

Strategies & Actions from Morrisville SAP:

Strategy	Action	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

Integrate safety countermeasures in all development and community-led projects (contingent on state enabling legislation)	Update traffic impact analysis methods to identify and incorporate multimodal safety strategies.	Near-term
	Develop or update development standards to proactively include safety improvements or countermeasures for all roadway users.	Near-term
	Develop a traffic-calming program and guidance.	Near-term
	Begin implementation of traffic calming program and associated guidance.	Long-term
Promote the benefits of a safer transportation system to Morrisville residents	Evaluate and communicate the performance of safety projects and experimental treatments to increase understanding of the effectiveness of countermeasures.	Near-term
	Continue and expand collaboration with healthcare, education, and community organizations to promote the benefits of improving transportation safety.	Near-term
	Establish a Local Safety Task Force to discuss safety project needs, strategies, and plan implementation.	Near-term
	Hold “open streets” events or create pop-up “traffic gardens” to engage with the public and educate the community about local safety initiatives.	Long-term
	Survey the community on a routine basis about safety problems and understanding of proven countermeasures.	Near-term
	Partner with Morrisville schools to develop an educational campaign for young drivers to understand the importance of driving safely.	Long-term
	Meet with regional and state partners to explore options for incorporating traffic safety into adult education programs.	Long-term
	Provide additional support for sustained enforcement and community education about impaired driving.	Long-term

Strategies & Actions from Lee County/Sanford/Broadway SAP:

Strategy	Action	Priority
Show commitment and accountability.	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.	Near-term
	Meet routinely with NCDOT to share data, identify streets of concern, develop consistent policies, and advance joint projects.	Near-term
	Update HIN map every 3 years.	Mid-term
	Report the percentage of new designs, retrofits, and maintenance projects implementing standards annually.	Mid-term
Plan, build and maintain strategic multimodal projects.	Prioritize Capital Improvement Plan/Budget and operating budget projects that overlap with the HIN and support multimodal transportation.	Near-term
	Ensure streets and sidewalks are maintained to accommodate vulnerable road users and ensure routine tree trimming near street lights, sidewalks, and road signs.	Mid-term
	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-term
	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.	Mid-term
	Install backplates with retroreflective boards at all signalized intersections and use reflectors on curves and bridges, starting with the HIN.	Mid-term
	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-term
	Implement spot treatments such as high-visibility crosswalks, hardened centerlines, green markings, protected left turns, traffic calming and other small improvements on HIN.	Long-term
	Install proven safety countermeasures (high visibility crosswalks, rumble strips, pavement markings, etc.) during routine roadway maintenance.	Long-term

	Ensure safety projects are submitted into NCDOT's SPOT prioritization process.	Long-term
Plan and design for safe speeds.	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.	Near-term
	Reduce the standard speed limit to 25 MPH on existing and future neighborhood streets.	Near-term
	Install center line rumble strips/strips along rural corridors where there is risk for or documented vehicle speeding.	Mid-term
	Improve roadside design at curves including vegetation management, delineation/relocation/removal of roadside objects, flattening of side slopes, and installing roadside barrier.	Mid-term
	Utilize best practices for reducing speeds along arterials on the High Injury Network with a design speed goal of 35 MPH or less.	Mid-term
	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-term
Assess and update internal practices and policies.	Establish a permanent, dedicated funding source for Safety Action Plan implementation and coordination.	Near-term
	Integrate the HIN into project and development reviews.	Near-term
	Establish a multi-disciplinary crash response team to evaluate and address fatal and serious injury crashes at crash locations.	Near-term
	Partner with NCDOT to evaluate safety on state roads and freeway access roads and ramps within or adjacent to the city.	Near-term
	Adopt a formal Complete Streets Policy and related design standards.	Mid-term
	Install speed limiters on city and county fleet vehicles.	Mid-term
	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-term
	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-term
	Advocate for, identify, pursue, and allocate increased funding for Emergency Medical Services to improve the availability of trauma care.	Long-term

	Support DUI/DWI court programs that focus on education and treatment over punishment.	Long-term
Conduct analyses to proactively identify high-risk locations.	Identify and prioritize opportunities for systemic application of low-cost intersection modifications that prioritize vulnerable road users' safety or address left-angle crashes.	Mid-term
	Conduct ongoing safety analyses for intersections, curves, and hills in the county, especially along the HIN.	Mid-term
Create awareness and build a culture of safety.	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.	Near-term
	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.	Near-term
	Conduct walking and bicycling safety education sessions at elementary schools.	Mid-term
	Coordinate safety calendar, promote safety messaging, and high visibility enforcement.	Near-term
	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 crossing types, how to use bike facilities, etc.)	Mid-term
	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.	Mid-term