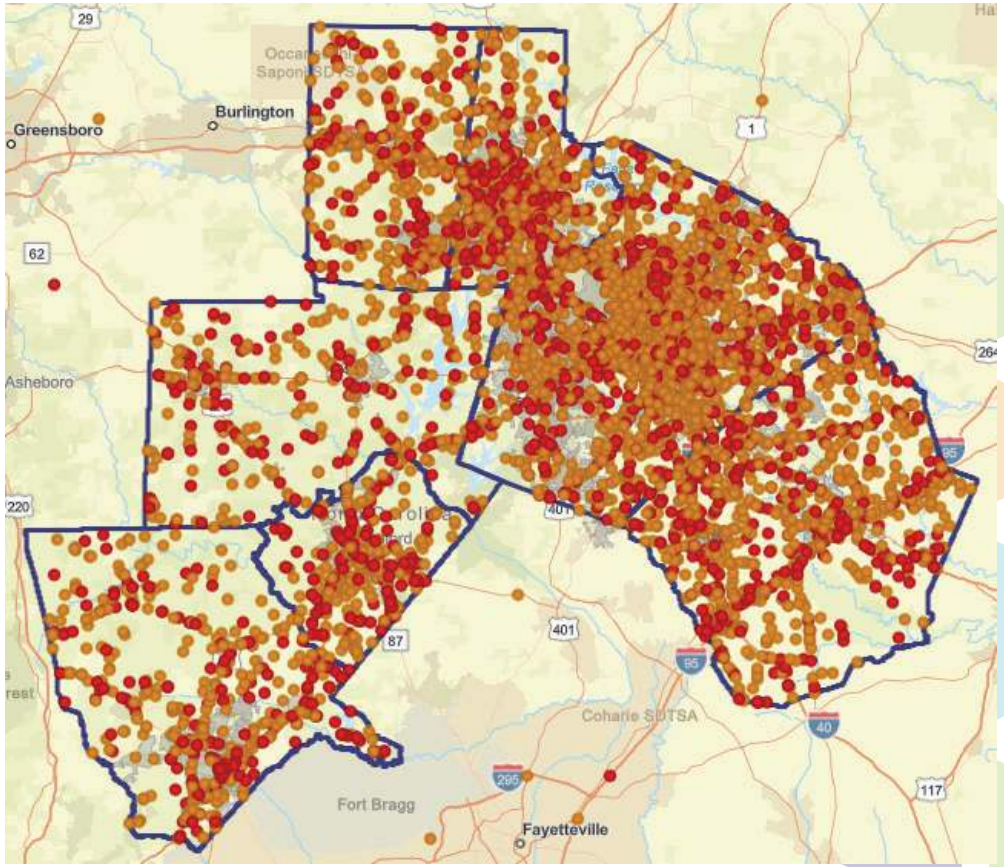
Safe Streets & Roads for All

October 22, 2025

Why talk about Safe Streets & Roads?

- In the last five years (2020-2024) there were **1,192 fatal crashes** and **3,548 serious injury crashes** in the seven-county CPRC region
- This resulted in **1,284 deaths (257 per year)** and **4,410 serious injuries (882 per year)**



Why talk about Safe Streets & Roads?



In 2023, Central Pines Regional Council was awarded a Safe Streets & Roads for All (SS4A) grant through the Federal Highway Administration



The grant totaled $250,000 in federal funds, matched with $37,000 in local funds, $13,000 in CPRC funds, and $12,500 in CPRC in-kind hours



To develop the grant application, the CPRC grant team reached out to member communities and developed a joint application for the development of **two Safety Action Plans** serving **four member jurisdictions**, in addition to a **regionwide safety data dashboard** and **regional safety planning templates**

Which communities did we work with?



- The Town of Morrisville created a representative urban/suburban Safety Action Plan
- The City of Sanford, Town of Broadway, and Lee County jointly developed a representative rural Safety Action Plan
- Working with VHB (Morrisville) and Toole Design (Lee County) to develop these plans

Safe Systems Approach

A key element of the Safe Streets for All program is a commitment to the “Safe Systems Approach”

The Safe Systems Approach acknowledges that:

- Death & Serious Injuries are Unacceptable
- Humans make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Critical



Safety Action Plan (SAP) Elements: Goals

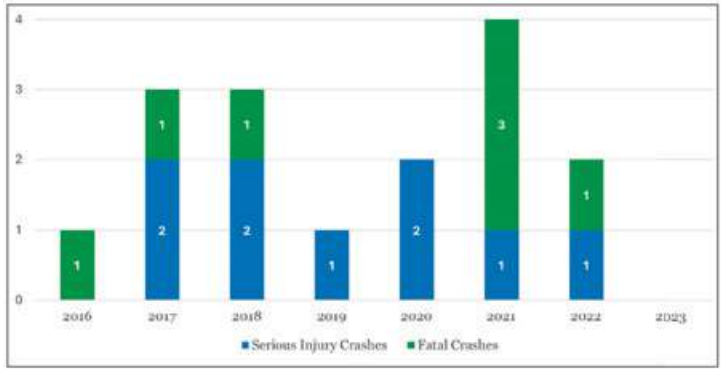
Safety Action Plans developed through the SS4A program must include adopted statements of a goal/target related to crash reduction in the community, allowing the communities to track future progress toward meeting their goals

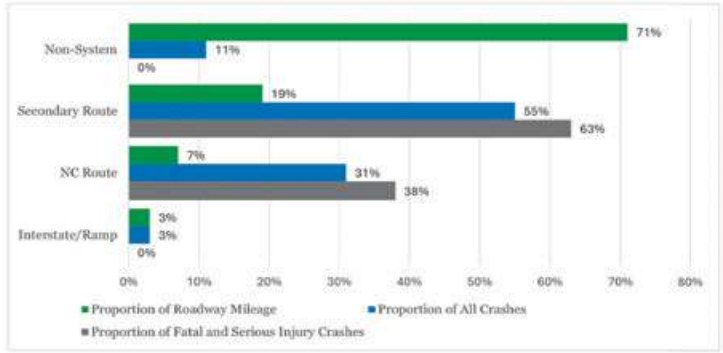
The Town of Morrisville's goal is to "**reach and sustain zero fatal and serious injury crashes on streets and roads serving residents and visitors through 2035.**"

The Sanford/Broadway/Lee County plan's goal is to "**reduce fatal and serious injury crashes by 50% over the next 15 years.**"

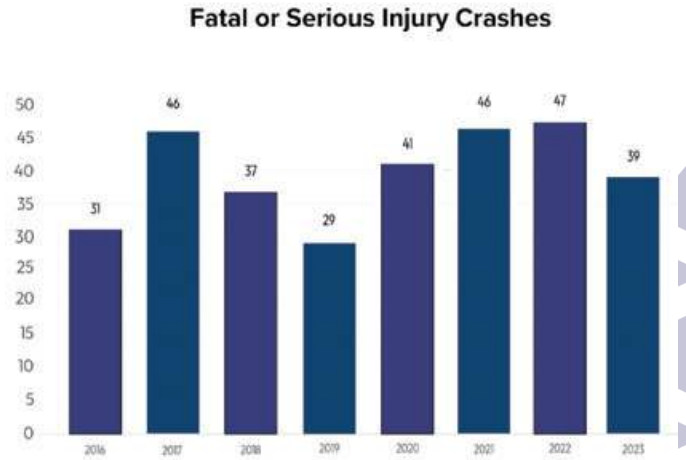
SAP Elements: Analysis of Crash Data

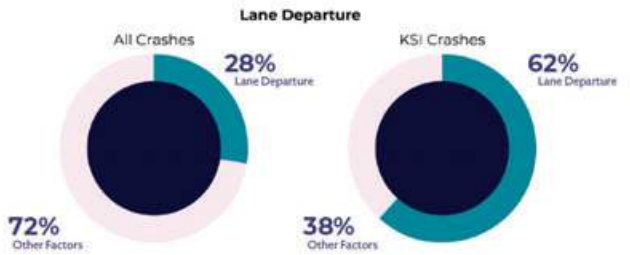
Morrisville





Lee County





SAP Elements: High Injury Network

Morrisville

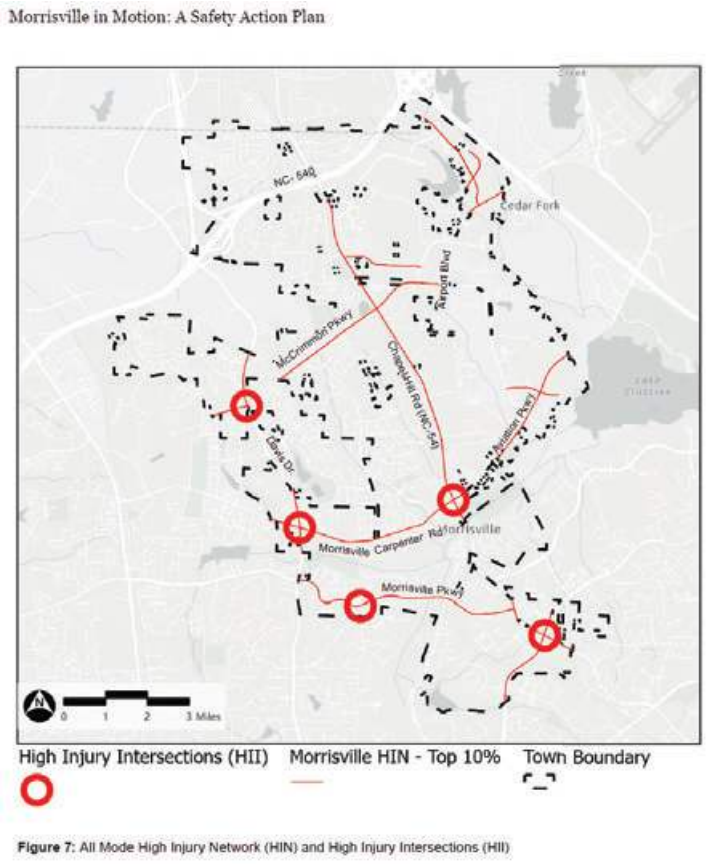
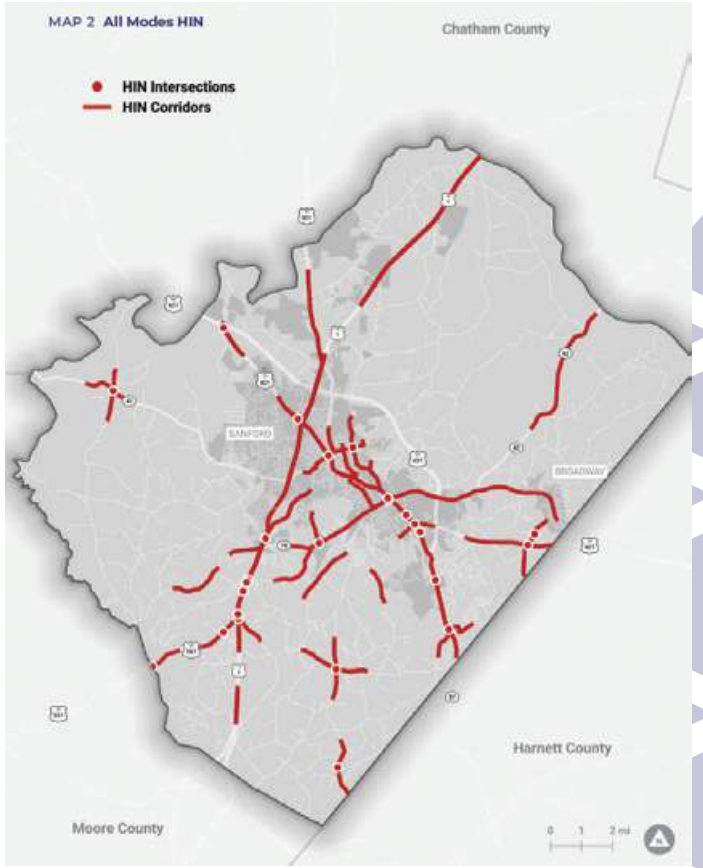


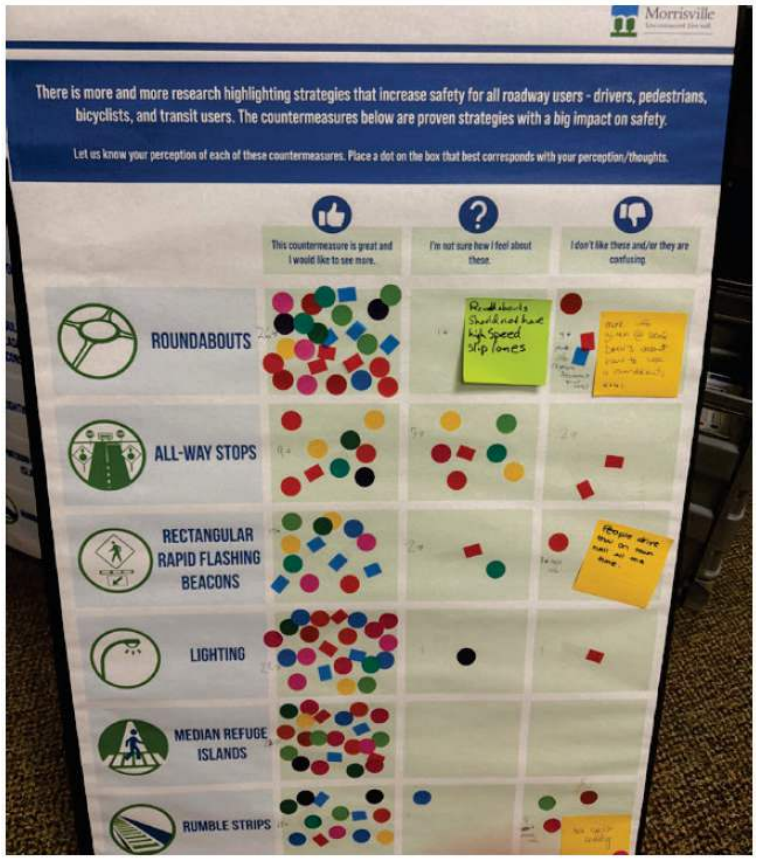
Figure 7: All Mode High Injury Network (HIN) and High Injury Intersections (HII)

Lee County



SAP Elements: Public Engagement

Morrisville



Lee County



SAP Elements: Strategies & Actions

Morrisville

Goal	Strategies	Priority
Implement a "Safety in All Plans and Projects" approach	Work with NCDOT and CAMPO to consider crash risk and crash history in all proposed STIP and maintenance projects.	Long Term
	Coordinate with NCDOT traffic safety unit to identify and prioritize transportation safety needs for near-term implementation.	Near Term
	Integrate speed management treatments into local projects in urban contexts.	Long Term
	Perform speed studies along roads with identified speed problems to identify potential safety improvements.	Near Term
	Set budget targets for and increase capital spending on safety projects.	Near Term
	Revisit multimodal network plans (bike, pedestrian, greenways, transit) with safety coordination as a primary objective	Near Term
Implement systemic safety throughout town, prioritizing high risk locations in support of "sustaining zero"	Create an inventory of and implement systemic improvement projects for pedestrian crossings and intersection safety.	Near Term
	Inventory and assess needs for all warning and regulatory signage for pedestrian and bicycle networks and crossings.	Near Term
	Develop recommendations for safer crossings at or near transit service passenger access points and trail crossings.	Long Term
	Plan and design improvements that minimize pedestrian and bicyclist exposure at existing high-injury intersections and for planned and programmed intersection designs.	Near Term
	Construct improvements that minimize pedestrian and bicyclist exposure at existing high-injury intersections and for planned and programmed intersection designs.	Long Term
	Assess distance between crossings on multilane arterials and install PHB-controlled midblock crossings on high-speed, high-volume routes.	Long Term
Implement safety improvements across the High Injury Network by 2035	Perform Road Safety Assessments (RSAs) or similar safety studies along all Priority HIN Locations.	Near Term
	Create town-wide Access Management Plan.	Long Term

Lee County

ID	Action	Time-frame	Cost	Early Action Priority	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 diverse stakeholders to participate in committees, commissions, etc.	Short	$	*	Local Agencies	County, 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	NCDOT, Local Agencies
1-3	Update HIN map every 3 years.	Medium	$	*	Lee County	NCDOT, Local Agencies
1-4	Report the percentage of new designs, retrofits, and maintenance projects implementing standards annually.	Medium	$		Local Agencies	County
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	$	*	Local Agencies	County

SAP Elements: Safety Countermeasures

The Safe Streets for All program has a major focus on implementation of a menu of “proven safety countermeasures” – potential improvements where research has shown a measurable safety benefit

Examples:

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



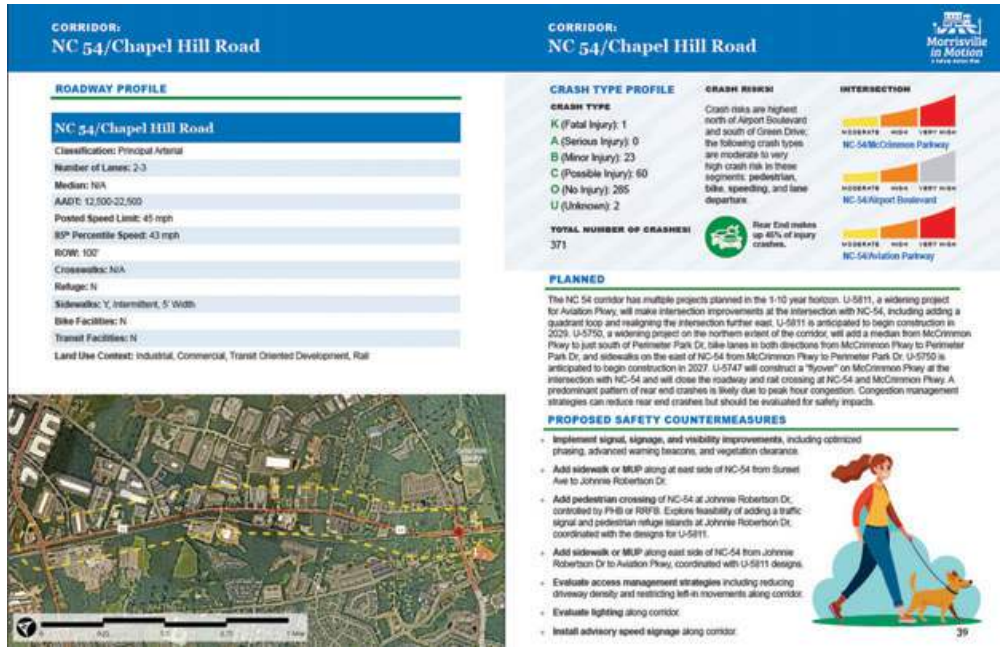
Safety Edge



Wider Edge Lines

SAP Elements: Priority Location Recommendations

Morrisville



CORRIDOR:
NC 54/Chapel Hill Road

ROADWAY PROFILE

NC 54/Chapel Hill Road

Classification: Principal Arterial
Number of Lanes: 2-3
Median: N/A
AADT: 12,500-22,500
Posted Speed Limit: 45 mph
85th Percentile Speed: 43 mph
ROW: 100'
Crosswalks: N/A
Refuge: N
Sidewalks: Y, Intermittent, 5' Width
Bike Facilities: N
Transit Facilities: N
Land Use Context: Industrial, Commercial, Transit Oriented Development, Rail

CORRIDOR:
NC 54/Chapel Hill Road

Morrisville in Motion

CRASH TYPE PROFILE

CRASH TYPE
K (Fatal Injury): 1
A (Serious Injury): 0
B (Minor Injury): 23
C (Possible Injury): 60
O (No Injury): 285
U (Unknown): 2

TOTAL NUMBER OF CRASHES: 371

CRASH RISKS
Crash risks are highest north of Airport Boulevard and south of Green Drive; the following crash types are moderate to very high crash risk in these segments: pedestrian, bike, speeding, and lane departure.

Rear End makes up 45% of injury crashes.

INTERSECTION
NC-54/McCrimmon Parkway
NC-54/Airport Boulevard
NC-54/Aviation Parkway

PLANNED

The NC 54 corridor has multiple projects planned in the 1-10 year horizon. U-5811, a widening project for Aviation Pkwy, will make intersection improvements at the intersection with NC-54, including adding a quadrant loop and realigning the intersection further east. U-5811 is anticipated to begin construction in 2029. U-5750, a widening project on the northern extent of the corridor, will add a median from McCrimmon Pkwy to just south of Perimeter Park Dr, bike lanes in both directions from McCrimmon Pkwy to Perimeter Park Dr, and sidewalks on the east of NC-54 from McCrimmon Pkwy to Perimeter Park Dr. U-5750 is anticipated to begin construction in 2027. U-5747 will construct a "flyover" on McCrimmon Pkwy at the intersection with NC-54 and will close the roadway and rail crossing at NC-54 and McCrimmon Pkwy. A predominant pattern of rear end crashes is likely due to peak hour congestion. Congestion management strategies can reduce rear end crashes but should be evaluated for safety impacts.

PROPOSED SAFETY COUNTERMEASURES

- **Implement signal, signage, and visibility improvements**, including optimized phasing, advanced warning beacons, and vegetation clearance.
- **Add sidewalk or MUP** along at east side of NC-54 from Sunset Ave to Johnnie Robertson Dr.
- **Add pedestrian crossing** of NC-54 at Johnnie Robertson Dr, controlled by PHB or RRFB. Explore feasibility of adding a traffic signal and pedestrian refuge islands at Johnnie Robertson Dr, coordinated with the designs for U-5811.
- **Add sidewalk or MUP** along east side of NC-54 from Johnnie Robertson Dr to Aviation Pkwy, coordinated with U-5811 designs.
- **Evaluate access management strategies** including reducing driveway density and restricting left-in movements along corridor.
- **Evaluate lighting** along corridor.
- **Install advisory speed signage** along corridor.

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Lee County



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 (AADT): 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

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PRIORITY RECOMMENDATIONS | 67

CPRC Activities

- Management of consultant work
- Assistance with developing the example Safety Action Plans, including public engagement and community outreach
- Development of regional crash data dashboard, to be maintained with updated data each year when released by NCDOT
- Maintenance of project website
- Development of templates and materials for use by other communities interested in developing safety plans

Project Website:
centralpinesnc.gov/safestreets

Data Dashboard:
https://arcg.is/0KCH52

Other Safety Planning Activity in Region

- Capital Area MPO Blueprint for Safety
  - Safety Summit on December 3 at Wake County Commons
- Triangle West TPO Safe Streets for All/Vision Zero Action Plan
  - Safety Summit on November 20 at Chapel Hill Library
- Raleigh Safe Streets for All Comprehensive Safety Action Plan
- Knightdale Safety Action Plan Report
- SS4A Implementation grant awards in Chapel Hill & Apex
- SS4A Planning grant award in Benson

Requested Board Action

- As part of the SS4A Safety Action Plan process, local boards typically adopt goals and targets related to future traffic crash reductions
- While CPRC is not developing a Safety Action Plan of its own, we believe it would be appropriate for the Board of Delegates to consider a resolution supporting the safety planning goals identified by our members and partner organizations in the region
- We would also encourage the board to include a commitment to ongoing maintenance of our crash data dashboard as part of the resolution
- A draft resolution is included under your Consent Agenda items

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