

# **Executive Committee for Highway Safety**

## **Meeting Minutes**

### **September 26, 2012**

#### **Location:**

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

#### **Committee Members in Attendance:**

Bob Andrews	Kevin Lacy
Terry Gibson	Bob Lisson
Colonel Gilchrist	Basil McVey
David Harkey	Don Nail
Terry Hopkins	Jon Nance
Elizabeth Hudgins	John Sullivan
Sgt. Mark Ketchum (For Chief Yaniero)	Ted Vaden

#### **Guests in Attendance:**

Janet Greene	Brad Hibbs	Capt. David Hood	Chris Oliver
Matt Queensberry	Tammy Stewart	Libby Thomas	Chief Steven Zimmerman

#### **Scribe:**

Chris Oliver

#### **Task I – Call To Order**

Mr. Kevin Lacy welcomed and thanked everyone for coming and self introductions were made.

#### **Task II – Safety Performance Metric**

Ms. Terry Hopkins provided the group with an update on our fatal trends. For 2011, our overall fatalities dropped by 114 from the previous year (8.6% decrease) while the vehicle miles traveled increased by about 1.3% overall. This led to a decrease in our fatal rate of 9.8%. Ms. Hopkins also indicated that we are ahead of our established 2011 AASHTO goal. She also mentioned the Fatal Table and the Organizational Performance Dashboard, which are included within the weekly Statewide Fatal Slip Reports that are sent via email to the committee members.

Mr. Terry Gibson indicated that there is an increased usage of bicycles and mopeds on our roadway system and the committee should keep an eye on these users and track the fatal trends to see how we are doing.

#### **Task III – VIP for a VIP (Vehicle Injury Prevention for a Very Important Person Presentation)**

Chief Steve Zimmerman gave a presentation on the purpose and the goals of the VIP for a VIP program. Founded in 1998, the program has been presented to high school juniors and seniors throughout the state of North Carolina in hopes of recreating the sights, sounds and smells of an actual teen crash, which have historically taken the lives of 40% of our teenagers. Because the program is made up of volunteers and local enforcement personnel, outside funding sources are critical to ensuring the equipment needs to run the program are met. Captain David Hood thanked the GHSP for helping to fund their efforts, but he wanted to see if there is anything the committee could do to ensure that the program continues to move forward.

Colonel Gilchrist stated that safety and enforcement are keys in helping to reduce our teen fatalities, and he commended the VIP for a VIP program for their excellent work and that the program is making a difference.

Mr. Terry Gibson also commended the work of the VIP for a VIP program, but he is concerned with the crosses that are showing up on the side of our roadways which actually present a safety concern for the family/friends that periodically go out and maintain the area around the crosses. Mr. Gibson suggested and our presenters agreed to start trying to educate their audiences on the potential dangers associated with trying to maintain the areas around the memorial crosses.

Mr. Kevin Lacy indicated that the committee would see if there is any way we could assist their efforts to reach all of our high schools throughout the entire state of North Carolina.

#### **Task IV – Map 21 “Moving Ahead for Progress in the 21<sup>st</sup> Century Act” Safety Program Highlights**

Mr. Brad Hibbs gave a presentation on the purpose and the goals of the Map 21 federal funding program. The intent of the program, which is a performance based initiative, is to create jobs and continue to support our country's overall economic growth. The designated safety program funding for North Carolina are as follows: 2013 - \$65 million and 2014 - \$65.5 million. Driven by their Strategic Highway Safety Plans, the states are to bring all of their safety plans together into one overall program. In the very near future, the Secretary of the USDOT will be establishing the performance measures for the states to follow.

Mr. Kevin Lacy indicated that with the legislation of MAP 21, North Carolina will be starting to update our Strategic Highway Safety Plan in the very near future and the assistance of the committee will be needed.

#### **Task V – NCHRP 17-46 Comprehensive Analysis Framework for Safety Investment Decisions**

Mr. Kevin Lacy, whom is serving on this committee, gave a presentation on the purpose and the goals of NCHRP 17-46. The purpose of the project is to advance road safety practices while achieving a maximum safety return on every dollar invested. The goal is to continue to reduce the overall crash numbers, but does the public really care how the goal is accomplished. General consensus is that the public would also like to achieve the best results in the most cost effective manner. In the wake of MAP 21, NCHRP 17-46 will provide a framework for comparing projects across various disciplines so that ultimately the projects with the most significant problems and are determined to have the most effectiveness will be constructed first.

#### **Task VI – Wide Edge Line Pilot Program**

Mr. Brian Mayhew provided an update on the Wide Edge Line Pilot Program. The purpose of the pilot program is to determine if significant reductions in single vehicle lane departure crashes can be achieved by applying 4” center lane markings and 6” edge line markings on existing 2-lane rural roadways across the state. In addition, long life markings (only Thermo or Poly) will be applied to the existing routes. The proposed routes have already been selected and other states have achieved crash reductions with application of the Wide Edge Lines. The proposed routes will be evaluated and if successful, this low cost application could be used systemically across the state.

## **Task VII – HSRC Speed Study Update**

Mr. David Harkey provided an update on the HSRC Speed Study. He stated that 30% of all fatalities are speed related and reducing speed (even by 1 mph) has an impact on reducing the numbers. The study has found a total of 21 overall strategies to consider to help reduce speed related crashes. Whatever the final recommendations end up being, they need to be systematic because drivers are not getting the message. Our communication needs to be coordinated message to the public and there are new technologies that are available that should be considered to help reduce speed related crashes.

Mr. John Sullivan asked the following question: Do we want to slow down the movement of products and goods? There needs to be some discussions with other states to see how they would implement speed reduction strategies, but the public will also play a part in determining what they want.

## **Task VIII – Update on Assignments**

### **Safety Edge**

Mr. Brian Mayhew reported that the edges can be constructed, the edges do not break off and there has been a reduction in lane departure crashes along routes in which the Safety Edge has been installed. We are in the process of making Safety Edge a statewide standard, but there is still some discussion on a final name for the standard (i.e. Shoulder Wedge, Pavement Maintenance Edge...).

### **Administrative Handling of Citations**

Mr. Kevin Lacy reported that work is still progressing on this action item.

### **Driver Education**

Mr. Bob Lisson reported that the Department of Insurance has partnered with Johnston County Schools in hopes of helping to reduce teen crashes throughout the county. Staff members from the DOI's Consumer Services Division are attending mandatory parent/student driver education meetings at each Johnston County high school, prior to the beginning of each driver education course, to give a very brief presentation on auto insurance costs associated with teen driving, including increased premiums resulting from moving violations, at-fault accidents, etc. DOI's hope is that presenting this insurance/financial information will trigger increased driving-related communication between parents and teens, and will incentivize at least some teens to maintain safe driving habits.

### **Feature Stories**

Mr. Ted Vaden reported that the Communications branch is moving towards providing more video messages. The branch is working hard to get their videos into the mainstream and the messages are beginning to be shown in movie theaters.

## **Task IX – Schedule Next Meetings**

The dates for the next year's meetings have been set as followed:

- *January 23, 2013 @ 9:30 am*
- *May 22, 2013 @ 9:30 am*
- *September 25, 2013 @ 9:30 am*

If there is a need to reschedule any of the meetings listed above, we will let you know well in advance of the scheduled dates.

The meeting was adjourned shortly after 11:30 a.m.