

45 email the necessary information and web links for his completion.

46

47 **4. Action:** Election of Officers

48

49 Chair Tyson opened the meeting for Chair and Vice-Chair nominations. Mr. Chuck Tyson
50 nominated current Chairman, Steve Tyson, to maintain the Chair position and Vice-Chair
51 Kinsey, to maintain his current position. Mr. Chittick seconded the motion. Appointment was
52 unanimously approved.

53

54 **5. Action:** Approve November 26, 2013 Minutes.

55

56 Reading of the minutes was waived.

57

58 **Motion** was made by Mr. Chuck Tyson to accept the minutes as presented. Chair Tyson
59 seconded. Minutes were unanimously approved.

60

61 **6. Presentation:** Safety Programs – Mr. Brian Mayhew, NCDOT

62

Mr. Stephen Lowry, NCDOT

63

64 Mr. Brian Mayhew introduced himself. He is the Safety Planning Engineer for NCDOT, advising
65 he manages the traffic safety section. Mr. Mayhew explained that the state needed a process to
66 identify location across the state that had safety deficiencies and create a systematic
67 methodology to determine areas in need and determine viable options to improve the locations.

68

69 Mr. Mayhew noted he works closely with Mr. Haywood Daughtry and Mr. Steve Hamilton in
70 gathering data and projects for consideration, as well as working with the area MPO's and
71 RPO's.

72

73 He noted all crash data across the state of North Carolina comes through their office, and they
74 also work with the DMV for data collection as well. With 250,000-250,000 crashes per year
75 across the 100,000 miles of roads in the state, the funding available for safety is limited and must
76 be stretched and utilized in the most needed locations.

77

78 Mr. Stephen Lowry presented a PowerPoint. North Carolina has the largest state maintained
79 highway system in the nation, with 79,493 miles. Statistics for 2012 show 213,605 reported
80 crashes across the state. The \$10.7 billion comprehensive crash costs includes medical services,
81 medical bills, property damage as well as hidden costs including quality of life, loss of wages
82 and employer losses.

83

84 He advised the Highway Safety Improvement Plan (HSIP) is to reduce the number and severity
85 of crashes and create plans to help reduce the potential for such accidents. The process they will
86 undertake includes creating a systematic procedure that identifies, reviews and addresses traffic
87 safety throughout the state. To accomplish this they created a Roadway Network Screening that
88 flags potentially hazardous locations and a formula for weighting these areas (crash frequency,
89 severity, and percentage of target crashes).

90
91 Mr. Mayhew explained further, the target crashes identify crashes with the most severe injuries.
92 Subsequently, while there may be a particular intersection residents know have a large number of
93 incidents, if the severity of the incidents doesn't meet these criteria, the location may not be
94 included in the state wide plan for potential correction. Once the locations with the highest
95 severe injuries are determined, the group will then work to find a viable solution to reduce the
96 accidents.

97
98 Mr. Lowry advised the HSIP group consists of 5-6 engineers who will perform detailed crash
99 analysis of ranked hazardous locations, create collision diagrams and identify major crash
100 patterns and trends. He advised they will then submit their findings to the Regional Traffic
101 Engineering staff.

102
103 The Regional Engineers will review the data, study existing roadway facility and traffic
104 operations, identify, assess and select possible countermeasures to reduce the number and
105 severity of the most serious crashes and then determine funding sources. At this point they will
106 submit their recommendations for funding from the appropriate tier.

107
108 Mr. Lowry advised the Spot Safety Program has a maximum cap of \$400,000 per project, which
109 the Hazard Elimination Program has a maximum cap of \$1,000,000 per project.

110
111 Mr. Steve Tyson questioned if this group had identified hazardous intersections within Craven
112 County. Mr. Lowry advised they have identified 6-12 locations for consideration. These
113 intersections are listed on their website, but Mr. Lowry noted he would forward the information
114 to Kim Langley, who would then disburse to the members for review.

115
116 Mr. Steve Tyson asked if there is a point in time, after data suggests intersections have serious
117 accident rates, that the DOT would come in and take over creating improvements, despite the
118 public push back. Mr. Mayhew advised this has happened in the past, but is not the preferred
119 method of implementing change. They try to include the public in every facet.

120
121 Ms. Jill Stark noted that the people and neighborhoods need to be included, citing environmental
122 justice as a negative impact when they are not.

123
124 Mr. John Kirkland stated there is a local political structure that at times is not conducive to
125 change, therefore it is beneficial to have the final decision made by a 'remote' group, such as the
126 DOT, adding sometimes he feels these decisions need to be removed from the public's hands.

127
128 Mr. Steve Tyson questioned if sidewalks could be included. Mr. Mayhew advised this would be
129 more difficult but can be done. Steps would have to be taken to show the counter measure will
130 reduce crashes, and with sidewalks that isn't always the case. Ms. Stark noted this is one reason
131 the FHWA has multiple funding schemes, as a sidewalk project could be funded from a different
132 tier. There is less focus on pedestrian and transit traffic.

133
134 Ms. Stark pointed out there is a sidewalk project slated for Neuse Boulevard that includes

135 upgrades to 19 intersections and will install a sidewalk along the northern side of Neuse
136 Boulevard that will be started in March of 2014. The street project will be a total reconstruct and
137 has been advanced by two years due to need, and the sidewalk project advanced by five years
138

139 Mr. Johnnie Ray Kinsey questioned the inclusion of crosswalks from Neuse Boulevard down
140 Glenburnie Boulevard. He stated right now the local fire fighters are out in force to assist the
141 school kids who are walking and crossing Glenburnie.
142

143 Mr. Mayhew advised crosswalks can be funded with safety funds. They will look at
144 opportunities to show adding a crosswalk will reduce crashes. He added that crosswalks at
145 intersections are not hard to do, but mid-block crosswalks are not always a viable solution.
146 These mid-block walks are not always adhered to by drivers, and can give pedestrians a false
147 sense of security. He feels if the fire department's personnel are providing adequate safety
148 measures, that perhaps that is the most viable option at this point.
149

150 Mr. Steve Tyson questioned recommendations to the DOT in January. Mr. Norowzi confirmed
151 this. He noted the TCC may need to create a work session for the group to discuss and determine
152 methodology for prioritizing projects. He has provided some examples that Kim Langley will
153 forward to the group for review. Recommendations and methodology are due in January; new
154 projects to begin being submitted January 21st, and have until February 17 to complete. The
155 DOT will start scoring projects on May 1, 2014.
156

157 Ms. Stark advised she is creating a schedule for all documents that are due within the next couple
158 of years and will include the SPOT process dates as well. She will submit to members in
159 December.
160

161 Ms. Stark advised she learned of an opportunity of funding in the form of a grant that is available
162 for training and/or something more innovative. She thought it would be perfect for the
163 NBAMPO to attend the NCAMPO conference in April 2014, which will be held in Wilmington.
164 She also thought it would be a good opportunity for the NBAMPO to hold a conference with VA
165 and SC regarding hurricane emergency evacuation routes. Jill just recently received this
166 information, regarding the grant opportunity, but the funds would be 100% for all costs.
167

168 The TCC approved Ms. Stark's request to present the considerations to the TAC board in order
169 to continue moving forward. The TCC board members unanimously approved. The TAC
170 members unanimously approved.
171

172 The grant requests are due December 3rd. Ms. Stark will work up this week and submit. She will
173 attempt to get funding for registration costs, mileage and hotel for the NCAMPO conference in
174 April.
175

176 **7. Other Business: No December Meeting**

177

178 Chair Tyson reminded the members that there will be no meeting held next month.
179

180 **8. Public Comment:** N/A

181

182 **9. Adjourn**

183

184 There being no further business, the meeting was adjourned.

185

186

187 _____
Steve Tyson, Chairman

Jeff Ruggieri, Secretary