Lee County
Safety Action Plan

November 2025

This Plan was developed in collaboration with:

CENTRAL PINES
REGIONAL COUNCIL

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein

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List of Abbreviations

ACS: American Community Survey

AoPP: Area of Persistent Poverty

CPRC: Central Pines Regional Council

CPRPO: Central Pines Rural Planning Organization

FHWA: Federal Highway Administration

HIN: High Injury Network

KABCO: Injury Severity Scale:

- **K:** Fatal injury
- **A:** Suspected serious injury
- **B:** Suspected minor injury
- **C:** Possible injury
- **O:** No apparent injury

KSI: Killed or Serious Injury

LCTC: Lee County Transportation Committee

LPI: Leading Pedestrian Interval

NCDOT: North Carolina Department of Transportation

PSCi: Proven Safety Countermeasure initiative

RRFB: Rectangular Rapid Flashing Beacon

SAP: Safety Action Plan

SRTS: Safe Routes to School

SS4A: Safe Streets and Roads for All

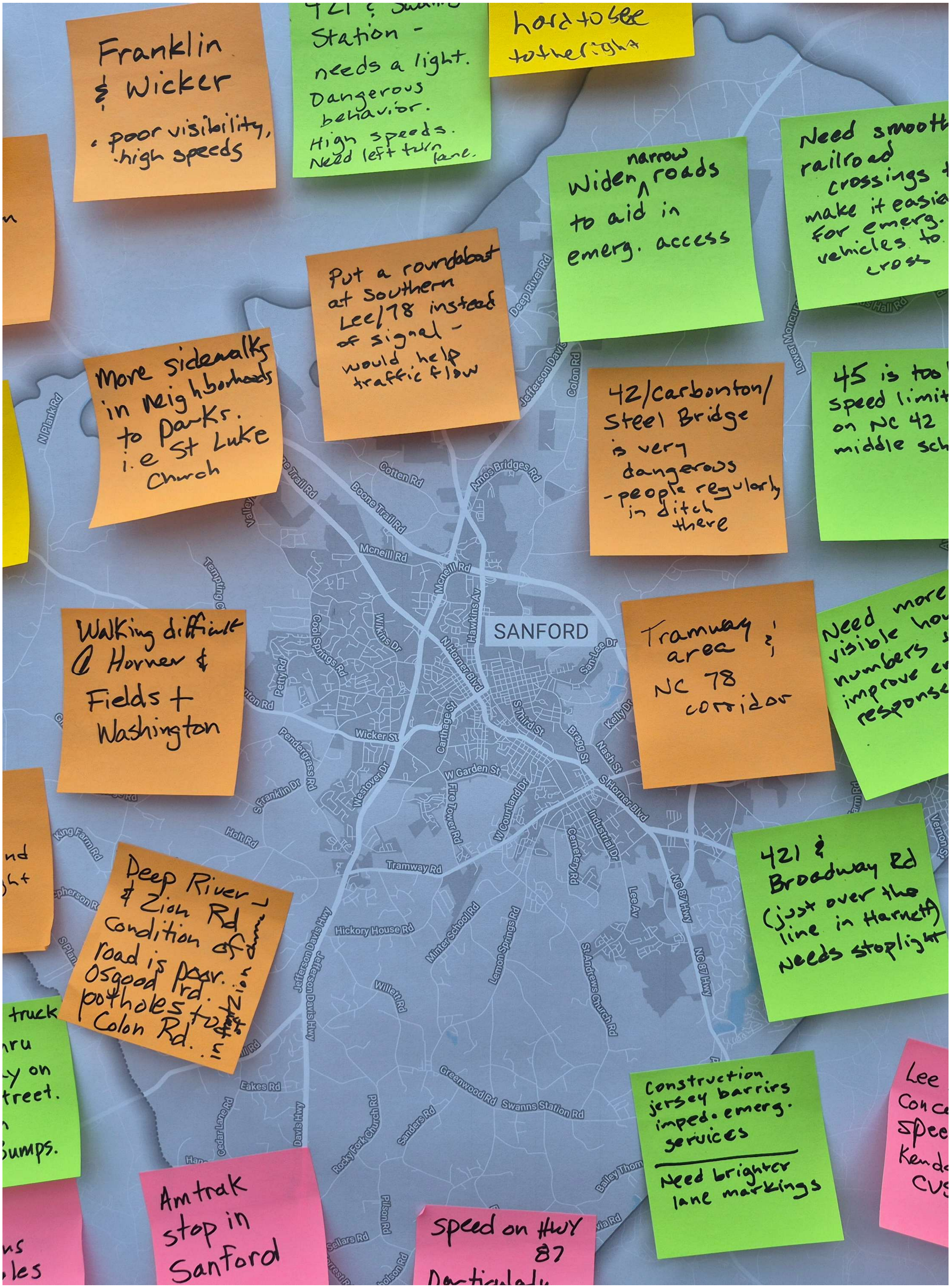
STIP: State Transportation Improvement Program

TDI: Transportation Disadvantage Index

USDOT: United States Department of Transportation

VRU: Vulnerable Road Users (pedestrian or bicycle)

CONTENTS



Franklin & Wicker
• poor visibility, • high speeds
Station - needs a light. Dangerous behavior. High speeds. Need left turn lane.
hard to see to the right
Widen narrow roads to aid in emerg. access
Put a roundabout at Southern Lee/78 instead of signal - would help traffic flow
More sidewalks in neighborhoods to parks. i.e St Luke Church
42/carbonton/Steel Bridge is very dangerous - people regularly in ditch there
SANFORD
Walking difficult @ Horner & Fields + Washington
Tramway area & NC 78 corridor
421 & Broadway Rd (just over the line in Harnett) needs stoplight
Deep River & Zion Rd Condition of road is poor. Osgood Rd. potholes to Colon Rd.
Construction jersey barrirs imped. emerg. services
Need brighter lane markings
Amtrak stop in Sanford
speed on HWY 87

Lee County Safety Action Plan

Leadership Commitment from Lee County, Sanford, and Broadway

For too long our communities have experienced a disproportionate and tragic number of fatal and serious injury roadway crashes. In recognition of this, Lee County, Sanford, and Broadway are **establishing a goal for a 50 percent reduction in the rate of fatal and serious injury crashes by 2040 with the ultimate goal of no one losing their life or being seriously injured on our roadways**. Developing the Lee County Safety Action Plan is a critical and proactive step towards achieving this goal and increasing safety for all Lee County residents.

The Lee County Safety Action Plan represents a shift to making roadway safety the top priority in all actions and decisions for land use and transportation planning, design, operations, and maintenance. Rooted in the U.S. Department of Transportation's Safe System Approach, the plan sets forward a blueprint for rethinking street design, adopting new policies, incorporating operational changes, and promoting a culture of safety across the county so that no one's life is taken while traveling to or through our community.

The Plan includes attainable goals identified through an analytic approach along with input from our diverse county residents, transportation stakeholders, and agency representatives. It is a dynamic, living document that will need to adapt as Lee County continues to grow. As the recommendations and strategies in this plan are implemented, we will continue moving towards a safer transportation system and a community where all people can get to their destination safely.

Kirk Smith
Chairman, Lee County Board of Commissioners

Rebecca Wyhof Salmon,
Mayor, City of Sanford

Donald Andrews
Mayor, Town of Broadway

Executive Summary

The Lee County Safety Action Plan begins with a bold commitment: over the next 15 years, Lee County, Sanford, and Broadway aim to reduce the rate of fatal and serious injury crashes by 50%. Accomplishing this goal will require a fundamental shift to a Safe System Approach with local priorities that values safety over speed, reflected in decision-making and actions for land uses, transportation planning, design, operations, and maintenance.

This Plan examines the problem of roadway safety and emphasizes the changes needed to improve the everyday experiences people traveling in, to, and through Lee County. More than that, however, this plan is a blueprint for action: a roadmap for effecting change for greatest impact, identifying highest-priority corridors, effective countermeasures, and strategies to increase safety, encompassing infrastructure and policy, design and engineering, planning and funding. It is also a living document: as actions are taken, this Plan must be dynamic to continue to effectively address roadway safety. This Plan is a starting point, not an exhaustive list.

The chapters that follow provide the background, strategies, and first steps. Carrying this forward rests with all of Lee County: its elected officials, stakeholders, local government staff, and the many committed residents and community members that call it home. An overview of each chapter is provided below.

1. A Vision for Lee County

This Safety Action Plan is grounded in the Safe System Approach, which acknowledges that people make mistakes—and that these mistakes should not cost lives. Addressing safety through the five lenses of Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users, and Post-Crash Care, this Plan ensures a comprehensive, holistic, systems-level approach to identifying the root causes and most effective means to address unsafe conditions without waiting for crashes to occur. This chapter describes the Safe System Approach, and steps that Lee County has already taken to begin to address roadway safety.

2. Roadway Safety Analysis

This chapter documents the state of roadway safety in Lee County, Sanford, and Broadway today. Examining historic crash data over a five-year period, key crash trends are identified to establish a High Injury Network (HIN); a map of corridors and intersections with the highest density of fatal and severe injury (KSI) crashes. This chapter also identifies impacts to specific populations in Lee County such as young adults and those living in low-income areas, setting a foundation for more equal distribution of actions and outcomes.

3. Listening to the Community

Lee County residents provided their input throughout the project, contributing their views and experiences on roadway safety. A combination of in-person and online engagement allowed members of the community to engage with the project in multiple ways and in the manner most comfortable to them. Comments from community members emphasized the importance of roadway safety and the need to make changes that result in better design and maintenance, acknowledging that driver behavior needs to be addressed as well.

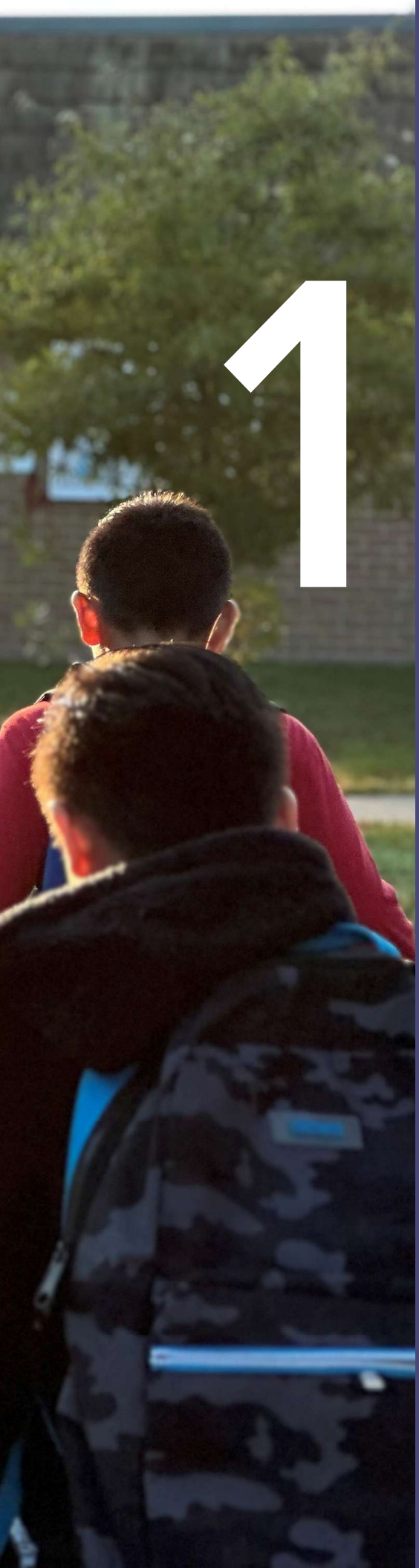
4. Priority Recommendations

Achieving the bold commitment reflected in this Plan will only result from the coordinated effort to take action and follow through on strategies that matter. This chapter establishes the key strategies and recommendations to improve safety, responding to crash data analyses and public input. For each strategy, a variety of projects, policy, and programmatic actions are identified to address and change the roadway safety narrative in Lee County. Location Deep Dives are provided for priority HIN corridors and intersections along with systemic actions to increase safety, reduce risk, and minimize exposure.

5. The Road Ahead

As a roadmap for change, this Plan must clearly identify the pathways to implementing the projects and strategies recommended. This chapter identifies funding opportunities to carry projects forward from planning to design and implementation. To document progress and establish accountability, key performance measures are identified to aid the County in reporting and communication. These resources will guide the County on the path to reducing fatal and serious injury crashes, and towards the ultimate goal: that every person in Lee County, no matter how they travel, can make it home safely.

FIGURE 1 **Principles and Elements of the Safe System Approach**



1 A Vision for Lee County

Introduction

Every year, lives in Lee County are lost or permanently altered due to preventable traffic crashes. Families, neighbors, and whole communities carry the burden of these tragedies, which disproportionately affect the most vulnerable roadway users—people walking, bicycling, using mobility devices, or traveling without access to safe, reliable transportation options. The **Lee County Safety Action Plan** recognizes that these outcomes are not inevitable and that a safer transportation system is both possible and necessary.

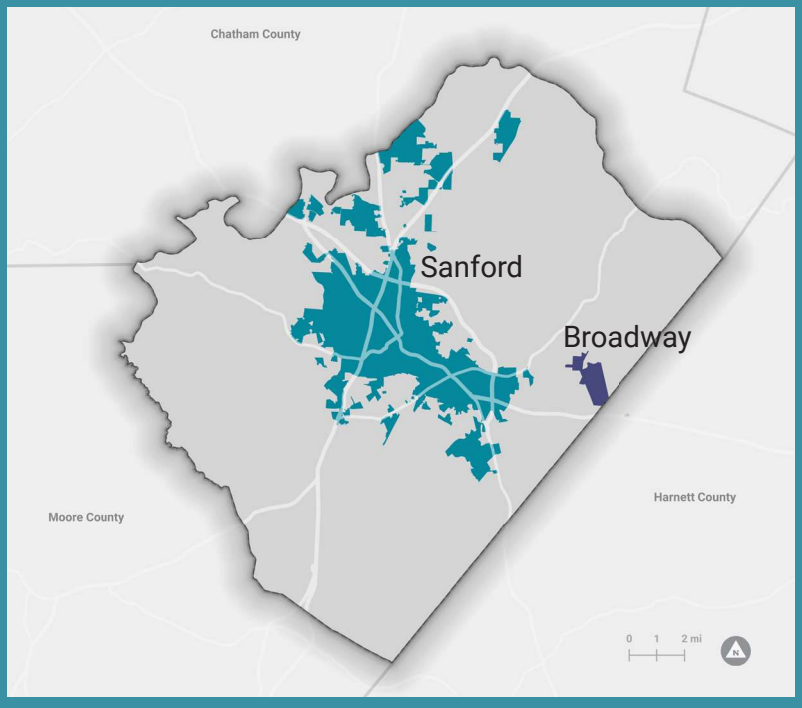
This Plan is rooted in the principles of the Safe System Approach, which acknowledges that people will make mistakes but that those mistakes should not cost lives. By emphasizing safe roads, safe speeds, safe vehicles, safe users, and post-crash care, the Plan sets a framework for reducing risks across the county's transportation network. This proactive approach helps address unsafe conditions without waiting for the next crash to occur.

Plan development was guided by extensive data analysis, stakeholder engagement, and input from the public. Through workshops, surveys, and local events, residents and community leaders shared their experiences and priorities for safety in the County.

At its core, this plan is a **blueprint for action**—a roadmap that identifies high-priority corridors, effective countermeasures, and strategies for addressing safety in every aspect of transportation funding, planning, and engineering. It is both a technical resource and a call to action, reinforcing the county's commitment to protecting lives and fostering communities where all people, regardless of age, ability, or mode of travel, can reach their destinations safely.

Study Area

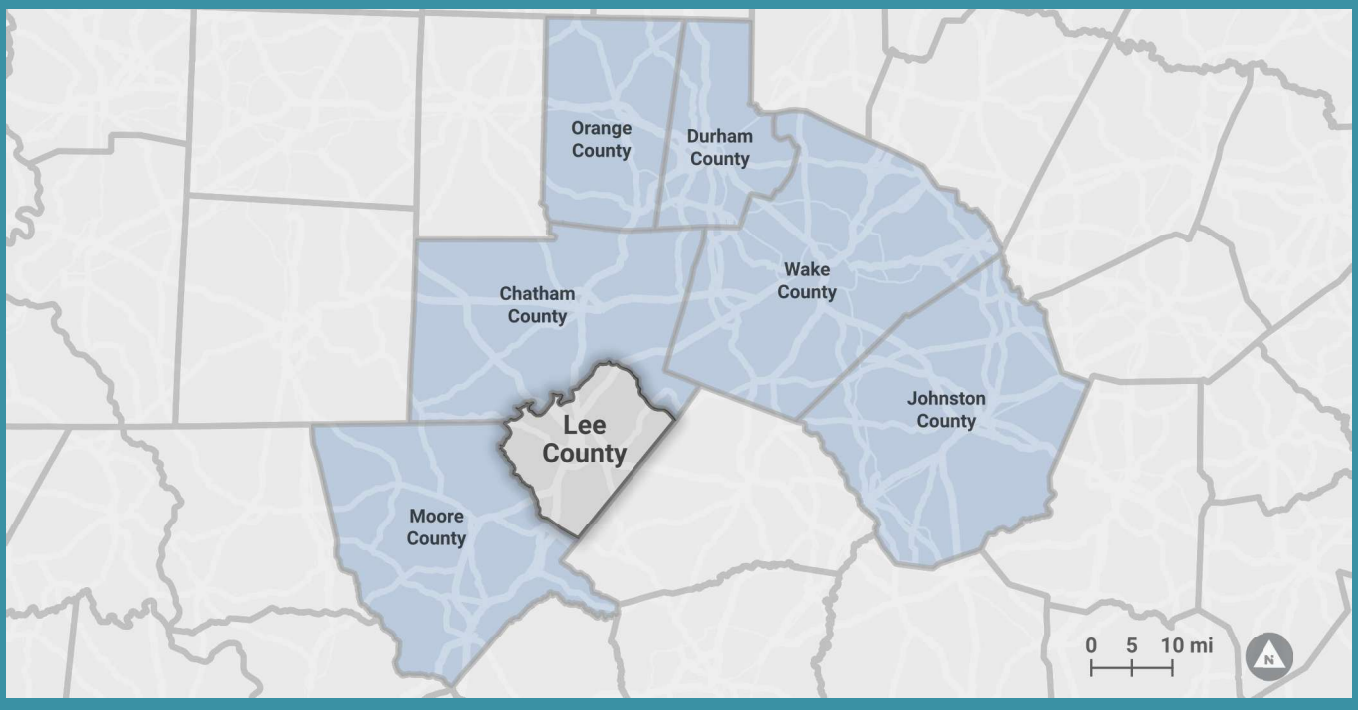
This plan was developed in partnership with the **Central Pines Regional Council (CPRC)**, one of 17 Regional Councils in North Carolina. The CPRC supports Lee County and other member cities and counties with regional planning for growth, transportation, and other community needs. The area of study for the SAP includes Lee County, the City of Sanford and the Town of Broadway.



What is a Safety Action Plan?

A **Safety Action Plan (SAP)** is a comprehensive, forward-looking strategy designed to reduce and ultimately eliminate fatal and serious injury crashes through systemic, data-driven projects, programs and policies. Unlike traditional traffic safety programs, which often respond to crashes after they occur or focused narrowly on individual behavior, a SAP takes a proactive approach. It recognizes that roadway deaths and serious injuries are preventable and that every part of the community has a role to play in addressing safety. Safety Action Plans:

- **Acknowledge that traffic deaths and serious injuries are preventable** rather than inevitable.
- **Embrace the Safe System Approach:** anticipating human error, designing roadways for safety, and distributing responsibility across government, community partners, and the public.
- **Take a network-wide perspective:** looking across the entire roadway system rather than only at isolated intersections or corridors.
- **Direct resources where they are needed most:** ensuring safety improvements reach the communities and locations most affected by dangerous road conditions.
- **Link planning to funding:** positioning local governments to pursue competitive state and federal resources, including the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program.



The Safe System Approach

The Safe System Approach is a federally recognized framework for roadway safety, adopted by the U.S. Department of Transportation as the foundation the ***Safe Streets and Roads for All (SS4A) program***. It focuses on eliminating fatalities and serious injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur. It is based on six guiding principles:

- **Death and Serious Injuries are Unacceptable** – While fender-bender crashes are inconvenient, our focus must be on crashes that result in death or serious harm.
- **Humans Make Mistakes** – Even the best drivers will inevitably make mistakes that can lead to a crash. How we design and operate our transportation system can ensure these mistakes don't have life-altering impacts.
- **Humans are Vulnerable** – The human body can only withstand so much impact from a crash
- **Responsibility is Shared** – Safety depends on action from every part of the transportation system from elected leaders, urban planners, engineers and everyday roadway users.
- **Safety is Proactive** – Instead of waiting for crashes to occur, transportation agencies should seek to proactively identify and address dangerous situations.
- **Redundancy is Critical** – Multiple layers of protection are needed so if one part of the transportation system fails, other measures still keep people safe.

The Safe System Approach is implemented through five key elements:

- **Safe Roads** – Designing roads to reduce conflicts, minimize risks, and provide safe travel for all users, especially those most vulnerable in a crash.
- **Safe Speeds** – Managing speeds through roadway design, speed limits, and education so that when crashes do occur, are less likely to cause severe injury.
- **Safe Vehicles** – Equipping vehicles with technology and features that help prevent crashes and reduce harm to both occupants and people outside the vehicle.
- **Safe Road Users** – Supporting and encouraging people to make safe choices so that everyone can reach their destinations without harm.
- **Post-Crash Care** – Ensuring emergency response and incident management are delivered quickly and effectively to save lives and help prevent the next crash.

FIGURE 2 **The Safe System Approach**

What is Lee County already doing to address safety?

This Plan represents a comprehensive vision for safe streets, however, many plans and initiatives have already laid important groundwork for safer streets in Lee County, Sanford, and Broadway The following local and regional plans have an emphasis on safety for all users:

Carthage–Charlotte Feasibility Study (2019)

This study explored redesigning Carthage Street and Charlotte Avenue to prioritize pedestrian and bicycle connectivity and safe vehicle access. Recommendations included road diets, protected bicycle lanes, improved crossings, and traffic calming elements to reduce vehicle speeds.

Plan SanLee Land Use Plan (2018)

While primarily a growth and development guide, this plan highlights the role of transportation in shaping the community. It encourages multimodal streets to support safe access to destinations as the county continues to grow.

Sanford Bicycle Plan (2014)

This plan established a connected network of bicycle facilities throughout Sanford and Lee County with design guidelines for both on-street and off-street bikeways. It also recommended safety programs such as youth education, family bicycling classes, and Safe Routes to School initiatives.

TARPO Bicycle & Pedestrian Framework (2015)

This framework serves as a guiding policy document for CPRPO (formally Triangle Area Rural Planning Organization). It emphasizes designing facilities for users of all ages and abilities and calls for integrating bicycle and pedestrian infrastructure into future roadway projects.

FIGURE 3 **Rendering from the Carthage–Charlotte Feasibility Study**

State Transportation Improvement Program

In addition to existing local and regional plans that prioritize roadway safety, Lee County participates in the NCDOT State Transportation Improvement Program (STIP) process, which allocates funds for pedestrian, bicycle, transit, and general roadway projects across the state. Several active STIP projects in Lee County are underway or recently completed.

TABLE 1 **Active STIP projects in Lee County**

Corridor	Community	Description	Est. Date
Wicker St (NC42) #EB-5742	Sanford	Construct a multiuse path from Legion Dr. to north of High Ridge Dr. at Kiwanis Family Park	2026
Carthage St (US Bus 1) #EB-5863	Sanford	Reconfigure the corridor from Wicker St. to Chatham St. with lane reductions and bicycle/pedestrian improvements	2027
Fields Dr #EB-5867	Sanford	Build a sidewalk from Carthage St. to Horner Blvd.	2026
Woodland Ave #EB-5868	Sanford	Construct a sidewalk from Evergreen Ln. to Globe St.	2026
South Main St #EB-5870	Broadway	Extend sidewalk from Mansfield Dr.to the end of the existing sidewalk	Recently Completed
Charlotte Ave #EB-6002	Sanford	Redesign from Chatham St. to 11th St.with sidewalks, a road diet, and bicycle lanes	2026
Kelly Dr #R-5959	Lee County	Realign Kelly Dr. to provide safer crossings for pedestrians.	2027
Broadway Rd #R-3830	Sanford, Broadway, Lee County	Widen roadway from Horner Blvd to East Harrington Ave. to improve safety and traffic operations	2027
Carthage St (SR 1237) #U-5709	Sanford	Widen roadway from Fire Tower Rd to Wicker St to a two-lane divided facility with bicycle and pedestrian accommodations	Under Construction
US 421 Bus/NC 87 #U-5722	Sanford	Reconstruct as a complete street with medians, sidewalks, bicycle facilities, and streetscaping from US 1-15-501 to Washington Ave.	TBD
US 1-15-501 #U-5727	Lee County	Upgrade to a superstreet and relocate NC 78 (Tramway Rd) between Bryan Dr. and Carthage St.	2027
US 1-15-501 South #U-5975	Lee County	Upgrade to a superstreet from White Hill Rd/Rocky Fork Church Rd to Bryan Dr.	2027

2 Roadway Safety Analysis

Introduction

The Lee County Safety Action Plan evaluated crash data from 2019-2023 to establish a baseline understanding of roadway safety in the county. While all types of crashes are unfortunate, this analysis was structured around three key questions specifically related to fatal and serious injury (KSI) crashes:

1) What are the key roadway characteristics and contributing factors leading to KSI crashes?
2) Where are the most KSI crashes occurring?
3. Who are the people most impacted by these crashes?

Crash data alone will not tell the full story, but pairing the data from the analysis with feedback from the community during the engagement process can provide valuable insight into the characteristics and behaviors that lead to severe crashes in Lee County. These insights together can be used to address roadway safety issues throughout the county and help prevent KSI crashes in the future.

Key Crash Contributing Factors

Crashes occur for a variety of reasons and often a combination of contributing factors. The severity of crashes can be influenced by factors including excessive speed, roadway conditions, equipment failure, environmental conditions (e.g., weather, lighting, glare), and human behaviors such as distraction, impairment, and not complying with traffic laws.

In Lee County, the total number of crashes has remained fairly consistent since 2016, however, the number of KSI crashes, especially in rural areas, has been increasing. Since 2016, Lee County has averaged 40 KSI crashes per year. However, in four of the last 5 years, Lee County has exceeded the average, and in 2022, the county experienced its highest number of KSI crashes in a calendar year with 47 KSI crashes reported.

There are four crash factors that are significantly overrepresented in KSI crashes in Lee County. **Table 2** highlights that while these factors only contribute to a small percentage of total crashes, they have a significant impact on crashes resulting in a fatality or serious injury.

TABLE 2 **Key Crash Contributing Factors**

Crash Factor	Percentage of All Crashes	Percentage of KSI Crashes
Unrestrained Passengers	3.9%	32.8%
Impairment	4.5%	24.6%
Speeding	6.4%	16%
Lane Departure	27.6%	61.9%

These factors contribute to a significant number of KSI crashes in Lee County and are often clustered in common locations. The next step of the analysis was to identify where the crashes are occurring and why these areas have high concentrations of KSI crashes.

MAP 1 **All KSI Crashes**

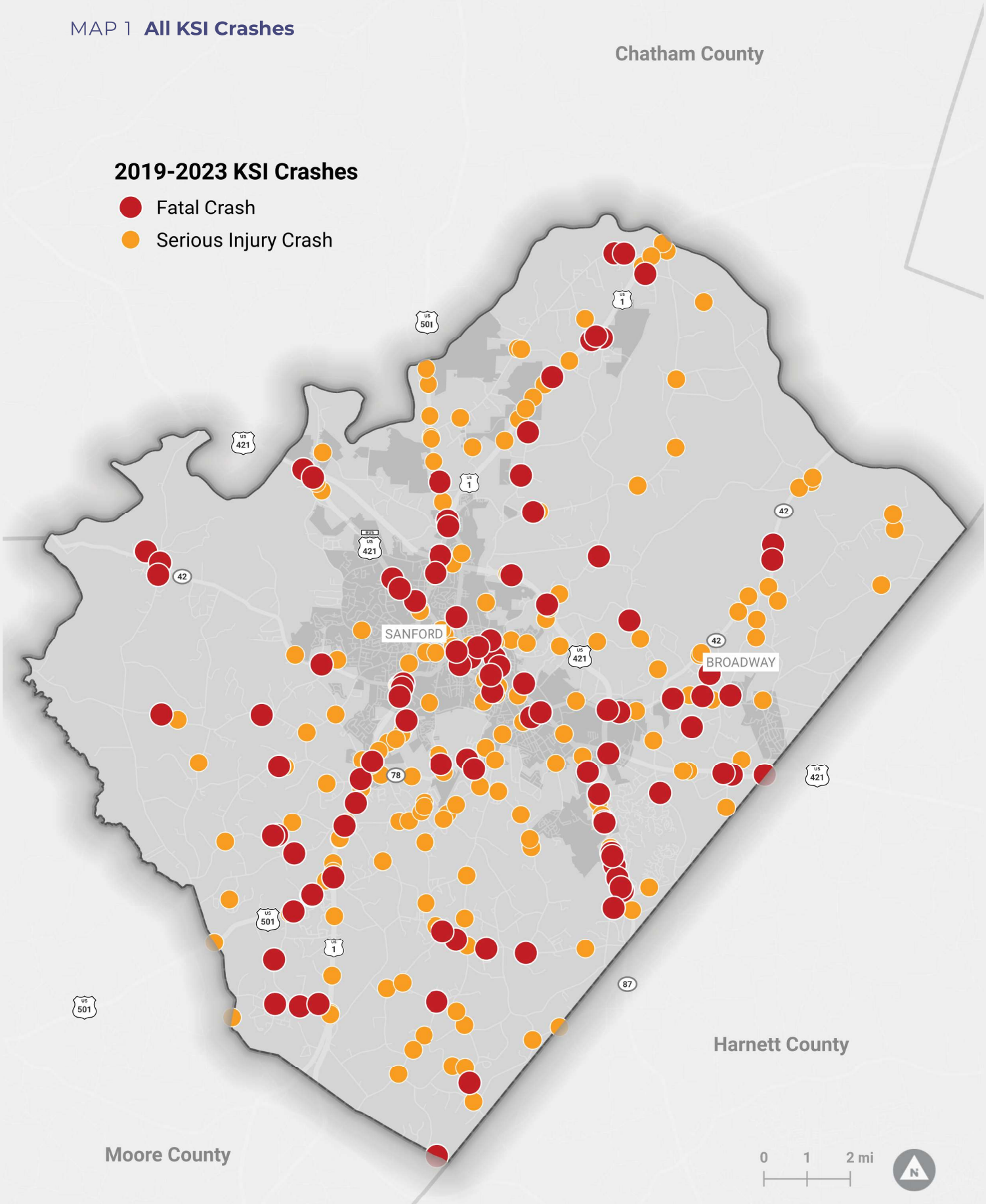
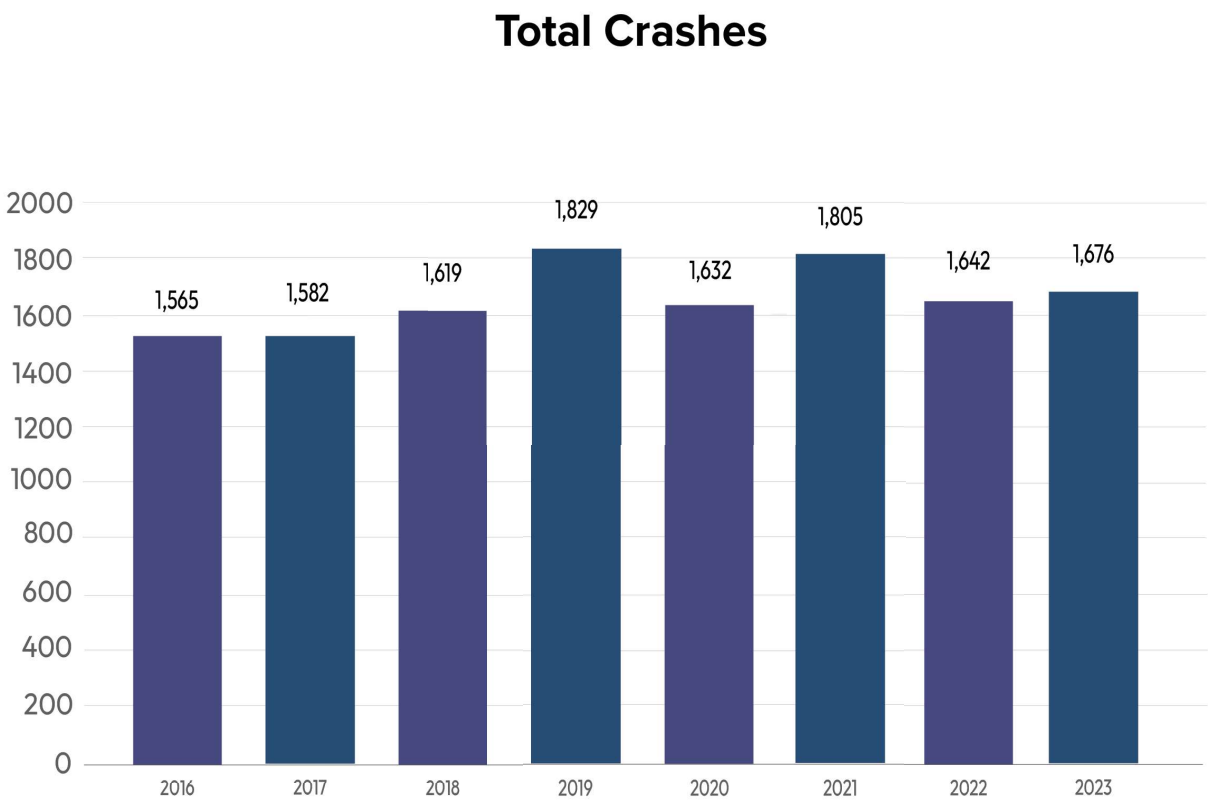


FIGURE 4 **Lee County Crashes Over Time**



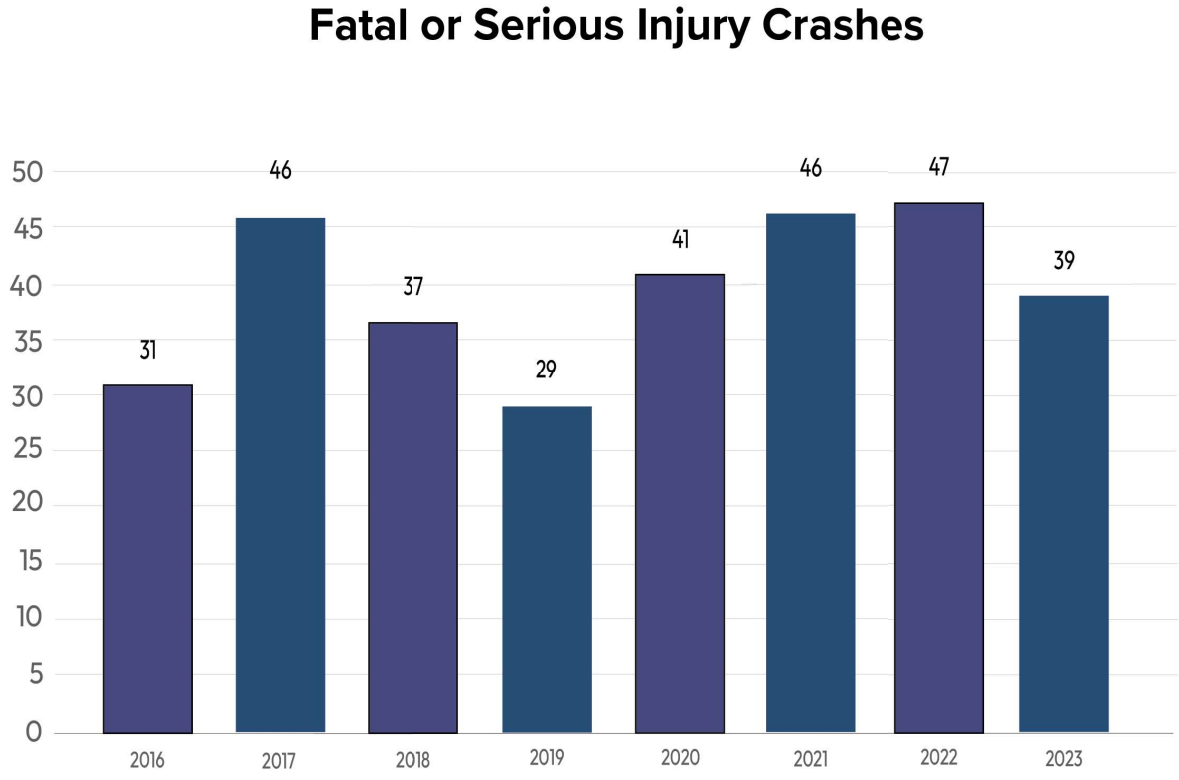
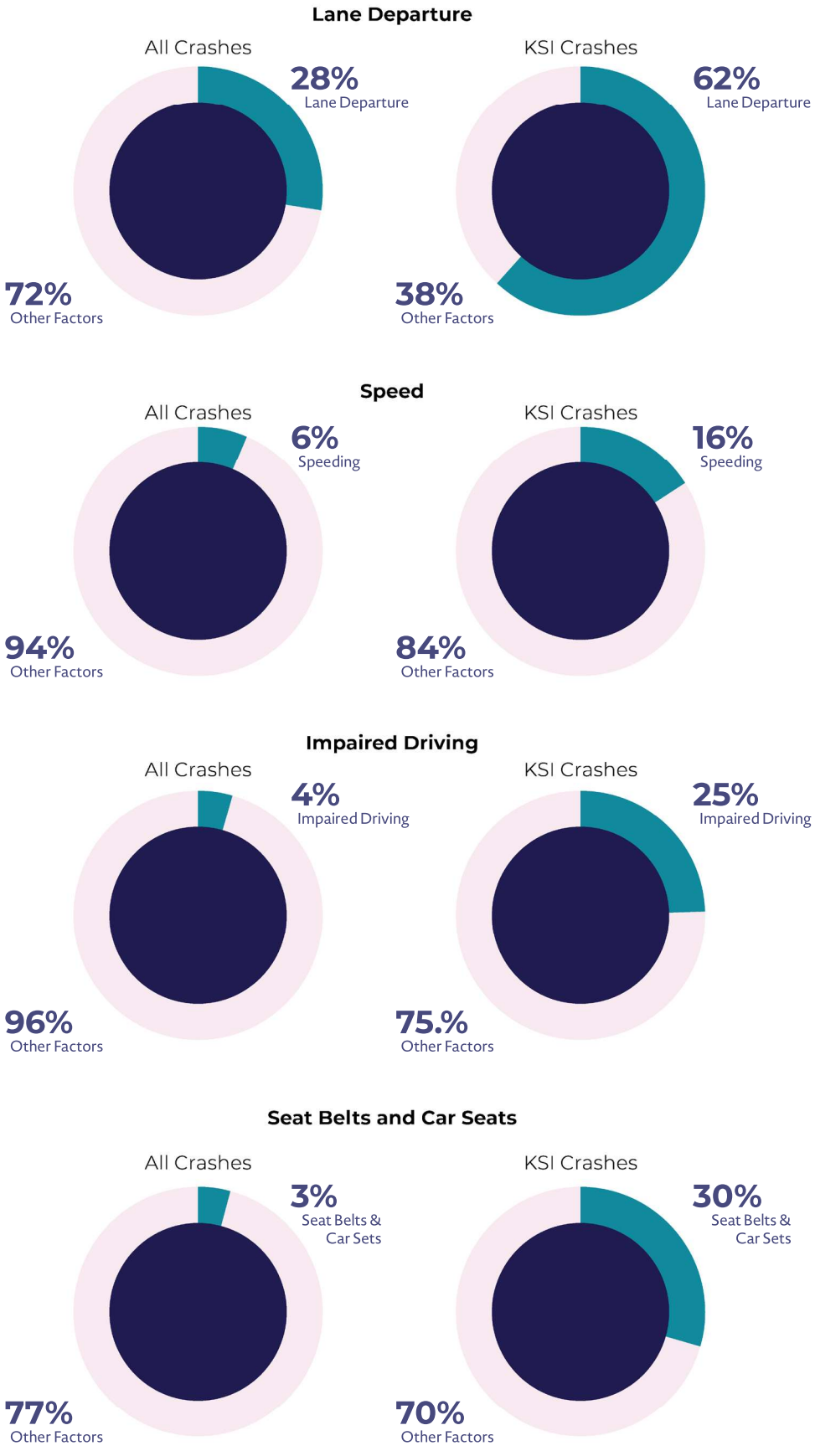


FIGURE 5 **Key Crash Contributing Factors**



High Injury Network

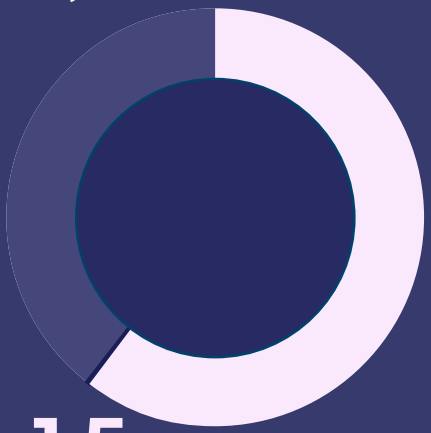
Lee County's High Injury Network (HIN) identifies corridors and intersections where the highest number and density of fatal and severe injury crashes are occurring. The HIN is developed by counting the number of crashes that occur on each segment of roadway and weighing them by severity. A threshold is then set to determine which areas are "high injury" corridors or intersections. Identifying a HIN helps the county focus their efforts where investment will have the greatest impact and save the most lives.

Recognizing similar characteristics across HIN corridors is also important for understanding the factors that make streets unsafe across the County and can lead to proactive actions to address roadway characteristics before a fatal or serious injury crash occurs. The following figures and map show more details about Lee County's HIN.

HIN is 145 miles of roadway

93.5 Miles of HIN in Lee County

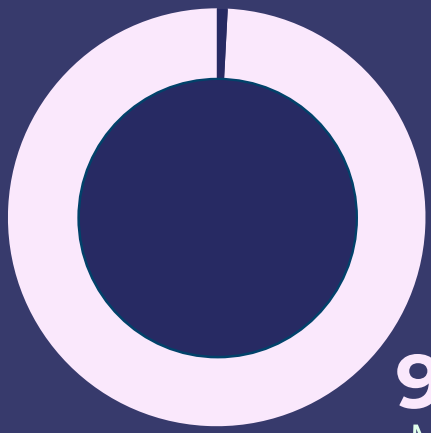
50 Miles of HIN in Sanford



1.5 Miles of HIN in Broadway

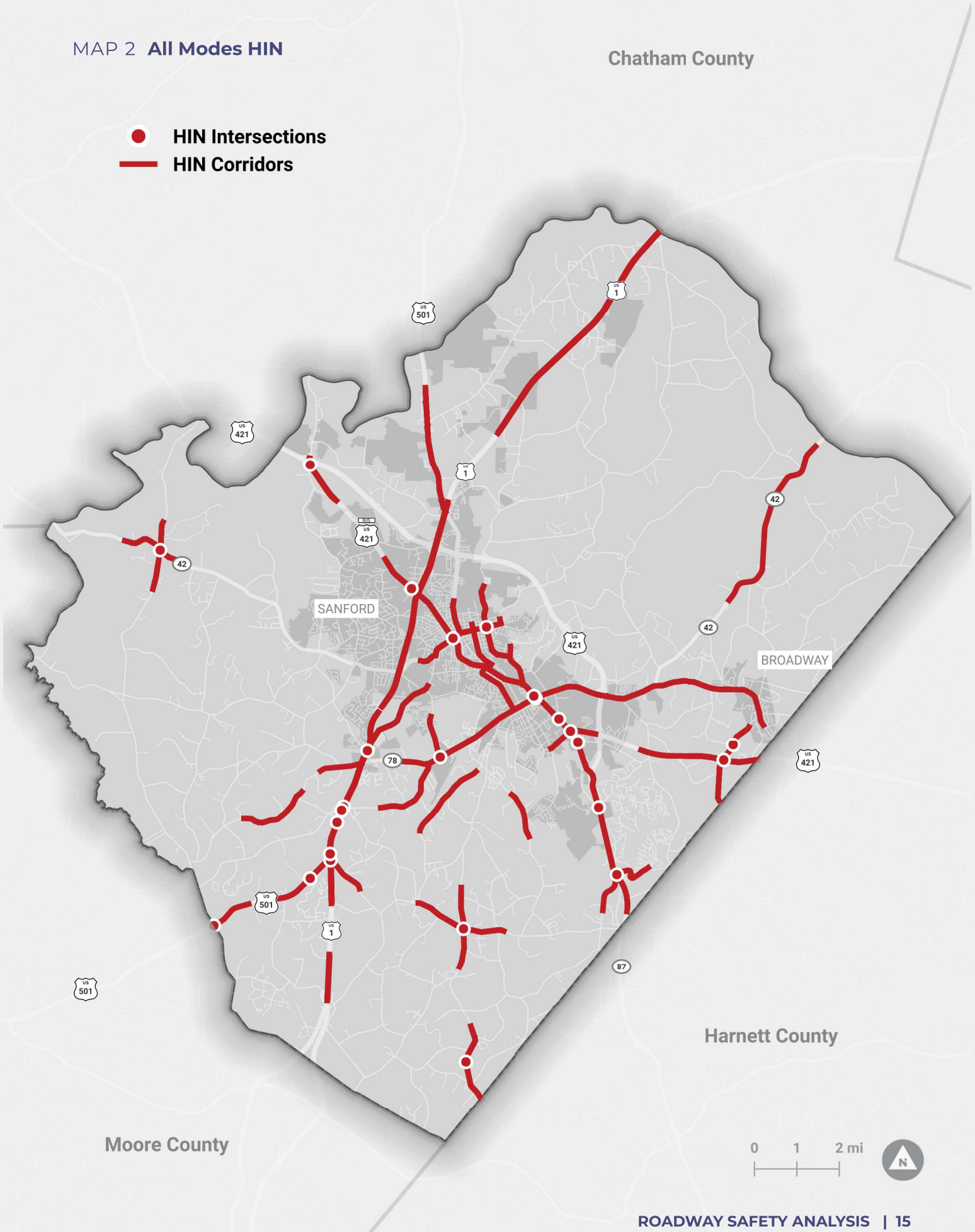
99% of HIN Maintained by NCDOT

1% Maintained by Others



99% Maintained by NCDOT

MAP 2 **All Modes HIN**



Who is most impacted?

The location and factors influencing KSI crashes are not spread throughout the county evenly. Similarly, the people affected by roadway safety are not evenly spread throughout the county. For instance, young drivers (drivers aged 15-24) are disproportionately involved in KSI crashes compared to other age groups. The rate of severe crashes statewide is 4.9 people per 1,000 people. However, young drivers in Lee County have a severe crash rate of 10.6 people per 1,000 people, which is more than double the statewide rate.

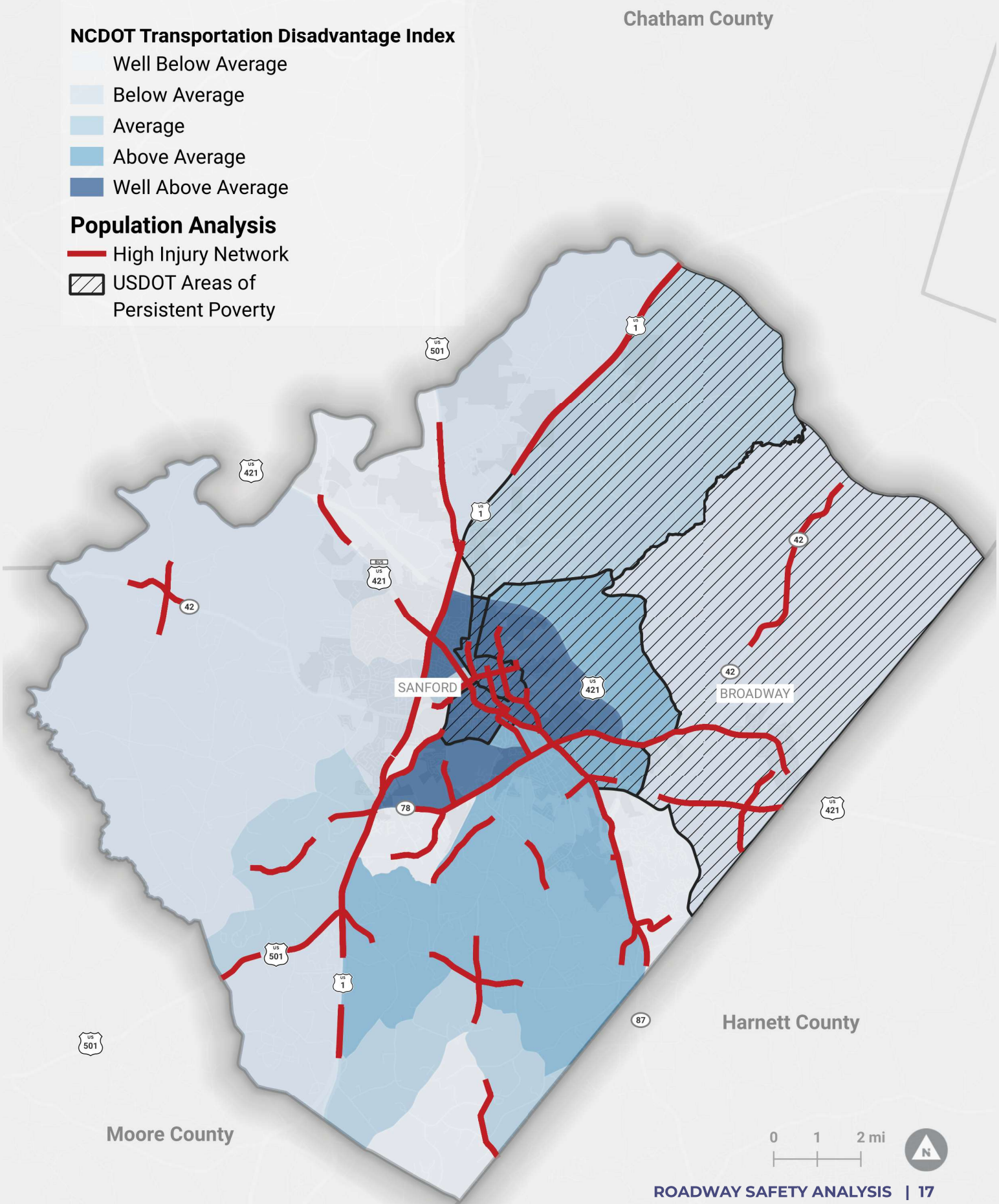
Disadvantaged residents are also affected disproportionately by unsafe roadway conditions, specifically while walking or bicycling. The NCDOT Transportation Disadvantage Index (TDI) identifies communities with potential transportation disadvantages by evaluating factors including poverty, zero-car households, young population (under 16), older population (over 64), disability prevalence, limited English proficiency, and BIPOC population.

Census tracts with Above Average disadvantage cover 27% of Lee County's population but account for 42% of pedestrian and bicycle KSI crashes.

Map 3 shows the census tracts in Lee County with above average transportation disadvantage as well as USDOT defined Areas of Persistent Poverty (AoPP). A tract is considered an AoPP if more than 20% of the population has lived below the poverty line for the past three decennial censuses. Over 67% of the High Injury Network runs through census tracts that were identified as AoPP.

In these areas, residents are often more reliant on walking, bicycling, or taking public transportation to get to destinations. The pedestrian and bicycling infrastructure, however, may not be adequate for safe, efficient travel throughout the county, putting residents in these areas at a higher risk for pedestrian or bicycle related KSI crashes.

MAP 3 **HIN and Transportation Disadvantage**

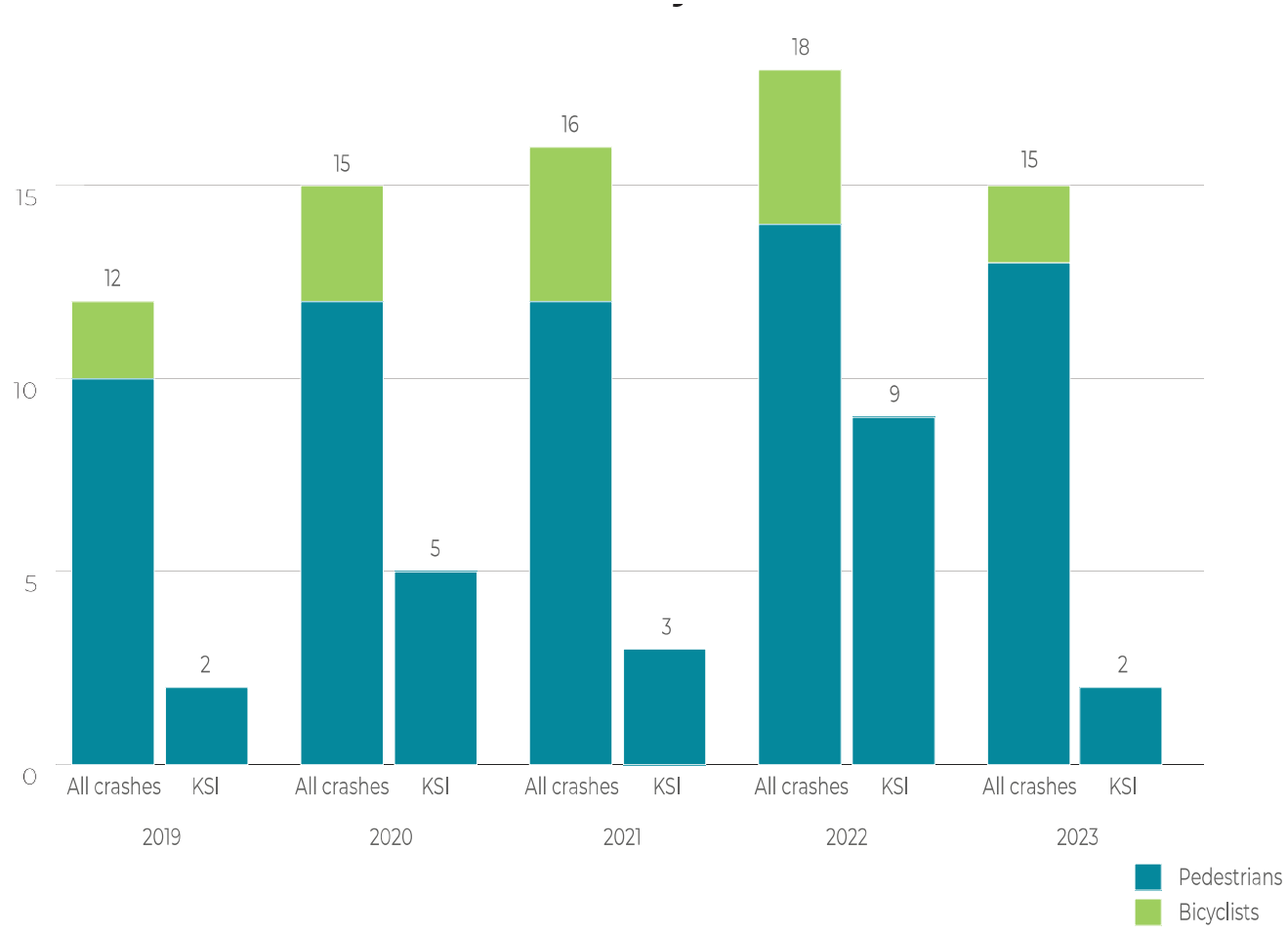


Vulnerable Road Users

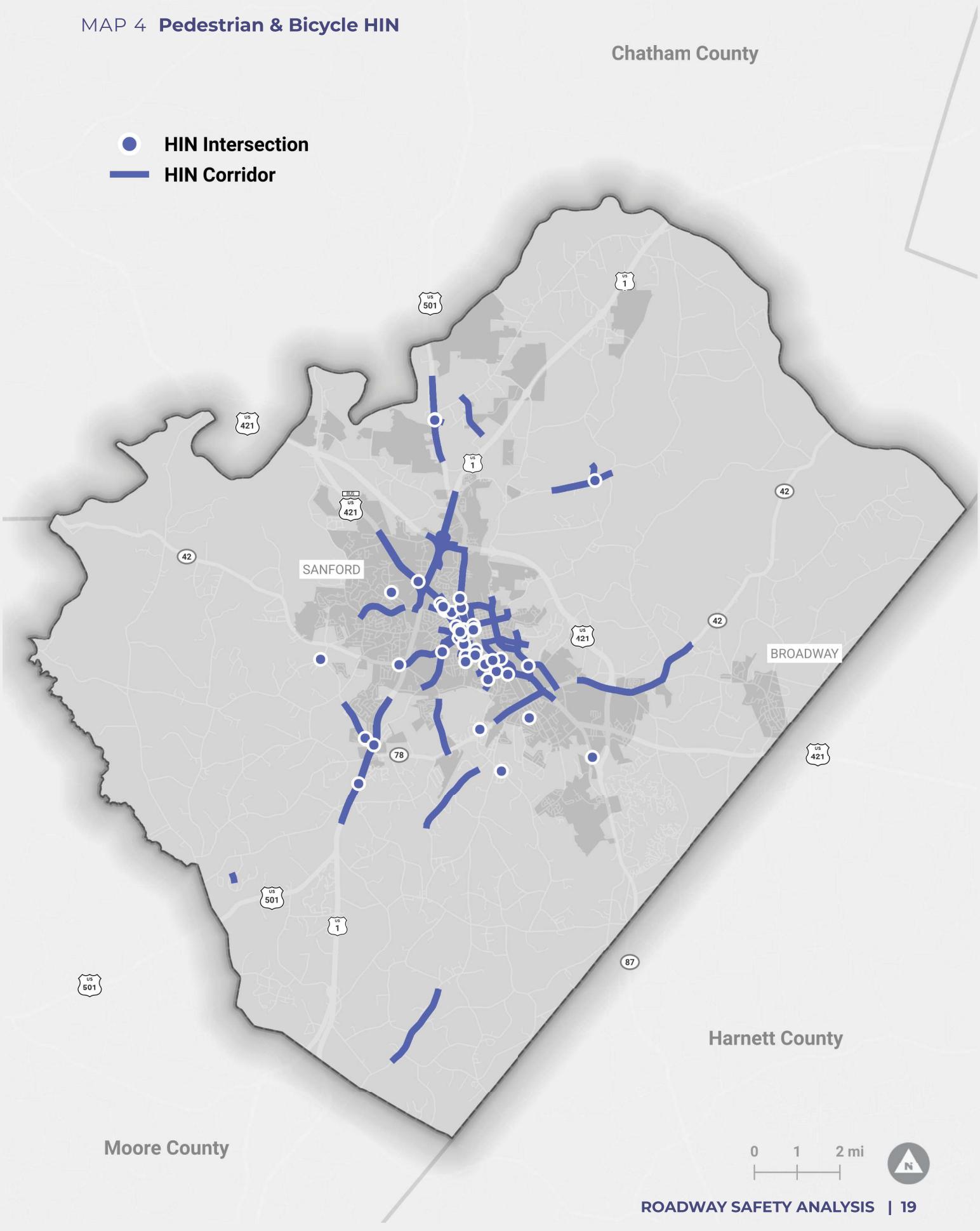
Vulnerable road users (VRUs) include pedestrians, bicyclists, and users of personal mobility devices including scooters and skateboards. Pedestrian and bicycle crashes have been on an upward trend in Lee County, with many of these crashes occurring near community destinations which people often try to reach by foot or bike. 52% of pedestrian KSI crashes occurred within ½ mi of a park and 48% of pedestrian KSI crashes occurred within ½ mi of a school. **Map 4**, on the following page, also shows that many crashes involving vulnerable road users occur near Downtown Sanford.

Motorcyclists are also vulnerable road users and crashes involving motorcycles have been increasing in Lee County as well. In 2023, there were five KSI crashes involving a motorcycle, all of which occurred on rural roads. Most of these crashes also occurred during darker hours where roads may not be well lit. Vulnerable road users are much more vulnerable during darker hours as road users have a more limited range of vision. 76% of pedestrian KSI crashes and 63% of motorcycle KSI crashes occurred during Dusk and Dark conditions.

FIGURE 6 **Pedestrian & Bicycle Crashes from 2019-2023**



MAP 4 **Pedestrian & Bicycle HIN**




COUNTY MAP
LEE COUNTY
THE LEE COUNTY SAFETY
ACTION PLAN WILL...
THE SAFE SYSTEM
APPROACH

3 Listening to the Community

Introduction

Through in-person and online engagement, residents of Lee County helped identify key corridors that feel unsafe and provided suggestions on how to make improvements to traffic safety throughout the county. By engaging with residents at community events and conducting an online survey, this Safety Action Plan reflects the concerns, values, and vision of the residents, the community, and the county. The comments, suggestions, and responses from residents helped guide suggestions for future policies, programs, designs, and infrastructure with the goal of reducing traffic-related deaths and severe injuries.

In-Person Engagement

Sanford Farmers' Market

On July 12, 2025, local staff hosted an information table at the Sanford Farmers' Market where residents shared their perspectives on the state of traffic safety in the county, provided feedback on strategies to reduce traffic fatalities and serious injuries, and gave input related to infrastructure-related safety issues that should be addressed throughout the county. In total, over 70 comments were collected during the event, with five major themes emerging.

Open House

Safe Streets for All Open House
August 28, 2025

Leadership Meetings

Lee County Transportation Committee Meetings

Thank you all for your input!

Pop-Up Events

Sanford Farmers' Market
100+ Interactions

Sanford Multicultural Event
70+ Interactions

Online Engagement

Online Survey
287 Completed Surveys

Interactive Map

Themes

1. Distracted Driving

Residents felt that distracted driving was a major issue throughout the county with many residents voting for it as their biggest concern. The category with the second highest number of votes received was "drivers failing to stop or yield at intersections," which is often a result of distracted driving. Residents left comments that texting and driving is an issue that needs to be addressed and that stop sign enforcement needs to be increased. Comments regarding distracted driving were not limited to motor vehicle operators, residents also left comments about bicyclists not abiding by the rules of the road.

2. Lighting/Poor Visibility

While poor street lighting/visibility did not receive any votes as the biggest concern, there were a multitude of comments regarding lighting and poor vision especially at the following intersections:

- Franklin Drive and Wicker Street
- Hughes Street and Woodland Avenue
- Post Office Road and Colon Road

3. Bicycle and Pedestrian Infrastructure

Many comments were also left regarding pedestrian and bicycle infrastructure. Concerns focused on:

- Need for additional bicycle infrastructure and greenways
- Sidewalk connections to neighborhood and parks
- Challenges crossing major busy streets

There is an opportunity for the community to improve pedestrian and bicycle infrastructure, especially near schools and in the City of Sanford where residents would be more likely to walk or ride a bicycle to destinations with adequate infrastructure.

4. Speeding

Residents expressed their concerns that cars were traveling too fast on many roads, especially in residential areas. There were many concerns that speed limits are set too high in many areas including near schools and homes. Fifteen comments revolved around cars speeding or the need to lower speed limits, far more received than any other category.

5. Dangerous Intersections

Both "dangerous intersections" and "drivers failing to stop or yield at intersections" received three votes regarding residents' biggest issue or concern throughout Lee County. Comments noted that these intersections are dangerous for motorists as well as pedestrians and bicyclists, with many comments asking for better crosswalks and bicycle infrastructure. One rather descriptive comment pointed to the intersection of Highway 42/Carbonton Road and Steel Bridge Road where "people regularly end up [off the road] there." Many residents noted other intersections throughout the county that are dangerous and need either roundabouts, better lighting, dedicated turn signals, or traffic lights in general.

Sanford Multicultural Event

On Saturday, August 2, 2025, local staff attended the Sanford Multicultural Event where residents shared their thoughts on countermeasures the county could implement to increase roadway safety. Residents used sticky notes to indicate where in Lee County there were traffic-related safety concerns and used dots to vote on which countermeasures they wanted to see more in Lee County. Specific safety countermeasures that were discussed the most included:

Countermeasures

Sidewalks

Sidewalks were by far the most popular countermeasures with the majority of respondents voting in favor of more sidewalks in Lee County.

Lighting

There were also many residents that voted for lighting as a countermeasure that should be incorporated more frequently on roadways. This coincides with residents from the Sanford Farmers Market Pop-Up Event where poor lighting was a common theme. Improvements to lighting throughout the county can improve the safety of pedestrians, bicyclists, and drivers.

Roundabouts

Residents indicated that roundabouts are a desired countermeasure with 11 residents placing their dot in favor of roundabouts. Roundabouts can slow cars down and make intersections much safer.

The full breakdown of resident's responses can be found in the Appendix.

Open House

On August 28, 2025, a Safe Streets for All Open House was held at the Buggy Company Building in Sanford. This event allowed residents to learn about the Safe Streets for All Safety Action Plan, view data on existing conditions and safety analyses, and provide feedback on improving road safety in the county. During the event, residents participated in interactive stations, sharing their viewpoints pertaining to roadway safety with representatives from the Sanford/Lee County Planning Department and Central Pines Regional Council.

Key Takeaways

The comments noted the need for increased infrastructure that can make roads safer for pedestrians, bicyclists, and motorists. The comments also reiterated key themes that were present at other engagement events such as the need for more lighting or lowering speed limits in residential areas.

Lee County Transportation Committee

During the planning process, the Lee County Transportation Committee (LCTC) convened twice to discuss transportation safety in the county and review findings from data analysis and draft recommendations for the SAP.

- **Meeting 1:** The initial meeting, held on May 12, 2025, focused on the components and timeline of the safety action plan. The committee also discussed language for the crash reduction goal and target date.
- **Meeting 2:** The second meeting, held on August 14, 2025, centered on crash data and countermeasures to improve traffic safety throughout Lee County. At this meeting the committee finalized and approved the goal statement.

Online Engagement

Coinciding with in-person engagement, an online survey was made available on Lee County's website for residents to provide feedback on traffic safety in the county. Residents could also select corridors or intersections on an interactive map and indicate whether the area they selected felt safe or unsafe for walking, bicycling, or driving.

Survey

The online survey was conducted to gather information about the major concerns for Lee County residents related to driver behavior and transportation infrastructure. Overall, there were 287 responses with some key themes emerging:

Key Themes

1. Dangerous Intersections: 63% of respondents viewed dangerous intersections as a major infrastructure related concern.

2. Distracted Drivers: Many Lee County residents feel unsafe on the road due to distracted driving, with 56% noting distracted driving as a major issue.

3. Prior Experience: 40% of respondents have been involved or know someone involved in a traffic crash that involved a fatality or serious injury.

4. Inadequate infrastructure: 45% of respondents said that a lack of sidewalks or places to ride a bicycle is a major infrastructure concern, and 32% said that no crosswalks or pedestrian signals is a major infrastructure concern.

5. Poor Lighting/Visibility: 44% of respondents voted for poor visibility and sight lines as a major infrastructure concern and 21% said poor street lighting was a major concerns

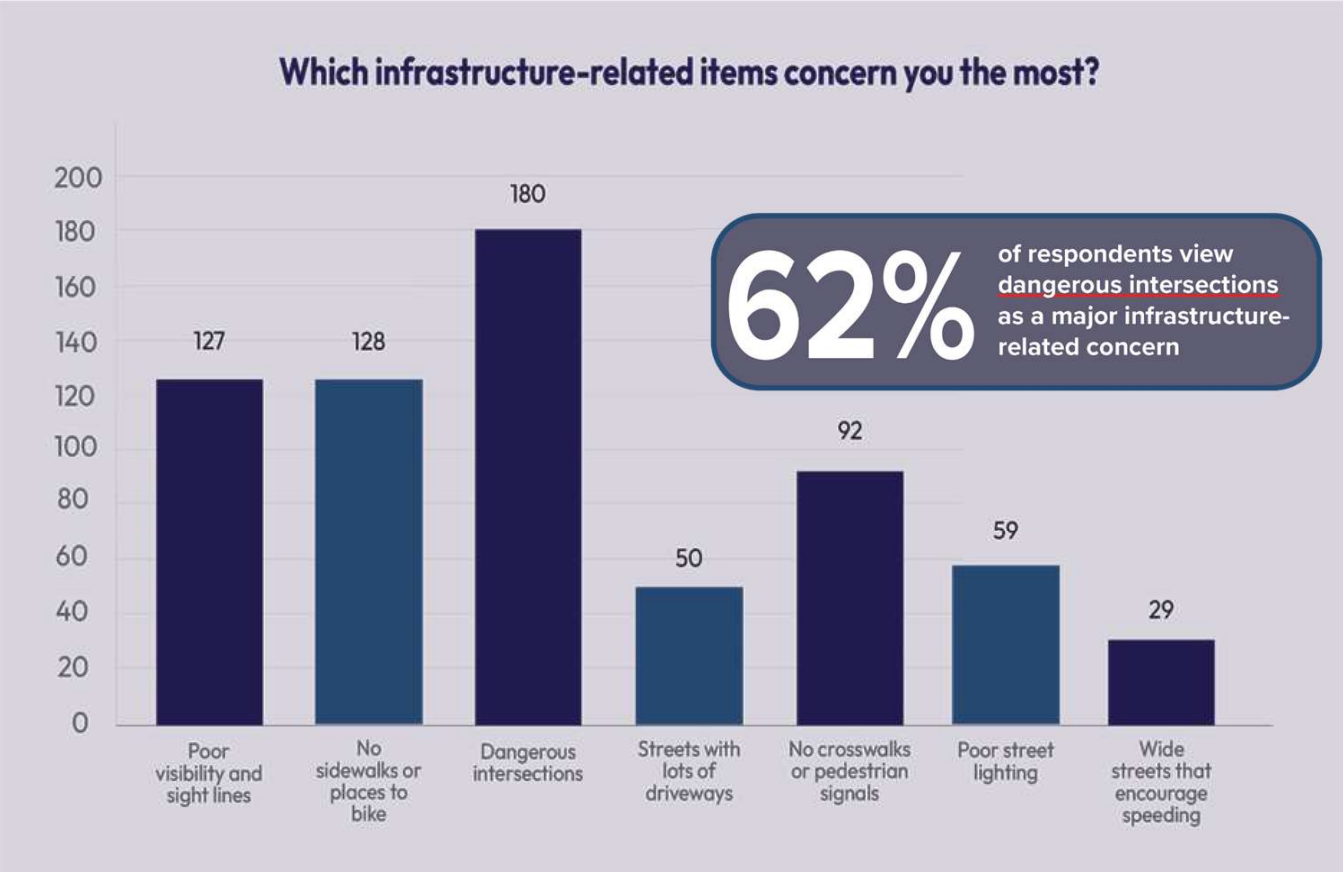
Interactive Map

Residents were also encouraged to indicate locations on an interactive map where they either felt safe, felt unsafe, or had a safety improvement idea. Over 340 comments and locations were placed on the map, and a few corridors were frequently identified as unsafe by those providing feedback. The corridors highlighted as unsafe are:

Key corridors were:

- NC-87
- US-1
- US-421

Many Lee County roads identified as unsafe by local residents are large, arterial roads that cut through the county and have high traffic volumes or high speed limits. Implementing countermeasures to address the safety challenges on these roads can help ease the concerns of safety for residents and make positive improvements on roadway safety for all users. More local roads such as Spring Lane and Hawkins Avenue also received a significant number of comments, many of them located at intersections with other roads. Improving intersections throughout the county, especially where there are high instances of left turning movements, can also increase traffic safety throughout the county.

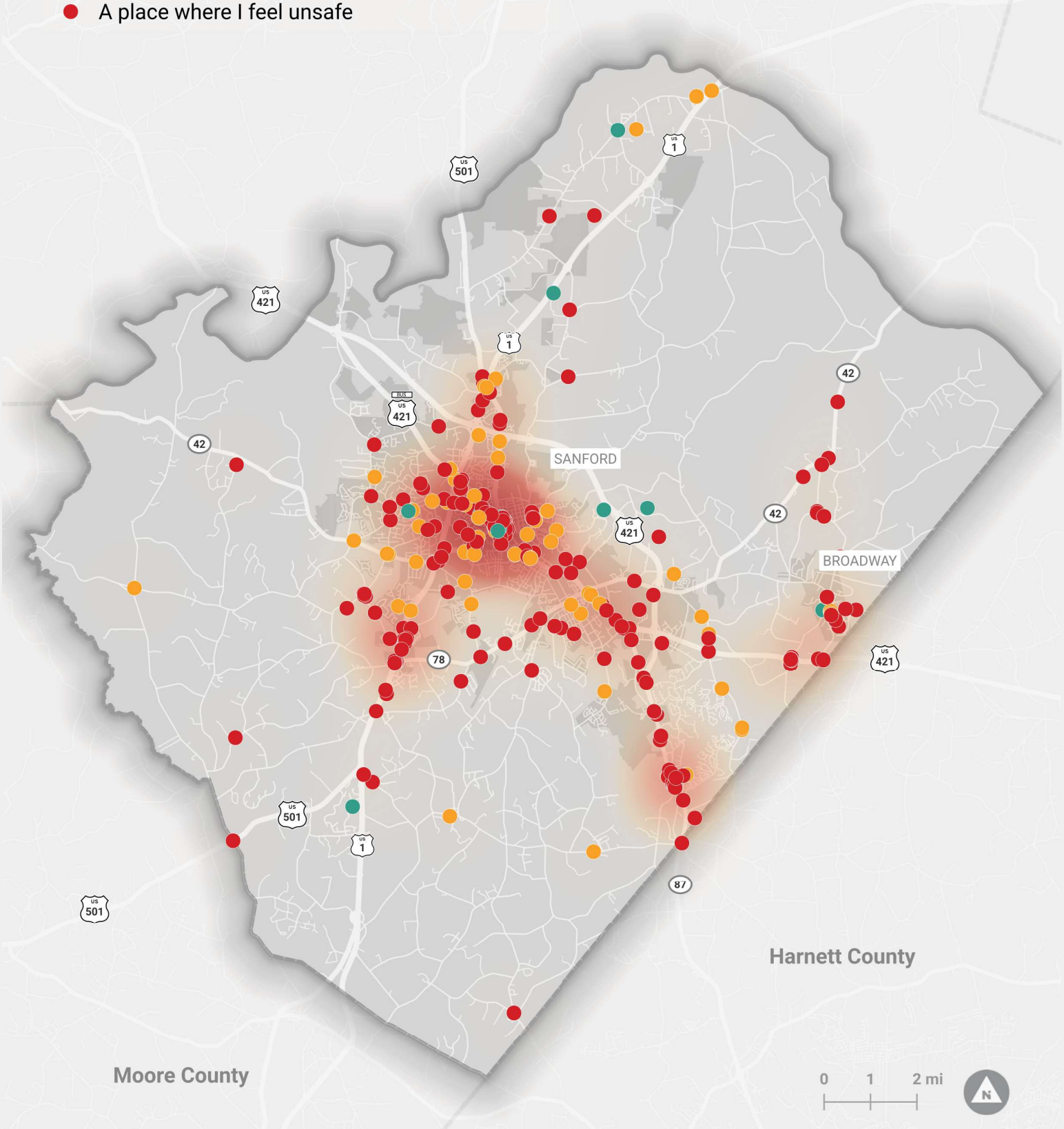


Key Takeaways

The responses from the online survey indicate that many residents of Lee County want to see infrastructure improvements that will make roads safer for all users. Dangerous intersections need to be redesigned to reduce conflicts, more sidewalks and bicycle lanes can provide residents with safe alternatives to access destinations, and increased lighting and improved sight lines can help residents navigate rural roads, especially at night. The focus, however, should not only be on infrastructure. The behavior of other drivers is also a major concern, and programs and policies designed to address driver behavior and reduce the number of distracted drivers on roadways can help improve safety for road users in Lee County.

MAP 5 **Online Survey Responses**

- A place where I have a safety improvement idea
- A place where I feel safe
- A place where I feel unsafe




STATE
LAW
STOP
FOR
WITHIN
CROSSWALK

4 Priority Recommendations

Introduction

Lee County's Safety Action Plan is a strategic approach to addressing roadway safety. Making a change requires taking actions that are both reactive—addressing roadways that are the most dangerous—and proactive—identifying projects and countermeasures that can be implemented to mitigate dangerous roadway characteristics before a fatal or serious injury crash occurs. This section of the Plan outlines a series of recommended strategies and actions for implementation in Lee County, highlights proven safety countermeasures, identifies priority projects from the HIN (reactive), and systemic opportunities (proactive) that can positively impact roadway safety.

Safety Strategies

Safety analysis, HIN development, public input and stakeholder guidance informed the development of the following SAP strategies. Implementation of these strategies will support operational changes that impact roadway safety in a variety of ways and support Lee County's goal to reduce the rate of fatal and serious injury roadway crashes by 50 percent by 2040 .

1	**Show commitment and accountability.**
2	**Plan, build, and maintain strategic multimodal projects.**
3	**Plan and design for safe speeds.**
4	**Assess and update internal practices and policies.**
5	**Conduct analyses to proactively identify high-risk locations.**
6	**Create awareness and build a culture of safety.**

How to Use This Table

A. Strategy
Strategies are overarching operation changes that address systemic factors contributing to fatal and serious injury crashes or promote a culture of safety. Each recommended strategy includes associated actions.

B. Actions
Each action is a discrete, specific effort that can be advanced by Lee County or other partners to accomplish the recommended strategies.

C. Timeframe
Each action has been assigned a general timeframe to help prioritize SAP implementation. Timeframes outlined in the table below are defined as follows:
- Short Term: 0 – 2 years
- Medium Term: 2 – 5 years
- Long Term: 5 – 10 years

D. Cost
Anticipated annual cost is an important implementation consideration. Each action in the table includes an assignment of relative cost based on the following ranges:
- $: Low (less than $100,000 annually)
- $$: Medium (between $100,000 and $500,000 annually)
- $$$: High ($500,000 and above annually)

E. Early Action Priorities
The highest priority actions for SAP implementation have been identified as Early Actions, indicated with [symbol]. These are actions that Lee County and agency partners will move forward immediately following SAP adoption.

F. Action Leader and Supporting Partners
The table identifies one action leader and various agency partners for each action listed.

FIGURE 7 **Example Table Highlighting Key Elements**

ID	Action	C Time-frame	D Cost	E Early Action Priority	F Action Leader	Supporting Partners
A	**Show commitment and accountability.**					
B	Update HIN map every 3 years.	Medium	$	*	Lee County	NCDOT, CPRC, CPRPO

TABLE 3 **Strategies and Actions**

ID	Action	Time-frame	Cost	Early Action	Action Leader	Supporting Partners
1	**Show commitment and accountability.**					
1-1	Develop and maintain a trusting relationship with the neighborhoods and residents who are most impacted by dangerous roadways, including non-drivers, rural residents, people with disabilities, low-income households, and community members of racially and ethnically diverse background. Collaborate with community partners to design public engagement and actively recruit stakeholders with a variety of backgrounds and perspectives.	Short	$	*	Lee County & Municipalities	Neighborhood Associations, Local Organizations
1-2	Meet routinely with NCDOT to share data, identify streets of concern, develop consistent policies, and advance joint projects.	Short	$	*	Lee County & Municipalities	NCDOT, CPRPO
1-3	Update HIN map every 3 years.	Medium	$		Lee County	NCDOT, CPRC, CPRPO
1-4	Report the percentage of new designs, retrofits, and maintenance projects implementing standards annually.	Medium	$		Lee County & Municipalities	NCDOT, CPRPO
2	**Plan, build, and maintain strategic multimodal projects.**					
2-1	Prioritize Capital Improvement Plan/Budget and operating budget projects that overlap with the HIN and support multimodal transportation.	Short	$	*	Lee County & Municipalities	NCDOT, CPRPO

ID	Action	Time-frame	Cost	Early Action	Action Leader	Supporting Partners
2-2	Ensure streets and sidewalks are maintained to accommodate vulnerable road users and ensure routine tree trimming near street lights, sidewalks, and road signs	Medium	**$$$**	*	Lee County & Municipalities	NCDOT, CPRPO
2-3	Dedicate annual funding in the Capital Improvement Plan/Budget to create a citywide sidewalk program to fill sidewalk gaps, address sidewalk maintenance, and construct new sidewalk.	Long	**$$$**	*	Municipalities	NCDOT, Lee County
2-4	Develop a Safe Routes to School (SRTS) plan with infrastructure and programming recommendations and install safety projects near schools, including safe crosswalks, mid-block crossings, walkways, and bikeways	Medium	**$**		Lee County & Municipalities	Lee County Schools, CPRC
2-5	Install backplates with retroreflective boards at all signalized intersections and use reflectors on curves and bridges, starting with the HIN	Medium	**$$**		NCDOT	Lee County & Municipalities
2-6	Install Leading Pedestrian Intervals and No Right Turn on Red restrictions along bicycle and pedestrian HIN intersections and crossings in areas with high levels of pedestrian activity (i.e. around schools, downtown Sanford, downtown Broadway).	Long	**$$$**		NCDOT	Lee County & Municipalities
2-7	Implement spot treatments such as high visibility crosswalks, hardened centerlines, green markings, protected left turns, traffic calming and other small improvements on HIN.	Long	**$$$**		NCDOT	Lee County & Municipalities

ID	Action	Time-frame	Cost	Early Action	Action Leader	Supporting Partners
2-8	Install proven safety countermeasures (high visibility crosswalks, rumble strips, pavement markings, etc.) during routine roadway maintenance.	Long	**$$$**		NCDOT	Lee County & Municipalities
2-9	Ensure safety projects are submitted into NCDOT's SPOT prioritization process.	Long	**$**		Lee County & Municipalities	CPRPO, NCDOT
3	**Plan and design for safe speeds**					
3-1	Develop and adopt a road diet policy to guide the removal of excess roadway capacity and implementation of traffic calming countermeasures to eliminate unsafe speeding.	Short	**$**	*	Lee County & Municipalities	NCDOT
3-2	Reduce the standard speed limit to 25 MPH on existing and future neighborhood streets	Short	**$**	*	Municipalities	NCDOT
3-3	Install center line rumble strips/ stripes along rural corridors where there is risk for or documented vehicle speeding.	Medium	**$$**		Lee County & Municipalities	NCDOT
3-4	Improve roadside design at curves including vegetation management, delineation/ relocation/removal of roadside objects, flattening of side slopes, and installing roadside barrier.	Medium	**$$$**		Lee County & Municipalities	NCDOT
3-5	Utilize best practices for reducing speeds along arterials on the High Injury Network with a design speed goal of 35 MPH or less.	Medium	**$$**		Lee County & Municipalities	NCDOT
3-6	Monitor before and after implementation to determine if target speeds have been achieved and where additional interventions may be needed to achieve safe speeds and eliminate fatal/serious injury crashes related to speeding.	Long	**$$**		Lee County & Municipalities	NCDOT

ID	Action	Time-frame	Cost	Early Action	Action Leader	Supporting Partners
4	**Assess and update internal practices and policies**					
4-1	Establish a permanent, dedicated funding source for Safety Action Plan implementation and coordination.	Short	$	*	Lee County & Municipalities	NCDOT, CPRPO
4-2	Integrate the HIN into project and development reviews.	Short	$	*	Lee County & Municipalities	NCDOT, CPRPO
4-3	Establish a multidisciplinary crash response team to evaluate and address fatal and serious injury crashes at crash locations	Short	$	*	Lee County & Municipalities	NCDOT, CPRPO
4-4	Partner with NCDOT to evaluate safety on state roads and freeway access roads and ramps within or adjacent to the city.	Short	$	*	Lee County & Municipalities	NCDOT, CPRPO
4-5	Adopt a formal Complete Streets Policy and related design standards.	Medium	$		Municipalities	Lee County, NCDOT, CPRPO
4-6	Install speed limiters on city and county fleet vehicles.	Medium	$$		Lee County & Municipalities	NCDOT, CPRPO
4-7	Review and update land use policies and development standards to align with the Safe System Approach and prioritize safety for all roadway users. Promote walkability, bikeability, cohesion with existing transit services through zoning codes and standards, access management policies, parking requirements, etc.	Long	$		Lee County & Municipalities	NCDOT, CPRPO
4-8	Evaluate land use and planning policies, standards, and guidelines to ensure that new land use development and transportation infrastructure adequately serve low-income households, people with disabilities, rural residents, and people in areas with a high social vulnerability index.	Long	$		Lee County & Municipalities	NCDOT, CPRPO

ID	Action	Time-frame	Cost	Early Action	Action Leader	Supporting Partners
4-9	Advocate for, identify, pursue, and allocate increased funding for Emergency Medical Services to improve the availability of trauma care	Long	$		Lee County	Municipalities
4-10	Support DUI/DWI court programs that focus on education and treatment over punishment.	Long	$		Lee County	Municipalities
5	**Conduct analyses to proactively identify high-risk locations**					
5-1	Identify and prioritize opportunities for systemic application of low-cost intersection modifications that prioritize vulnerable road users' safety or address left-angle crashes.	Medium	$$	*	Lee County & Municipalities	NCDOT, CPRPO
5-2	Conduct ongoing safety analyses for intersections, curves, and hills in the county, especially along the HIN.	Medium	$$		Lee County & Municipalities	NCDOT, CPRPO
6	**Create awareness and build a culture of safety**					
6-1	Provide training to relevant staff on the Safe System Approach including theoretical and technical information and experiential education (e.g., walk audits). Send key staff responsible for Safety Action Plan implementation to Safe System or Vision Zero related webinars, trainings, and conferences.	Short	$$	*	Lee County & Municipalities	Sanford Police Department, Broadway Police Department, Lee County Sheriff's Office, EMS, NC Highway Patrol
6-2	Encourage public figures, as well as community and civic leaders to publicly pledge to not drive over the speed limit, under the influence, or while distracted.	Short	$	*	Lee County & Municipalities	CPRC, CPRPO

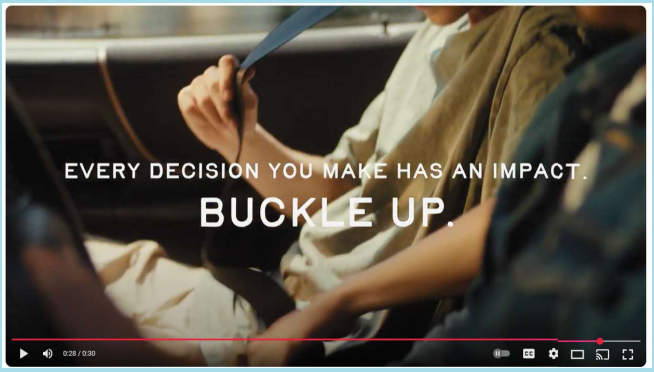
ID	Action	Time-frame	Cost	Early Action	Action Leader	Supporting Partners
6-3	Conduct walking and bicycling safety education sessions at elementary schools.	Medium	$		Lee County & Municipalities	Lee County Schools, CPRC
6-4	Coordinate safety calendar, promote safety messaging, and high visibility enforcement.	Short	$		Lee County & Municipalities	Sanford Police Department, Broadway Police Department, Lee County Sheriff's Office, EMS, NC Highway Patrol
6-5	Utilize educational campaign packages developed by FHWA, NCDOT, or CPRC. Educational packages should address a variety of safety topics (i.e., topics could include the deadly impact of high speeds and how different traffic calming methods can help to reduce this outcome, traffic flow, roundabout safety, bicycle and pedestrian safety, behavior around different crossings types, how to use bike facilities, etc.)	Medium	$$		Lee County & Municipalities	CPRC, NCDOT
6-6	Develop a PSA campaign focused on drivers to increase safety for vulnerable road users and work with local media partners to report traffic crashes more accurately, to avoid victim blaming, and report crashes in the context of the Safety Action Plan.	Medium	$$		Lee County & Municipalities	Local Media Agencies

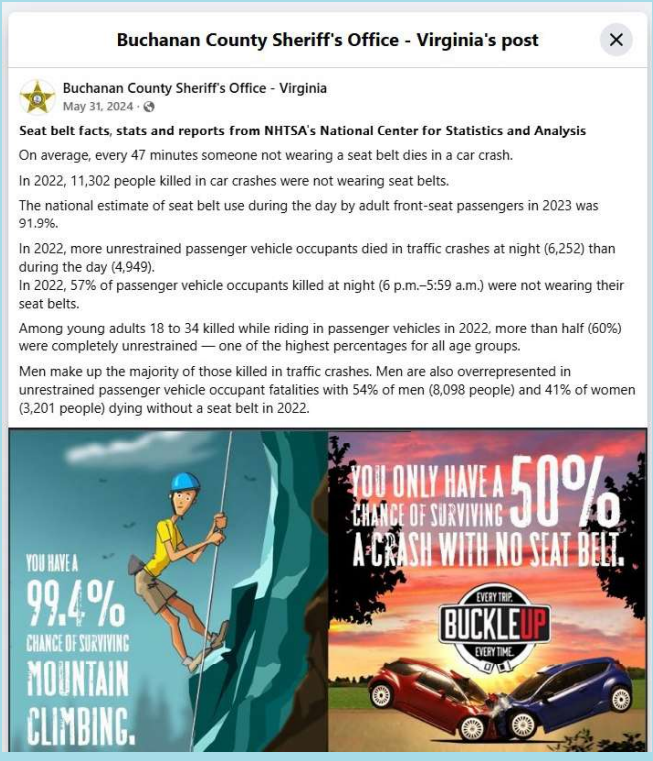
Case Studies

Communities from around the country have utilized strategies and actions recommended in this plan to reduce fatal and serious injury crashes and increase the culture of safety on their roadways. The following presents a few example case studies.

Case study: Buchanan County, VA

In response to increasing unbuckled fatality rates, the Virginia Department of Motor Vehicles (DMV) launched a Local Heroes Seat Belt Awareness Initiative to **promote seatbelt usage** in rural counties. This campaign included social media posts, videos, and local news articles featuring local law enforcement that were well known in small communities. Counties were able to further individualize the campaign to their context with campaign slogans such as “Buckle up Buchanan.”





Case study: Raleigh, NC

As part of the City of Raleigh Vision Zero initiative, the City piloted two **raised crosswalk improvements** to improve pedestrian safety for people accessing a local park, high school, bus stop, and nearby commercial amenities. The City aligned these improvements with a scheduled resurfacing project and coordinated with the local fire department to ensure emergency vehicles can still navigate the roadway efficiently and effectively. The City has called the pilots a success and plans to implement similar raised crosswalks in other downtown areas.

Case Study: Leonia, NJ

The City of Leonia, New Jersey **converted front-in angle parking to back-in angle parking** as part of a resurfacing project in the downtown area. This change provided many benefits to all roadway users as well as residents, visitors, and business owners in the downtown area such as improved visibility, decreased number of crashes, reduced risk of "dooring" for cyclists, and improved unloading and loading. To inform residents of the change, the city provided an online summary of frequently asked questions including graphics and videos with information on how to properly park in back-in angle spaces.

Proven Safety Countermeasures

There are many tools and resources that can improve transportation safety for all users. As an industry best practice, the FHWA Proven Safety Countermeasures initiative (PCSi) is a collection of specific roadway design or operational changes (countermeasures) that have been proven nationally to decrease roadway fatalities and serious injuries. FHWA maintains an online tool that recommends potential countermeasures based on roadway characteristics such as its land use context, expected volumes, crash history, and more to help communities across the country improve roadway safety.

Addressing roadway safety in Lee County will require the deployment of proven safety countermeasures across the county's transportation network, starting with the High Injury Network. The right countermeasure, or mix of countermeasures, will vary based on the existing roadway conditions, safety issues, and the community's vision for how it should serve their transportation and access needs into the future, which may be different than how it functions today. Selection and design of safety countermeasures on every street project in the county should be determined through the lens of the Safe System Approach, so that if a crash occurs it will not result in a fatal or serious injury. Safety countermeasures should not be compromised or simplified during the design or construction phases. These modifications can reduce the level of safety for all road users.

Safety countermeasures are listed on the following page along with hyperlinks to provide a more detailed description and effectiveness of the full safety countermeasure:

NCDOT Safety Countermeasure Glossary

NCDOT updated its Safety Countermeasure Glossary in May 2025. This resource provides organizations responsible for safety planning a user-friendly guide to identifying the most effective treatments and interventions based on specific road safety challenges. The document includes countermeasure descriptions, associated Crash Reduction Factors (CRF) where applicable, and reference links, as well as additional safety benefits associated with specific safety countermeasures such as low-cost implementation potential and increased visibility. This document is an additional, local resource available to Lee County to assist with the application of safety countermeasures on roadways to improve safety outcomes and reduce fatal and serious injury crashes.

NCDOT Safety Countermeasure Glossary (May 2025)

Speed Management

Appropriate Speed Limits for All Road Users

Speed Safety Cameras

Variable Speed Limits

Pedestrians and Bicyclists

Bicycle Lanes

Crosswalk Visibility Enhancements

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands

Pedestrian Hybrid Beacons (PHB)

Rectangular Rapid Flashing Beacons (RRFB)

Road Diets

Walkways

Roadway Departures

Enhanced Delineation for Horizontal Curves

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Median Barriers

Roadside Design Improvements at Curves

Safety Edge

Wider Edge Lines

Intersections

Backplate with Retroreflective Borders

Corridor Access Management

Dedicated Left-and-Right-Turn Lanes at Intersections

Reduced Left-Turn Conflict Intersections

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Roundabouts

Yellow Change Intervals

Crosscutting

Lighting

Local Road Safety Plans

Pavement Friction Management

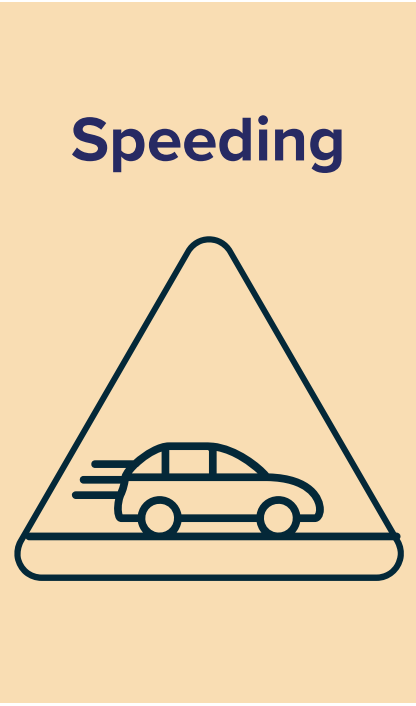
Road Safety Audit

Applying Countermeasures to Key Crash Types

This section discusses several proven safety countermeasures that address the most common fatal and serious injury crash types in Lee County

- Lane departures, and Speeding,
- Unsafe crossings
- Speeding

The selected countermeasures, organized by crash type, have a demonstrated history of improving safety. Many of the countermeasures discussed can be implemented together, creating opportunities for even greater improvements to safety. Additionally, each section identifies corridors or intersections in Lee County from the HIN where these improvements can be implemented.



LANE DEPARTURES

Safety improvements to prevent lane departures on rural roads, including roads with horizontal curves can provide motor vehicles the opportunity to recover before a crash occurs and reduce crash severity when a crash does occur.

TABLE 4 **Lane Departure Priority Areas**

ID	Corridor/Intersection	From	To	Location
1	Carbonton Road (NC-42)	S Plank Road	Brothers Drive	Lee County
2	White Hill Road (US-15)	Cedar Lane Road	US-1	Lee County
3	Carthage Street (SR-1237)	Gloucester Drive	Pioneer Drive	Lee County
4	Hickory House Road (SR-1157)	Bruce Coggins Road	Westchester Drive	Lee County
5	NC-87	Frank Wicker Road	Carolina Trace Fire Dpt	Lee County
6	Broadway Road (SR-1579)	Avent Ferry Road	Woodland Trails Road	Lee County

MAP 6 **Lane Departure Priority Areas**

Rumble Strips, Guardrails, and Reflective Curve Signage

Description

Applications include enhanced delineation and friction, creating wider shoulders, improving clear zones, reflective signage, flattening slopes, or adding barriers such as cable barriers, guardrails, or concrete barriers.

Benefits

- Allows drivers to recover from lane departure.
- Pavement friction (rumble strips) may reduce lane or roadway departures.
- Prevents roadway departure with physical barriers such as guardrails if roadside recovery design is not possible.

Typical Application

- Rural roads, especially rural roads with narrow lanes
- Rural roads sharp or blind curves
- Curves without shoulders or steep slopes

Low-cost countermeasures include:

- Chevron and curve warning signs
- Retroreflective pavement markings
- Raised retroreflective lane markers
- Rumble strips on shoulder, edge line, or at or near the center line of an undivided roadway

Considerations

- Where both rumble strips and guardrails are provided, locate guardrails at least 5 feet from the rumble strips.
- Longitudinal barriers should be between pedestrian or bicyclist facilities and the motor vehicle travelway. Also provide a fence between pedestrian and bicyclist facilities and steep side slopes.
- For new or resurfacing projects, use pavement edge treatments that allow drivers to return to the travel way.

Rumble Strips

Wide Shoulder with Guardrail

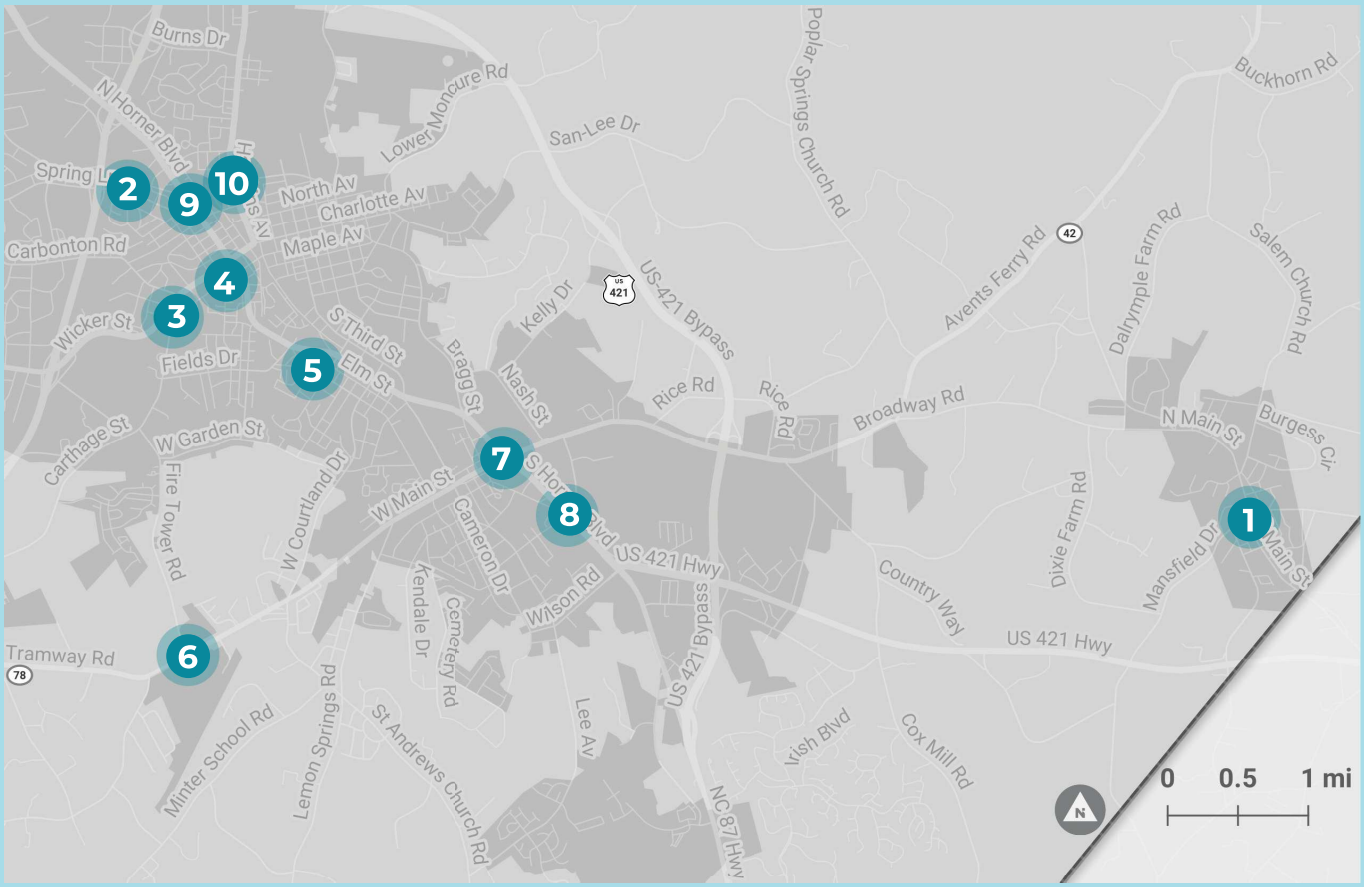
UNSAFE CROSSINGS

Marked crosswalks and associated countermeasures can significantly improve pedestrian safety. Crossing enhancements should be prioritized in areas where many people walk, including schools, parks, senior centers, community centers, and business districts.

TABLE 5 **Unsafe Crossings Priority Areas**

ID	Corridor/Intersection	Location
1	Mansfield Drive & S Main Street	Broadway
2	Spring Lane & Brinn Drive	Sanford
3	Carthage Street & Wicker Street	Sanford
4	N Gulf Street & Wicker Street	Sanford
5	Woodland Avenue & W Makepeace Street	Sanford
6	Tramway Road & Fire Tower Road	Sanford
7	S Horner Blvd & Main Street	Sanford
8	S Horner Boulevard & E Seawell Street	Sanford
9	N Horner Boulevard & W Weatherspoon Street	Sanford
10	Hawkins Avenue & E Weatherspoon Street	Sanford

MAP 7 **Unsafe Crossing Priority Areas**



Marked Crosswalks

Description

Legal crosswalks exist at all locations where sidewalks meet the street, regardless of whether a crosswalk is marked or not. Drivers are legally required to yield to pedestrians at intersections with crosswalks, even where there is no marked crosswalk. Providing marked crosswalks communicates to drivers that pedestrians may be present and helps guide pedestrians to locations where it is best to cross the street.

Benefits

- Enhance the visibility of crossing locations.
- Encourage people to use most comfortable and visible crossing locations.
- Guide the path of pedestrian travel.
- High visibility crosswalks may provide a greater reduction in pedestrian crashes.

Typical Application

- Crosswalks should directly connect the approaching sidewalks and should be located to maximize the visibility of pedestrians.
- Marked crosswalks should be at least 8 feet wide or the width of the approaching sidewalk, whichever is greater. In areas of heavy pedestrian volumes, crosswalks can be up to 25 feet wide.
- Crosswalks should provide a slip-resistant, level, and accessible surface.
- Perpendicular crosswalks minimize crossing distances and therefore limit pedestrian exposure to motorists.
- Continental crosswalk bars should be installed parallel to the direction of traffic.
- ADA-compliant curb ramps should align directly with the crosswalk. The bottom of the ramp should lie within the crosswalk.
- Stop lines at stop-controlled and signalized intersections should be located at least 8 feet in advance of crosswalks.
- New marked crosswalks on streets with multiple lanes in each direction, higher speeds, or higher volumes should include additional treatments such as raised crossings, Rectangular Rapid Flashing Beacons, or Pedestrian Hybrid Beacons to create an enhanced crossing.

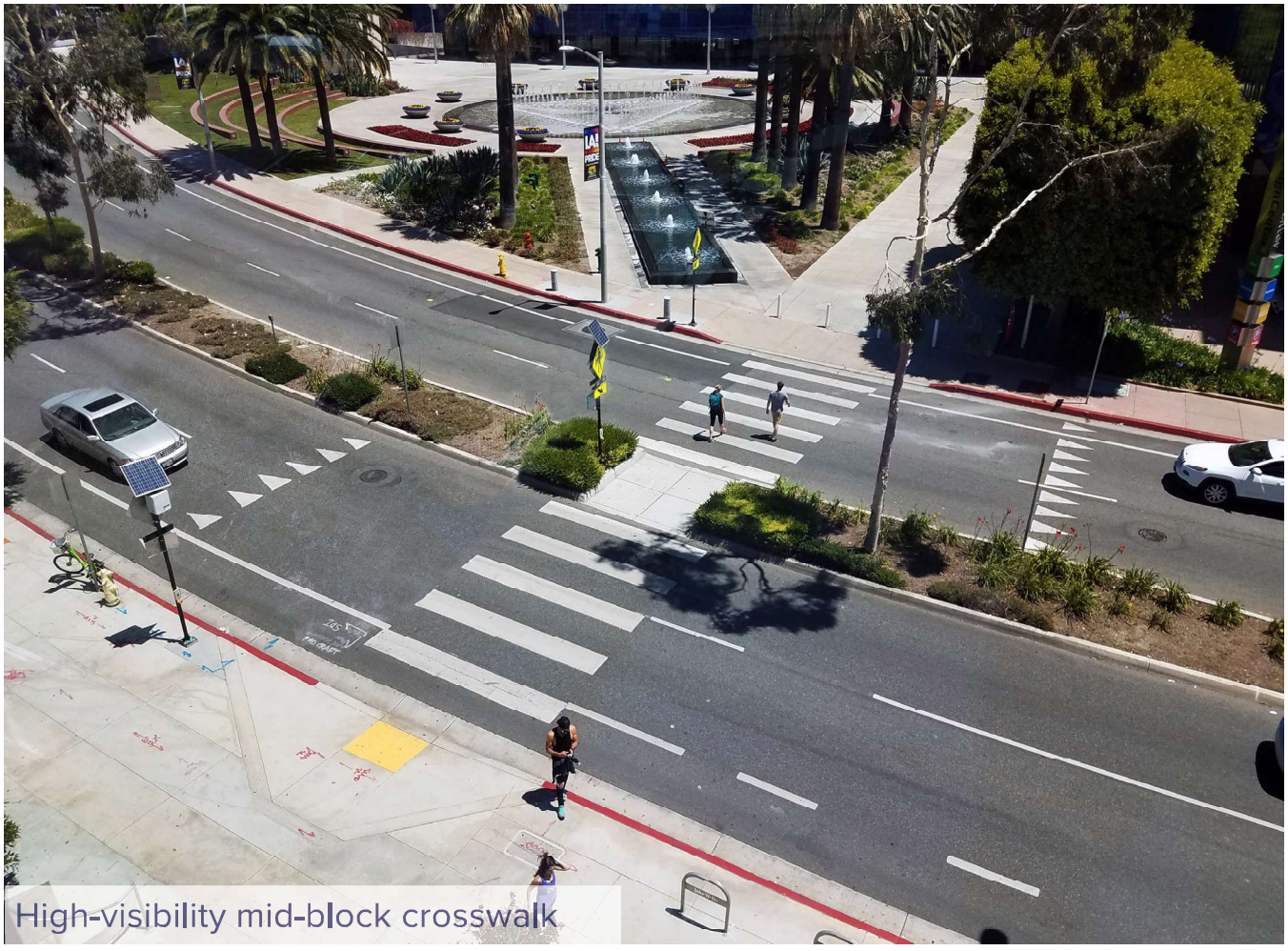
Considerations

Continental crosswalks (wide bars parallel to the direction of travel) are more visible to drivers than standard crosswalks. Continental crosswalks should be used at:

- Midblock crossings,
- Unsignalized intersections adjacent to schools and parks,
- Unsignalized crossings of arterial and collector streets near major pedestrian generators,
- Signalized intersections near a major pedestrian generator, and
- Signalized intersections with a history of pedestrian crashes.

In all other controlled locations, transverse style crosswalks may be considered. Crosswalk markings should consist of non-skid, retroreflective material. On new pavement, markings should be embedded into the pavement when possible so that the surface of the marking is flush with the pavement to reduce maintenance needs and provide a smooth, accessible surface.

Raised crossing with high-visibility crosswalk


High-visibility mid-block crosswalk

Leading Pedestrian Intervals

Description

Leading Pedestrian Intervals (LPI) initiate the pedestrian WALK signal three to seven seconds before motorists traveling in the same direction are given the green indication. This allows pedestrians to enter the intersection prior to turning motorists, increasing visibility between all modes. LPIs give pedestrians a head start to establish themselves in the intersection before the green phase. LPIs especially benefit slower pedestrians, including people with disabilities, seniors, and children.

Benefits

- Prioritize pedestrian safety and convenience at intersections.
- Increase visibility of crossing pedestrians.
- Reduce conflicts between pedestrians and motorists.
- Increase compliance of motorists yielding to pedestrians.
- Enhance safety for pedestrians who need more time to cross the intersection

Typical Application

- Used at intersections with high volumes of pedestrians and conflicting motorist turning movements.
- Locations with seniors or school children who tend to walk slower.
- When needed, a left turn arrow shall be provided after the through green signal at locations with a LPI.

Considerations

- NO TURN ON RED signs should be considered with LPIs.
- Concurrent pedestrian phasing should appropriately match the motorist signal phasing.

LPI and pedestrian countdown sign

Pedestrian Beacons

Description

At some unsignalized crossings, particularly those with four or more lanes, it can be very challenging for pedestrians to cross the street. At these locations pedestrian-activated beacons may assist pedestrians crossing the street.

Rectangular Rapid Flash Beacons (RRFBs) are LEDs that supplement pedestrian warning signs at unsignalized intersections or mid-block crosswalks. They are activated by pedestrians manually by a push button or passively by a pedestrian detection system. RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs may be installed on either two-lane or multi-lane streets.

Pedestrian hybrid beacons (PHB) help pedestrians safely cross busy or higher-speed streets at midblock crossings and uncontrolled intersections. The beacon head consists of two red lights above a single yellow light. The lights remain "dark" until a pedestrian wanting to cross the street pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence consisting of steady and flashing lights that directs motorists to slow and come to a stop. The pedestrian signal then flashes a WALK display to the pedestrian. Once the pedestrian has safely crossed, the hybrid beacon again goes dark after going through an alternating flashing sequence.

Benefits

- Increased yielding behavior by motorists at pedestrian crossings.
- Requirements to install PHBs are less than for full traffic signals.

Typical Application

- RRFBs can be used when a signal is not warranted at an unsignalized crossing.
- RRFBs are installed on both sides of the street at the edge of the crosswalk. If there is a pedestrian refuge or median, an additional beacon should be installed in the median.
- PHBs are an interim option between a flashing beacon and a full signal.
- RRFBs and PHBs are not appropriate at intersections with signals or STOP signs.

Considerations

- RRFBs are considerably less expensive to install than mast-arm mounted signals. They can also be installed with solar-power panels to eliminate the need for a power source.
- RRFBs should be limited to locations with safety concerns and should not be installed in locations with sight distance constraints that limit the driver's ability to view pedestrians on the approach to the crosswalk.
- RRFBs should be used in conjunction with advance yield pavement marking and signs.
- PHBs are not widely implemented, so agencies should consider an education and outreach effort when implementing a PHB within a community.

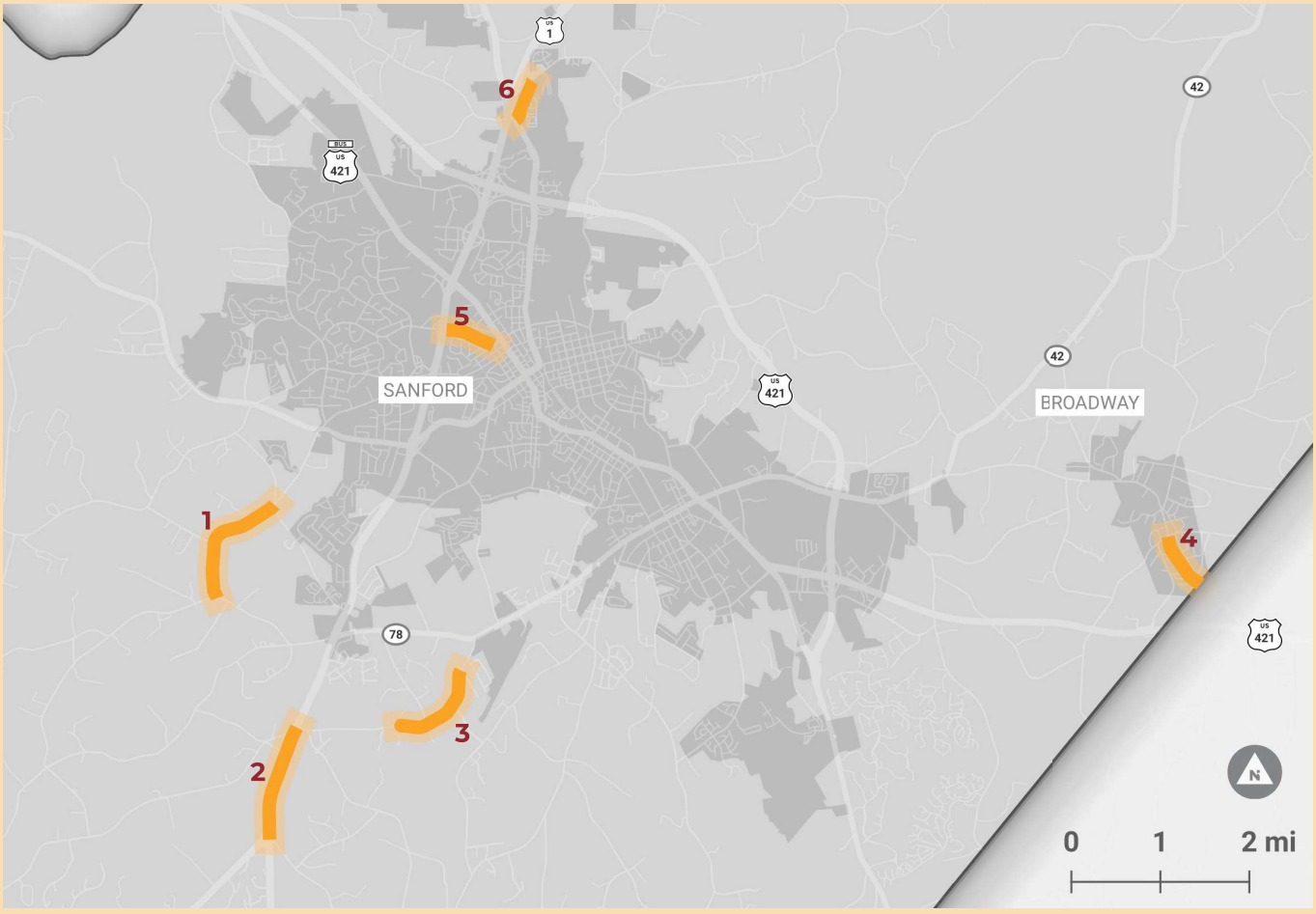
SPEEDING

Speeding is a critical factor in pedestrian safety because the risk of severe injury or death to a person struck by a motorist increases exponentially as vehicle speeds increase. Promoting safer speeds in all roadway environments and contexts is critical. Slower vehicle speeds through speed limit reduction, traffic calming, and roadway design can increase visibility and reaction times for drivers and reduce impact forces when a crash occurs.

TABLE 6 **Speeding Priority Areas**

ID	Corridor/Intersection	From	To	Location
1	S Franklin Drive (SR-1332)	Pendergrass Road	Henley Road	Lee County
2	Jefferson Davis Highway (US-1)	White Hill Road	Hickory House Road	Lee County
3	Hickory House Road (SR-1157)	Mercury Lane	Westchester Drive	Lee County
4	S Main Street	Mansfield Drive	County Line	Broadway
5	Spring Lane	US-1	W Weatherspoon Street	Sanford
6	Amos Bridges Road	Hawkins Avenue	Brady Road	Sanford

MAP 8 **Speeding Priority Areas**



Lane Width Reductions

Description

Narrowing lanes slows traffic and creates space that can be reallocated to other modes, in the form of wider sidewalks, bicycle lanes, and landscape or tree buffers. Lane width reductions in rural areas allow for the inclusion of roadway friction elements, such as rumble strips or vertical barriers to prevent lane departures.

Benefits

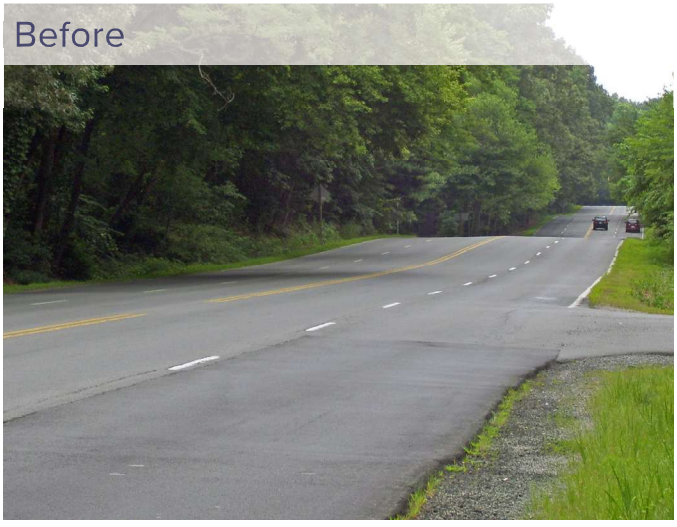
- Provide space for features such as curb extensions that shorten crossing distances and improve pedestrian safety.
- Reduce speeding.
- Shorten the distance that a pedestrian needs to cross lanes of active traffic.
- Create opportunities to reallocate underused street space for other uses such as pedestrian islands, turn lanes, bicycle lanes, etc.
- Provide a positive impact on the safety of a street without impacting traffic operations.

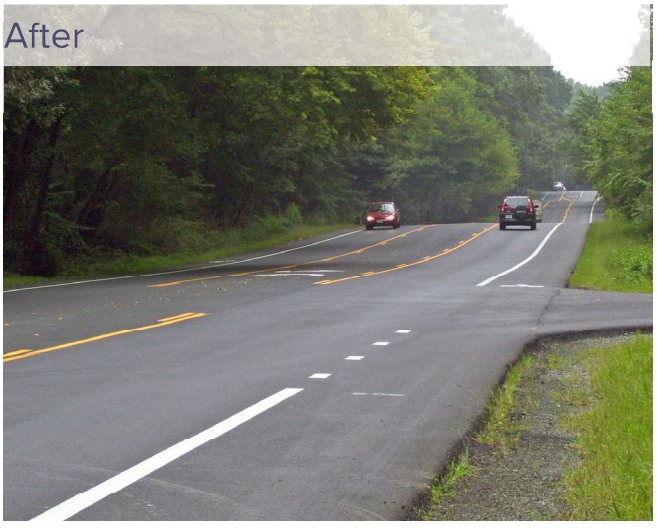
Typical Application

- Lane narrowing candidates include streets with travel lanes that are more than 10 feet wide, streets with parking lanes that are more than 7 feet wide, and streets with wide center turn lanes.
- Lane widths of 10 feet are appropriate on most streets; for designated truck or transit routes, one travel lane of 11 feet may be used in each direction.
- Lane narrowing can be implemented when a street is being resurfaced or reconstructed, or as a standalone marking and signing project.
- Lane reconfiguration can be done in urban, suburban, and rural areas.

Considerations

- Excess space on a street should be allocated to bicycle lanes, bicycle lane buffers, or parking lanes before travel lanes; in rural contexts, excess space can provide for wider shoulders to accommodate additional safety countermeasures, such as rumble strips
- On streets with on-street parking and bicycle lanes, it is advantageous to provide a buffer between the parking lane and the bicycle lane, particularly in areas with high parking turnover, to reduce the likelihood that a person opening their car door will strike a person riding their bike.





Speed Feedback Signs

Description

Speed feedback signs provide a dynamic message to drivers exceeding a specified speed threshold. The signs alert motorists of their current speed or display a message to slow down to encourage speed limit compliance. Speed feedback signs should be used in areas with high volumes of pedestrians and areas where the speed limit is reduced. Speed feedback signs can be mounted to an existing pole or portable (mounted on a trailer).

Benefits

- Display targeted messages to drivers who are speeding.
- Moderately reduce motorist speeds including speeds that far exceed the posted speeds.
- Reduce crashes in select applications.

Typical Application

Speed feedback signs are best deployed:

- At speed zone transitions, to reaffirm the change in posted speeds,
- In advance of key pedestrian crossings or where high motorist speeds make it difficult for pedestrians to cross the street,
- In school zones, and
- In work zones.

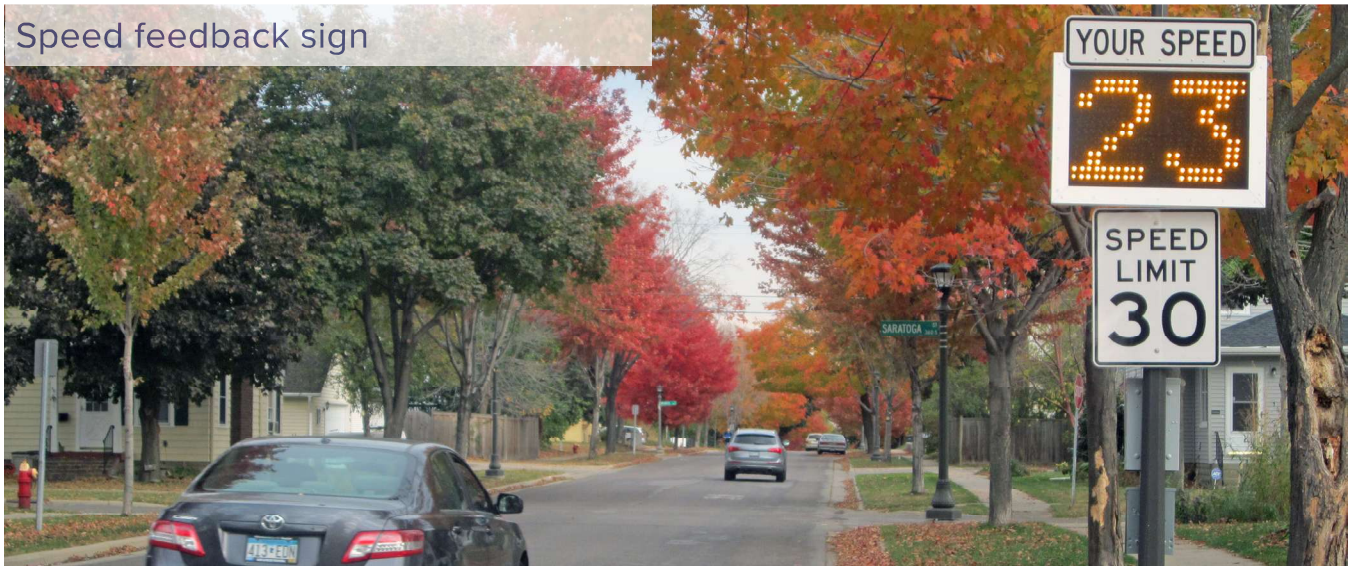
Signs should be installed in conjunction with a **SPEED LIMIT** sign.

When signs are deployed on a portable trailer, care should be taken to ensure that the signs do not interfere with people walking, bicycling, or driving.

Signs may display **SLOW DOWN** instead of the actual measured speed for motorists traveling more than 15 miles per hour over the posted speed limit (to discourage reckless motorists from seeing how high a speed they can record).

Considerations

- Studies have indicated that speed feedback signs may be most effective in reducing high speeds.
- Deploy portable speed signs in conjunction with high-visibility enforcement events conducted by the police department.
- May not have a continuous speed-reducing impact once motorists have passed the sign.



Speed feedback sign

Posted Speed Limit (Target Speeds and School Speed Zones)

Description

Posted and target speeds should be considered for all roadways. Lower posted and target speeds are especially effective at reducing pedestrian crash risk in areas of high expected pedestrian activity. Using speed limits signs, pavement markings, and other speed reduction measures can help to achieve target speeds on roadways where speeding occurs and prevent fatal and severe crashes.

Benefits

- School speed zones increase motorist awareness of vulnerable road users.
- Lower target speeds and posted speed limits may reduce motor vehicle speeds.
- Pedestrian fatalities and serious injuries are much less likely at lower speeds.

Typical Application

- Near schools
- Residential neighborhoods
- Downtown commercial areas
- Near senior living centers or community centers

Considerations

- Define the priority user when identifying appropriate speed limits. Within school zones, pedestrians and bicyclists should always be given priority.
- School speed zones can be implemented for certain hours throughout the day, such as around arrival and dismissal times.
- Pavement marking indicating the speed limit can supplement signs.
- Signs should be used carefully, as overuse can lead to drivers ignoring signs.
- Most effective when used in conjunction with other traffic calming treatments.

20MPH zone

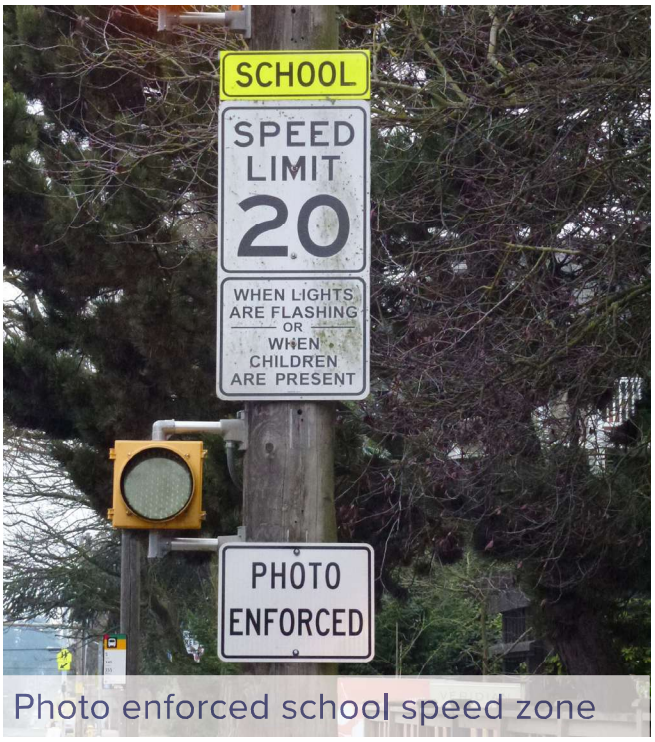


Photo enforced school speed zone

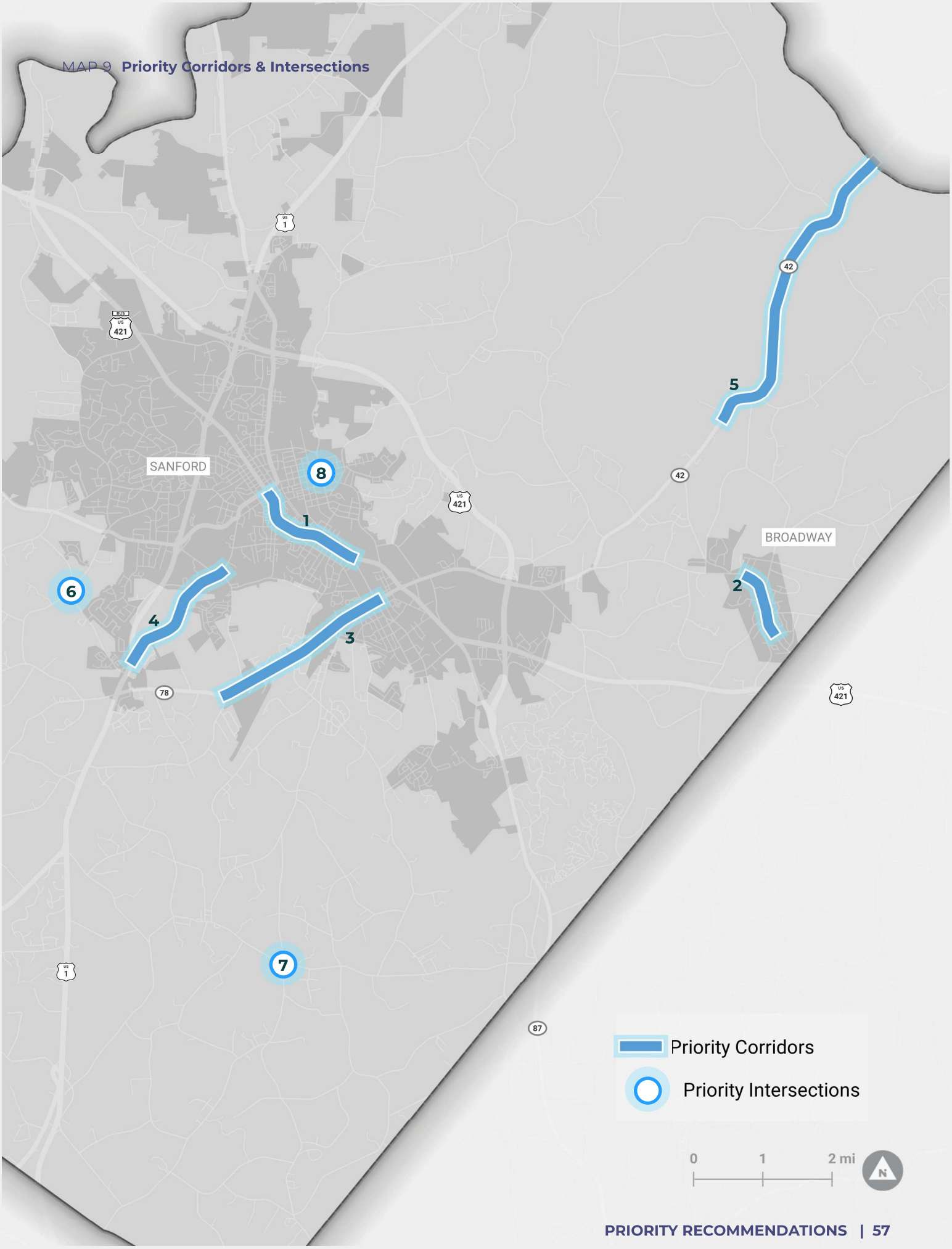
Priority Location Deep Dives

The following section presents a series of location-specific recommendations for five priority corridors and three priority intersections along the HIN. These recommendations include safety countermeasures proven to be effective in reducing roadway fatalities and serious injuries. These countermeasures have been identified based on crash history and roadway characteristics including traffic volumes, posted speed limits, number of travel lanes, and land use context.

Lee County and agency partners should prioritize implementation of identified recommendations as they work towards achieving the goal of a 50 percent reduction in the rate of fatal and serious injury crashes by 2040.

1. **S Horner Boulevard (421 BUS)**
   From Wicker Street to Bragg Street
2. **N Main Street**
   From Milton Avenue to Thelma Sloan Road
3. **Tramway Road**
   From Lee Avenue to Hickory House Road
4. **Carthage Street**
   From US1 to Fire Tower Road
5. **Avents Ferry Road**
   From Weldon Lane to County Line
6. **Pendergrass Road and Franklin Drive**
7. **Edwards Road and Greenwood Road/ Swanns Station Road**
8. **Charlotte Avenue and N 7th Street**

MAP 9 Priority Corridors & Intersections



1. S Horner Boulevard (421 BUS)

From Wicker Street to Bragg Street (1.6 mi)

CONTEXT

Horner Boulevard is a principal arterial lined with commercial and institutional uses. Horner Boulevard is primarily a two-way suburban road with five wide lanes, but briefly intersects with a walkable downtown section at Wicker Street. Horner Boulevard generally has sidewalks along both sides of the road.

SPEED LIMIT:
35 MPH

URBAN

5 LANES

TRAFFIC VOLUME

All vehicles (AADT):
10,500-24,000
Trucks (AADTT):
117-366

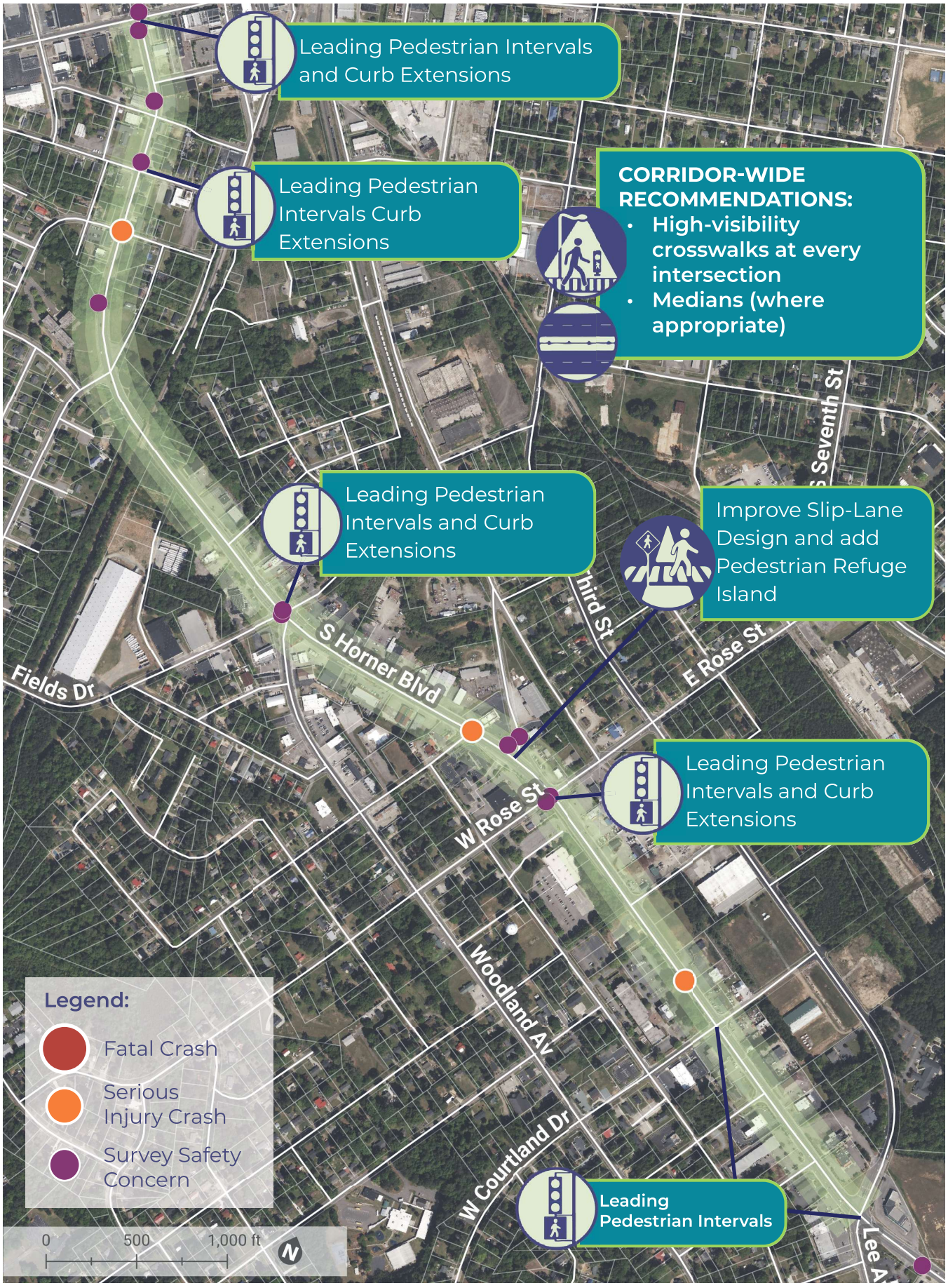
CRASHES (2019-2023)

Fatal Crashes:	**0**
Severe Injury Crashes:	**3**
Bicycle and Pedestrian Crashes:	**0**

KEY CRASH TYPES

Rear end crashes

Angle crashes


Leading Pedestrian Intervals and Curb Extensions
Leading Pedestrian Intervals Curb Extensions
CORRIDOR-WIDE RECOMMENDATIONS:
• High-visibility crosswalks at every intersection
• Medians (where appropriate)
Leading Pedestrian Intervals and Curb Extensions
Improve Slip-Lane Design and add Pedestrian Refuge Island
Leading Pedestrian Intervals and Curb Extensions
Leading Pedestrian Intervals
Fields Dr
S Horner Blvd
Third St
Seventh St
E Rose St
W Rose St
Woodland Av
W Courtland Dr
Lee A
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
0
500
1,000 ft
N

2. N Main Street

From Milton Avenue to Thelma Sloan Road (0.9 mi)

CONTEXT

N Main Street is a major collector that carries two lanes for commercial and public uses. Being the primary downtown section of the Town of Broadway, N Main Street has scattered crosswalk coverage and ample space for a NB and SB bike lane. Heavy truck volumes were observed in the field.

SPEED LIMIT:
25-35 MPH

URBAN

2-3 LANES

TRAFFIC VOLUME

All vehicles (AADT):
4,500-6,400
Trucks (AADTT):
No data

CRASHES (2019-2023)

Fatal Crashes:	**0**
Severe Injury Crashes:	**0**
Bicycle and Pedestrian Crashes:	**0**

SURVEY COMMENTS

“Lack of enforcement (illegal passing, speeding, drunk driving)”

“Drivers speeding and hitting curbs/ shrubs, nearly missing pedestrians”

“Too many large trucks, going too fast (above limit)”


N Main St
E Harrington Av
S Main St
Mcleod Av
Mansfield Dr
Vernon St
BROADWAY ELEMENTARY SCHOOL
CORRIDOR-WIDE RECOMMENDATIONS:
• High-visibility crosswalks at every intersection
• Add bike lane with buffer
Raised Crosswalk
Raised Crosswalks
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
N
0
250
500 ft

3. Tramway Road

From Lee Avenue to Hickory House Road (2.6 mi)

CONTEXT

Tramway Road is a minor arterial that connects a rural residential US-1 exit to Jonesboro Heights, a suburban commercial center. When close to Jonesboro Heights, Tramway Road provides sidewalks at both sides of the road. Along the entirety of Tramway Road, there is a constant turning lane due to the amount of residential driveways.

SPEED LIMIT:
20-45 MPH

RURAL-URBAN

3 LANES

TRAFFIC VOLUME
All vehicles (AADT):
1,150-15,000
Trucks (AADTT):
340-440

CRASHES (2019-2023)

Fatal Crashes:	**1**
Severe Injury Crashes:	**3**
Bicycle and Pedestrian Crashes:	**0**

KEY CRASH TYPES

Angle crashes

Head on crashes

Fixed object crashes


CORRIDOR-WIDE RECOMMENDATIONS:
• High-visibility crosswalks at every intersection
• Sidewalks along both sides of the road
Median Refuge Islands & Lighting
W Garden St
Harkey Rd
W Main St
Kendale Dr
Dover St
Lanlier Dr
Kildare Cir
Hillandale Dr
Harward Dr
Meadow View Ln
Lemon Springs Rd
St Andrews Church Rd
Tramway Rd
Fire Tower Rd
Airport Rd
Beulah Brown Rd
Minter School Rd
SAN LEE MIDDLE SCHOOL
SOUTHERN LEE HIGH SCHOOL
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
0 0.1 0.2 mi
N

4. Carthage Street

From US-1 to Fire Tower Road (1.9 mi)

CONTEXT

Carthage Street is a minor arterial that connects US-1 to what was once a rural residential area but is transitioning to a suburban development pattern. Terminated by the medical area to the north and DMV building to the south, Carthage Street contains 2 lanes with tight horizontal curves.

SPEED LIMIT:
35-55 MPH

RURAL

2 LANES

TRAFFIC VOLUME
All vehicles (AADT):
4,700-6,300
Trucks (AADTT):
No Data

CRASHES (2019-2023)

Fatal Crashes:	**1**
Severe Injury Crashes:	**4**
Bicycle and Pedestrian Crashes:	**0**

KEY CRASH TYPES

Lane departure into a fixed object from curves


CORRIDOR-WIDE RECOMMENDATIONS:
• Centerline and shoulder rumble strips
Keller-Andrews Rd
Fire Tower Rd
Carthage St
Westover Dr
Jefferson Davis Hwy
Jefferson Davis Hwy
Butler St
Pioneer Dr
Brantley Rd
Enhanced Delineation for Horizontal Curves
Lighting
Pavement markings guiding highway entrances/exits
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
0
0.1
0.2 mi
N

5. Avents Ferry Road

From Weldon Lane to County Line (4.6 mi)

CONTEXT

Avents Ferry Road is a rural major collector that connects the outer rural section of Broadway to the county limits of Lee county. Avents Ferry Road features high speed, sparse driveways, and ample passing sections.

SPEED LIMIT:
55 MPH

RURAL

2 LANES

TRAFFIC VOLUME
All vehicles (AADT):
2500 - 3700
Trucks (AADTT):
181 - 280

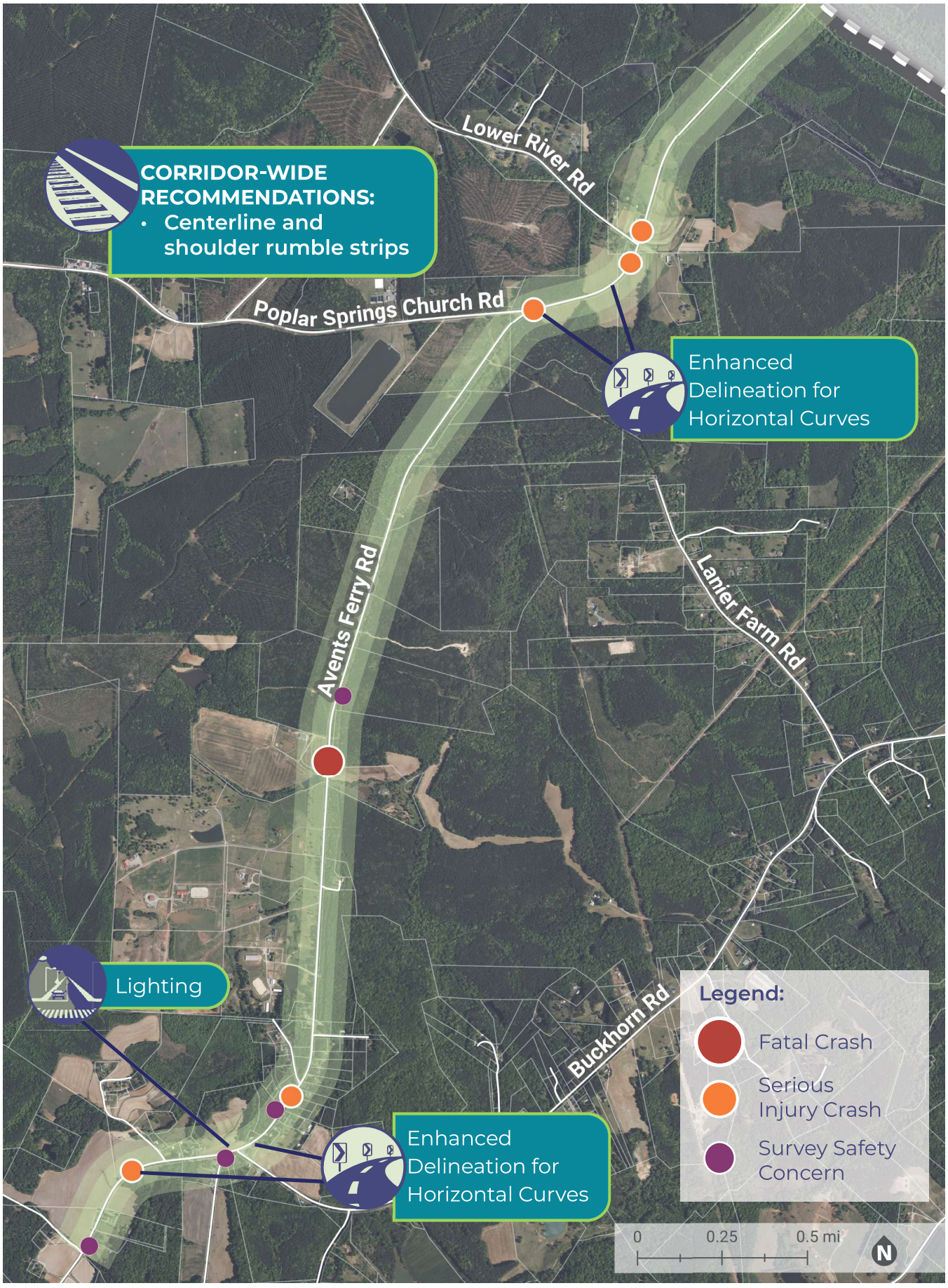
CRASHES (2019-2023)

Fatal Crashes:	**1**
Severe Injury Crashes:	**4**
Bicycle and Pedestrian Crashes:	**0**

KEY CRASH TYPES

Fixed object

Right and Left Turns, Same Roadway


CORRIDOR-WIDE RECOMMENDATIONS:
• Centerline and shoulder rumble strips
Lower River Rd
Poplar Springs Church Rd
Enhanced Delineation for Horizontal Curves
Avents Ferry Rd
Lanier Farm Rd
Buckhorn Rd
Lighting
Enhanced Delineation for Horizontal Curves
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
0
0.25
0.5 mi
N

6. Pendergrass Road and Franklin Drive

CONTEXT

Pendergrass Road (local) and Franklin Dr (local) is a rural intersection. The intersection features a two-way stop with a tight angle, no pedestrian access, and low visibility along the Southwest leg of Franklin Drive.

SPEED LIMIT:
45 MPH

RURAL

2 LANES

TRAFFIC VOLUME
All vehicles (AADT):
4100
Trucks (AADTT):
No data

CRASHES (2019-2023)

Fatal Crashes:	**0**
Severe Injury Crashes:	**1**
Bicycle and Pedestrian Crashes:	**0**

SURVEY COMMENTS

“Unsafe to drive”

“Hill with low visibility”

“Drivers on Franklin speed, drivers on Pendergrass run stop sign”


Doubled-up (left and right) oversized advance "Stop Ahead" intersection warning signs
S Franklin Dr
Roundabout
Stop Bars
Pendergrass Rd
Doubled-up (left and right) oversized advance "Stop Ahead" intersection warning signs
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
0
50
100 ft
N

7. Edwards Road and Greenwood Road/ Swanns Station Road

CONTEXT

Edwards Road (minor collector) and Greenwood Road/Swanns Station Road (major collector) is a rural intersection close to a new housing development. The intersection features a four-way stop, ample warning and signage, a high truck volume, and no pedestrian access.

SPEED LIMIT:
55 MPH

RURAL

2-3 LANES

TRAFFIC VOLUME
All vehicles (AADT):
7600
Trucks (AADTT):
No data

CRASHES (2019-2023)

Fatal Crashes:	**0**
Severe Injury Crashes:	**3**
Bicycle and Pedestrian Crashes:	**0**


RECOMMENDATIONS FOR ALL LEGS OF INTERSECTION:
• Transverse Rumble Strips
• Lighting
Greenwood Rd
Edwards Rd
Swanns Station Rd
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
0
50
100 ft
N

8. Charlotte Avenue and N 7th Street

CONTEXT

Charlotte Avenue (minor arterial) and N 7th Street (minor arterial) is a residential intersection near the core of downtown Sanford. The intersection features a four-way stop with a gored lane, bike lanes on both sides of the road, and no sidewalk. Heavy truck volumes were observed in the field.

SPEED LIMIT:
35 MPH

URBAN

2 LANES

TRAFFIC VOLUME
All vehicles (AADT):
8000
Trucks (AADTT):
No data

CRASHES (2019-2023)

Fatal Crashes:	**1**
Severe Injury Crashes:	**0**
Bicycle and Pedestrian Crashes:	**0**

SURVEY COMMENTS

“Unsafe to drive”


RECOMMENDATIONS FOR ALL LEGS OF INTERSECTION:
• High-visibility crosswalks
• Sidewalks
N Seventh St
Median Refuge Island
Charlotte Av
Mini Roundabout
S Seventh St
Legend:
Fatal Crash
Serious Injury Crash
Survey Safety Concern
0
50
100 ft
N


STAY FRESH

5 The Road Ahead

Introduction

This Plan includes strategies, actions, and priority projects that will help increase roadway safety in Lee County. Truly moving to eliminate fatal and serious injury crashes though requires more than creating a document. The Plan must be embraced, discussed, emphasized, and reinforced every day as decisions are made, projects are built, and people move around their communities. Ultimately, this Plan is designed to be a living document that unites people across agencies, departments, and organizations, to prioritize the safe system approach and build a culture of safe streets.

Performance Measures

Tracking progress is essential to ensure this plan leads to real change. Lee County will use performance measures that reflect both outputs—such as miles of sidewalks or bikeways installed, or speed management strategies implemented—and outcomes, such as reductions in KSI crashes and positive community feedback. Regular reporting between Sanford, Broadway, and Lee County will allow decision-makers and the community to see where progress is being made and where additional effort is needed. Transparent, measurable results will keep the plan accountable and ensure it remains a relevant, actionable tool.

Key performance measures may include but are not limited to:

- Actions and projects completed
- Changes in land use policies or practices to increase safe connections between residential areas and employment locations.
- Location and number of multimodal infrastructure projects
- Dollars invested in areas of persistent poverty or with high transportation disadvantages
- Number of projects implemented on the HIN
- Proven Safety Countermeasures deployed
- Program and policy efforts to impact key contributing factors such as speeding and youth education
- Reductions in crashes and specific crash types such as:
  - *Number of total and KSI crashes*
  - *Crash rates per 1,000 residents*
  - *Crashes along the HIN*
  - *Crashes rates from specific contributing factors such as speeding, distracted driving, or unbelted drivers*
  - *Crash rates involving young drivers*
  - *Crashes occurring in areas of persistent poverty or high transportation disadvantage*

Funding Opportunities

Carrying this plan forward will require sustained collaboration and financial investment. Lee County will continue to engage with NCDOT, CPRC, and local partners to advance projects locally and through the State Transportation Improvement Program (STIP). In addition, the plan positions the county and its municipalities to be competitive for a variety of other federal and state funding opportunities.

The table below lists additional common funding sources that can be used to implement the priority projects and actions in Chapter 4.

TABLE 7 **Funding Opportunities**

Funding Opportunity	Type	Description	Website
Community Development Block Grant	Federal	The Community Development Block Grant Neighborhood Revitalization Program (CDBG-NR)) will offer a non-entitlement municipality or county the opportunity to tailor a project to meet the housing and community development needs specific and most critical to their locality	Link
Enhanced Mobility of Seniors & Individuals with Disabilities	Federal	This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.	Link
Highway Safety Improvement Program (HSIP)	Federal	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.	Link
Reconnecting Communities Pilot (RCP) Grant Program	Federal	RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals.	Link
Carbon Reduction Program (CRP)	Federal	The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources	Link
BUILD GRANTS	Federal	The U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact.	Link

Funding Opportunity	Type	Description	Website
Surface Transportation Block Grant Program	Federal	Multimodal improvement projects incl. surface replacement, curb and gutter replacement, sidewalk and ADA improvements, bicycle facilities including bike lanes and shared bike/ pedestrian paths, traffic signal upgrades, and drainage improvements.	Link
Rural Surface Transportation Grant Program	Federal	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Link
National Infrastructure Project Assistance (MEGA) Grant	Federal	The Mega Program (the National Infrastructure Project Assistance program) supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.	Link
IMD Multimodal Planning Program	State	The NCDOT Integrated Mobility Division (IMD) and the Transportation Planning Division created an annual matching grant program – the Multimodal Planning Grant Program (MMPG) – to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans.	Link
State Street Aid (Powell Bill) Program	State	This funding is used to resurface municipal streets as well as to maintain, repair, build or widen streets, bridges and drainage areas. The Powell Bill can also help municipalities with funds to plan, build and maintain bicycle paths.	Link
State Transportation Improvement Program (STIP)	State	The N.C. Department of Transportation's long-range transportation plan – called the State Transportation Improvement Program (STIP) – identifies the construction funding and schedule for state transportation projects over a 10-year period. NCDOT updates the STIP approximately every two years.	Link
AARP Community Challenge	Local	The AARP Community Challenge grant program is part of the nationwide AARP Livable Communities initiative that helps communities make immediate improvements and jump-start long-term progress in support of residents of all ages.	Link

Funding Opportunity	Type	Description	Website
BlueCross BlueShield of North Carolina Foundation	Local	The BlueCross BlueShield of North Carolina Foundation invests more than $269 million in North Carolina through grants, collaborations, and special initiatives	Link
Capital Improvement Plan	Local	Capital Improvement Plans serve as a vital implementation tool, bridging long-term community planning with actual project construction by prioritizing needs, estimating costs, and outlining funding sources.	-
Non-Profit Organizations	Local	Other potential funding sources for safety improvements include nonprofit organizations. Working with nonprofit organizations can create lasting relationships locally, regionally, and nationally. Possible organizations include local advocacy, healthcare, and community groups.	-
Private Partnerships	Local	Partner with private developers to fund traffic calming treatments on new roads to promote safer driving.	-

Shared Responsibility for Safety

No single agency or group can achieve safer streets on its own. Responsibility is shared across local governments, NCDOT, law enforcement, first responders, schools, businesses, and the people walking, bicycling, and driving in Lee County. Design decisions, policy choices, and individual behaviors all contribute to safety outcomes. By working together—through design, education, and safe everyday travel choices—the county can create a culture where safe travel is the expectation, and everyone can arrive home safely.


PUSH
BUTTON
FOR

Appendix

Community Engagement

This section provides more detailed information on the feedback received at the different community engagement events and the virtual engagement via survey and interactive map.

Sanford Multicultural Event

TABLE 8 **Support for Safety Countermeasures (Sanford Multicultural Event)**

Countermeasure	Number of Votes
Roundabouts	11
Lighting	16
All-way Stops	5
Rectangular Rapid Flashing Beacons	7
Median Refuge Islands	6
Rumble Strips	9
Curb Extensions	10
Sidewalks	20
High-Visibility Crosswalks	8
Removing Slip Lanes	0
Speed Limit Reduction	6
Enhanced Signage for Curves	4

Open House

On August 28, 2025, Lee County hosted the Safe Streets for All Open House at the Buggy Company Building in Sanford. This event allowed residents to learn about the Safe Streets for All Safety Action Plan, view data on existing conditions and safety analyses, and provide feedback on improving road safety in the county. During the event, residents participated in interactive stations, sharing their viewpoints pertaining to roadway safety with representatives from the Sanford/Lee County Planning Department and Central Pines Regional Council

Stations

Station 1: Residents were able to share their thoughts on countermeasures the county could implement to increase roadway safety. Residents used stickers to indicate where in Lee County there were traffic-related safety concerns and used dots to vote on which countermeasures they wanted to see more in Lee County.

The responses for station 1 coincide with the countermeasure preference results from the Sanford Multicultural Event. The three most popular countermeasures from the Multicultural Event were sidewalks, lighting, and roundabouts, which are also the top three countermeasure preferences noted at station 1 at the Open House. This indicates that sidewalks, proper lighting, and roundabouts should be a priority when implementing countermeasures.

TABLE 9 **Safety Countermeasure Preferences (Open House)**

Countermeasure	Number of Votes
Roundabouts	6
Lighting	8
All-way Stops	3
Rectangular Rapid Flashing Beacons	1
Median Refuge Islands	4
Rumble Strips	3
Curb Extensions	2
Sidewalks	9
High-Visibility Crosswalks	4
Removing Slip Lanes	0
Speed Limit Reduction	4
Enhanced Signage for Curves	3

Station 2: Residents shared what they would be willing to do to make roads safer in Lee County. The results were as follows:

TABLE 10 **Support for Behavioral Changes to Improve Safety (Open House)**

Action	Number of Votes
Leave earlier for my destination to make sure I do not have to drive over the speed limit	6
Avoid distractions if I drive such as texting	6
Walk, bicycle, or ride transit when my trip is short (1-3 miles)	5
Communicate the importance of transportation safety to family, friends, neighbors, and other people I know	3

The results of station 2 indicate the residents are willing to leave early to avoid speeding and avoid distractions to make roads safer in Lee County. However, residents do not view transportation safety education as their responsibility. Based on this feedback, residents' sentiment appears to assign responsibility of transportation safety education and safety awareness campaigns with local governments and school districts.

Station 3: Participants shared which behavior-related issues made them feel unsafe and which infrastructure-related issues caused them the most concern.

The responses from station 3 indicate that distracted driving and failing to stop or yield at intersections are major behavior issues regarding traffic safety in Lee County. Educational courses in high schools can also encourage young drivers to not engage in poor driving behavior. Infrastructure-related issues focused primarily on dangerous intersection and poor sight lines for motorists, as well as poor pedestrian and bicycle infrastructure for non-motorists.

TABLE 11 **Participant Feedback Related to Safety Issues (Open House)**

Behavior-Related Issues	Number of Votes
Drivers under the influence	1
Distracted driving	10
Speeding	5
Animal-related crashes	0
Aggressive driving	5
Large trucks and/or farm vehicles	0
Drivers failing to stop or yield at intersections	9

TABLE 12 **Participant Feedback Related to Infrastructure Issues (Open House)**

Behavior-Related Issues	Number of Votes
Wide streets that encourage speeding	0
Streets with lots of driveways, alleys, and intersections	0
Poor visibility and sight lines	5
Poor street lighting	1
No sidewalks or places to bike	4
Dangerous intersections	7
No crosswalks or pedestrian signals	5

Station 4: Residents used sticky notes to share ways the county can eliminate fatal and severe crashes and achieve Vision Zero. Responses included:

- "Lower speeds in residential areas."
- "Need more bike lanes."

- “Need better bike infrastructure (including greenways).”
- “More roundabouts; less stoplights.”
- “Need lighting”
- “Not enough sidewalks”
- “No crosswalk signals for visually impaired.”

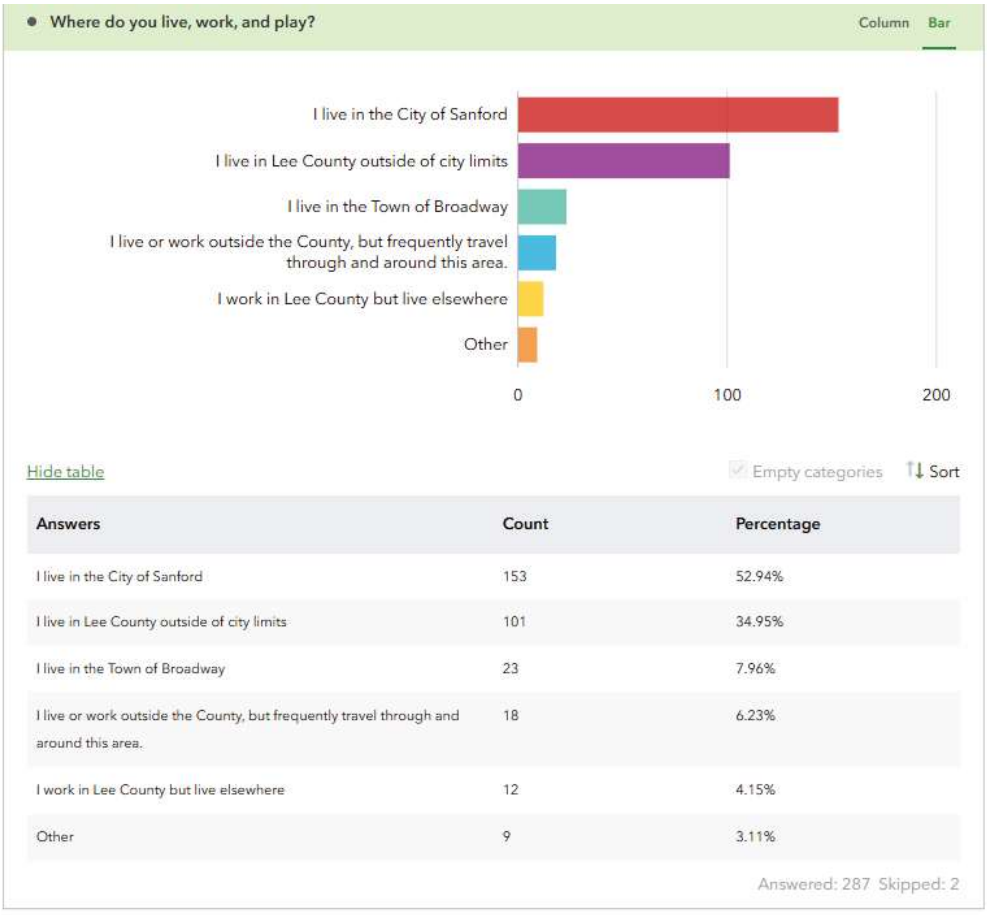
The comments noted the need for increased infrastructure that can make roads safer for pedestrians, bicyclists, and motorists. The comments also reiterated key themes that were present at other engagement events such as the need for more lighting or lowering speed limits in residential areas.

Interactive Map

TABLE 13 **Resident Feedback Collected via Interactive Map**

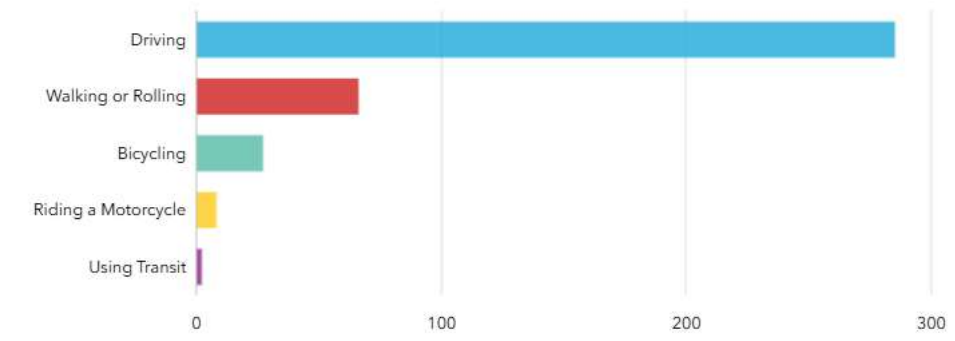
Corridor	Number of Unsafe Votes or Safety Suggestions
NC-87	30
US-501	49
US-421	49
Spring Lane	9
Hawkins Avenue	12

Online Survey



● How do you get around Lee County?

Column Bar



Hide table

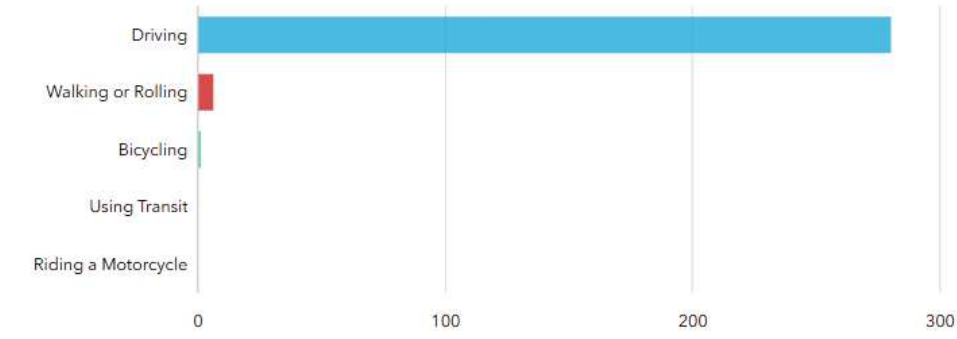
Empty categories Sort

Answers	Count	Percentage
Driving	285	98.62%
Walking or Rolling	66	22.84%
Bicycling	27	9.34%
Riding a Motorcycle	8	2.77%
Using Transit	2	0.69%

Answered: 287 Skipped: 2

● How do you get around most frequently?

Column Bar Pie Map



Hide table

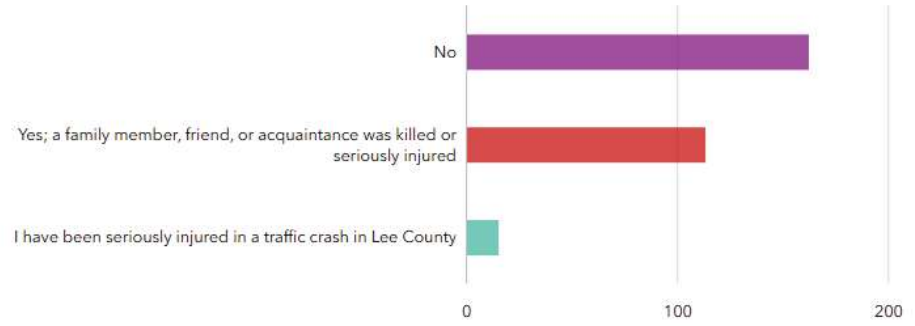
Empty categories Sort

Answers	Count	Percentage
Driving	280	96.89%
Walking or Rolling	6	2.08%
Bicycling	1	0.35%
Using Transit	0	0%
Riding a Motorcycle	0	0%

Answered: 287 Skipped: 2

Personal Experience

● Do you know someone who has been killed or seriously injured in a traffic crash in Lee County? Column Bar



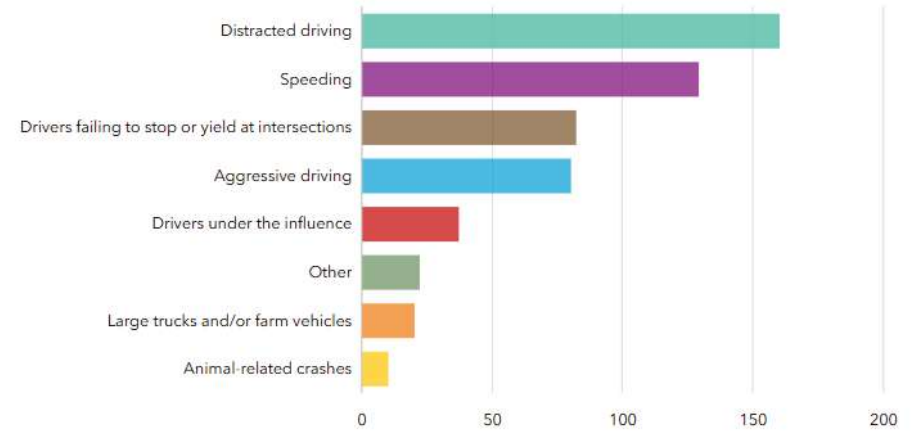
Hide table Empty categories Sort

Answers	Count	Percentage
No	162	56.06%
Yes; a family member, friend, or acquaintance was killed or seriously injured	113	39.1%
I have been seriously injured in a traffic crash in Lee County	15	5.19%

Answered: 285 Skipped: 4

Safety Concerns

● What are the biggest issues that make you feel unsafe on roads in Lee County? Column Bar

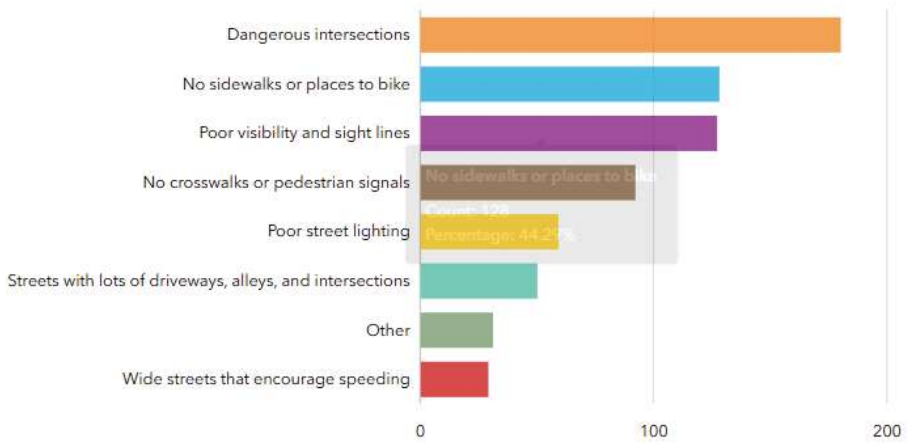


Hide table Empty categories Sort

Answers	Count	Percentage
Distracted driving	160	55.36%
Speeding	129	44.64%
Drivers failing to stop or yield at intersections	82	28.37%
Aggressive driving	80	27.68%
Drivers under the influence	37	12.8%
Other	22	7.61%

● Which infrastructure-related items concern you the most?

Column Bar



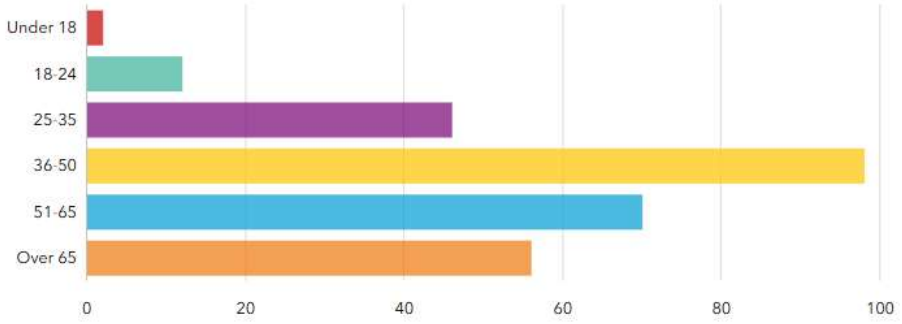
Hide table

Empty categories ↑↓ Sort

Answers	Count	Percentage
Dangerous intersections	180	62.28%
No sidewalks or places to bike	128	44.29%
Poor visibility and sight lines	127	43.94%
No crosswalks or pedestrian signals	92	31.83%
Poor street lighting	59	20.42%
Streets with lots of driveways, alleys, and intersections	50	17.3%
Other	31	10.73%

● Please indicate your age:

Column Bar Pie Map



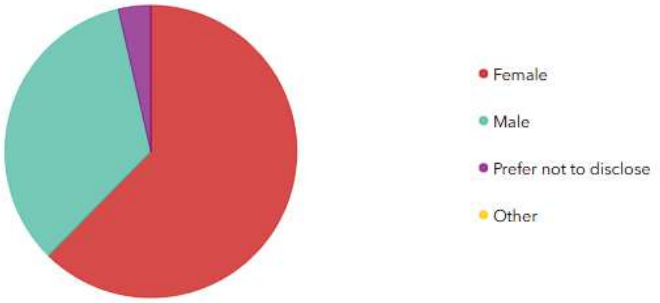
Hide table

Empty categories ↑↓ Sort

Answers	Count	Percentage
Under 18	2	0.69%
18-24	12	4.15%
25-35	46	15.92%
36-50	98	33.91%
51-65	70	24.22%
Over 65	56	19.38%

● Please select your gender:

Column Bar Pie Map



Hide table

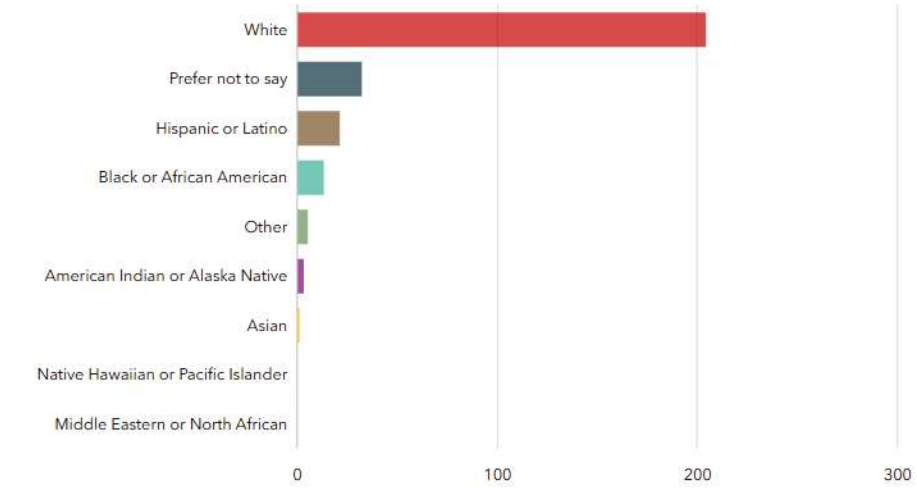
Empty categories Sort

Answers	Count	Percentage
Female	174	60.21%
Male	95	32.87%
Prefer not to disclose	10	3.46%
Other	0	0%

Answered: 279 Skipped: 10

● What is your ethnic background?

Column Bar Pie Map



Hide table

Empty categories Sort

Answers	Count	Percentage
White	204	70.59%
Prefer not to say	32	11.07%
Hispanic or Latino	21	7.27%
Black or African American	13	4.5%
Other	5	1.73%

Crash Data Analysis

Crash Overview

All Crashes Summary

	2016	2017	2018	2019	2020	2021	2022	2023	2024	**Total**
Total Crashes	1,565	1,582	1,619	1,829	1,632	1,805	1,642	1,676	1,657	**15,007**
Total KA Crashes	31	46	37	29	41	46	47	39	41	**357**
Fatalities	7	17	14	8	12	16	18	13	16	**121**
Serious Injuries	29	55	34	27	34	41	36	32	33	**321**
Fatalities (Bike/Ped)	0	1	2	1	3	2	3	1	5	**18**
Serious Injuries (Bike/Ped)	1	0	0	1	2	1	6	1	2	**14**

City Crashes Summary

	Sanford	Broadway	Lemon Spring
Total Crashes	8,357	96	2
Total KA Crashes	81	2	
Fatalities	39	1	
Serious Injuries	66	1	
Fatalities (Bike/Ped)	13	0	
Serious Injuries (Bike/Ped)	8	0	

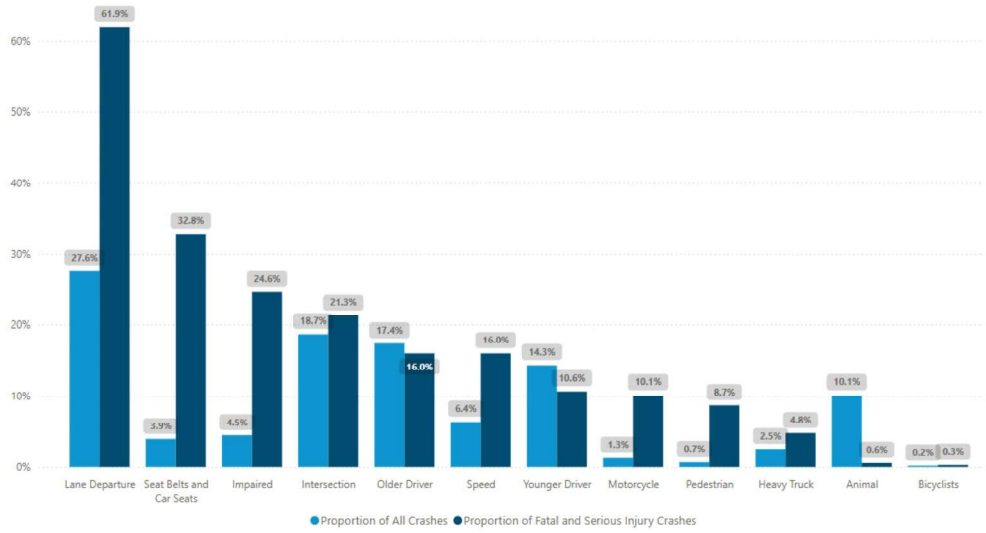
	2016	2017	2018	2019	2020	2021	2022	2023	2024	**Total**
Total Crashes	840	870	920	1,052	931	1,012	904	931	995	**8,455**
Total KA Crashes	5	7	9	14	8	12	12	3	13	**83**
Fatalities	2	4	5	4	5	7	6	1	6	**40**
Serious Injuries	4	13	5	12	4	10	6	2	11	**67**
Fatalities (Bike/Ped)	0	0	2	1	3	2	2	0	3	**13**
Serious Injuries (Bike/Ped)	1	0	0	0	2	0	3	0	2	**8**

Rural Crashes Summary

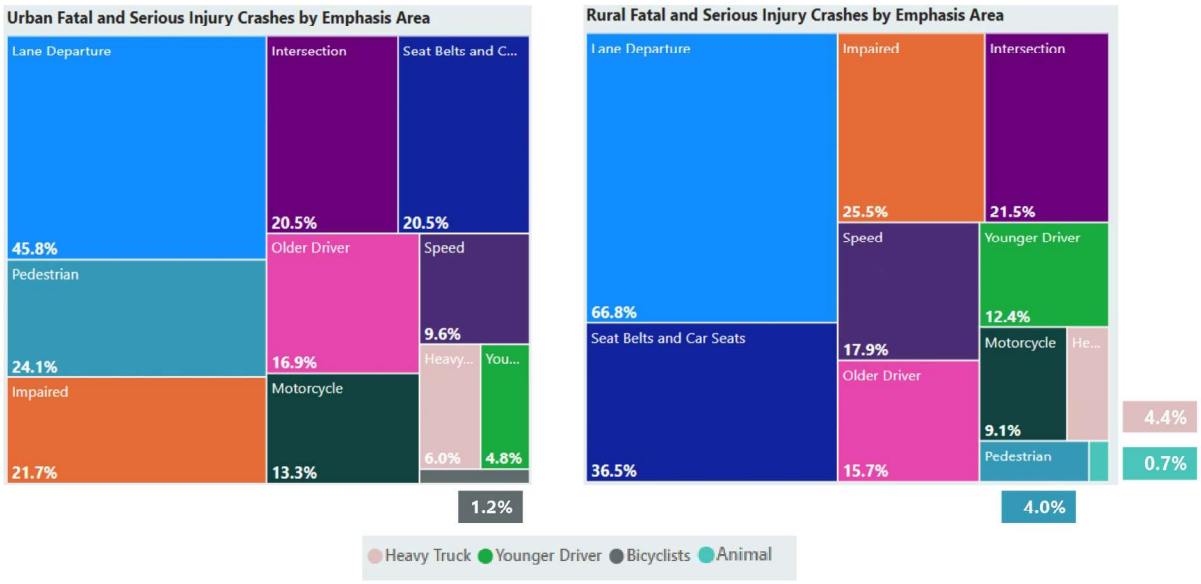
	2016	2017	2018	2019	2020	2021	2022	2023	2024	**Total**
Total Crashes	725	712	699	777	701	793	738	745	662	**6,552**
Total KA Crashes	26	39	28	15	33	34	35	36	28	**274**
Fatalities	5	13	9	4	7	9	12	12	10	**81**
Serious Injuries	25	42	29	15	30	31	30	30	22	**254**
Fatalities (Bike/Ped)	0	1	0	0	0	0	1	1	2	**5**
Serious Injuries (Bike/Ped)	0	0	0	1	0	1	3	1	0	**6**

Crash Emphasis Areas

Emphasis Areas

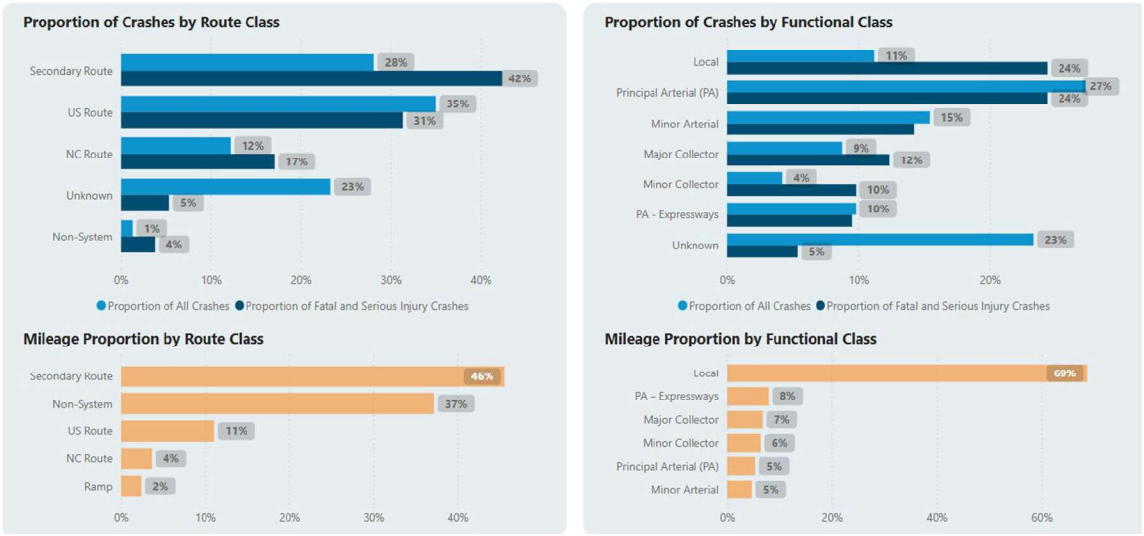


Urban/Rural Fatal and Serious Injury Crashes by Emphasis Area

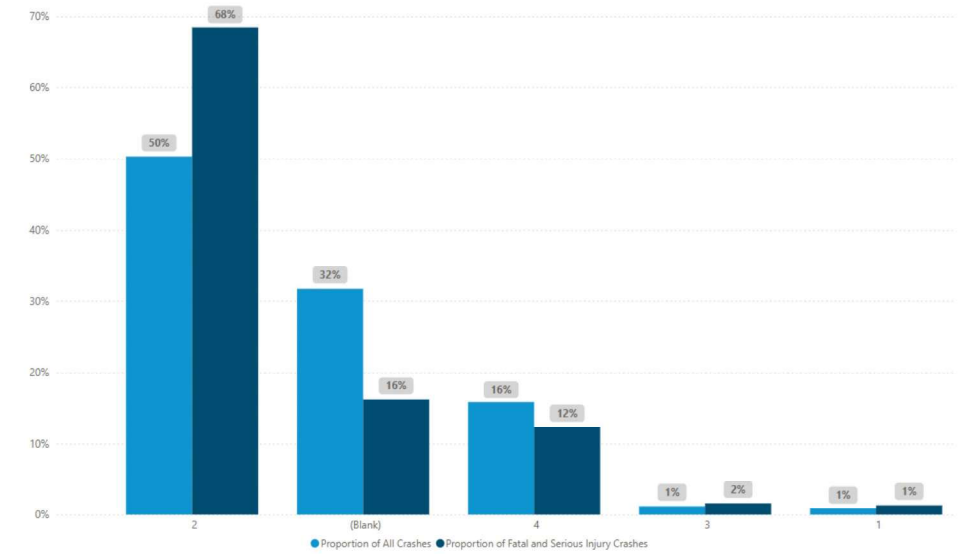


Where are crashes occurring?

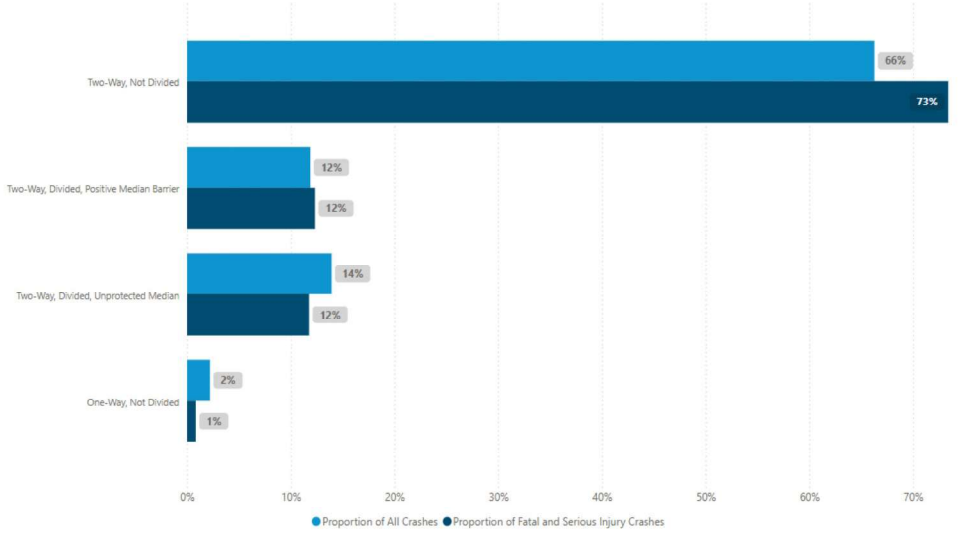
Crashes by Route and Functional Class



Crashes by Number of Lanes

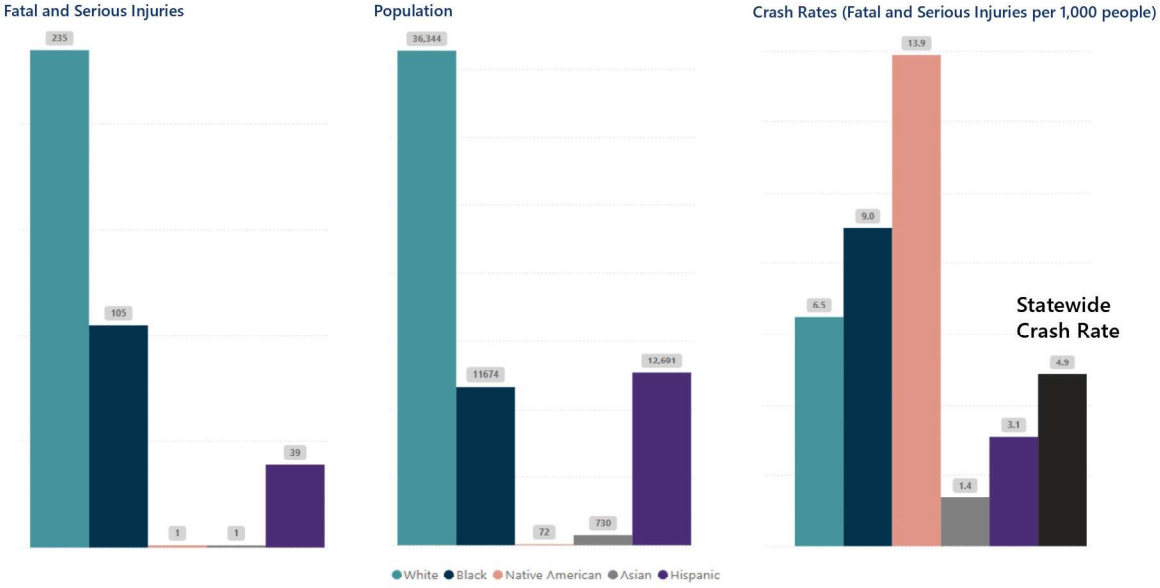


Crashes by Configuration

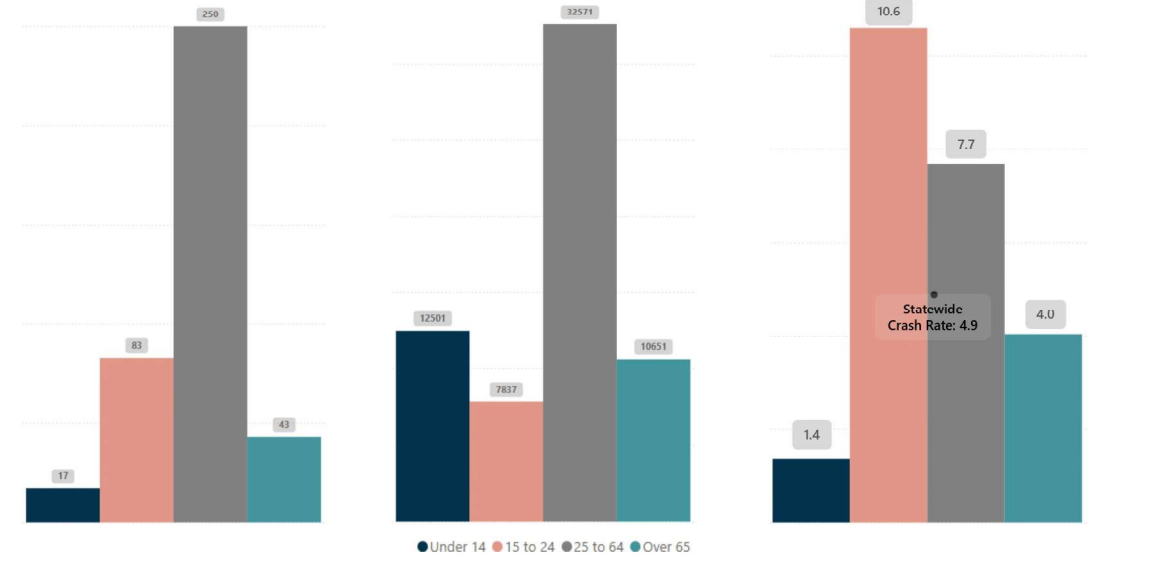


Who is involved in crashes?

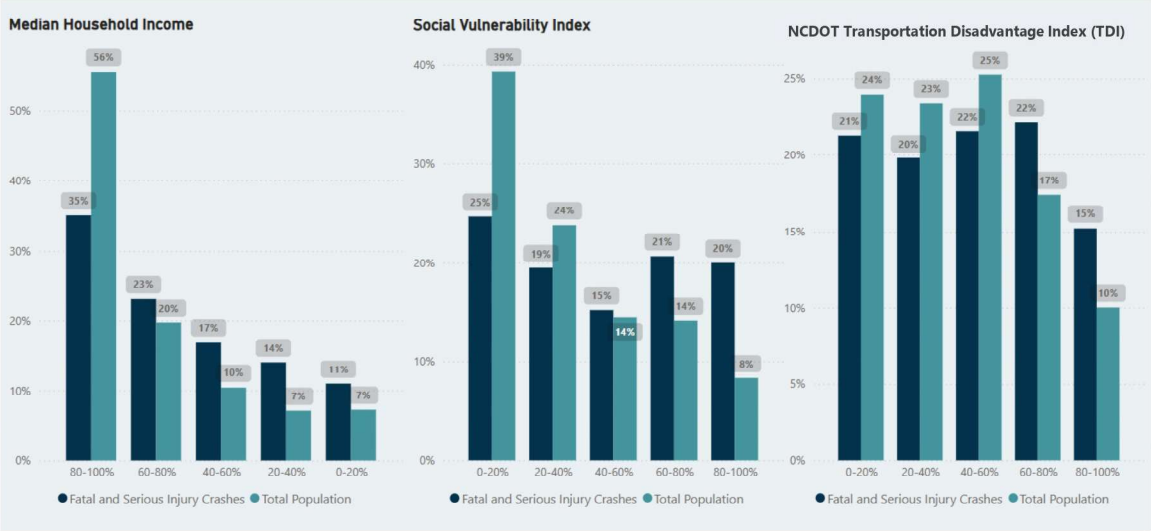
Crashes by Race and Ethnicity



Crashes by Age



Equity Metrics – All Crashes



Equity Metrics – Bicyclist and Pedestrian Crashes