have the authority to take possession of a surrendered license on behalf of the Division if the suspension is upheld and the licensee requests that the suspension begin immediately.

(e) The Division may conduct driver improvement clinics for the benefit of those who have been convicted of one or more violations of this Chapter. Each driver attending a driver improvement clinic shall pay a fee of fifty dollars (\$50.00).

(e1) Notwithstanding any other provision of this Chapter, if the Division suspends the license of an operator pursuant to subdivisions (a)(9), (a)(10), or (a)(10a) of this section, upon the first suspension only, a district court judge may allow the licensee a limited driving privilege or license for a period not to exceed 12 months, provided he has not been convicted of any other motor vehicle moving violation within the previous 12 months. The limited driving privilege shall be issued in the same manner and under the terms and conditions prescribed in G.S. 20-16.1(b)(1), (2), (3), (4), and (5).

(e2) If the Division revokes a person's drivers license pursuant to G.S. 20-17(a)(16), a judge may allow the licensee a limited driving privilege for a period not to exceed the period of revocation. The limited driving privilege shall be issued in the same manner and under the terms and conditions prescribed in G.S. 20-16.1(b)(1), (2), (3), (4), (5), and (g). (1935, c. 52, s. 11; 1947, c. 893, ss. 1, 2; c. 1067, s. 13; 1949, c. 373, ss. 1, 2; c. 1032, s. 2; 1953, c. 450; 1955, c. 1152, s. 15; c. 1187, ss. 9-12; 1957, c. 499, s. 1; 1959, c. 1242, ss. 1-2; 1961, c. 460, ss. 1, 2(a); 1963, c. 1115; 1965, c. 130; 1967, c. 16; 1971, c. 234, ss. 1, 2; c. 793, ss. 1, 2; c. 1198, ss. 1, 2; 1973, c. 17, ss. 1, 2; 1975, c. 716, s. 5; 1977, c. 902, s. 1; 1979, c. 36; c. 667, ss. 18, 41; 1981, c. 412, s. 4; c. 747, ss. 33, 66; 1981 (Reg. Sess., 1982), c. 1256; 1983, c. 435, s. 10; c. 538, ss. 3-5; c. 798; 1983 (Reg. Sess., 1984), c. 1101, s. 4; 1987, c. 744, ss. 1, 2; 1987 (Reg. Sess., 1988), c. 1037, s. 75; 1989, c. 784, s. 9; 1991, c. 682, s. 3; 1999-330, s. 7; 1999-452, s. 10; 2000-109, s. 7(d); 2000-117, s. 2; 2000-155, s. 10; 2001-352, s. 2; 2004-172, s. 3; 2004-193, ss. 2, 3; 2005-276, s. 44.1(d).)

CONVENTIONAL PAVING – VERTICAL EDGE DROPOFF

In the conventional asphalt paving process, about 80% of compaction is achieved by the screed, then a series of rollers is used to provide some additional compaction. However, at the edge of the pavement, the asphalt material is not well compacted and lays somewhat loosely at about a 45° to 60° angle. This loose material typically breaks off over time.

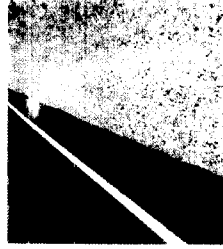
The shoulder material should be brought flush with the top of the pavement, so that drivers are not exposed to a droppoff. Roadways may be open to traffic, with drivers exposed to the new droppoff, immediately following the paving operation. Time frames for temporary and permanent shoulder work varies.

After a few months, the shoulder begins to settle, the edge is exposed, and erosion washes the loose material away. On narrow pavements, or at certain locations such as curves or where drivers pull off for roadside mailboxes, the unpaved shoulder may be further worn down by tires. The loose asphalt at the edge is lost with the shoulder material and the pavement edge becomes nearly vertical, with a rounded top. This vertical edge can cause tire-scrubbing as drivers, in a roadway departure, attempt to steer back onto the pavement, with the potential to lose steering control.

ADVANTAGES: No change or training required

DISADVANTAGES:

- When the road is open to travel prior to shoulder material being brought flush, drivers are exposed to a vertical droppoff and resulting crash potential
- Over the life of the pavement, vertical edges are exposed. Drop-offs often occur over long sections, with greater risk at certain locations where erosion or tire wear are more pronounced.
- Pavement edge is more likely to ravel and break off.



PAVING WITH THE SAFETY EDGE – MOUNTABLE DROPOFF

One change occurs with the Safety Edge – a shoe is attached to the paver to consolidate the edge material into a tight 30° wedge shape as it comes off the screed – A small change with a significant result. Compactive rolling of the rest of the pavement proceeds normally, as no additional compaction is necessary on the Safety Edge. As soon as the lane is open to traffic, vehicles can easily re-enter the roadway on this stable, sloped edge.

As with conventional paving, the shoulder material is brought flush with the top of the pavement before the project is considered complete. In this case drivers are not exposed to a vertical droppoff, even if it takes some time for the agency to complete the shoulder work, because the Safety Edge exists from the time the screed passes.

Shoulder material will settle, erode and wear down by tires, similar to conventionally paved roadways. However, the Safety Edge holds its shape, so there is no lost asphalt material in the process. More importantly, the exposed 30° edge does not induce tire-scrubbing. Drivers who have dropped a tire over this edge are very likely to be able to return to their lane without losing control as they attempt to steer back onto the pavement.

ADVANTAGES:

- No exposed vertical droppoffs makes the pavement edge safer for drivers attempting to steer back onto the pavement at any time following paving.
- Additional costs are low to none, depending on project parameters.
- Pavement edges resist raveling better and may last longer

DISADVANTAGES:

- Requires relatively inexpensive shoe be attached to paving equipment.
- May require small amount depending on the design parameters

