

BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan

Welcome!

Please Take Our Introductory Survey

- What is one consequence of a traffic crash?
- Which sector/area of expertise do you represent?

Scan QR Code to Answer Questions

2025 CAMPO Safety
Implementation Summit Icebreaker Question





Welcome & Introductions

Take Introductory Survey

2025 CAMPO Safety Implementation Summit Icebreaker Question



<u>Acknowledgements</u>

 CAMPO Leadership Team, Technical Coordination Committee, Executive Board, NCDOT & VHB

Agenda (Pg. 1)

- Overview of Local Plans City of Raleigh (Sean Driskill) & Town of Knightdale (Tucker Fulle)
- Keynote Speaker Dr. Laura Sandt
- Safety Pillars & Actions, and Overview of Task Forces
- Task Force Breakout Sessions
- Report Out & Closing Remarks
- Adjournment





Why plan for safety?

In CAMPO, between 2018 and 2022...

Over 195,000 total crashes occurred on roadways

More than 2,700 of those crashes seriously injured drivers, passengers, pedestrians, and bicyclists

An additional 654 mothers, fathers, children, brothers, sisters, friends, and loved ones lost their lives due to a roadway crash.





Why plan for safety NOW?



GOAL 7: PROMOTE SAFETY, HEALTH AND WELL-BEING	
OBJ. A	Increase safety of travelers and residents
OBJ. B	Promote public health through transportation choices

Survey Comment Theme

Safety! Bicycle/pedestrian, technology, slower speeds, etc.



A Transportation Safety Plan is...



Based on a vision and commitment



Data-driven



Stakeholder-led







Focuses on short-term needs and long-term goals

City of Raleigh
Transportation Department

Vision Zero From: Action Plan To: Implementation Plan

Sean Driskill, P.E.









Vision Zero Program Team

- Transportation Dept: Vision Zero Program Team
 - Sean Driskill, PE- Vision Zero Program Manager
 - James Sudano, PE- City Traffic Safety Engineer
 - Shane McCarthy, PE- Traffic Safety Engineer
 - Dustin Brice- Streetlight Program Administrator
- External & Internal Partners













 MSI, Raleigh PD & Fire, Development Services, ES RD&C, Parks & Rec, Sign & Signal Shop, Raleigh Water, Transit, Mayor's Committee for Persons with Disabilities, BPAC, 911 Call Center





Vision Zero Program Responsibilities

- Raleigh General Safety Improvements City & NCDOT Roadways
 - Signal studies, speed studies, & crash diagrams
 - Recommend mitigating measures/projects to improve safety, correct crash patterns, and help vulnerable users
 - School Zone/Area Management (130+ schools)
 - Update and improve school zones/areas
 - Design & Construct projects around schools (AWS, RRFB, Raised Crosswalks and sidewalk gaps)
 - Lower Speed Limits
 - Streetlight Program
 - Install lighting in public right of way (proven safety countermeasure!)





Safe Streets & Roads for All (SS4A)

- SS4A Comprehensive Safety Action Plan (CSAP) Grant
 - \$1 million Project Cost— 80/20 match (\$50k pledge from NCDOT)
 - Grant Award: USDOT/FHWA in 2023
 - WSP awarded contract to draft SS4A CSAP in 2024
 - 18 months to complete CSAP (December 2025)
 - Final CSAP presentation to City Council- March 2026
 - June 2026- Submit SS4A Implementation grant application (\$ TBD)
 - CSAP Includes: HIN/HII/HRN, SRTS, Emergency Response, Traffic Enforcement, Project Development & Prioritization

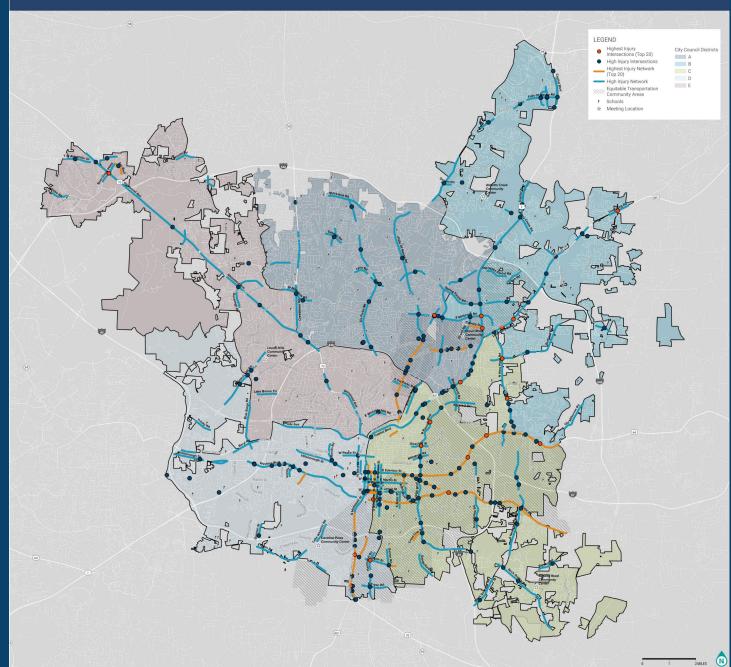




High Injury Network (HIN)

- Maps corridors with high degree of fatality and serious injury
- Helps prioritize street networks for safety countermeasures
 - <u>68%</u> of Fatality and Serious Injury Crashes occur on <u>13%</u> of roadways (NCDOT)

Citywide High Injury Network



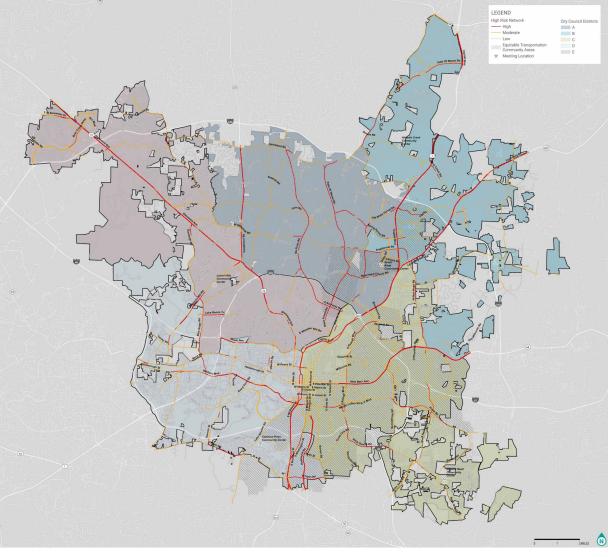




High Risk Network (HRN)

- Maps corridors with high risk of fatal & serious injury crashes
- Highest Risk Factors include:
 - Number of Lanes
 - AADT
 - Functional Class
 - Equity Area
 - Transit Stops
 - Railroad Crossings

Citywide High Risk Network





High Risk Network

The High Risk Network is a proactive approach to identify potential safety risk factors and consider safety improvements before severe and fatal crashes occur.



Safety Risk Factors

afety risk factors include:

- Type of Traffic Operation Disadvantaged Area

Number of Lanes

- - Railroad Crossing
- Daily Traffic Volume



Traffic Safety Program: Historical/Current

- Mix of Proactive & Reactive:
 - HIN/HRN from SS4A Comprehensive Safety Action Plan
 - NCDOT's "Potentially Hazardous" (PH) Location Lists
 - Fatal crashes
 - High profile crashes
 - Citizen inquiries
 - 200+ to investigate per year by Vision Zero
 - Media inquiries
- Determine a path forward based on safety analysis, considering priority, feasibility, and availability of funding. State/Federal funding is competitive and based on Benefit to Cost ratio.



Traffic Safety Program: Funding Sources

1. NCDOT

- Spot Safety (≤ \$400k)
- Federal (> \$400k), slower delivery
- Spot Mobility (≤ \$750k)
- Capital Improvement Program (CIP)/Bond/Private Development
 - Vision Zero Funding- \$500k
 - Existing roadway projects
 - New traffic signals

3. Operational

- Signs
- Pavement markings-
- Small signal upgrades
- Resurfacing/Flatwork
- Maintenance of countermeasures
- Streetlights





General Safety Improvements City & NCDOT Streets

 Since launching our Vision Zero program in 2022, the City & NCDOT have partnered to secured over \$12 million to improve pedestrian and traffic safety at 35 locations citywide.

Pedestrian Hybrid Beacon at Avent Ferry



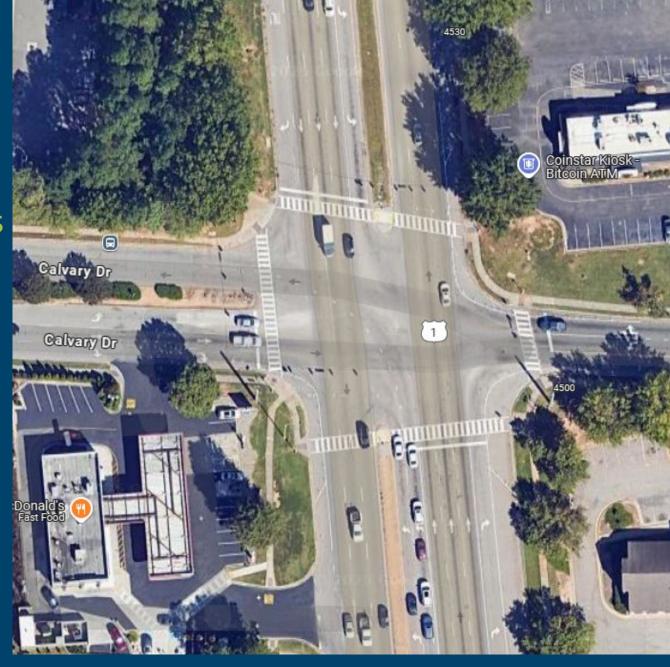
Five Points Intersection Signal Upgrades





Top 10 Pedestrian/Bike: (#1) Calvary Dr. – Capital Blvd.

- Crash pattern countermeasures
 - Intersection geometry upgrades
 - Relocation of transit stops
 - Median fencing
 - Leading pedestrian interval
 - Accessible Pedestrian Signals
 - Protected left turns on Calvary
- Status
 - Design complete
 - Estimated construction begin 2025

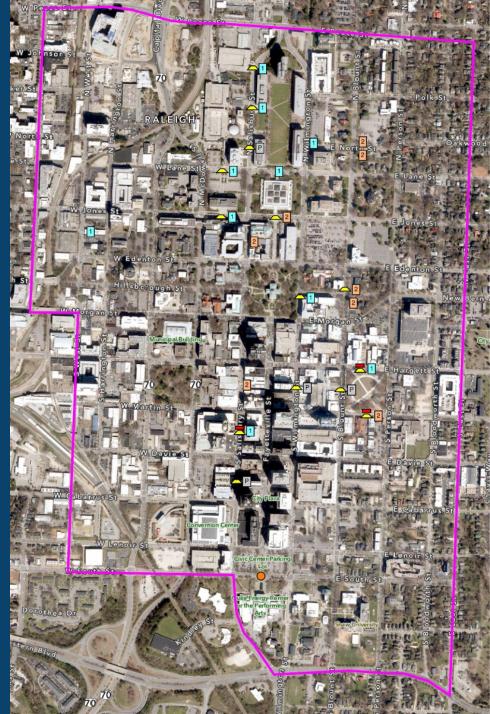




Downtown Pedestrian Safety Project: Phase II

- Raised Crosswalks (13)
- Curb extensions with flexible delineators and paint
- Pilot "brick" appearance crosswalks







Raleigh







Pedestrian Hybrid Beacon on Sunnybrook Rd. near Wake Med Hospital





Five Points Intersection Upgrades













School Zones/Areas

RRFB at Lacy Elementary School

Before

- 130+ School Zones/Areas
 - WCPSS
 - Charter & Magnet
 - Private
- Improvement & Traffic Calming Projects around Schools
 - School Area/Zone Signage
 - Signalized Intersections
 - RRFB
 - Multiway Stop Conversions
 - Speed Limit Reductions
 - Flatwork, Signs, Pavement Markings





After





Broughton High School:

- Heavy foot traffic back and forth across St. Mary's
- Installed as part of St. Mary's resurfacing



St. Mary's at Clay St

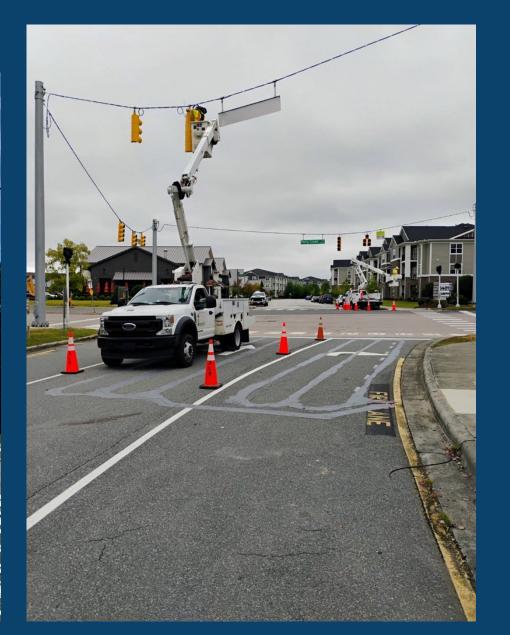




Signalized Intersection- Riverbend Elementary











Street Light Program

- City leases approximately 35,000 streetlights from Duke Energy
- 400+ streetlights are added annually from new development, roadway projects, and citizen requests
- Street Lighting can reduce nighttime injury pedestrian crashes at intersections up to 42%
 - 90% of Pedestrian Fatalities in 2023 occurred at night
 - <u>60%</u> of All Fatalities in 2023 occurred at night.

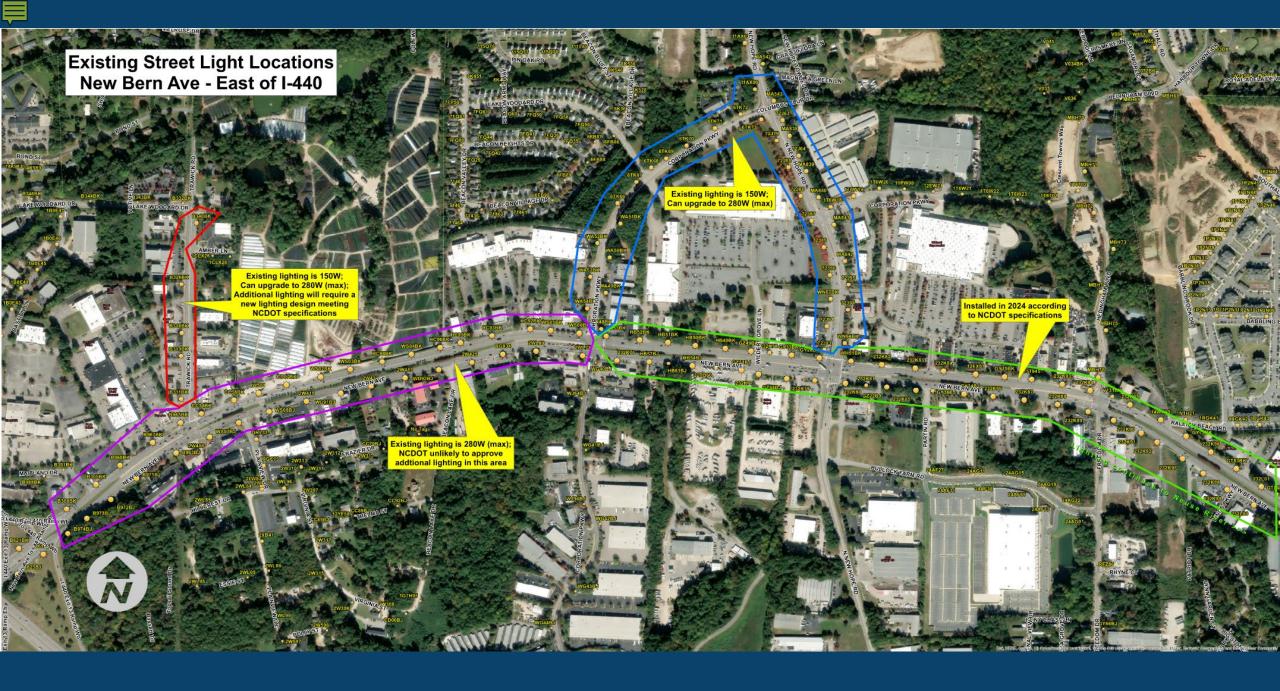
Underpass Lighting: State Street at I-40



Before



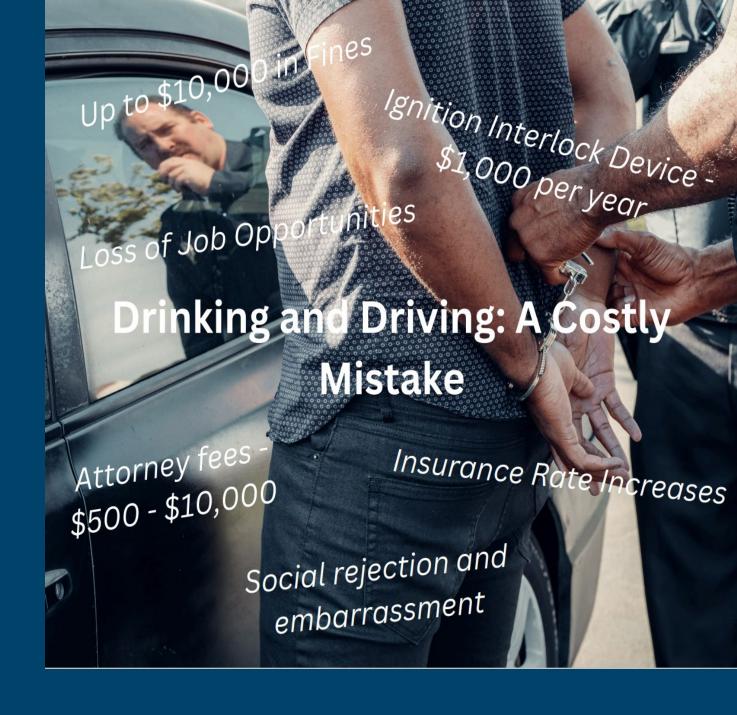
After





Public Messaging Recommendations

- Messages
 - Emotional Appeal
 - Local Relevance
- Partnership
 - Wake County Schools
 - RPD and Transit
 - CAMPO
- Modes
 - Innovative Signage and Pavement Markings
 - Informational Videos



Message Examples



SEATBELTS SAVE LIFES – In 2023, 3 out of every 4 people who passed away in a traffic crash in Raleigh were not wearing a seatbelt.



Use a "copilot" to focus on the road or select music and map out destinations in advance.



IT CAN WAIT - Pull over or wait until you reach your destination to eat your food.



SPEEDING RUINS LIVES, SLOW DOWN – In 2023, speeding was involved in over half of all traffic crashes.

Raleigh

Next Steps

- Adopt Comprehensive Safety Action Plan in March 2026
- Leverage Federal Funding
 - Apply for SS4A Implementation Grant in Summer 2026
- Signalized Intersection Improvements
 - Wakefield Middle & High, Dillard Middle, and Harris Creek Elementary
 - Glenwood/Lane & Glenwood/Washington
- Capital at Calvary Safety Improvement Project (Federally Funded-\$450k)
- MLK Safety Improvement Project (Federally Funded- \$2 million)
 - Wilmington to Poole
- Downtown Ped. Safety Project- Phase II (Federally Funded-\$1.3 Million)
 - Curb Ramp and Crosswalk upgrades across downtown

Questions?

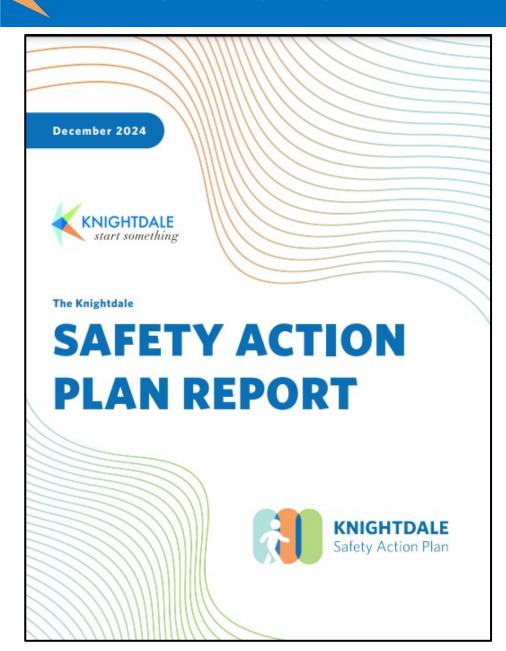
Sean Driskill, P.E.

City of Raleigh- Transportation Dept.- Traffic Engineering Division Email: VisionZero@RaleighNC.gov

Knightdale Safety Action Plan Report

Presented by: Tucker Fulle

Introduction



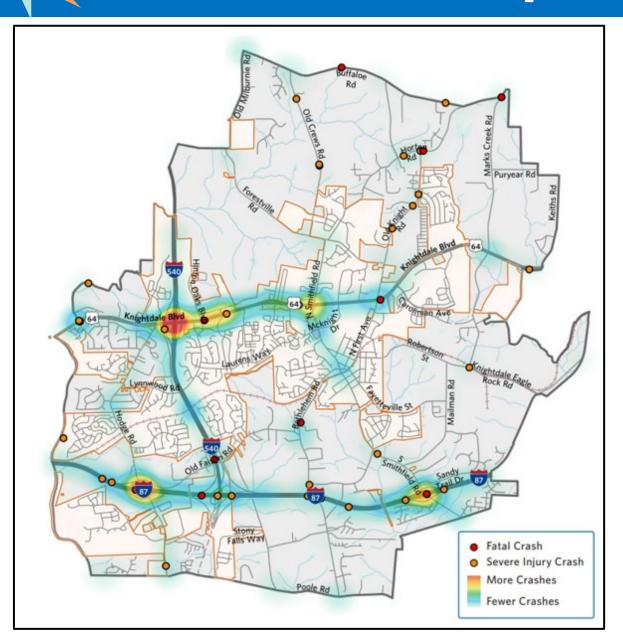
Summary

- Produced in partnership with Kimley-Horn and adopted in 2024.
- Separated into general Safety Action Plan Report as well as a current "State of Safety".
- Crash data utilized generally is from 2018 2022 timeframe.

Key Features

- Creation of a High-Injury Network (HIN) and Crash Hot Spot maps.
- Prioritization of bike/ped projects and important corridor projects from the CTP based on High-Injury Network.
- Produced speed limit reduction & timeline for reduction map.
- Established of standard details for roundabout construction in Town.
- Development of 10-year Action Plan demonstrating commitment to roadway safety.

Creation of Hot Spot Map



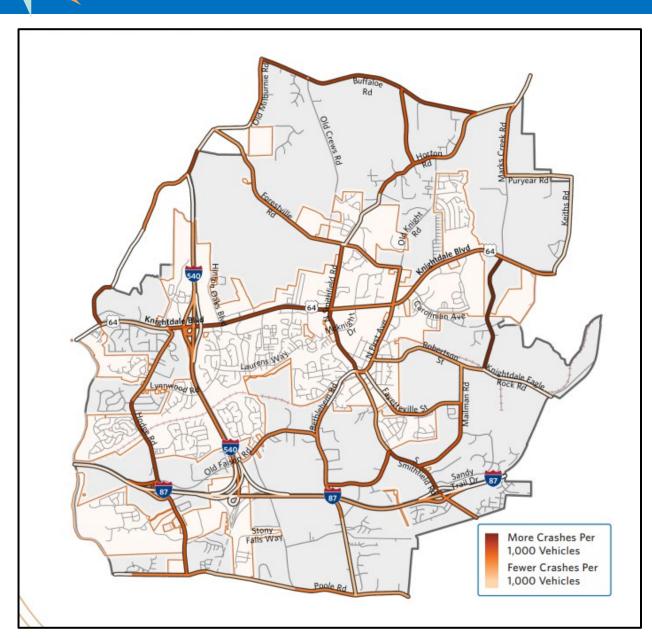
Key Takeaways(s)

- As expected, biggest hot spots are major interchanges and intersections with the most traffic volumes.
- This is based solely on <u>quantity of crashes alone</u> and is not yet adjusted for <u>severity</u> or weighted by <u>volume</u>.

Largest Contributing Factors



Volume-Adjusted High Injury Network



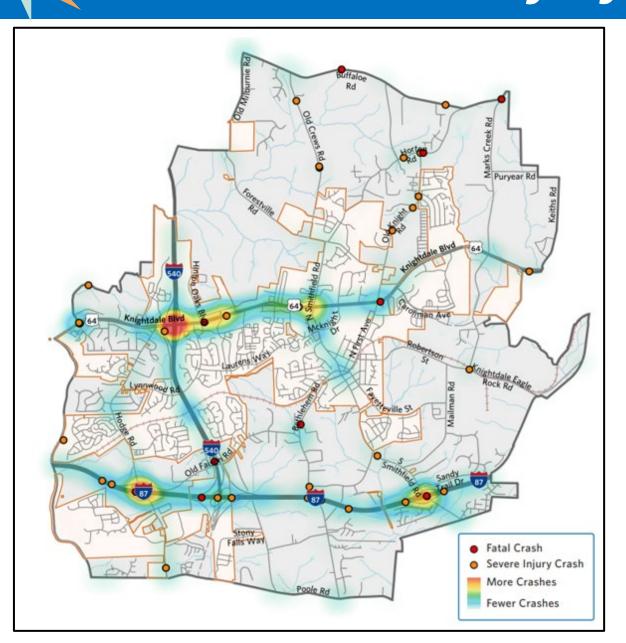
Key Takeaways(s)

- Besides Knightdale Boulevard, roads with the most crashes were mostly outside of the Town boundary within the ETJ and were rural in nature.
- These rural roadways are generally 2-lane undivided 45/55mph roadways with less then 5,000 vehicles per day (vpd).

Pictured: Buffaloe Road



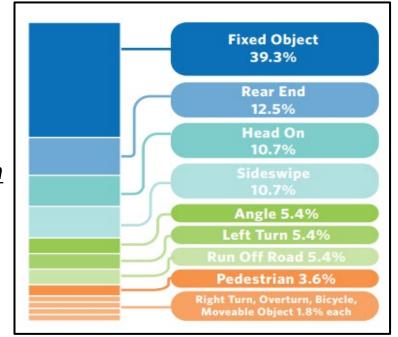
Fatal & Serious Injury (FSI) Statistics



Key Takeaways(s)

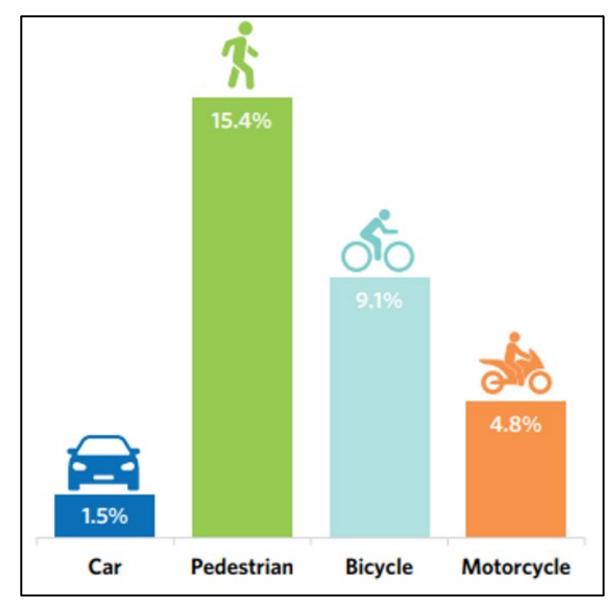
- Of 3,700 crashes in the five-year period analyzed there were 60 FSI crashes (~1.6%).
- Two-thirds of these occurred during the height of the COVID pandemic in 2020-2021.
- Again, outside of Knightdale Boulevard (and I-87) rural roadways were shown to be the most dangerous
- Only 3.3% of FSI crashes were speed-related.

<u>FSI Crash</u> Breakdown





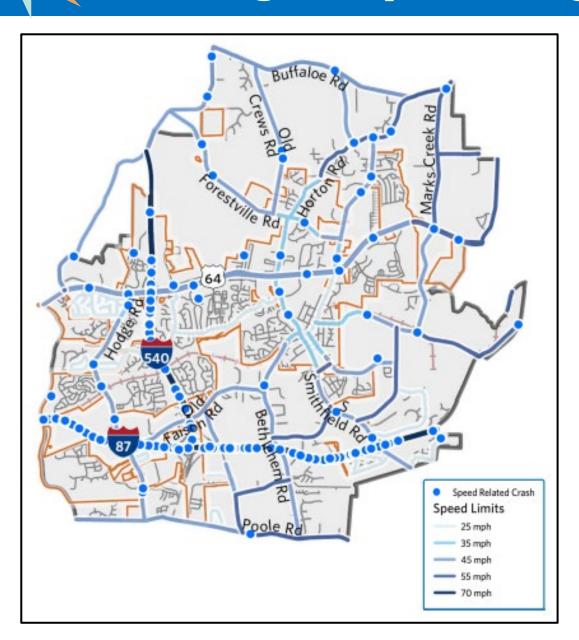
Likelihood of FSI in Crashes by Mode



Key Takeaways(s)

- Pedestrians and bicyclists are the most vulnerable groups, estimated at around 10x and 6x more likely to experience an FSI-level crash compared to those in a vehicle.
- Pedestrian crashes tended to occur nearer the Town core, while bicycle crashes largely occurred on more rural/suburban roads further out.

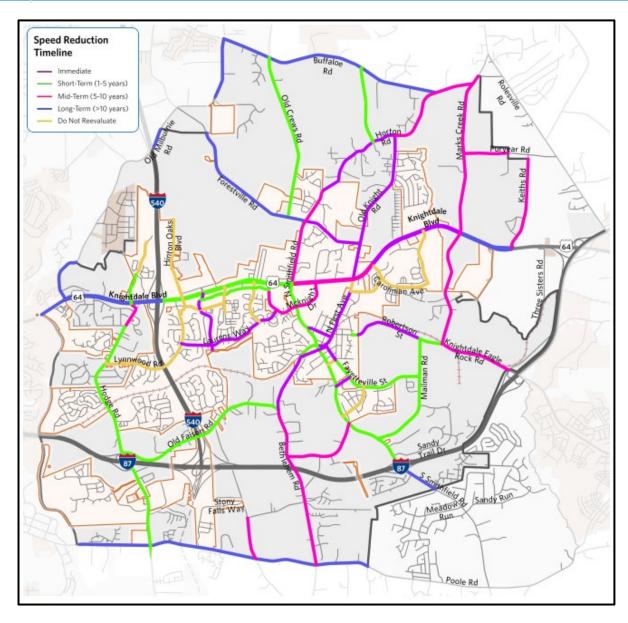
Findings - Speeding



Key Takeaways(s)

- Very few speed-related crashes occurred on roadways with a posted speed limit of 25 mph or lower.
- Found <u>no correlation</u> between speed-related crashes and the speed limit of the road (excluding interstates), with speed-related crashes largely evenly distributed.
- Conducted a speed audit of roadways based on speed data from StreetLight paired with the High-Injury Network to help the Town identify locations where speed limits need to be adjusted to accommodate evolving land use contexts.
 - Ratio < 0.4 indicates slowness on the corridor.
 - Ratio < 0.401 0.99 indicates field conditions operating slightly below posted limits
 - Ratio = 1.0 indicates field conditions operating at posted limits
 - Ratio 1.01 1.2 indicates field conditions operating slightly above posted limits
 - Ratio 1.201 < indicates speeding on the corridor

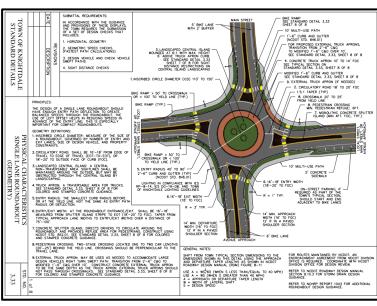
Deliverables - Speed Limit Reduction Plan

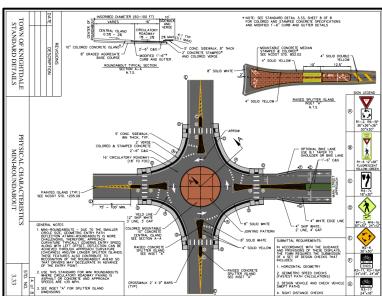


Deliverables

- Pairing the typical cross-sections from the most recent CTP with the findings of the Safety Action Plan, appropriate future speeds for most major existing and proposed roadways were identified.
- Established an estimated timeline for implementation based on areas with greatest need for speed limit reductions, and those where growth is expected over time.
- Serves as a guide as the Town expands with new development and provides context-appropriate roadway design

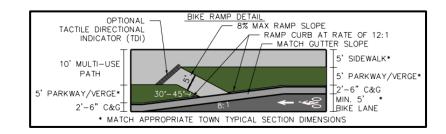
Deliverables - Roundabout Standards



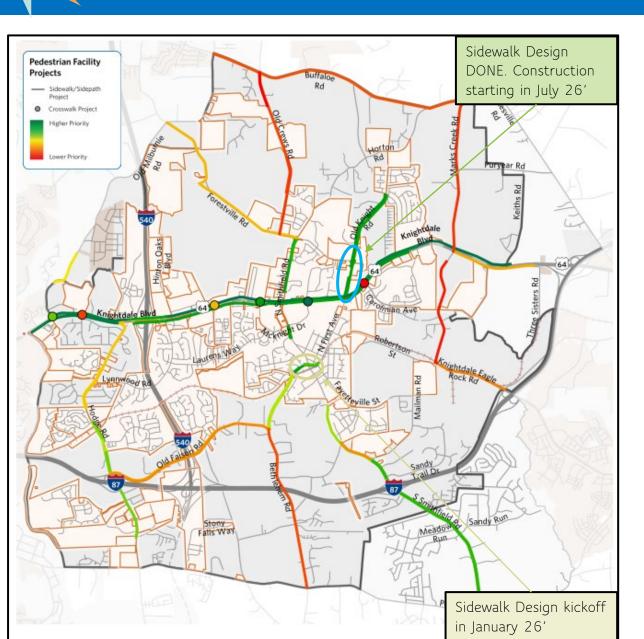


Deliverables

- Developed standard details for typical roundabout design within Town limits.
- Default geometric design already set to accommodate typical Town Fire and EMS vehicles.
- Standards include geometric design, signage, and pavement markings for both traditional roundabout and mini-roundabout.
- Per the Town's UDO, a roundabout is the default traffic control for newly proposed intersections of Collector and Arterial streets within Town and is the preference on DOT-maintained roadways (within reason).
- Larger design features bike-ramps to better accommodate on-street cyclists.

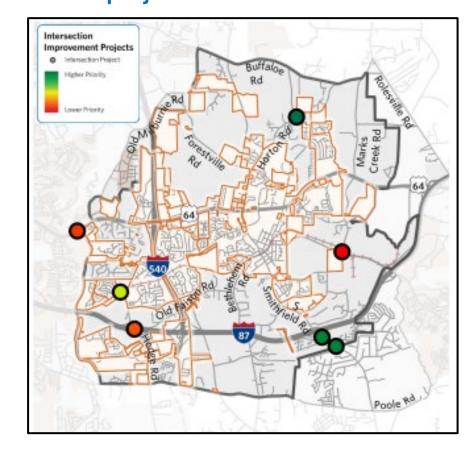


Deliverables - CTP Project Prioritization



Deliverables

 Prioritized projects from the Town CTP including bike/ped projects (pictured left), intersection improvements, corridor widening, spot safety, and quick build projects.



Deliverables - Action Plan

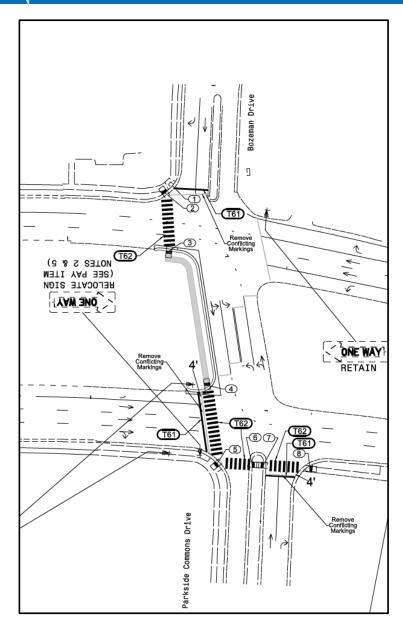
Important Action Steps

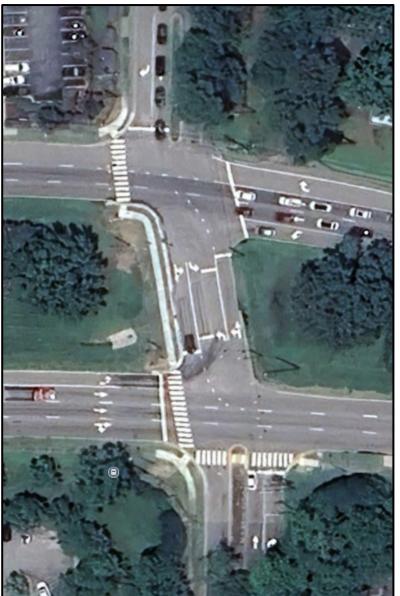
A total of 28 action items divided into three (3) categories as follows:

- 1) Design improvements to Improve Safety
- 2) Community Awareness, Education, & Engagement
- 3) Implementation Support
- [Design] Proactively require traffic calming measure such as roundabouts, raised
 intersections, and raised crosswalks where appropriate, in new development.
- [Design] Update the Town's traffic calming policy to include additional provisions. Adopted August 2025
- [Design] Identify lane diet opportunities where wide lanes can be reduced in width to slow
 Ongoing Effort
 ongoing Effor
- [Community] Create a unified communications strategy for Vision Zero in Knightdale. Kicking off soon!
- [Implementation] Use the results of the speed audit within the SAP to update speeds at identified locations and make requests to NCDOT where necessary.
- [Implementation] Use the TIA process to intentionally identify opportunities to include

 Recently codified in UDO
 multimodal facilities.

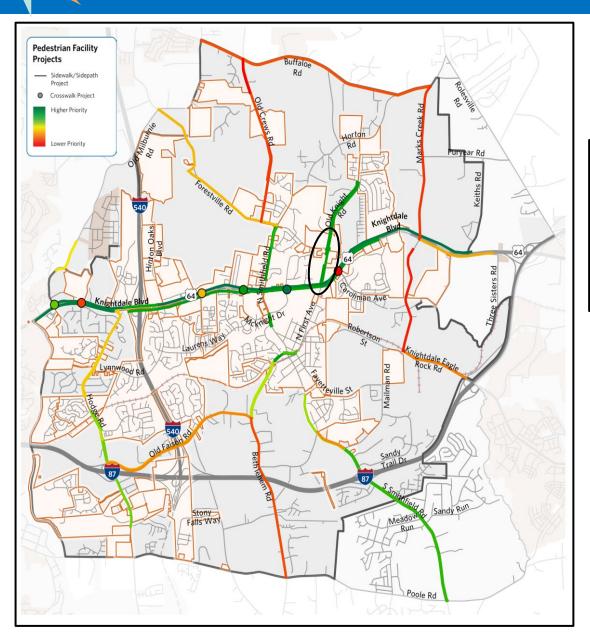
Project Highlight - Knightdale Blvd Crosswalks

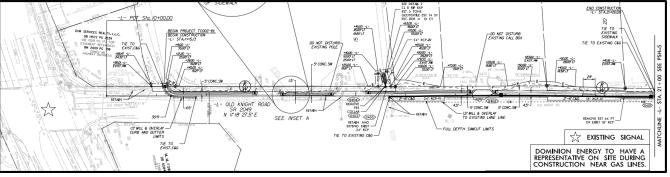


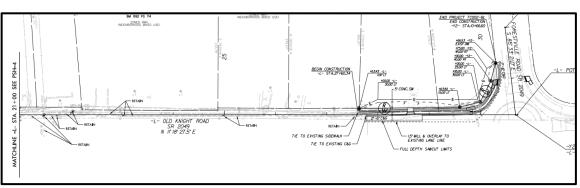




Project Highlight - Knightdale Blvd Sidewalks







Project Highlight - All-Way Stop Conversion



Before

- Two-Way Stop Control
- Speeding along Parkside Commons Drive
- Driver confusion do to faded lane markings& wide approach Despite sidewalk, no way to cross
- intersection

After

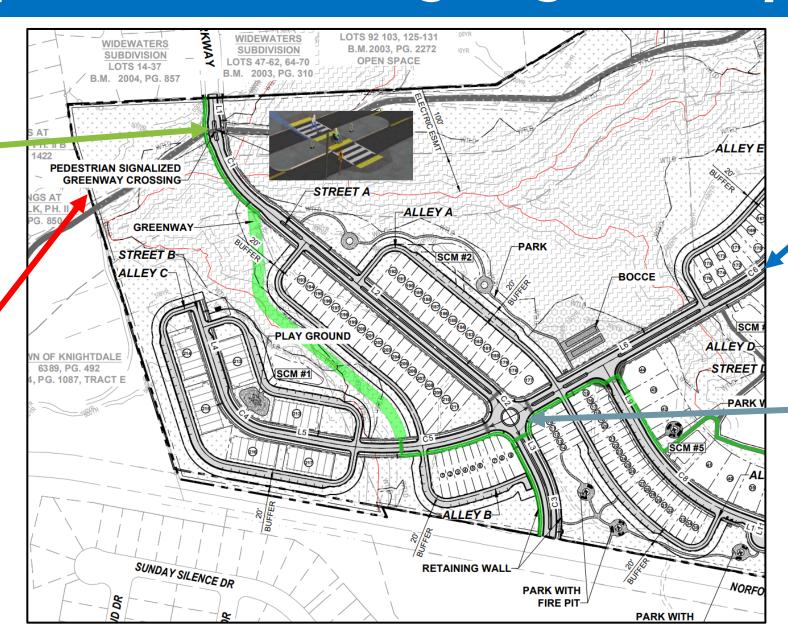
- All-Way Stop Control
- Slower speeds on all approaches
- Greatly increased pedestrian connectivity



Incorporation Into Ongoing Development

Traffic calming devices (e.g. medians) and pedestrian refuge islands

Mid-block crossings require Rectangular Rapid Flashing Beacons (RRFBs)



Any cross-section that is >= 25mph posted speed limit features bicycle amenities (separated or above curb)

Intersections of
Collector roadways
with each other or
arterials are
required to be
roundabouts



Closing Remarks - Call to Action

CONCLUSION



The safety of those who live, work, and play in Knightdale is top of mind in everything we undertake as a Town. We envision a future in Knightdale where everyone—regardless of how they choose to get around—can get to their chosen destinations safely, comfortably, and efficiently. Developing strategies and implementing projects specifically designed to increase roadway safety will be an important step in achieving this goal. The Knightdale Safety Action Plan is the Town's toolkit; it provides the framework, guidance, and strategies to improve roadway safety in the near term and well into the future. The plan outlines how the Town can implement safer roadway design, prioritize pedestrian and bicycle facilities to fill gaps in the multimodal network, and create a culture of safety through education and awareness. Town administration and staff, elected officials, residents, and visitors all have a role to play to ensure the safety needs of this community are met. Through their support, the Knightdale Safety Action Plan will be successful in helping achieve the goal of safety for all.

46

Someone is sitting in the shade today because someone planted a tree a long time ago.

"

— Warren Buffett

- If it isn't already, safety should be one of the top priorities of every planner/engineer
- The changes we begin to implement today will have ripple effects in years to come.

- A 50% reduction in FSI crashes by 2055 doesn't happen overnight!

- The groundwork has been laid as part of CAMPO's Blueprint for Safety it is now up to all of us to help implement it.
- Get involved whether it's with your local community or with the greater region's plans!

Questions?

Keynote Speech

Speaker: Dr. Laura Sandt



Foundations for a Safer System

CAMPO Blueprint for Safety Summit

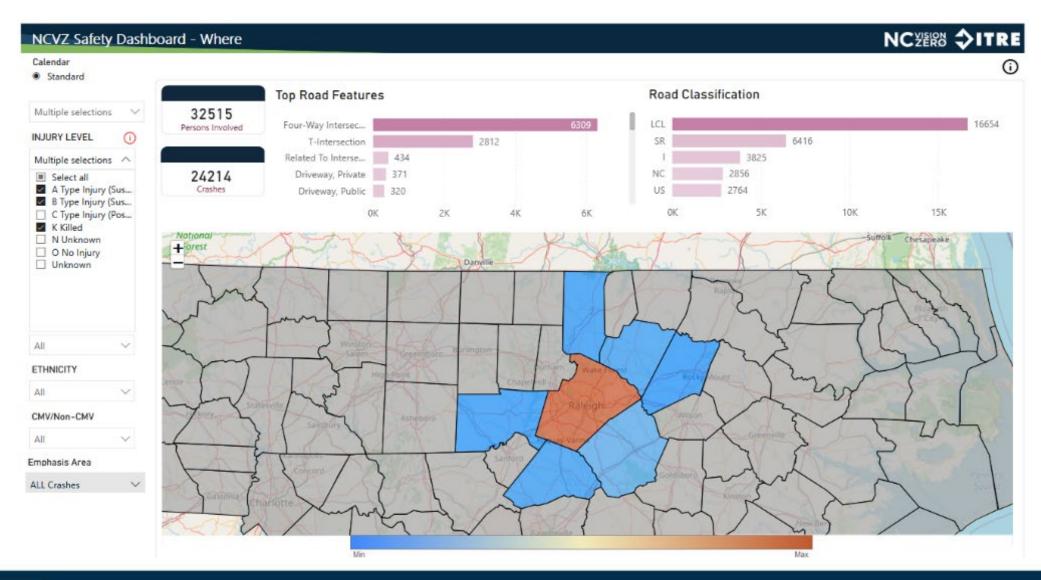
December 3, 2025

Laura Sandt



www.hsrc.unc.edu

We're here because we recognize that we have a problem



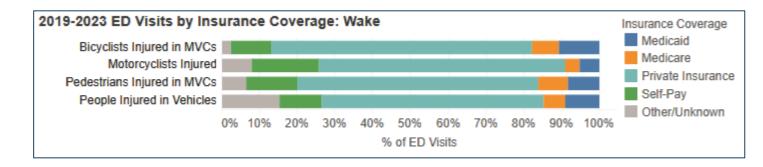




We're here because we recognize that we have a problem

- Currently seeing ~4,000 fatal/injury crashes per year across CAMPO
- Hospital usage:
 - More than 11,000 ED visits per year in Wake County alone due to MVCs
 - 920 ED visits per 100,000 residents
- System impacts:
 - Ambulance in 80% of injury events
 - EMS time to transport: 42-52 minutes
 - Health and vehicle insurance costs are increasing; people are underinsured
- Future mobility:
 - Micromobility use on the rise
 - Huge expected population growth

ED Visit Counts by Road User Type: Wake							
2017	2018	2019	2020	2021	2022	2023	2024
60	159	141	197	153	144	166	200
147	161	145	167	174	174	201	228
61	69	61	61	70	121	95	130
10,563	11,434	11,579	8,459	9,667	10,337	11,090	11,052
	2017 60 147 61	2017 2018 60 159 147 161 61 69	2017 2018 2019 60 159 141 147 161 145 61 69 61	2017 2018 2019 2020 60 159 141 197 147 161 145 167 61 69 61 61	2017 2018 2019 2020 2021 60 159 141 197 153 147 161 145 167 174 61 69 61 61 70	2017 2018 2019 2020 2021 2022 60 159 141 197 153 144 147 161 145 167 174 174 61 69 61 61 70 121	2017 2018 2019 2020 2021 2022 2023 60 159 141 197 153 144 166 147 161 145 167 174 174 201 61 69 61 61 70 121 95



Location	2017	2018	2019	2020	2021	2022	2023	2024 ₹
Wake	1	15	18	20	24	32	51	84
Johnston	1	7	3	1	5	3	3	8
Harnett	0	0	0	2	6	5	4	5
Franklin	0	1	0	0	0	3	3	4
Granville	0	0	1	1	3	2	1	2
Chatham	1	0	1	1	0	1	4	0





It may feel like we have a lot of different problems to tackle

Emphasis Area(s)	Chatham	Franklin	Granville	Harnett	Johnston	Wake	Statewide
Lane Departure	59%	62%	68%	58%	52%	38%	53%
Intersection	25%	26%	15%	22%			
Imaired Driving	16%	25%	27%	21%	50%	47%	
Occupant Protection	27%	29%	34%	32%			
Speed	20%	13%	23%	20%	40%		
Motorcycle	12%	9%	8%	12%			
Pedestrian	7%	4%	5%	9%			
Bicyclists	1%	0%	1%	1%	30%		140
Animal	1%	1%	1%	1%			24% 23%
Heavy Truck	4%	2%	6%	4%	20% . 18	×	24%
Older Driver	21%	16%	12%	15%			
Younger Driver	13%	12%	11%	13%	1096		

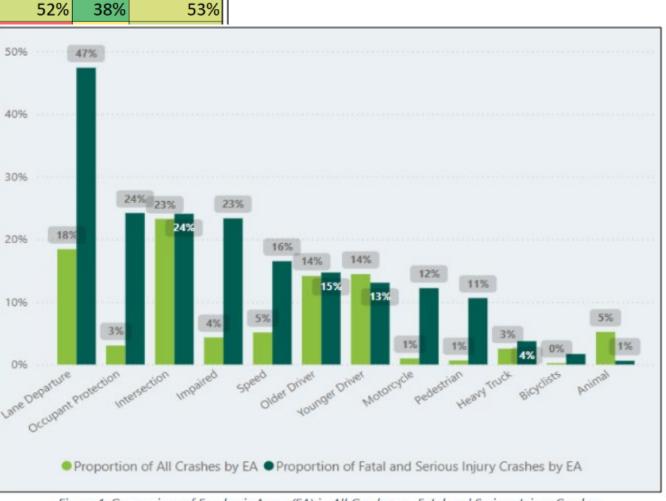
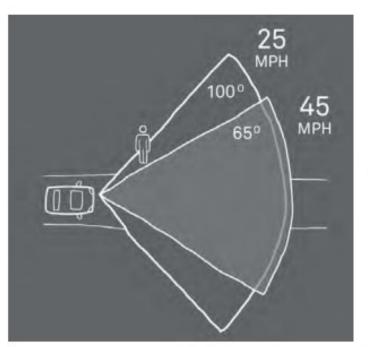


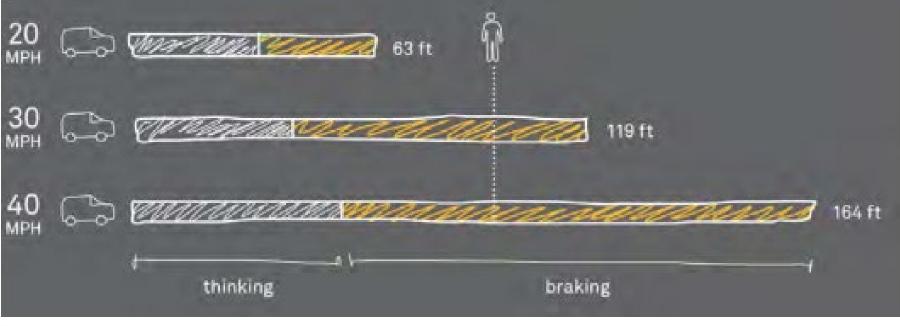
Figure 1: Comparison of Emphasis Areas (EA) in All Crashes vs. Fatal and Serious Injury Crashes



But really we all share one common problem at the root of it: SPEED

- Higher speeds reduce a driver's ability to detect hazards, react to them, and avoid a crash
- Higher speeds reduce the effectiveness of our automated vehicle safety features
- Higher speeds increase the severity of crash outcomes







The heart of our high injury network: urban arterials







Principal and minor arterials represent 36% of severe/fatal crash locations but only 9% of CAMPO roadway network mileage

Mixing zones for fast moving cars and slower turning vehicles and people crossing streets to access stores, transit, and other services

Disproportionately dangerous for peds/bikes; fail to design for human error, minimize conflicts, and provide self-explaining roads





Blueprint offers a clear guide to move toward a Safer System



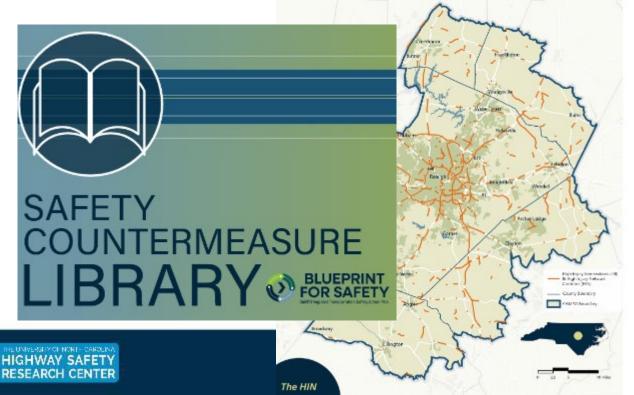
CAMPO's Goal for Safety



CAMPO Safety Goal:

A 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving towards zero fatal and serious injury crashes.

CAMPO Executive Board endorsed the goal on April 16, 2025.





Source: FHWA.



Speed management begins with LAND USE PLANNING







Affects the distances people must travel and their **exposure to risk**

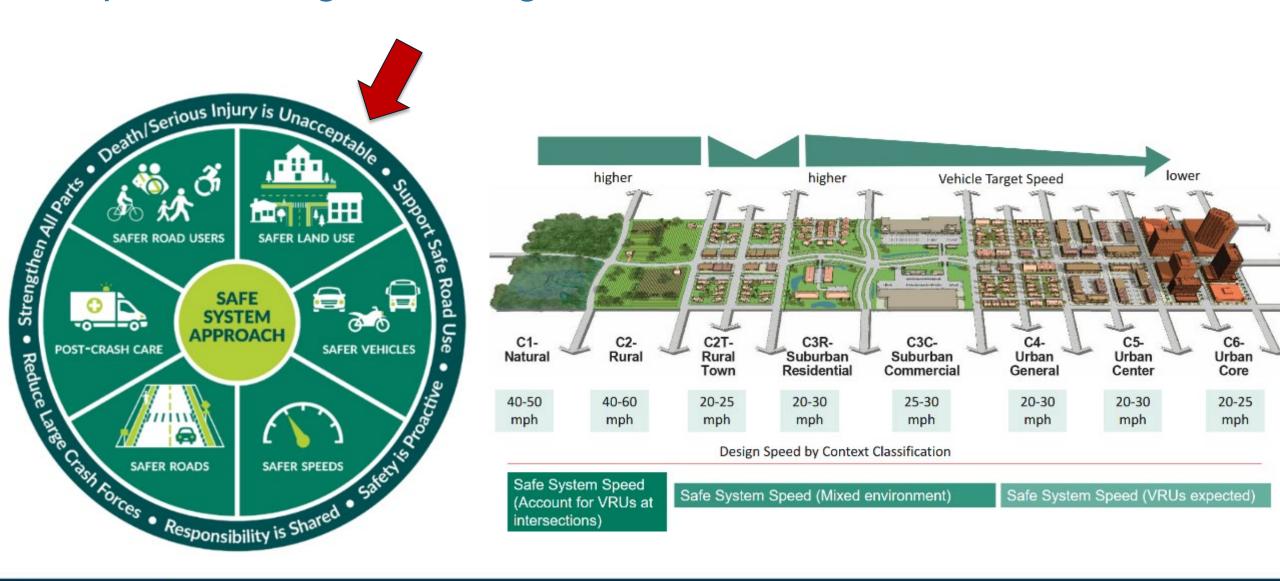
Sets the context for the function and design of roadways

Determines the opportunities people have to use transit, the safest form of travel





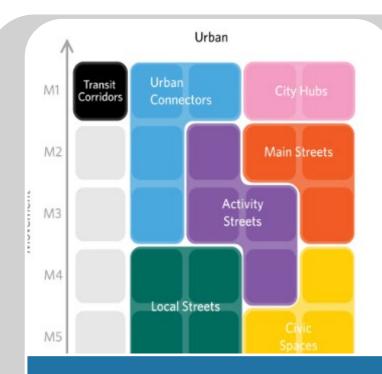
Speed management begins with LAND USE PLANNING



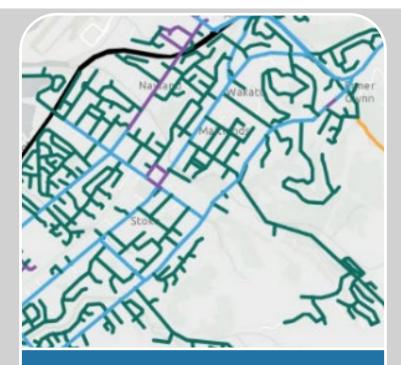




Network-level classification supports analysis and planning



Set a vision and classify the corridor by its purpose in access, placemaking and/or person movement



Examine the network functionality system-wide and identify gaps

Road Types	Safe System Speed
Roads used by cars and vulnerable users	30 km/h (≈19 mph)
Intersections with possible side-on conflicts	50 km/h (≈31 mph)
Roads with possible frontal conflicts	70 km/h (≈44 mph)
Roads with no possible frontal or side-on conflicts between vehicles, and no vulnerable users	>100 km/h (≈>62 mph)

Determine safe and appropriate speed by roadway function and context





States and cities alike are planning for safer speeds

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Identifying Target and Design Speed Range

Table 3-7 provides a range of target and design speeds based on the area type and roadway type. The range of targe recognizes the diversity of roadway types, area types, and topographies and provides flexibility to the designer.

The target and design speed range is based on two factors:

- Area Type: Select an area type from the 9 area types described in Section 3.2 Roadway Context. The designer shot
 land use and any known development or municipal master planning that would significantly change the character
- Roadway Type: Select a roadway type based on role of roadway in the transportation system, as described in Sect

Table 3-7: Target and Design Speed Ranges by Area Type and Roadway Type

Area Type ¹	Arterial Roadway Target and Design Speed Range (mph) ²	Collector Roadway Target and Design Speed Range (mph)	Local
Rural Natural	25-55	25-45	15-35
Rural Developed	25-45	20-40	15-35
Rural Village	20-35	20-35	15-30
Suburban Low Density Development	20-45	20-40	15-35
Suburban High Density Development	20-35	20-35	15-30
Suburban Town Center	20-30	20-30	15-30
Urban (Park, Residential, Central Business District)	20-30	15-30	15-30

Determining target speed during project scoping



Setting context-based design speeds

	Performance	Improvement Rating				
Project Goal	Measure	Low	Medium			
Provide increased safety and access for pedestrians and bicyclists along the corridor.	Expected change in travel speeds	Project includes 0-1 treatments with documented effectiveness at speed reduction.	Project includes 2 treatments with documented effectiveness at speed reduction.	Projec o treat dox effec speed		
	Anticipated change in crashes	Project is not anticipated to reduce crashes.	Project provides a moderate value crash reduction factor.	Projec high reduc		
	Pedestrian assessment	Project provides a facility of minimum width.	Project provides a wider facility with horizontal separation.	Projec wider v ser		
	Bicycle assessment	Project provides a facility of minimum width.	Project provides a wider facility with horizontal separation.	Projec wider v ser		

Updating design guidance, processes, and performance measures



Managing exposure to risk takes a multi-layered approach



LAND USE

Develop context classification scheme that recognizes multimodal safety needs and seeks to minimize exposure

ROADWAY DESIGN

Reduce conflict points and exposure to high speeds via traffic calming, access management, intersection improvements, etc.

SPEED SETTING

Define speed targets in your plans and work to align target, posted, design, and operating speeds



Managing exposure to risk takes a multi-layered approach



LAND USE

Develop context classification scheme that recognizes multimodal safety needs and seeks to minimize exposure

ROADWAY DESIGN

Reduce conflict points and exposure to high speeds via traffic calming, access management, intersection improvements, etc.

SPEED SETTING

Define speed targets in your plans and work to align target, posted, design, and operating speeds



Managing exposure to risk takes a multi-layered approach







Thank you!

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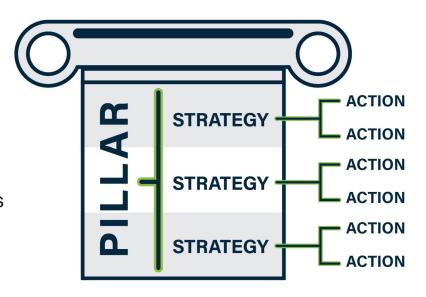
Questions?

Safety Pillars

Pillars: Represent a category of work to improve Policy, Safety Culture, and Projects to intentionally address safety needs.

Strategies: Describes a vision for how they support each of the pillars.

Actions: Outlines the work that CAMPO, its local governments, NCDOT, and other partners will do to implement the Blueprint. Actions are stratified into horizons of work: near-term and long-term.







Task Forces, Roles, and Structure

<u>Participants</u>

- Chair & Vice Chair
- Participants
- CAMPO Liaison

Meetings

- Bimonthly to quarterly
- Discuss progress toward pillar actions
- General Safety Collaboration



Safety Policy & Culture Task Force



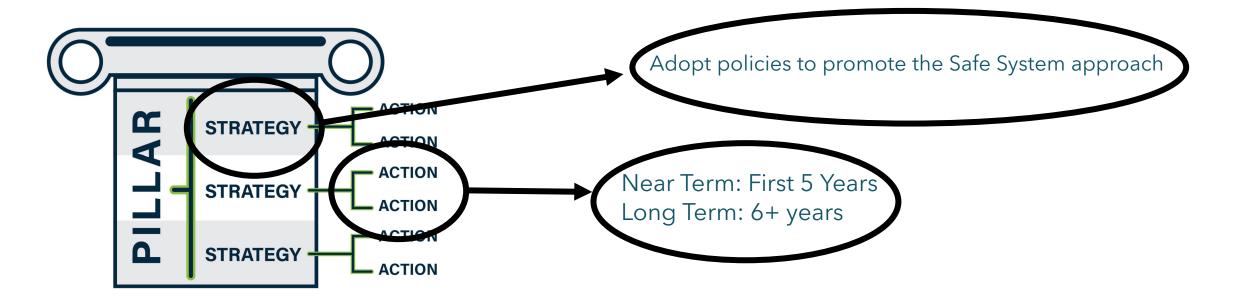
Staff Liaison: Caleb Allred, CAMPO

Chair: Lucy Garcia, Town of Youngsville



Pillar 1: Policy

"At the regional and local levels, safety policy is critical to addressing the unique safety challenges posed by regional and local diversity in geography, traffic patterns, and communities."







Pillar 1: Policy Adopt policies to promote the Safe System approach

Near Term:

- **Action 1:** Updating traffic analysis standards
- Action 2: Updating zoning and land development standards
- Action 3: Improve accuracy and timeliness of crash and safety data reporting

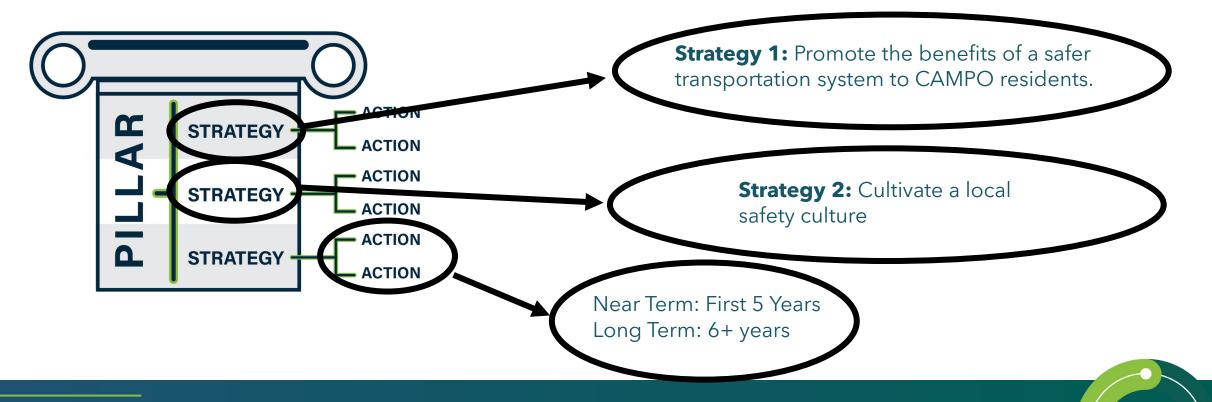






Pillar 2: Culture

"If residents within the CAMPO region engage in a robust safety culture, this results in proactive risk management concerning behavior-related transportation safety challenges and a collective commitment to building more resilient transportation networks."





Pillar 2: Culture - Strategy 1

Promote the benefits of a safer transportation system to CAMPO

residents

Near Term:

- **Action 1:** Performance evaluation of safety projects and experimental treatments.
- Action 2: Collaborate non-transportation experts to understand and promote the cost and benefits of improving transportation safety.
- Action 3: Develop a regionwide educational campaign.





Near Term:

- Action 1: Establish a Regional Safety task force.
- Action 2: Review and report progress in the annual Blueprint for Safety Report







Safety Projects Task Force



Staff Liaison: Evan Koff, CAMPO

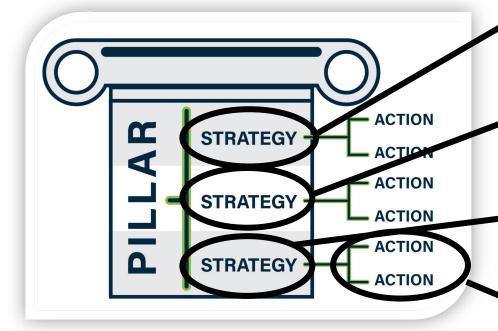
Chair: Steven Morgan, Town of Knightdale



Pillar 3: Projects

"A proactive approach to addressing safety in regional and local transportation networks begins with project selection and design processes and utilizes funding streams designated for safety projects."

Strategy 1: Implement a "Safety in All Projects" Approach.



Strategy 2: Enact a Safe Speed Management Program

Strategy 3: Develop highly effective safety projects

Near Term: First 5 Years Long Term: 6+ years



Pillar 3: Projects - Strategy 1 Implement a "Safety in All Projects" Approach

Near Term Actions (<5 Years)

- Action 1: Develop and distribute guidance to consider context, crash risk, crash history, and crash severity when developing or reviewing STIP projects, LAPP projects, and other local transportation projects.
- **Action 2:** Coordinate between local and regional safety plans to prioritize transportation safety needs.



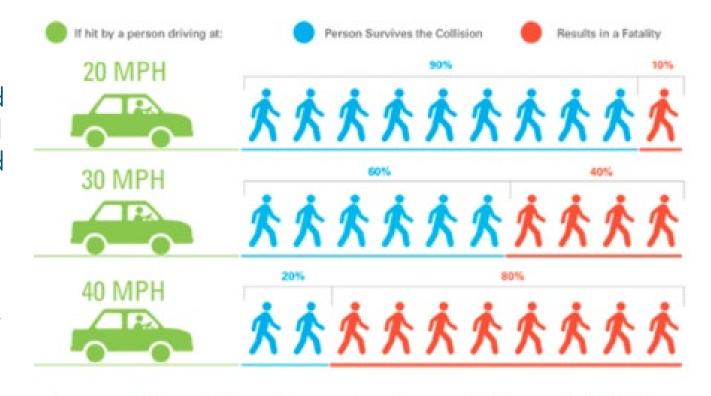




Pillar 3: Projects - Strategy 2 Enact a Safe Speed Management Program.

Near Term Actions (<5 Years)

- Action 1: Support statewide efforts to develop guidance for setting and managing speeds in projects based on context, roadway user types, and crash risk.
- Action 2: Perform speed studies along roads with identified speed problems to identify potential safety improvements.







Pillar 3: Projects - Strategy 3 Develop highly effective safety projects.

"An ounce of prevention is worth a pound of cure"

- Benjamin Franklin, 1735

- **Action 1:** Advocate for additional and leverage State and Federal funding to implement safety projects and low-cost countermeasures.
- Action 2: Set local budget targets for and increase local capital spending on safety projects





Questions?

Performance Measures Recap

1st Decade (2035)

- Reduce serious injury and fatal crashes by 10%
- 1% annual reduction

2nd Decade (2045)

- Reduce serious injury and fatal crashes by 15 to 20%
- 2% annual reduction

3rd Decade (2055)

- Reduce serious injury and fatal crashes by 30%
- 4% annual reduction

Adopted by CAMPO Executive Board - April 16, 2025



Safety Performance Measure Targets 2026

- **Fatalities** From <u>139</u> in 2024 to <u>136</u>
- **Fatality Rate** From <u>0.851</u> in 2024 to <u>0.817</u>
- **Serious Injuries** From <u>590</u> in 2024 to <u>578</u>
- **Serious Injury Rate** From <u>3.611</u> in 2024 to <u>3.5</u>
- Non-Motorized Fatalities and Serious Injuries From 95 in 2024 to 93

Approved by CAMPO Executive Board - November 19, 2025



10 Minute Break

Task Force Breakout Sessions

Staff Liaisons:

Safety Policy & Culture Task Force - Caleb Allred Safety Projects Task Force - Evan Koff



Task Force Discussion Topics

Discussion Topics

- Accepting volunteers for vice chair
- Identifying short term priorities
- How frequently should we be meeting (Bi-monthly or Quarterly)?
- How frequently do you want to report out our progress?
- Who else do you recommend to include on future meeting invites?



Report Out

Staff Liaisons:

Safety Policy & Culture Task Force - Lucy Garcia (Chair)



Task Force Discussion Topics

Discussion Topics

- Accepting volunteers for vice chair David Spencer,
 Town of Cary (Projects TF)
- Identifying short term priorities: Develop Safety Plans, Advocate for Funding
- How frequently should we be meeting (Bi-monthly or **Quarterly**)?
- How frequently do you want to report out our progress? Bi-Annually
- Who else do you recommend to include on future meeting invites? - Next Slide





Task Force Discussion Topics

Who else do you recommend to include on future meeting invites?







I Thank You!