

Mid-East RPO Safety Action Plan

November 2025
Update #2



MID-EAST
Rural Planning Organization

KITTELSON
& ASSOCIATES

| Agenda

- Safety Action Plan (SAP) Update
- Key Existing Conditions Findings
- Engagement Update
- Policy & Process Reviews & Recommendations
- Countermeasures Approach & Toolbox
- Next Steps

Safety Action Plan (SAP) Update



SS4A Action Plan Vision Statement

We envision a future where everyone in the Mid-East RPO region feels safe and empowered to move freely, whether walking, biking, rolling, or driving, by eliminating roadway-related fatalities and serious injuries by 2045 through the Safe System Approach.



Figure source: [transportation.gov/NRSS/SafeSystem](https://www.transportation.gov/NRSS/SafeSystem)

Schedule



Key Existing Conditions Findings



Existing Conditions Analysis

Data evaluation elements:

- Community characteristics
- General crash trends
- Crash severity
- Crash type and contributing factors
- Pedestrian and bicyclist crashes
- High Injury Networks



Crash Severity

The total number of annual crashes has consistently remained above **2,800 per year** across the region



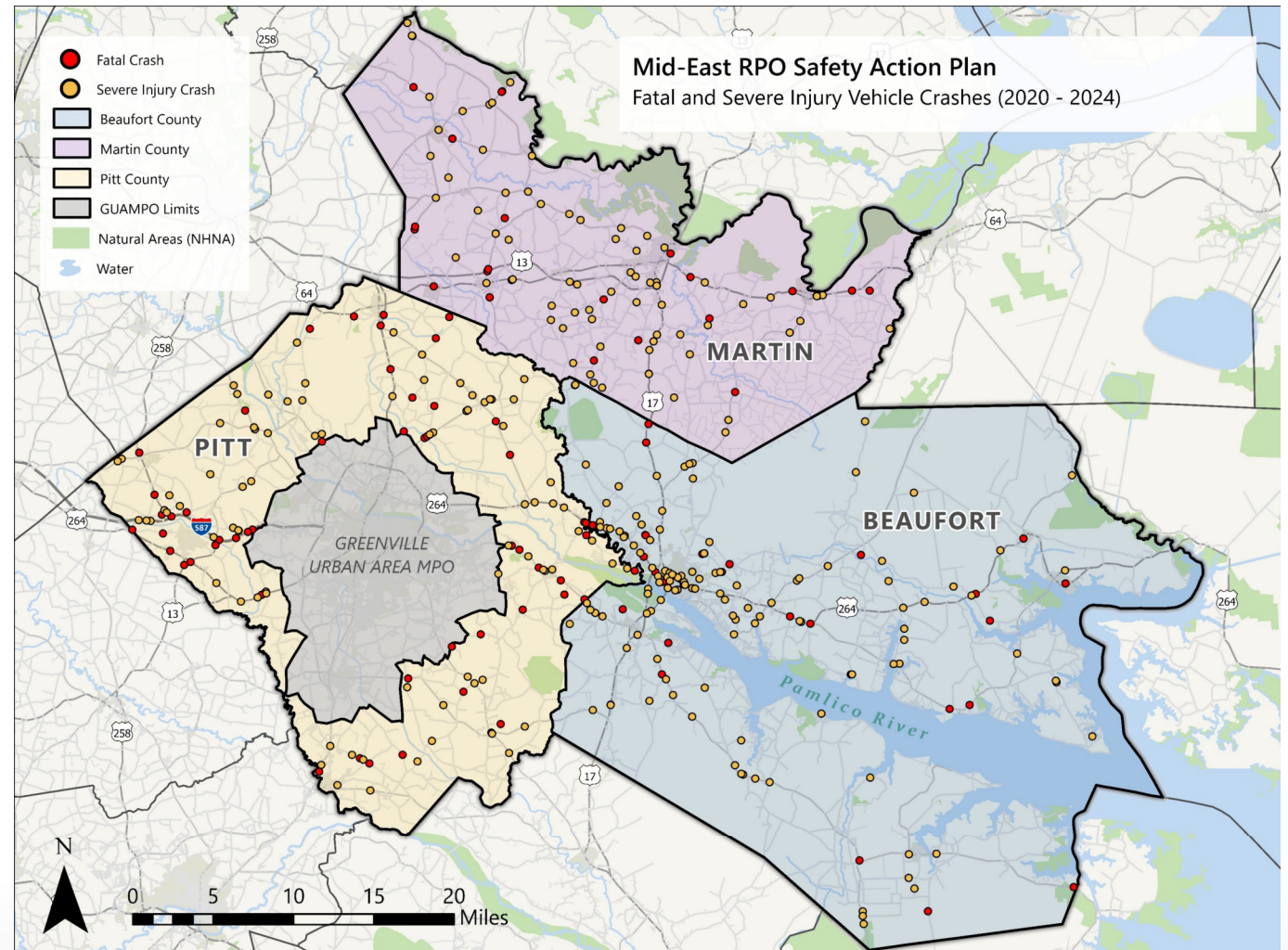
Annual Reported Crashes by Severity (2015 – 2024)

Fatal and Severe Injury Crashes

There have been **116 fatal crashes** and **286 severe injury crashes** (2020-2024)

Fatal and Severe Injury Crashes Based on Facility Type (2020-2024)

Facility Type	Percent of Fatal and Severe Injury Crashes	Percent of Total Mileage in RPO
Interstate	1.7%	0.6%
US Route	23.4%	8.4%
NC Route	29.4%	10.1%
Secondary Route	41.3%	53.2%
Other Routes	4.2%	27.7%



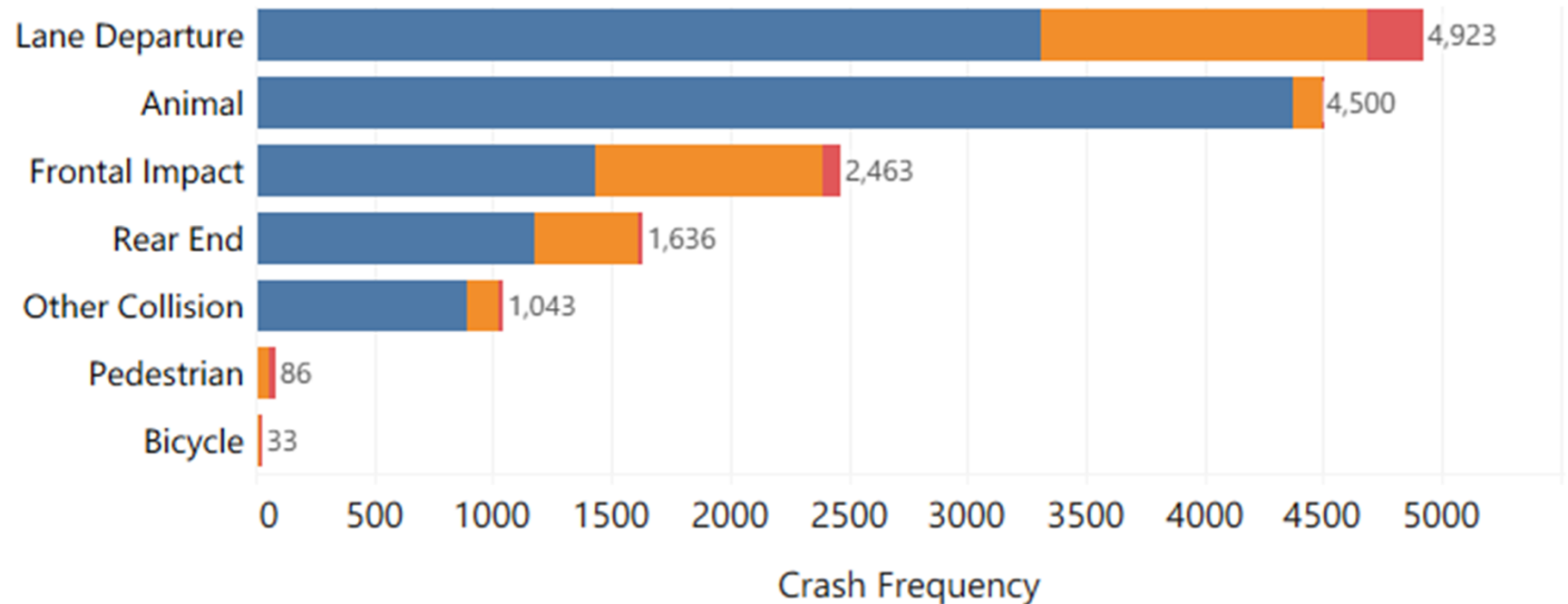
Crash Type and Context

CRASH DEFINITIONS

Lane Departure Crashes - Ran off Road Right, Ran off Road Left, Ran off Road Straight Ahead, Overturn/Rollover, Fixed Object, Head On, Sideswipe Same Direction, Sideswipe Opposite Direction

Animal Crashes - Crashes that involve a vehicle and an animal, herded or unattended.

Frontal Impact Crashes - Left Turn Same Roadway, Left Turn Different Roadways, Right Turn Same Roadway, Right Turn Different Roadways, Angle Collision

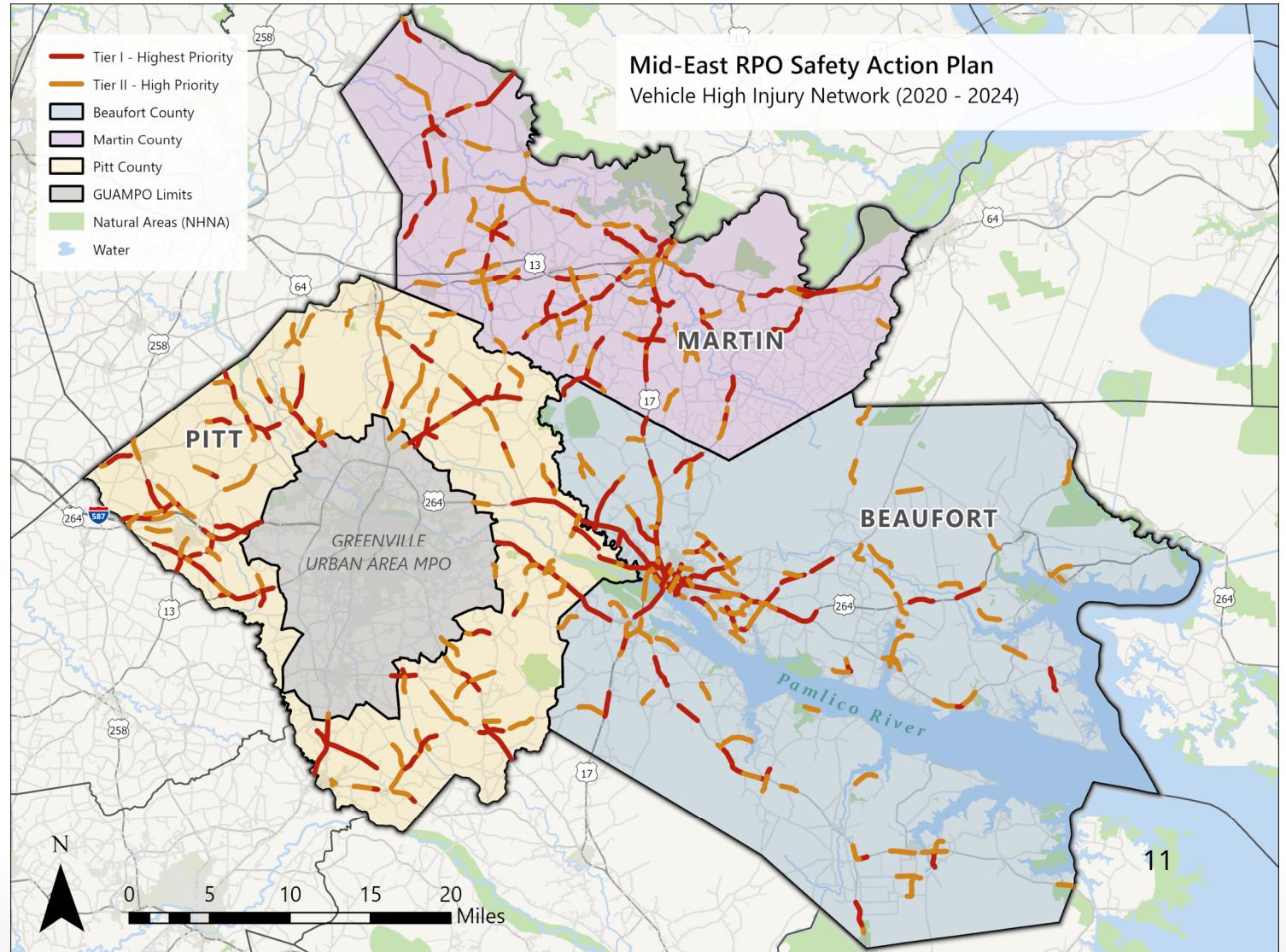


Crash Severity by Type

Vehicle High Injury Network

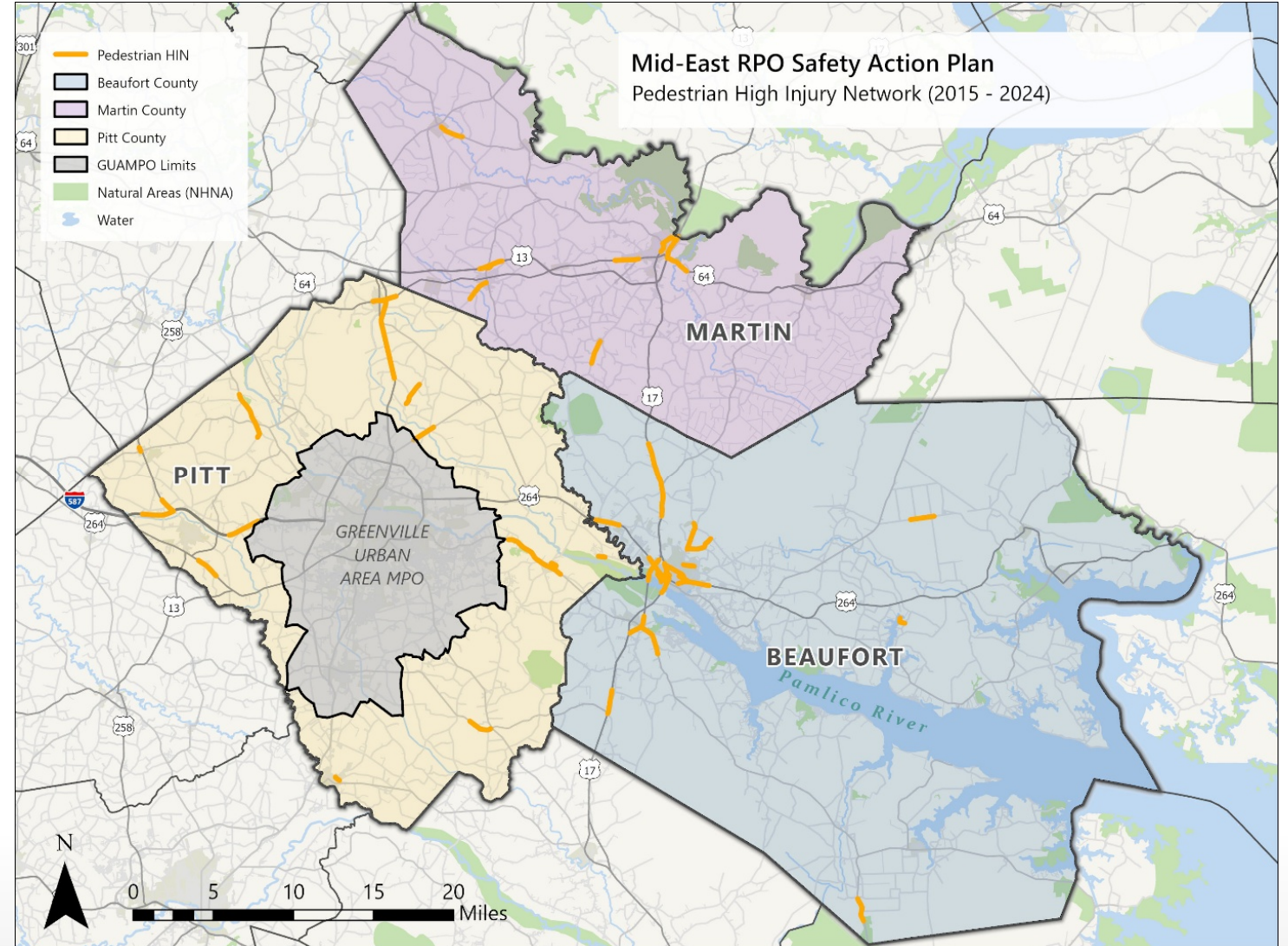
A **High Injury Network (HIN)** shows the roadway segments where a disproportionate amount of fatal or severe injury crashes occur.

Tier I represents the top 10% and **Tier II** represents the top 10-20% of the high priority segments.



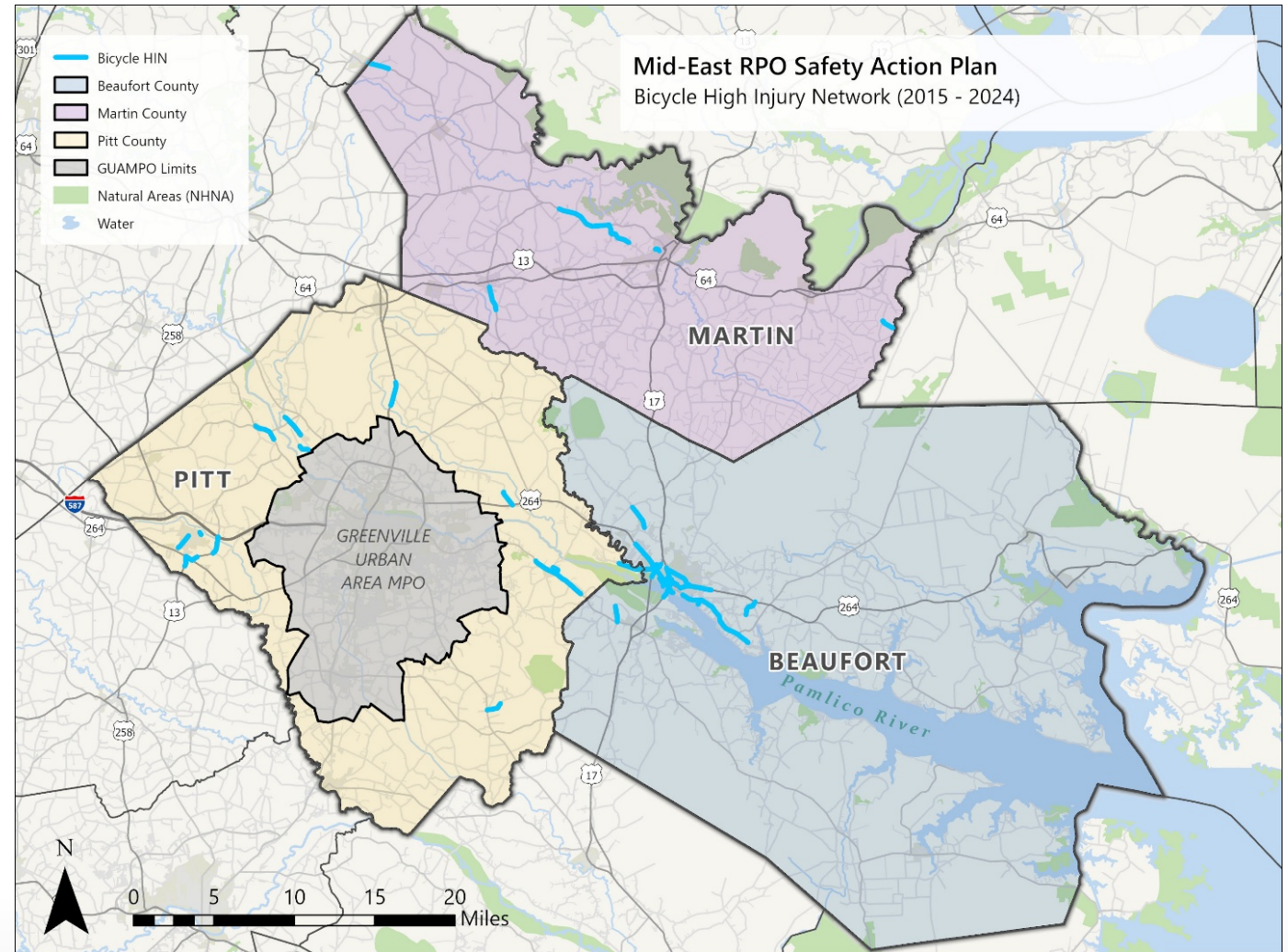
Pedestrian High Injury Network

This threshold represents the **top 50 percent of roadway segments with the most frequent and severe pedestrian crashes**



Bicyclist High Injury Network

This threshold represents the **top 75 percent of roadway** segments with the **most frequent and severe bicycle crashes**



Contributing Factors

Contributing Factors Data Summary for the Mid-East Region

Contributing Factor	Crashes	Percent of Total Crashes	Fatal and Severe Injury Crashes	Percent of All Fatal and Severe Crashes
Lighting	5,449	37%	143	36%
Older Drivers	2,759	19%	590	21%
Weather	2,040	14%	33	8%
Young Drivers	1,778	12%	238	13%
Speeding	1,076	%	95	24%
Speeding	1,076	7%	95	24%
Alcohol and Drugs	939	6%	115	29%
Seat Belts	811	6%	160	40%
Motorcycle	140	1%	35	9%

Your Community's Results

Beaufort County Transportation Safety Fact Sheet

6,445

crashes occurred on roadways in Beaufort County between 2020 and 2024.

128 
crashes involved people walking or bicycling.

161 
crashes resulted in a fatality or serious injury.

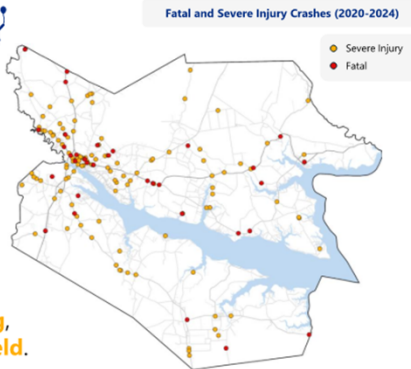
Of fatal and serious injury crashes in Beaufort County between 2020 and 2024,

49% involved a senior driver and
22% involved a teenage driver.



1 in 8
pedestrian crashes resulted in death.

The most common contributing factors to fatal and severe injury crashes in Beaufort County include **alcohol/drug use, speeding, swerving, and failure to yield.**



The Mid-East RPO Safety Action Plan aims to improve transportation safety. Visit the project website to learn more.
mideastrpo.com/transportation-safety-plan



Pitt County Transportation Safety Fact Sheet

4,925

crashes occurred on roadways in Pitt County between 2020 and 2024.

65 
crashes involved people walking or bicycling.

142 
crashes resulted in a fatality or serious injury.

Of fatal and serious injury crashes in Pitt County between 2020 and 2024,

49% involved a senior driver and
20% involved a teenage driver.

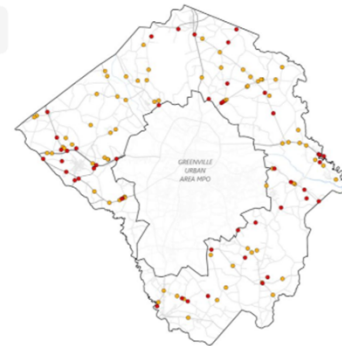


1 in 4
pedestrian crashes resulted in death.

The most common contributing factors to fatal and severe injury crashes in Pitt County include **speeding, failure to yield, swerving, and distracted driving.**

Fatal and Severe Injury Crashes (2020-2024)

Yellow dot = Severe Injury
Red dot = Fatal



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Martin County Transportation Safety Fact Sheet

3,315

crashes occurred on roadways in Martin County between 2020 and 2024.

35 
crashes involved people walking or bicycling.

99 
crashes resulted in a fatality or serious injury.

Of fatal and serious injury crashes in Martin County between 2020 and 2024,

34% involved a senior driver and
38% involved a teenage driver.

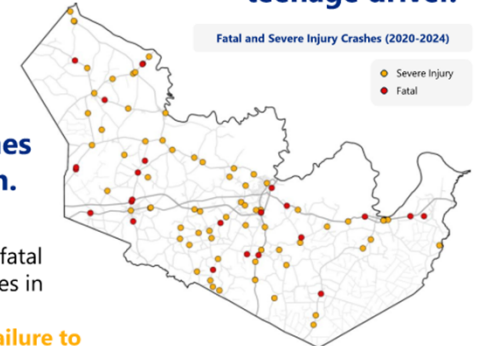


1 in 4
pedestrian crashes resulted in death.

The most common contributing factors to fatal and severe injury crashes in Martin County include **speeding, swerving, failure to yield, and distracted driving.**

Fatal and Severe Injury Crashes (2020-2024)

Yellow dot = Severe Injury
Red dot = Fatal



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Engagement Update



Engagement so Far!

- Online survey
- Safety Action Plan Focus Group meetings
- In-person small group meeting (10/8)
- Virtual small group meeting (10/9)

Engagement Next Steps

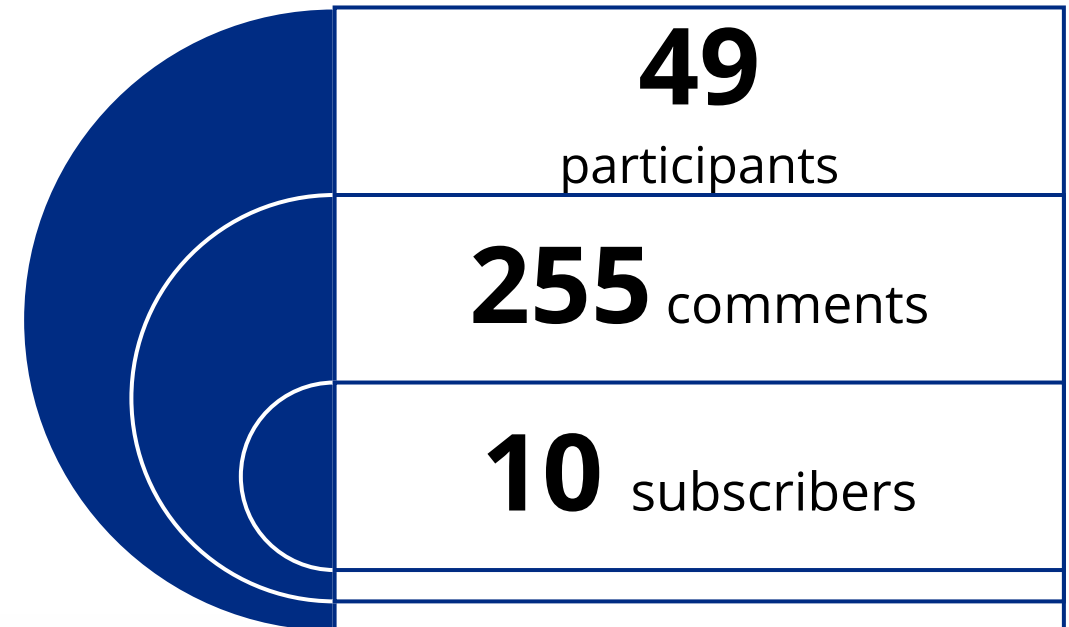
- Interviews with local partners
- Education campaign
- Youth coloring sheet activity

Take the Survey!

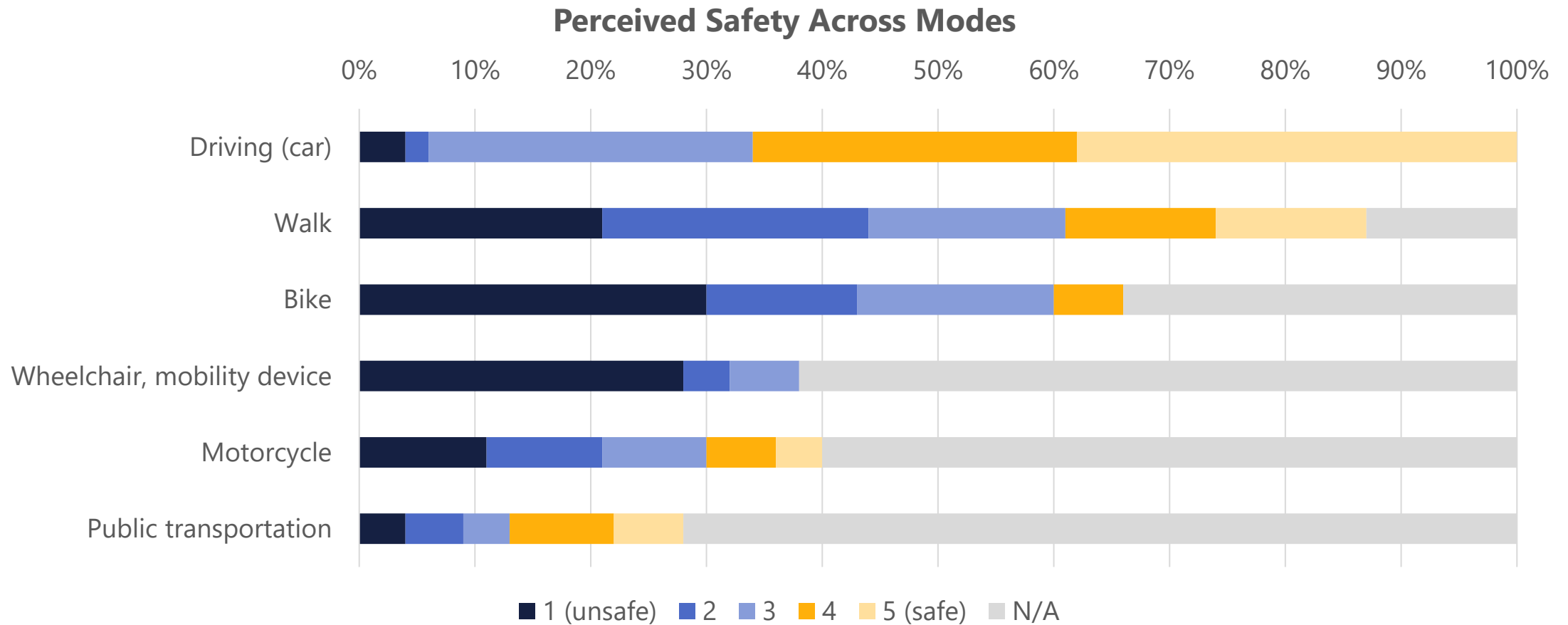


publicinput.com/MERPO-SAP

Survey Highlights



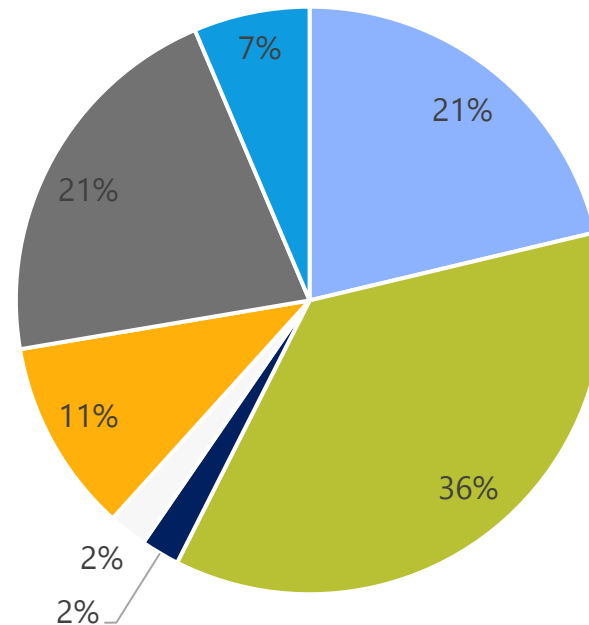
Survey Results – Perceived Safety



Survey Results – Safety Concerns

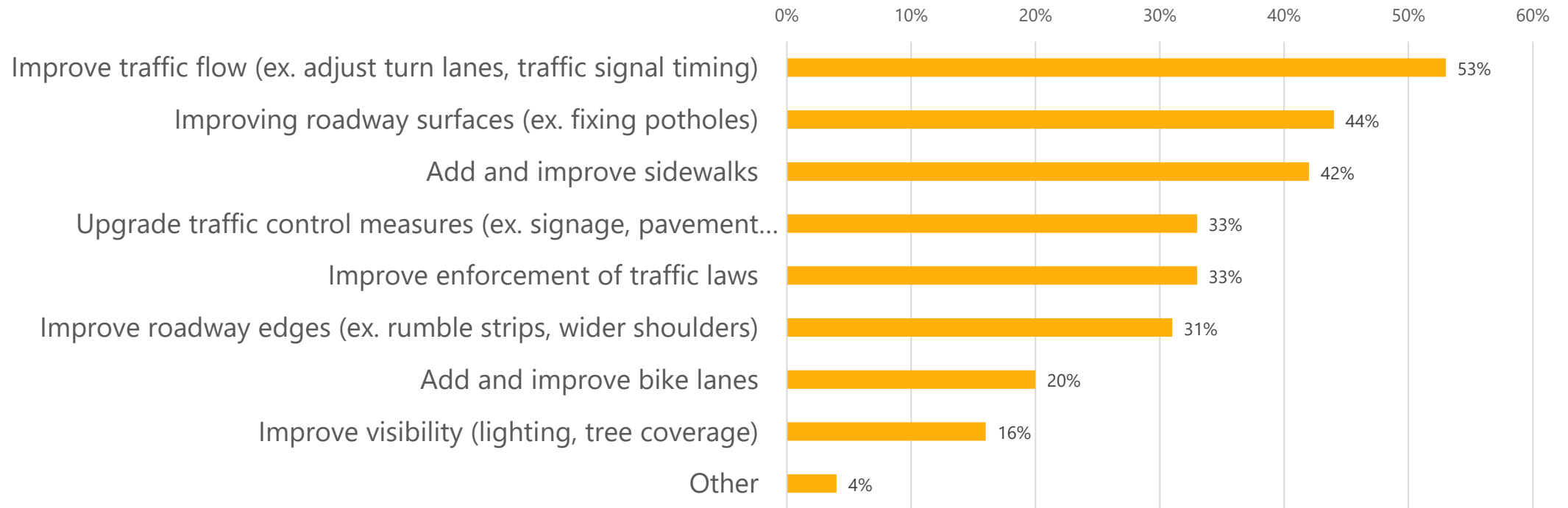
Most Significant Safety Concerns

- Aggressive driving
- Distracted driving (cellphone use, etc.)
- Drunk or impaired driving
- Limited visibility of pedestrians/bicyclists to drivers
- Running red light / failing to stop at stop sign
- Speeding
- Unsafe turning or lane changing



Survey Results – Recommended Improvements

Recommended Safety Improvements



Policy & Process Reviews & Recommendations



Building Solutions



Policy and Process



Local ordinance and policy review



Review NCDOT and TPO process, coordination, and implementation opportunities (e.g. funding)



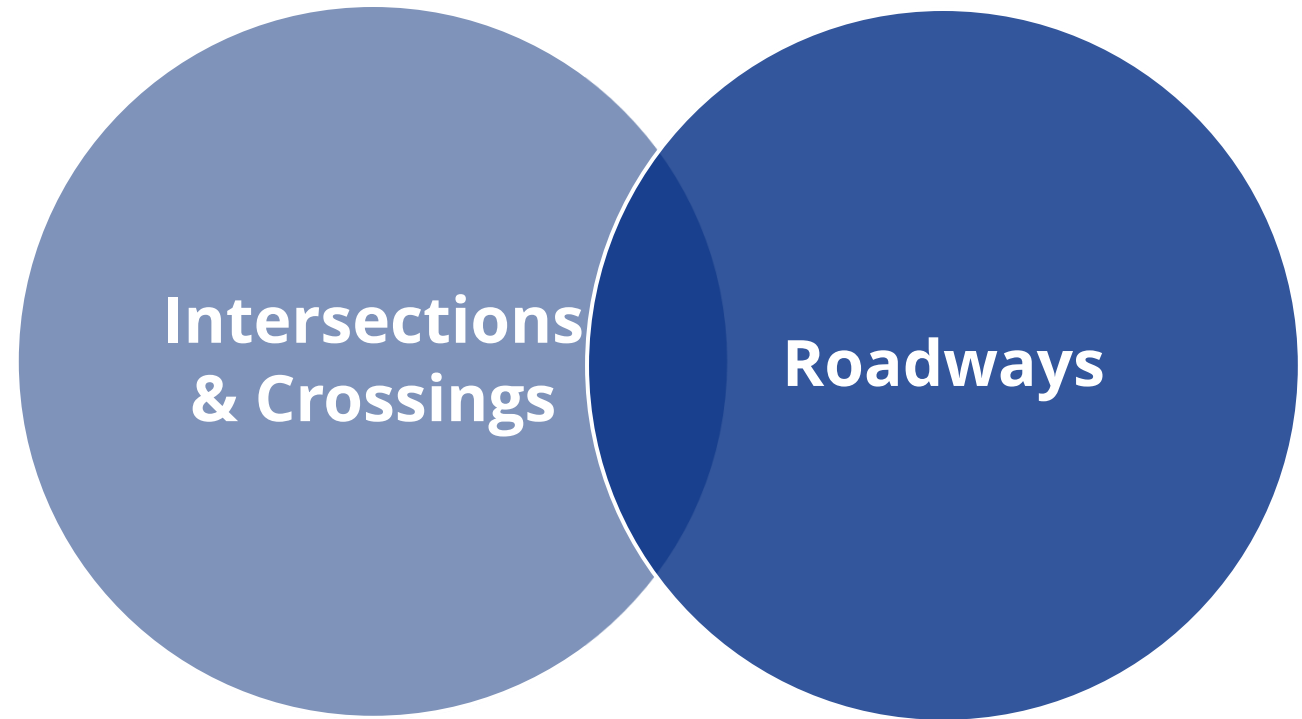
Review state, regional, and local planning coordination section

Countermeasures Approach & Toolbox



Countermeasures

- There are a range of proven countermeasures to address crash types
- Identified from major agencies including USDOT/FHWA and NCDOT



Range of Treatments

Quick Build

A small-scale, time efficient project

Cost Range: \$-\$\$

Systemic Projects

Works to consistently fix underlying issues across the network

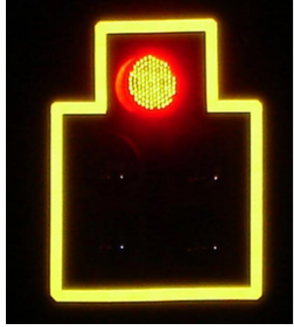
Cost Range: \$\$-\$\$\$

Capital Projects

Large, long-term investment project

Cost Range: \$\$\$

Intersections & Crossings



**Backplates with
Retroreflective
Borders**



**High visibility
crosswalk**



Raised Median



Roundabout



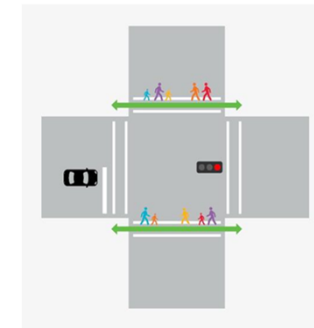
**No Right
on Red**



**Pedestrian Push
Button**



**Dedicated
Turn Lanes**



**Leading
Pedestrian
Intervals**

Intersections & Crossings (Cont'd)



**Rectangular
Rapid Flashing
Beacon**



**Raised
Crosswalk**



**Curb
Extension**



**Pedestrian
refuge island**



**In-Street
Pedestrian Sign**



**Pedestrian Hybrid
Beacon**

| Roadways (Within Towns)



Sidewalk



**Shared
Use Path**



**Dynamic Speed
Signage**



Bike lane



**Two-Way Left
Turn Lane**



Speed bump

| Roadways (Outside Towns)



**Wider Edge
Lines**



**Enhanced Delineation
for Horizontal Curves**



**Pavement Friction
Management**



Rumble strips

Next Steps



Next Steps



Existing Conditions
Technical Memorandum:
November 2025



Action Plan +
Implementation Plan
January 2026



SAPFG #3 Meeting:
January 2026

Thank you!

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