



NORTH CAROLINA
Department of Transportation



Safety Priority Work Group

Kevin Lacy, PE, CPM

May 11, 2018

Outline

- Goals
 - Short Term (0-3 years)
 - Mid Term (3-5 years)
 - Long Term (5-10 years)

Short Term Goals (0-3 years)

Goals	Champion(s)	Status	Description
Establish Data Management Organization	Ehren Meister, Frank Winn	Setting up councils	Currently NCDOT manages data and data system in an ad hoc process. It is critical that these systems be treated as a high valued resource.
Establish Five or More Multi-disciplinary projects	Brian Mayhew, Cheryl Leonard	Identified 3 x locations	These type projects show a broad range of activities to address the safety issues on small corridors or areas that have ongoing and chronic issues.
Develop the Framework and Need for Statewide Safety Corridors	Kevin Lacy, Mark Ezzell	Developing legislative language, means to identify, research authorities	There is a need to have additional legislative authority to carry out activities such as photo enforcement, increased fines, etc. This would include the approach to defining how we identify these corridors and how we inform the public of these corridors and additional authority.
Change the Statutory Speed Limit on rural two lane roads, establish statutory on unpaved	Kevin Lacy	Developed language, ready to submit to a legislative session	Speed is a leading contributing factor to crashes and fatal injuries on our highways. We do not differentiate statutory speed.
Develop a Strategy to address Driving without License	Torre Jessup, Kevin Lacy	Setting up initial meeting	The lack of any real consequences for driving without a licenses does reinforce the message that highway safety is important. There are many crashes, injuries and fatalities that involve drivers who either have had their license revoked or suspended. Today, violators continue to drive and there are limited consequences if caught. This was recently debated in the NC Legislature; however, it was caught up with another social issue - illegal immigration.
Develop a Strategy to develop fleet based and employer based Safety programs	Kevin Lacy, Mark Ezzell	Setting up initial meeting	

Short Term Goals (0-3 years)

Goals	Champion(s)	Status	Description
Institutionalize Safety Analyses in other Parts of Business	Kevin Lacy, Joe Hummer	Revising Driveway Manual, following recently established legislations on TIAs	Safety Analytics should be part of all functions. One example is the Traffic Impact Analyses, there are hundreds of opportunities where specific roadways are having engineers review the roadways from an operational analyses. Expanding these to include safety analyses will identify developing needs.
Institutionalize Complete Streets Concepts	JoHanna Cockburn, Kevin Lacy	Setting up initial meeting	There has been marginal implementation of the Complete Streets Policy.
Identify and Develop additional Pedestrian and Bike Exposure Data	JoHanna Cockburn, Kevin Lacy	Setting up initial meeting	The need for additional modal data and the benefits of these data need to be developed and documented.
Support the Autonomous self-driving vehicle development and policies	Kevin Lacy, Hope Mazingo, Beau Memory	Established committee members, setting up first meeting on 29 MAR 18	
Strengthen Intestinal Fortitude	Kevin Lacy, Greer Beaty	Setting up initial meeting	We need to have the tough conversations and maybe in a public forum on some of the key safety issues. How do we have an open, and honest discussion about issues that create crashes that injure and kill our citizens?
Compliance Dismissal	Kevin Lacy, Joy Hicks, Mark Ezzell	Setting up initial meeting	How do we prevent these items from clogging the court system and draining court resources?

Mid Term Goals (3-5 years)

Goals	Champion(s)	Status	Description
Establish Distracted Driving as Prima Facie evidence for cell phones and other electronic devices	Kevin Lacy, Mark Ezzell	Select a firm/organization to conduct research and recommendations	There are considerable barriers to developing an effective distracted driving campaign (search warrants, proof of use, high cost of enforcement). Need to develop a means to cite like a parking ticket (guilty until proven innocent). Enforcing distracted driving through high quantity / low fines / no court costs / not a misdemeanor or felony and specifically for electronic device use, can lead to more effective policing and better data.
Revise the Photo Enforcement for Red Light			Need to establish minimums to make sure the focus is on safety and not revenue. In the past, there is 0.25s grace into the red before the system will send you a citation. The data show that crashes are later in to the red. In doing so, the fine will need to be higher (more risk) and establish an enforcement fee.
Develop Feedback Evaluations on All Safety Projects	Brian Mayhew, Kevin Lacy		This will help prioritize and assign resources and efforts.
Complete Research on demographic focus of activities and programs	HSRC / GHSP		We need to conduct research to determine if it is beneficial to focus on a specific demographic concerning safety issues. If so; how do we do it without singling out or alienating the group?
Review Process for handling Speeding tickets	Kevin Lacy, Chris Oliver	Refer to Executive Committee for Highway Safety	Review and modify the draft safe speed act
Renew SWOT analysis in 3-5 years		Revisit in Jan 2021	

Long Term Goals (5-10 years)

Goals	Champion(s)	Status	Description
Stay abreast of industry best practices			
Institutionalize the funding and modernization of critical data systems for Highway Safety			

Due-Outs

- Goals
 - Short Term (0-3 years)
 - Mid Term (3-5 years)
 - Long Term (5-10 years)