

2025-26



NORTH CAROLINA
Department of Transportation

North Carolina Strategic Highway Safety Plan Update **ANNUAL REPORT**



2025/2026 Annual Report

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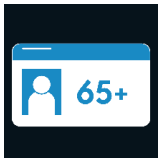
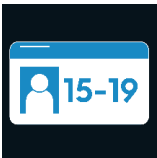
North Carolina Strategic Highway Safety Plan (SHSP) 2024 Update

The North Carolina SHSP serves as the North Carolina Department of Transportation's (NCDOT) roadmap for reducing roadway fatalities and serious injuries. Building on lessons from prior plans, the SHSP uses a data- and stakeholder-driven approach to set statewide goals and identify implementable solutions for improving safety.

Why the SHSP Matters

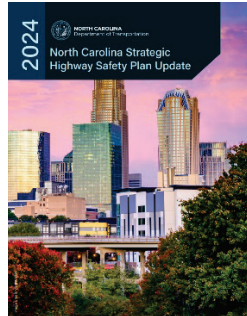
The SHSP is part of the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP), an overarching program to reduce fatalities and serious injuries on public roads. Updated every five years, the SHSP:

- ▶ Establishes statewide goals **to reduce fatalities and serious injuries by half by 2035, moving toward zero by 2050.**
- ▶ Guides how federal and state safety funds are invested.
- ▶ Aligns with the Safe System Approach, which emphasizes shared responsibility for preventing severe crashes.
- ▶ Promotes coordination across engineering, education, enforcement, and emergency services.
- ▶ Includes [Emphasis Area Action Plans](#) that list the strategy, opportunities for coordination, supporting actions, champions, and timeline.
- ▶ Incorporates the [2023 North Carolina Vulnerable Road User Safety Assessment](#) (VRUSA), a comprehensive, data-driven approach to reduce fatal and serious injury crashes involving pedestrians, bicyclists, and personal mobility users. The VRUSA strategies represent NCDOT's primary focus for improving VRU safety over the next five years.

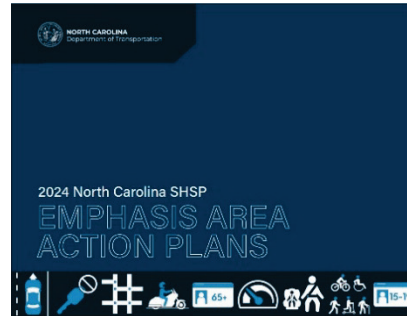
Emphasis Areas				
	Lane Departure	Substance Impaired Driving	Pedestrians, Bicyclists, and Personal Mobility	Seat Belts and Car Seats
				
Intersections	Safer Speeds	Older Drivers	Motorcyclists	Younger Drivers

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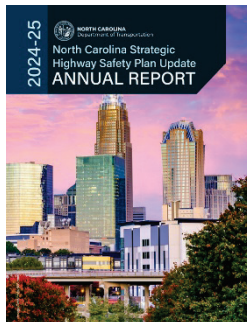
Links for the 2024 SHSP Update



[2024 North Carolina SHSP](#)



[Emphasis Area Action Plans](#)



[2024-2025 NC SHSP Annual Report](#)



[NCDOT Safety Website](#)

Year 2 Progress

In May 2024, NCDOT and FHWA approved the North Carolina Strategic Highway Safety Plan 2024 Update. This five-year plan identifies priority emphasis areas in road safety and provides actionable steps to address these areas with a goal of reducing fatalities and serious injuries on North Carolina's roadways. The SHSP is a data-driven, stakeholder-driven plan. It is also a statewide, state-owned plan. This means all North Carolinians share the responsibility for implementing strategies and supporting actions to achieve the **goal of reducing fatalities and serious injuries by half by 2035 and moving toward zero by 2050**. Refer to the [North Carolina Strategic Highway Safety Plan 2024-2025 Annual Report](#) for more information on the Year 1 progress.

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Crash data for 2025 (as of May 2026) suggest a slight downward trend in total fatalities and serious injuries (Figure 1).¹ Fatalities are estimated to have decreased 12%, with 209 lives saved, and serious injuries are estimated to have decreased 2%. Emphasis Area trends for 2025 are provided in Emphasis Area Action Plan tables.

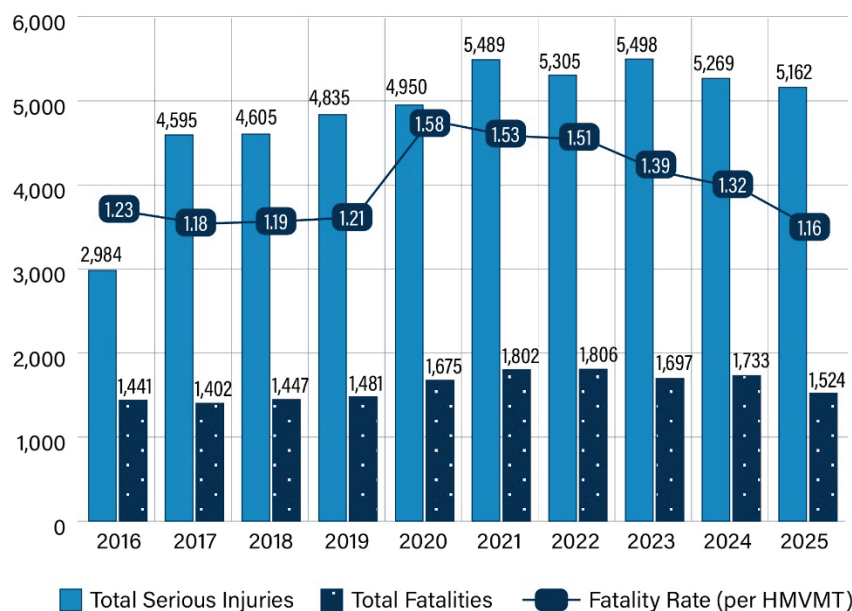


Figure 1. Total fatalities, serious injuries, and fatality rate 2016 – 2025 (NCDOT) as of May 2026.

The graph in Figure 2 illustrates the average annual fatality and serious injury rates from 2019 to 2024 and the path to achieving the goal. As indicated by the red dotted line, the trend projects an upward trajectory. Based on the preliminary 2025 data, the fatality and serious injury rate is on a downward trajectory and follows the path needed to reach the goal.

¹ Please note that crash statistics for 2025 are preliminary as of May 2026 and may be revised in future updates.

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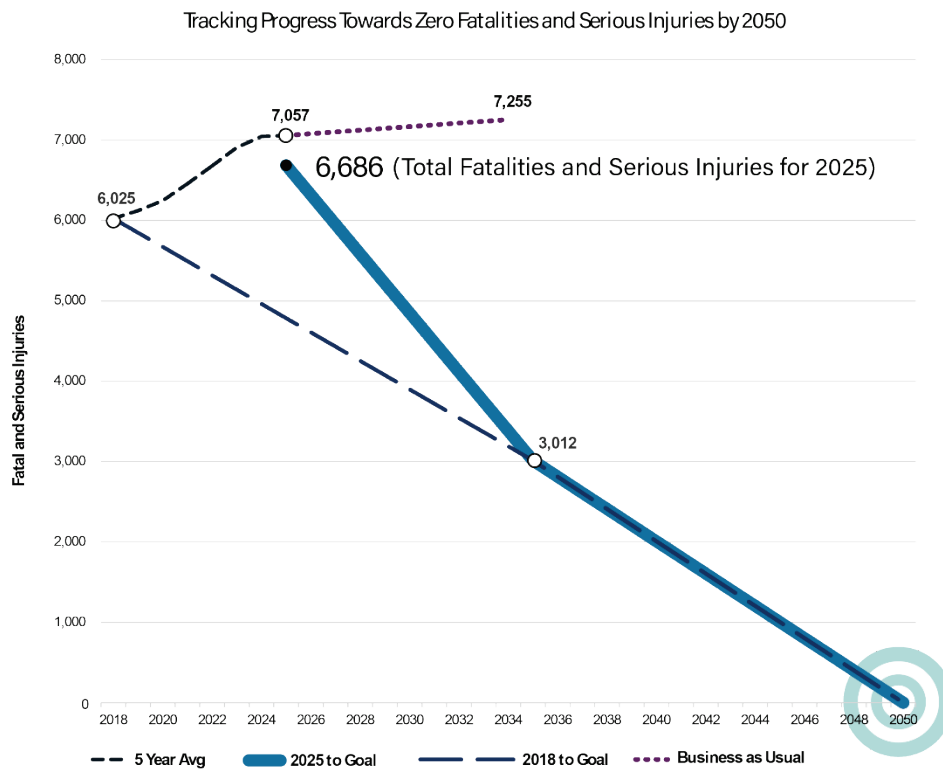


Figure 2. Tracking progress toward zero fatalities and serious injuries by 2050.

Using the methodology from the 2024-2025 Annual Report, NCDOT engaged safety partners leading or supporting most actions to collect updates on activities and planned activities related to the strategies and supporting actions. The reporting period for the Annual Report is May 2025 through April 2026.

Of the 123 supporting actions in the 2024 Update, safety partners reported activities related to 101 (82%) supporting actions. Activities were reported in all nine Emphasis Areas, with more activities in some areas than others (e.g., Intersections and Lane Departure compared to Motorcyclists and Older Drivers) (Figure 3).

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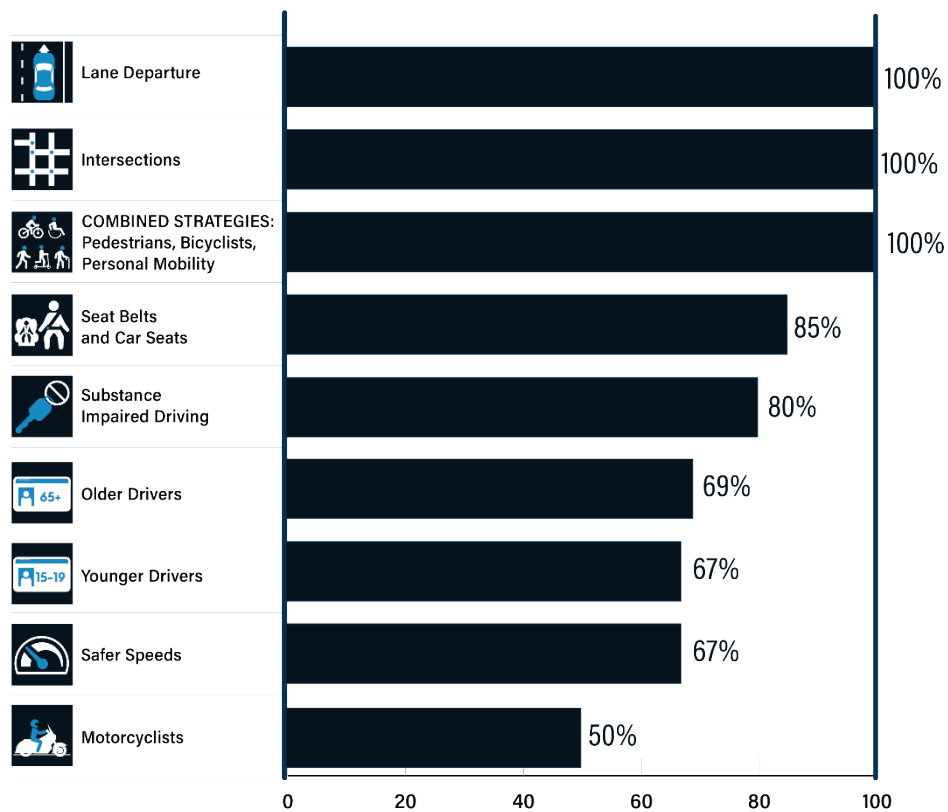
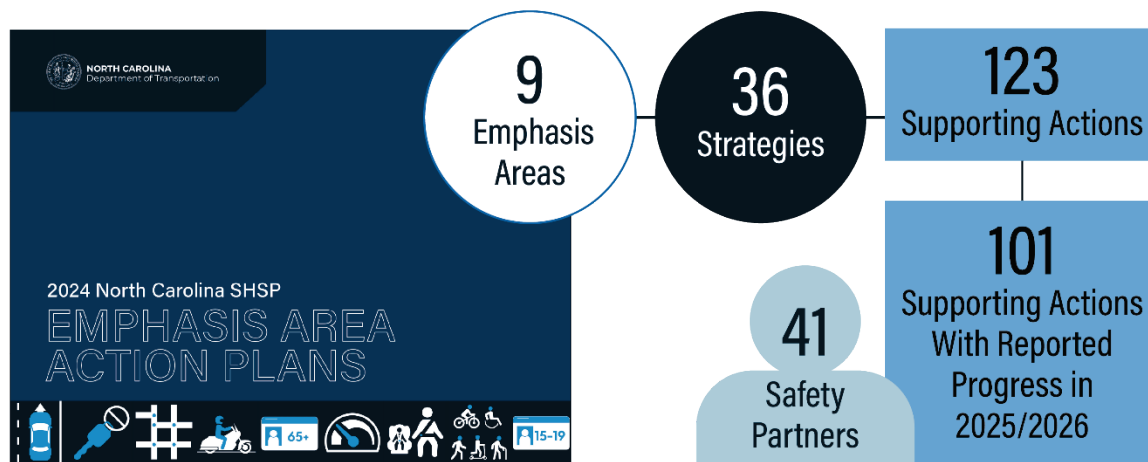


Figure 3. Percent of actions in each Emphasis Area that had reported activity in 2025/2026.

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What's New This Year

Action Teams

In 2025, the North Carolina Executive Committee for Highway Safety (ECHS) and safety partners reviewed crash data and stakeholder input to select a small set of safety priorities with significant gaps in research, efforts, or knowledge that also have the greatest opportunity for impacting fatalities and serious injuries and a pool of engaged safety partners.

The Action Teams selected for the second year of the NC SHSP 2024 Update include the following:

- ▶ **Impaired Driving**
- ▶ **Seat Belts and Car Seats**
- ▶ **Local and Regional Safety**

Impaired Driving Action Team

The Impaired Driving Action Team kicked off in October 2025. Over 60 safety partners gathered to learn about Janice Williams' (Advocate Health) work with hospital data and reporting impairment. She also shared updates on her efforts to create training material for social workers to use to reach audiences on ways to drink safely and stay off the road. Katie Harmon and Yuni Tang with the University of North Carolina Highway Safety Research Center (UNC HSRC) discussed impairment-related data, highlighting the ongoing substance abuse problem (alcohol and drugs) in North Carolina. The group also brainstormed potential actions to implement over the next year.

Following the meeting, stakeholders were asked about their continued participation. Thirteen (13) stakeholders indicated they would like to provide feedback and be involved in the Action Team, 10 stakeholders noted they would like to attend meetings and listen in, and 23 stakeholders requested to stay informed via a mailing list.

The Action Team hosted a follow-up meeting in December 2025, where 13 safety stakeholders gathered to discuss which actions the group would like to implement. The discussion resulted in the selection of two actions:

- Create a repository of impaired driving educational/outreach messages.
- Create a Safety System Approach 101 training for impaired driving.

The Action Team solicited volunteers in March 2026 and scheduled focused group meetings in May 2026 to advance the Safe System Approach training.

Local and Regional Safety Action Team

The Local and Regional Safety Action Team kicked off in November 2025, during the Mountains to Main Streets Workshop held in Asheville, North Carolina. Over 70 local and regional planners, engineers, law enforcement, public health, and other officials gathered to discuss transportation safety topics. Guest speakers represented NCDOT, North Carolina Governor's Highway Safety Program (NC GHSP), UNC HSRC, and AARP. Jay Otto (Bayan Collaborative) was the keynote

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speaker. Representatives from local and regional agencies also engaged in the workshop through breakout session presentations and plenary panel discussions, including:

- Capital Area MPO
- Charlotte DOT
- City of Asheville
- City of Brevard
- French Broad River MPO
- Greater Hickory MPO
- Land of Sky RPO

The last activity of the workshop was to review common strategies identified in published North Carolina local and regional safety action plans. The strategies were presented by category rather than crash type, challenging participants to think about safety projects as more than infrastructure and to view safety solutions as a system. Categories included: Policies and Guidelines, Data and Prioritization, Internal Safety Culture, and Public Education.

Stakeholders met again in February 2026 to review the ideas generated at the Mountains to Main Streets event. They then prioritized the ideas in terms of the greatest needs for local and regional agencies. Data and Prioritization, Policies and Guidelines, and Public Education rose to the top. Three sub-action teams met in March 2026 to narrow the ideas into more focused, implementable strategies. As a result of these discussions, the Local and Regional Safety Action Team will advance the following in 2026:

- Creating Community Safety Culture: Promote safe driving through relatable storytelling and marketing materials for all road users.
- Fostering Internal Safety Culture: Develop guidance on fostering relationships that will contribute to consistent implementation of safety-related guidance and policies and create buy-in with new partners.

Seat Belts and Car Seats Action Team

The Seat Belts and Car Seats Action Team convened its virtual kickoff meeting in October 2025, bringing together more than 50 safety partners. Partner organizations shared updates and began identifying priority strategies and implementation leads to guide the team's efforts in the coming year.

During the meeting, Tracy Russ of North Carolina State University's Institute for Transportation Research and Education (ITRE) presented data and strategies focused on the small proportion of vehicle occupants who remain unbuckled. She emphasized the importance of targeted messaging that appeals to family responsibility, personal choice, and individual control, and that uses vivid, concrete imagery to better engage audiences who may be resistant to traditional safety messaging. Bevan Kirley (UNC HSRC) and Allan Buchanan (Safe Kids North Carolina) also presented on North Carolina's Child Passenger Safety (CPS) Program. Kirley highlighted the program's extensive state CPS network, ongoing technician certification classes, mobile training resources, and efforts to expand services in underserved areas. Buchanan emphasized operational, outreach, and family support strategies, including disaster response, educational campaigns, technician recertification

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assistance, public resources available through BuckleUpNC, and expanded partnerships with healthcare providers, social services, community leaders, and Child Passenger Safety Technicians (CPSTs).

Following the meeting, the Action Team identified several next steps, including selecting priority strategies, identifying lead and supporting partners, and preparing for a December meeting focused on action planning. Stakeholders were also asked to indicate their preferred level of continued engagement. Fourteen participants expressed interest in providing feedback and remaining actively involved, nine indicated they would attend meetings to stay informed, and 23 requested updates through a mailing list.

The Action Team reconvened in December 2025 with more than 20 safety stakeholders participating. Through a facilitated whiteboard exercise, participants identified four priority actions:

- Create a shared repository for occupant protection education and outreach messages.
- Align with the efforts of NC Vision Zero (NCVZ) and Safe Streets and Roads for All (SS4A) to expand outreach and strengthen partnerships with law enforcement, community leaders, and CPSTs.
- Develop workplace seat belt policy language for public agencies and private businesses that operate fleet vehicles.
- Expand the CarFit program through AARP and other community partners.

Action leads continued work in 2026 to advance implementation of these strategies.

Additional Activities

Action Teams across topics commonly identified a need for a centralized website or clearinghouse for safety-related resources. The [Traffic Safety Resources](#) section of the NCVZ webpage was identified as a logical starting point for this effort. In 2026, ITRE, NCVZ, NCDOT, and the project team initiated an effort to update the site's traffic safety resources library. Safety partners will work together to review existing materials and coordinate future content updates. The website will be updated in 2026, and partners are encouraged to share resources or identify knowledge gaps where additional information is needed.

2025/2026 Annual Report Overview

North Carolina is committed to engaging partners to continue safety-related work, strengthen efforts that are working, and identify opportunities to expand partnerships. This is the second Annual Report for the NC SHSP 2024 Update. The following sections report progress related to SHSP implementation through detailed Emphasis Area Action Plan updates, as reported by 41 safety partners representing state, local, and regional agencies, organizations, and groups between May 2025 and April 2026. Reported progress reflects information gathered through written and verbal input provided by partner agencies and organizations, as well as relevant source materials, including the North Carolina Governor's Highway Safety Program (NC GHSP) [FY2026 Annual Grant Application](#) and [FY2025 Annual Report](#). The Annual Report also identifies opportunities for implementation in the 2026/2027 reporting year. Safety partners also provided links to new

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guidance, key resources, and other information related to the Emphasis Areas, which are highlighted in the final section.

Safety Partners with Reported Progress in 2025/2026

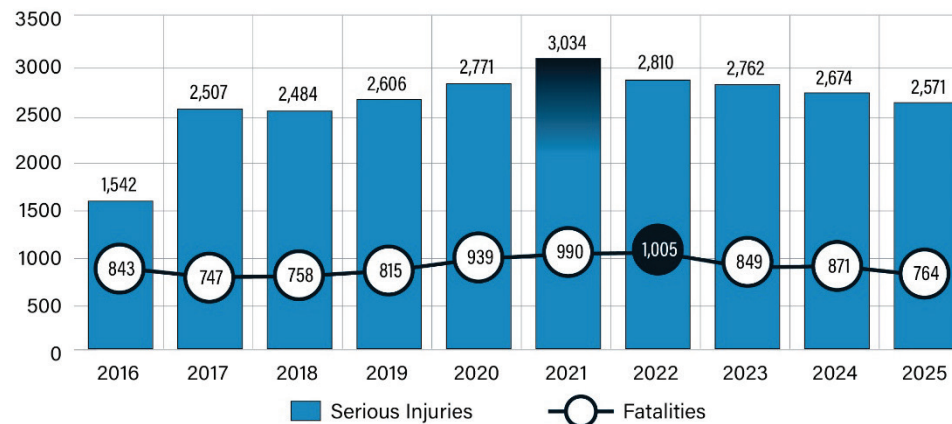
- AARP
- Atrium Health
- BikeWalk NC
- BikeSafe NC
- City of Greensboro
- City of Greenville
- City of Winston-Salem
- East Carolina University (ECU)
- Forsyth County
- Impaired Driving Task Force
- Institute for Transportation Research and Education (ITRE)
- Mecklenburg County
- Mothers Against Drunk Driving (MADD)
- Mountain Area Health Education Center
- National Highway Traffic Safety Administration (NHTSA)
- North Carolina Alliance for Safe Transportation (NCAST)
- North Carolina Conference of District Attorneys (NCCDA)
- North Carolina Department of Health and Human Services (NC DHHS)
 - Division of Public Health (DPH)
 - Forensic Tests for Alcohol Branch (FTA)
- North Carolina Department of Transportation (NCDOT)
 - Integrated Mobility Division (IMD)
 - Congestion Management Unit (CMU)
 - GIS Unit
 - Municipal and School Transportation Assistance (MSTA)
 - Roadway Design Unit (RDU)
 - Signals Unit
 - Signing and Delineation Unit
 - Traffic Incident Management System (TIMS)
 - Traffic Safety Unit (TSU)
- North Carolina Governor's Highway Safety Program (NC GHSP)
- North Carolina State Highway Patrol (NC SHP)
- NCVZ Task Force
- Occupant Protection Task Force
- Onslow County Sheriff's Office
- Pitt County
- Robeson County
- Safe Kids NC
- StreetSafe
- Students Against Destructive Driving (SADD)
- The University Health Systems of Eastern North Carolina
- University of North Carolina Highway Safety Research Center (UNC HSRC)
- Wake County



Lane Departure

EMPHASIS AREA DEFINITION: Crashes that occur due to a driver leaving their lane. Includes run-off-road, fixed object, head-on, rollover, and sideswipe-opposite direction crash types.

EMPHASIS AREA GOAL: Reduce Lane Departure-related fatalities and serious injuries by half by 2035, moving toward zero by 2050.



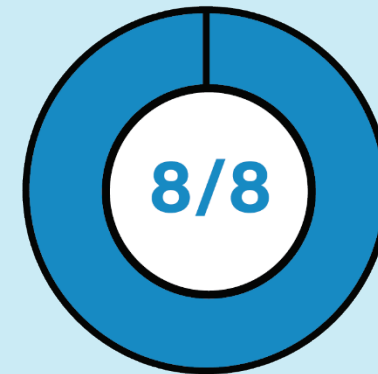
Lane Departure Fatalities and Serious Injuries 2016 – 2025.

Source: NC Crash Data as of May 2026 (2016 to 2025); NC SHSP 2024

As reported in the 2024 SHSP, Lane Departure-involved crashes represented 22% of total crashes and 52% of fatal and serious injury crashes. The average annual fatalities involving Lane Departure increased 19% between the 2019 and 2024 SHSP reporting periods.

In 2025, Lane Departure fatalities decreased 12% and serious injuries decreased 4%. Crash statistics for 2025 are preliminary as of May 2026 and may be revised in future updates.

8 Actions Underway (2025)



The 2024 SHSP lists 3 STRATEGIES and 8 SUPPORTING ACTIONS for LANE DEPARTURES.

Stakeholders reported activity related to 8 of the 8 SUPPORTING ACTIONS (2025/2026)

Key Partners in Implementation:

- ITRE
- NCDOT TSU
- NCDOT RDU



Strategy 1: Implement lane departure countermeasures.

Supporting Action		2025/2026 Key Accomplishments
1.1	Develop or update design policy to integrate proven lane departure countermeasures and materials in standard design policy.	NCDOT RDU updated the Roadway Design Manual to enhance guidance on curve widening, including references to AASHTO Green Book application guidance and a figure illustrating proper application and pavement marking.
		NCDOT RDU participated in the Paved Shoulder Technical Advisory Group to evaluate current practices and determine whether updates to guidance are needed. The group includes subject matter experts in traffic mobility and safety, roadway design, construction, maintenance, pavement markings, and other related disciplines.
		NCDOT RDU's Research, Standards and Innovation Team delivered a CLEAR webinar on superelevation for industry partners. The training covered recommended methodologies for superelevation design on the high side of curves, including spiral transitions to develop desirable curve-superelevation combinations that better address vehicle forces and align with driver expectations. Hydraulic designers are refining hydroplaning assessment tools to better evaluate potential concerns and are coordinating with RDU on identified areas of concern.
1.2	Establish an approach for using Transportation Systems Management and Operations (TSMO) strategies, such as IMAP and changeable message signs, to address lane departure risk factors (speed,	NCDOT TSU continued work on NCDOT Research Project 2023-31 <i>Assessment of the Current Infrastructure and the Required Adjustments for Safe Operation of Vehicles' Autonomy Functionalities in Rural Areas</i> , which assesses infrastructure



	weather, congestion) while considering the impacts on safety in North Carolina.	needs to support safe operation of vehicle automation functions in rural areas. A proof-of-concept grant for automated work zones and “lane closed ahead” messaging completed Phase 1. Additional details on Phase 1 outcomes will be available in the research report when published.
1.3	Implement North Carolina’s approach for lane departure countermeasures, where appropriate, including: • Long-life edgeline and centerline pavement markings • Clear zone improvements • Rumble and sinusoidal rumble strips • Enhanced delineation for curves and work zones • Median and roadside barriers • Wider edge lines and other proven lane departure countermeasures.	NCDOT TSU maintained a map and database of safety projects, funded 102 safety projects, and installed 31 safety projects on roadway sections targeted for lane departure crashes.
		NCDOT TSU funded 102 safety projects and installed 31 safety projects on roadway sections targeted for lane departure crashes. Countermeasures included curve superelevation improvements, guardrail, median guardrail, horizontal alignment improvements, pavement markings, resurfacing, rumble strips, signing, and pavement widening.
Strategy 2: Continue research to better understand the contributing factors in lane departure crashes and to identify opportunities to mitigate the problem.		
Supporting Action		2025/2026 Key Accomplishments
2.1	Support Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and local agencies as part of their regional or local safety plan efforts by providing or developing network screening results and GIS mapping to identify critical locations for systemic lane departure improvements. MPOs and RPOs should encourage and support local agencies in conducting local level network screening, where appropriate, to cover the local road network.	NCDOT TSU participated in local and regional efforts to develop USDOT SS4A Safety Action Plans. All plans included a High Injury Network in GIS format. Some plans identified lane departure as a key emphasis area, but it was often not the most critical because many of the plans were developed in more urban settings.



2.2	Review crash data collection practices to identify and implement improvements in methods (e.g., crash geo-location) or additional data fields needed to address lane departure crashes.	NCDOT TSU continued improving crash location accuracy by maintaining the web-based latitude/longitude tool for law enforcement, recruiting two additional local agencies to collect crash coordinates, and conducting a webinar on the importance of and best practices for crash data collection.
		As of early 2026, 69% of crashes received from law enforcement agencies included coordinates with sufficient precision and fell within the bounds of North Carolina, an increase from the 2024 average of 55%.
Strategy 3: Conduct outreach to educate the public, agencies, and officials on critical issues related to lane departure crashes.		
Supporting Action		2025/2026 Key Accomplishments
3.1	Communicate North Carolina’s approach for lane departure countermeasures, including TSMO strategies, to planners, designers, and decision-makers at the state, division, regional, and local levels.	NCDOT TSU continued to implement lane departure countermeasures across North Carolina through safety programs and created and maintained maps showing where those countermeasures were installed.
3.2	Increase coordination among NCDOT and regional and local agencies, building on the network screening analysis in Strategy 2, to identify priority locations and risk factors for implementing effective countermeasures.	NCDOT TSU funded and/or participated in over 30 local/regional comprehensive safety action plans. All plans included a High Injury Network in GIS format, and some identified lane departure as a key emphasis area.
3.3	Develop and disseminate information (benefits, costs, and trade-offs among users) to planners, designers, and decision-makers at the state, regional, and local levels on proven safety countermeasures to address	NCDOT TSU completed 177 spot safety evaluation reports in 2025, including 26 on roadway sections with countermeasures targeting lane departure crashes, and advanced countermeasure studies on long-life pavement markings, continuous flow



lane departure crashes. The benefits should highlight results from evaluations conducted in North Carolina.

intersections, pedestrian hybrid beacons, rumble strips, three-leg intersections, and fire station warning flashers.

NCDOT TSU shared spot safety evaluation results with relevant regional, division, and state traffic staff and posted reports on the Safety Evaluation Group website for public access.

ITRE continued to develop graphics that explain the safety benefits of roadway design strategies for a public audience through the [North Carolina Vision Zero Photo and Image Gallery](#).

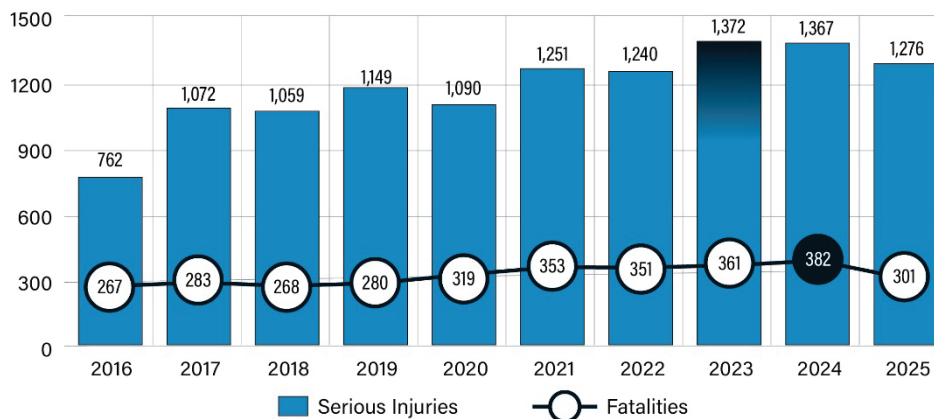
NCDOT TSU updated [The Safety Countermeasure Glossary](#) for transportation planning groups as a resource on proven safety countermeasures and their potential applications.



Intersections

EMPHASIS AREA DEFINITION: Crashes occurring at intersections or considered intersection-related, including driveways, alleys, and on- and off-ramp terminal crossroads.

EMPHASIS AREA GOAL: Reduce intersection-related fatalities and serious injuries by half by 2035, moving toward zero by 2050.



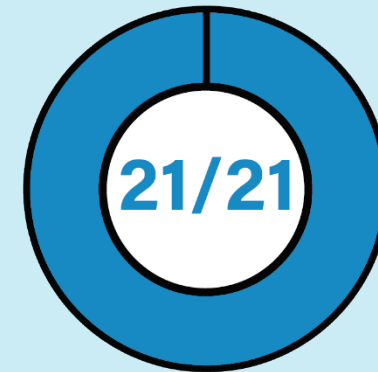
Intersection Fatalities and Serious Injuries 2016 – 2025.

Source: NC Crash Data as of May 2026 (2016 to 2025); NC SHSP 2024

As reported in the 2024 SHSP, Intersection-related crashes represented 23% of total crashes and 22% of fatal and serious injury crashes. The average annual fatalities involving Intersections increased 29% between the 2019 and 2024 SHSP reporting periods.

In 2025, Intersection-related fatalities decreased 21% and serious injuries decreased 7%. Crash statistics for 2025 are preliminary as of May 2026 and may be revised in future updates.

21 Actions Underway (2025)



The 2024 SHSP lists 5 STRATEGIES and 21 SUPPORTING ACTIONS for INTERSECTIONS

Stakeholders reported activity related to 21 of the 21 SUPPORTING ACTIONS (2025/2026)

Key Partners in Implementation:

- City of Greensboro
- City of Greenville
- ITRE
- NCDOT CMU
- NCDOT IMD
- NCDOT TSU
- Pitt County
- Robeson County



Strategy 1: Increase implementation of all-way stop intersections at appropriate locations.

Supporting Action		2025/2026 Key Accomplishments
1.1	Implement North Carolina's approach for the use of the all-way stop countermeasure.	NCDOT TSU cumulatively funded over 610 All-Way-Stop-Control (AWSC) spot safety projects and more than 530 projects are complete.
1.2	Communicate North Carolina's approach for the use of the all-way stop countermeasure to local agencies, including use as an interim measure, building from existing materials.	NCDOT TSU published All-Way Stops: Improving Rural Intersection Safety in the December 2025 issue of the Institute of Transportation Engineers (ITE) Journal. The article highlights safety data and other findings NCDOT gathered on AWSC.
		NCDOT TSU communicated AWSC information through national and North Carolina webinars, planning organization meetings, municipal coordination, and public-facing web resources.
		NCDOT TSU also completed Research Project 2024-003, <i>Impact of All-Way Stop Control Intersections Along Rural and Suburban Corridors</i> , which is scheduled for publication in 2026.
1.3	Educate the public on the safety benefit of all-way stops and how to navigate an all-way stop by expanding existing materials and engaging media/communication experts to support implementation success.	NCDOT TSU conducted webinars and participated in meetings on all-way stops at the state and national levels, including with ITE, Pennsylvania DOT, AASHTO ICE, and NCSITE-KYSITE.
		NCDOT TSU served on the panel for NCHRP Research Project 03-154 Converting Intersections from Two-Way Stop Control to All-Way Stop Control , which will develop national guidance and educational materials on all-way stops.
		NCDOT TSU continued sharing all-way stop safety information through the NCDOT Communications Office and public-facing resources. Since mid-2022, the NCDOT All-Way Stop webpage



		has received 7,372 views. From January 1, 2018, to July 15, 2026, NCDOT shared 404 all-way stop social media posts, generating 282,055 impressions and 49,875 video views across main and regional accounts.
Strategy 2: Consider the exposure of pedestrians, bicyclists, and users of personal mobility when designing intersections and manage speeds at conflict points.		
Supporting Action		2025/2026 Key Accomplishments
2.1	Establish and communicate an approach for implementing or reconfiguring channelized right-turn lanes at appropriate locations to control speeds.	NCDOT TSU incorporated geometric design considerations at corners and their impact on pedestrian safety into TIP project review.
2.2	Establish and communicate an approach for using the NCDOT Demand Estimation Map and the 20 flags method discussed in NCHRP 948 Guide for Pedestrian and Bicyclist Safety at Alternative and Other Intersections and Interchanges in intersection design and operations efforts.	NCDOT TSU's NCDOT Research Project 2022-12 Comparing Intersection Safety Performance using the "20-Flags" Method and Crash Data continues to be a resource on the NCDOT Research Unit website.
2.3	Establish and communicate an approach to using leading pedestrian intervals in the State.	NCDOT TSU continued to increase the number of locations with leading pedestrian interval (LPI) capabilities through its partnership with municipal agencies. As of July 14, 2026, 1,153 signal plans included LPI, representing 29% of the 3,935 signals with pedestrian phasing statewide.
2.4	Support and encourage research at the national level (including National Cooperative Highway Research Program (NCHRP) or federal pooled fund studies) on the use of permissive left-turn phasing and the impact on those walking and bicycling.	NCDOT TSU members served as chairs and members of steering committees for 21 safety-related research projects at the state and national levels, 10 of which were focused on non-motorist safety and/or signalized intersections.



2.5	Leverage national research on the safety effectiveness of right turn on red restrictions to establish North Carolina's approach for this countermeasure and communicate that approach.	NCDOT TSU continued reviewing right-turn-on-red restrictions as part of site investigations and making necessary adjustments on a case-by-case basis. Communication about this strategy occurred through coordination between NCDOT safety engineers, division staff, and municipal partners.
2.6	Review the traffic impact analysis (TIA) process to identify opportunities to incorporate both safety and capacity considerations for all modes of transportation.	NCDOT Regions continued coordinating to strengthen communication on safety-related reviews, with standard TMU protocol including the Regional Traffic Safety Engineer on all statutory TIA milestones and ongoing coordination when new signals or site-specific safety concerns are identified.
Strategy 3: Increase implementation of quick-build intersection safety countermeasures.		
Supporting Action		2025/2026 Key Accomplishments
3.1	Promote local Traffic Safety Task Forces as noteworthy practices (e.g., Greenville, Robeson County) to help garner support for highway safety efforts from the community, including local businesses.	NCDOT continued to promote quick-build safety projects through local partnerships, including the City of Greenville's implementation of delineator systems, high-visibility crosswalks with advance rumble strips, rectangular rapid flashing beacons, and other environmental modifications throughout Greenville and Pitt County.
		Robeson County completed its Vision Zero Plan in 2025. NCDOT TSU continued to actively participate in local Traffic Safety Task Forces.
3.2	Engage NCDOT Divisions to gain buy-in, using lessons learned from NCDOT's Interim Design Safety Pilot Program.	NCDOT IMD is exploring opportunities to expand the Interim Design Safety Pilot Project and collaborate on potential next steps to advance the use of low-cost, interim design safety countermeasures on state-owned and maintained roadways.



3.3	Document and communicate the process for quick-build countermeasures on State and local roadways, such as curb extensions, right-in right-out (RIRO), flexible delineator posts, transverse rumble strips at rural intersection approaches, sight distance training, and channelization of RIRO at driveways. Support Safe Streets and Roads for All (SS4A) recipients (and other interested local agencies) to engage in this process.	NCDOT TSU continued to promote quick-build safety projects through local partnerships, including the City of Greenville's implementation of delineator systems, high-visibility crosswalks with advance rumble strips, rectangular rapid flashing beacons, and other environmental modifications throughout Greenville and Pitt County.
3.4	Measure effectiveness of quick-build countermeasure installations and use successes to develop case studies for other local agencies in the State.	NCDOT TSU coordinated with the City of Greensboro on quick-build countermeasures implemented through Greensboro's Neighborhood Traffic Management Program. The program uses resident submittals and data to identify and implement traffic calming measures on residential streets to reduce speeding and through traffic. One completed project on Pembroke Road saw a 15 percent reduction in vehicle speeds, along with a decrease in traffic volume, following installation of semi-permanent delineators. GDOT installed temporary traffic calming measures through Greensboro's Neighborhood Traffic Management Program along David Caldwell Drive, Stratford Drive, Robin Hood Drive, and Shady Lawn Drive to address excessive traffic volumes and speeds. Data will be reviewed to determine next steps..
Strategy 4: Support ongoing and new campaigns for public acceptance of intersection safety treatments and designs.		
Supporting Action		2025/2026 Key Accomplishments
4.1	Continue to support and promote the use of restricted crossing intersections (RCIs) to reduce vehicle conflicts at intersections.	NCDOT has funded more than 250 RCI spot safety projects cumulatively. In 2025, 17 RCI spot safety projects were funded, with an average project cost of roughly \$1 million, and seven RCI



		spot safety projects were installed. Safety funds are one source of funding for RCIs, which may also be included in STIP projects.
4.2	Communicate the considerations for the use of other innovative intersection/interchange designs, such as roundabouts, Median U-Turn (MUT) intersections, Quadrant Roadway (QR) intersections, Displaced Left Turn (DLT) intersections, and Diverging Diamond Interchanges (DDI), identifying the situations when the designs present safety benefits compared to other alternatives.	NCDOT completed 17 spot safety evaluations in 2025 featuring RCIs or median channelization.
		NCDOT updated the safety evaluation of the continuous flow intersection (CFI) at NC 16 and Mount Holly-Huntersville Road in September 2025, using data through April 2025, and disseminated the results to the Division and Region.
		NCDOT completed the preliminary safety evaluation of the diverging diamond interchange (DDI) at Western Boulevard and I-440 in 2025 and disseminated the results to the Division and Region.
		NCDOT installed a Dynamic Left Turn Intersection (DLTi) and completed an initial before-and-after safety and mobility evaluation in early 2026.
		NCDOT continued a study to evaluate the safety effectiveness of three-leg intersections under various control types, including roundabouts and RCIs.
		NCDOT CMU posted the Directory of 85 Four-Legged Grade-Separated Intersection Concepts in March 2026 to help project teams evaluate grade-separated intersection alternatives, with emphasis on selecting the safest, most efficient, and least costly options.
4.3	Provide explanation to the general public of safety needs and expected safety benefits of planned NCDOT Spot Safety projects through an interactive	NCDOT added links to evaluation reports for Spot Safety projects funded in 2019 and later.



online map and expanding to State Transportation Improvement Program (STIP) in future years.

Strategy 5: Educate roadway designers, planners, law enforcement, and officials/decision-makers on intersection design principles proven to reduce fatalities and serious injuries.

Supporting Action		2025/2026 Key Accomplishments
5.1	Leverage existing knowledge sharing platforms, such as NCDOT's CLEAR Program to disseminate information.	NCDOT CMU is represented on two safety-related NCHRP panels: NCHRP 20-44(56) Implementation Project to Measure and Communicate the Value of Access Management and NCHRP 11-10 Tort Liability and Shifting Legal Responsibility in the Safe System Approach .
		NCDOT participated in an ITE national webinar on mini and modular roundabouts in 2025.
		NCDOT presented at an ITE national webinar on AWSC in April 2026.
5.2	Educate law enforcement officers on transportation laws related to intersection safety, new traffic control devices, and alternative/innovative intersections so they are equipped to effectively enforce traffic laws at intersections.	NCDOT TSU staff served on the NC Traffic Safety Conference and Expo Program Planning Subcommittee, helping to plan the June 2026 conference.
		ITRE coordinated with the NC Traffic Safety Conference Program Planning Subcommittee and NCDOT TSU to develop an intersection-focused session, "Decoding the Drive: Engineers Explain Signals, Speed Limits, and Road Safety Treatments for the Rest of Us," to provide information on intersections to law enforcement and other conference partners.

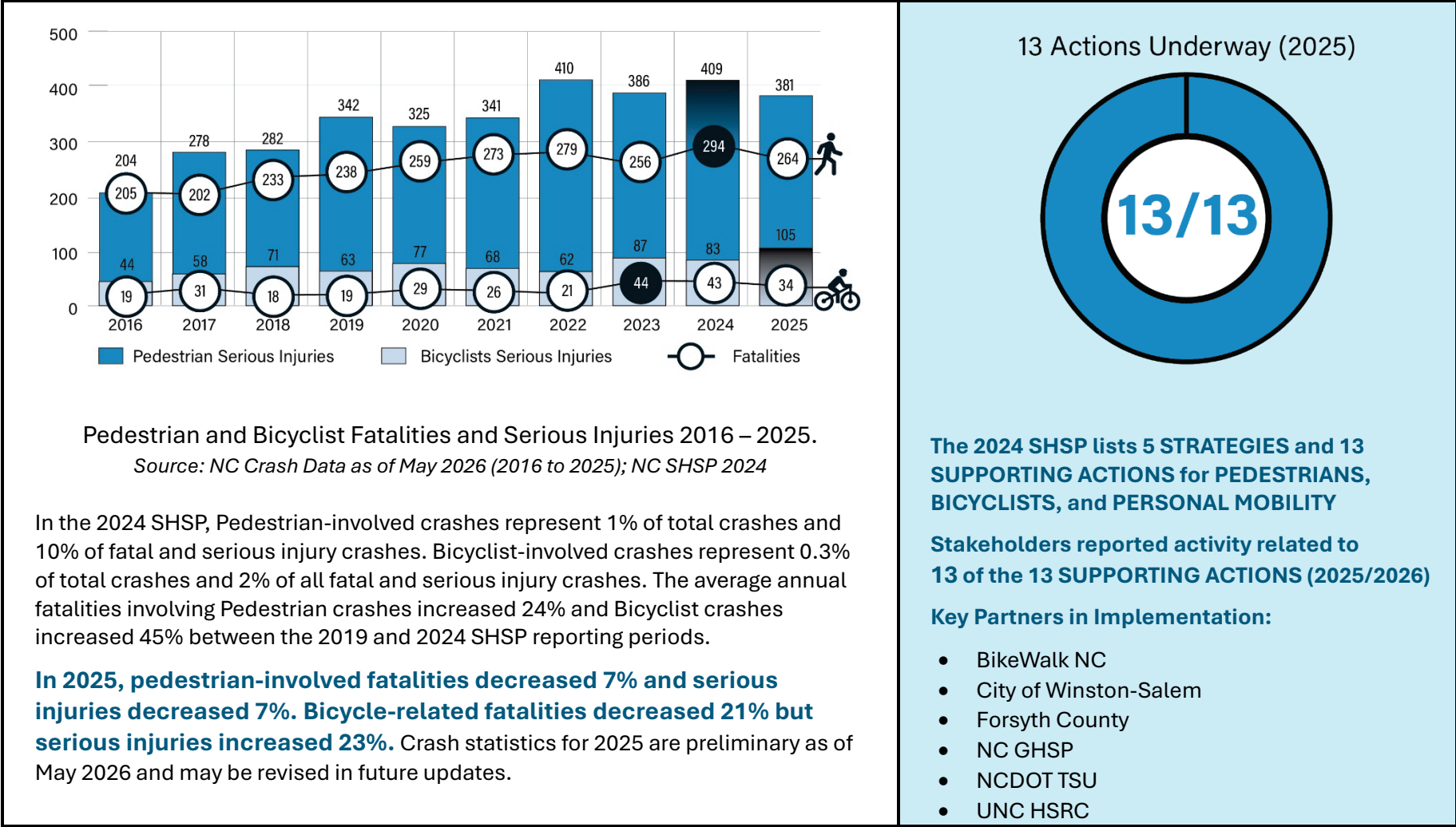


		The NC Vision Zero website hosts information about planned and past webinars, including a recorded webinar on “Fewer Crashes and Less Delay with New Intersection Designs.”
5.3	Continue to inform new and existing intersection project decisions using the latest research as gathered in safest feasible intersection design (SaFID), pedestrian optimum feasible intersection design (POFID), and bicyclist optimum feasible intersection design (BOFID) charts.	NCDOT continued to develop three-leg intersection CRF.
		NCDOT CMU continued to use SaFID, POFID, and BOFID charts to inform infrastructure recommendations. These tools have been publicized and promoted within NCDOT and are available as reference tools for departmental staff supporting Project Delivery Network activities.
5.4	Organize an educational series on NCHRP Research Report 1087 regarding Intersection Control Evaluation (ICE).	NCDOT completed NCDOT Research Project 2024-03 Impact of All-Way Stop Control Intersections Along Rural and Suburban Corridors and received approval from the steering committee.
5.5	To address concerns about the cost of roundabouts, expand research on modular roundabouts and mini roundabouts, including tracking existing locations in the state, implementing pilot projects, and determining an approach for feasible future locations.	NCDOT TSU continued to monitor crash data at new and recently installed mini roundabouts and collected conflict data sets at a few locations of concern.
		NCDOT TMU staff delivered several national presentations during 2025 on the potential of mini and modular roundabouts to provide safety benefits at a reasonable cost.

Pedestrians, Bicyclists, and Personal Mobility

EMPHASIS AREA DEFINITION: Pedestrians, bicyclists, and users of personal mobility, which includes transportation modes such as scooters, skateboards, assistive devices, and other emerging mobility options that lack physical protection from other vehicles.

EMPHASIS AREA GOAL: Reduce pedestrian, bicyclist, and personal mobility fatalities and serious injuries by half by 2035, moving toward zero by 2050.





North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026 PEDESTRIANS, BICYCLISTS, AND PERSONAL MOBILITY



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Many of the strategies and supporting actions developed by the SHSP Emphasis Area Working Group complement or mirror the strategies in the VRUSA, as indicated within the Pedestrians, Bicyclists, and Personal Mobility Action Plan table. The numbers in the VRUSA column refer to the section in the VRUSA report.

Strategy 1: Develop and adopt formal policies, practices, and guidance documents supporting the implementation of pedestrian- and bicyclist-focused safety improvements.			
Supporting Action		2025/2026 Key Accomplishments	VRUSA
1.1	Develop and apply guidance for including bicyclist and pedestrian safety improvements at signalized intersections, including but not limited to the following features: • Bicycle signals • Bicycle detection • Leading Pedestrian Interval • Exclusive pedestrian phases • Right Turn on Red restrictions • Left-Turn Phasing	NCDOT TSU continued updating the NCDOT Pedestrian Crossing Guidance .	1.1, 4.2, 5.1
		NCDOT TSU continued reviewing signalized intersections and trail crossings for pedestrian improvements.	
1.2	Update NCDOT resources for selecting cross-sections, including separated bikeway types and pedestrian crossings, in STIP and other major roadway projects in all development contexts.	NCDOT TSU and Signing and Delineation Unit continued to develop guidance on bike boxes.	4.1
1.3	Integrate multimodal safety considerations into TIAs and other routine congestion management analyses	Many communities have developed TDM frameworks that support integrating TDM strategies into congestion management analyses.	



North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026

PEDESTRIANS, BICYCLISTS, AND PERSONAL MOBILITY



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	using a model Safe System Approach-aligned methodology.	NCDOT began updating the Statewide Transportation Demand Management (TDM) Strategic Plan .	
Strategy 2: Improve pedestrian, bicyclist, and personal mobility data collection practices to support safety analysis and decision-making.			
Supporting Action		2025/2026 Key Accomplishments	VRUSA
2.1	Review the Pedestrian and Bicycle Infrastructure Network (PBIN) framework and identify missing components. Update and maintain the PBIN as an inventory of existing conditions for planning safety improvements.	NCDOT initiated updates to the PBIN.	6.1
2.2	Improve and standardize statewide pedestrian and bicyclist count data collection practices and develop associated guidance. Create statewide pedestrian and bicyclist count data repository and investigate development of an integrated count database with standardized format and process.	NCDOT TSU continued NCDOT Research Project 2025-08 Development of an arterial-based pedestrian exposure and crash risk model for North Carolina to expand pedestrian exposure modeling.	6.4
		NCDOT TSU completed a project to machine read pedestrian count reports and compiled a database.	
2.3	Gather input and buy-in from law enforcement liaisons on creating a sustainable, comprehensive framework for a statewide law enforcement education program on effectively capturing pedestrian, bicyclist, and personal mobility crash information on the North Carolina Crash Report Form DMV-349.	UNC HSRC (supported by NC GHSP) developed a course on improving police-reported data collection.	
		NC GHSP relaunched Watch for Me NC , a statewide initiative that supports pedestrian and bicyclist safety in four to six communities through education, community engagement, enforcement, and technical assistance.	



North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026 PEDESTRIANS, BICYCLISTS, AND PERSONAL MOBILITY



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Strategy 3: Improve funding and project development strategies that support effective multimodal safety infrastructure.

Supporting Action		2025/2026 Key Accomplishments	VRUSA
3.1	Create clear and sustainable funding programs for Safe Routes to School (SRTS) activities, encompassing infrastructure and education projects. Review eligible federal aid programs such as the Transportation Alternatives Program (TAP) and the Highway Safety Improvement Program (HSIP).	NCDOT TSU continued to establish a process for using TAP funds on pedestrian safety projects.	
		BikeWalk NC (supported by NC GHSP) continued to expand the NC Friendly Driver Program , increasing education and outreach to high schools, transit agencies, and other partners across the seven priority counties and beyond. The program is directly supportive of reduced drivers' education training and focuses on driver responsibility for safely sharing the road.	
		NCDOT IMD secured funding for North Carolina's first ever SRTS Strategic Plan.	
3.2	Develop guidance on the use of various funding sources (TAP, Congestion Mitigation and Air Quality Improvement Program, STIP, HSIP) for safety projects. Work with the SPOT workgroup to review the project prioritization process for opportunities to prioritize safety projects.	NCDOT continued to establish a process for using TAP funds on pedestrian safety projects.	
3.3	Work with lawmakers to amend the Strategic Transportation Investments (STI) legislation to increase flexibility of NCDOT funding for bicyclist and pedestrian safety needs.	BikeWalk NC held a Lobby Day at the North Carolina General Assembly to advocate for statewide e-bike regulations and worked with legislators on changes related to bicycle and pedestrian funding, including removal of the bicycle-pedestrian funding limitation and increased funding for trails and SPOT safety in this year's budget.	

		BikeWalk NC held a seminar on e-bikes focused on education and advocacy.	
		The City of Winston-Salem and Forsyth County included in their legislative priorities a request to amend STI legislation to provide NCDOT with greater flexibility to fund bicyclist and pedestrian safety needs.	
Strategy 4: Explore, demonstrate, and implement innovative and emerging tools to support improving safety for pedestrians, bicyclists, and users of personal mobility devices.			
Supporting Action		2025/2026 Key Accomplishments	VRUSA
4.1	Develop formal guidance on the use of tools such as the NCDOT Transportation Disadvantage Index (TDI) in planning, prioritization, and review of NCDOT projects to include bicycle and pedestrian safety improvements.	NCDOT TSU engaged in a process to coordinate with NCDOT IMD on pedestrian crossing reviews for TIP projects.	4.1
4.2	Develop a statewide community of practice for collaborating with other disciplines (e.g., healthcare, higher education) to review grants and alternative funding sources, increase awareness, identify and navigate obstacles, and incorporate innovative solutions for pedestrian and bicyclist safety.	NCDOT TSU and other partners participated in the Transportation-Public Health Leadership Program , led by HSRC and funded by NHTSA, to build relationships and identify opportunities for closer coordination in the future, including collaboration with public health officials involved in local safety action plans.	3.3



North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026 PEDESTRIANS, BICYCLISTS, AND PERSONAL MOBILITY



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Strategy 5: Develop and promote public education programs that support education for all road users on safety for pedestrians, bicyclists, and personal mobility users.

Supporting Action		2025/2026 Key Accomplishments	VRUSA
5.1	Develop a comprehensive education program that includes teaching walking, bicycling, and bus safety skills. Determine the cost of implementation and conduct a pilot in five school districts.	NCDOT's Let's Go NC continues as a comprehensive education program for walking, bicycling, and bus safety, and modified versions have been implemented for years in districts including Durham and Charlotte-Mecklenburg public schools.	
5.2	Incorporate interactions with pedestrians, bicyclists, and users of personal mobility in the driver education curriculum.	BikeWalk NC exceeded its Year 2 goals for the NC Friendly Driver Program, delivering 17 presentations in the first quarter of 2026 in priority counties, including 10 in Forsyth County and 7 in Durham County. The presentations reached 520 participants: 386 Forsyth County driver education students, 100 GoDurham professional bus operators, and 34 Self-Help Credit Union employees through a Lunch and Learn session.	

VRUSA

The following table provides the actions listed in the VRUSA. The strategies developed through the VRUSA effort represent NCDOT’s primary focus and responsibility for improving pedestrian, bicyclist, and personal mobility user safety over the next five years.

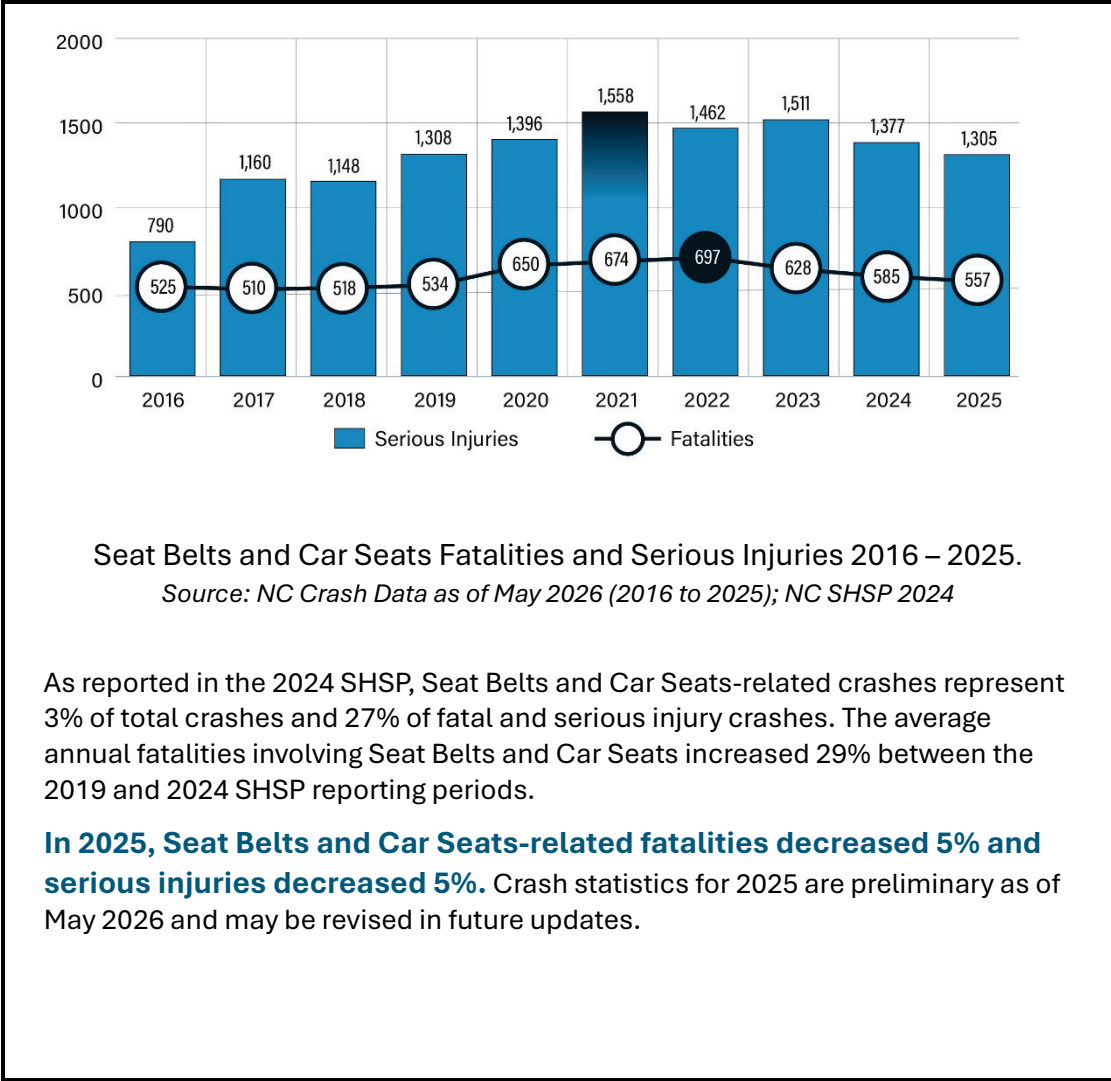
VRUSA Action		2025/2026 Key Accomplishments
Policy	Create and publish guidance for developing and implementing more safety projects for vulnerable road users.	NCDOT TSU developed a crosswalk marking policy, which will be finalized next period.
Planning	Partner with regional planning organizations and local agencies to develop safety plans and studies across all high-risk contexts.	NCDOT TSU continued to promote the Trail Crossing Guidance by presenting to the NCDOT Board of Transportation and in other meetings with external stakeholders.
		NCDOT TSU participated in several Road Safety Assessments (RSAs) originating from local safety action plans and is leading a large pedestrian-focused RSA in Greenville.
		NCDOT TSU funded RSAs as part of Safety Action Plan development in two planning organizations.
		NCDOT IMD completed seven transit plans and seven multimodal plans and funded 15 additional bicycle/pedestrian and multimodal plans for local municipalities and universities.
Program	Identify new partners for city-wide and regional engagement with disadvantaged communities to inform safety strategies and projects.	NCDOT TSU continued to assist towns and cities with their Road Safety Assessments (RSAs) and safety action plans.

Projects	Develop safety projects that are responsive and risk-based.	NCDOT TSU evaluates and scores VRU projects submitted for safety funding using a combination of responsive crash-based and risk-based (e.g., speed limit, crossing distance) criteria.
Education	Provide training and increase opportunities for NCDOT and local agency partners to develop safety projects.	NCDOT TSU established an RSA prequalification process for consultants.
		NCDOT TSU maintained the non-motorist crash information dashboard.
Implementation	Leverage data sources and methods to prioritize needs and assess performance of vulnerable road user safety.	NCDOT Signals Unit continued to maintain and expand the pedestrian infrastructure elements in its signals database.

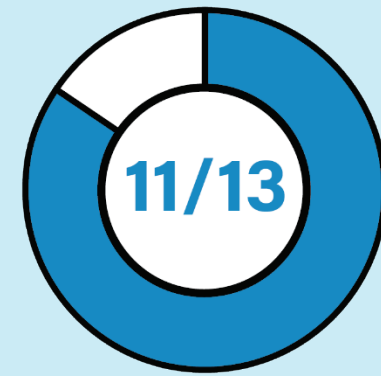
Seat Belts and Car Seats

EMPHASIS AREA DEFINITION: Crashes involving unrestrained or improperly restrained motor vehicle occupants.

EMPHASIS AREA GOAL: Reduce unrestrained or improperly restrained fatalities and serious injuries by half by 2035, moving toward zero by 2050.



11 Actions Underway (2025)

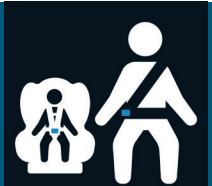


The 2024 SHSP lists 3 STRATEGIES and 13 SUPPORTING ACTIONS for SEAT BELTS and CAR SEATS

Stakeholders reported activity related to 11 of the 13 SUPPORTING ACTIONS (2025/2026)

Key Partners in Implementation:

- ITRE
- Mountain Area Health Education Center
- NC GHSP
- NC SHP
- Occupant Protection Task Force
- Safe Kids NC
- UNC HSRC



North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026

SEAT BELTS AND CAR SEATS



NORTH CAROLINA
Department of Transportation

Strategy 1: Increase seat belt use and car seat use statewide.		
Supporting Action		2025/2026 Key Accomplishments
1.1	Encourage Vision Zero communities, SS4A recipient communities, or others developing regional or local safety plans to include seat belt and car seat efforts in their safety action plans.	<i>No progress reported this period.</i>
1.2	Develop and promote sample workplace seat belt policy language for public agencies and private businesses with fleet vehicles and promote to relevant organizations.	<i>No progress reported this period.</i>
1.3	Continue to monitor national research and implement best practices on effective messaging to improve proper seat belt, booster seat, and car seat use in children, with a particular focus on populations that often have lower restraint use: • Children 8-15 years old • Immigrant and Limited English Proficiency (LEP) populations • Over-occupied vehicles • Commercial vehicles	ITRE (supported by NC GHSP) developed and launched “Safely Home,” a family-values-based campaign promoting seat belt use among parents and caregivers in North Carolina through paid advertising on Facebook, Instagram, and Google Ads. Campaign graphics and videos are available online.
		ITRE published Safely Home: Family Rules to Keep Your Loved Ones Safe , an article on family road safety that includes guidance on seat belt use.
		Occupant Protection Task Force (supported by NC GHSP) updated the Occupant Protection Plan.
1.4	Increase law enforcement participation in statewide enforcement campaigns and develop tools, such as non-English language materials, for reporting officers that may be the first line in education for some road users.	NC GHSP funded two “Click It or Ticket” mobilizations and a special enforcement campaign during Child Passenger Safety Week.
		NC SHP conducted overtime seat belt enforcement during Click It or Ticket campaigns in Pitt, Franklin,

		Robeson, Johnston, Guilford, Forsyth, Caldwell, Iredell, Buncombe, and Mecklenburg counties, resulting in 2,240 seat belt violations and 137 child restraint violations.
		UNC HSRC (supported by NC GHSP) produced car seat informational handouts in English and Spanish.
		UNC HSRC (supported by NC GHSP) produced a law enforcement guide to support enforcement of the child passenger safety law. The guide has been widely distributed, and reprinting is on hold pending potential legislative changes.
Strategy 2: Strengthen statewide child passenger safety program.		
Supporting Action		2025/2026 Key Accomplishments
2.1	Increase awareness of State resources and consolidate resources as able (i.e., buckleupnc.org and the Vision Zero data visualization dashboards).	ITRE coordinated with UNC HSRC to update and launch an improved version of the NC Vision Zero website and Traffic Safety Resources Library . Stakeholders can now search for resources by resource type, keyword, and audience.
2.2	Identify resource gaps in CPS educational materials and create materials to address that gap (e.g., Spanish and Mandarin language materials).	UNC HSRC (supported by NC GHSP) continues to produce all car seat informational handouts in English and Spanish.
2.3	Increase the number of CPSTs and Programs, particularly through healthcare providers, schools, and religious organizations, with a specific focus on underserved communities (i.e., those without sufficient Child Passenger Safety resources).	UNC HSRC (supported by NC GHSP) held 31 CPS certification classes and six renewal classes in FY 2025, certifying or recertifying more than 600 people in North Carolina.



		UNC HSRC expanded CPS education through healthcare and human services partners, including training for UNC Hospital interns and residents, Duke nurses and postpartum nurses, UNC pediatric residents, Union County Department of Social Services social workers, and Union County foster parents.
		NC GHSP supported 294 Permanent Checking Station locations serving 95 counties, including 163 locations in historically underserved rural counties and 150 locations in counties with child poverty rates above the state average.
		Mountain Area Health Education Center (supported by NC GHSP) increased the number of special-needs-trained CPSTs to 125 and improved the statewide recertification rate to 66.5 percent.
		Mountain Area Health Education Center (supported by NC GHSP) distributed car seats to underserved families, assisted 44 children with special healthcare needs, checked 547 car seats at clinics, and provided continuing education, certification classes, and outreach events across the region.
2.4	Provide opportunities for Child Passenger Safety Technicians to earn continuing education credits (CEUs) needed to maintain certification and continue to provide high-quality education.	Safe Kids NC conducted 31 CPS certification classes and six renewal courses, resulting in 3,585 CPSTs, including 57 Instructors and 133 Tech Proxies.
		NC GHSP supported the NC Traffic Safety Conference and Safe Kids Injury Prevention Conference.

		UNC HSRC, in partnership with Safe Kids NC, provided five free CEU training courses in Alamance, Pender, Wilkes, Harnett, and Dare counties.
		Safe Kids NC continued to email technicians with upcoming expiration dates.
Strategy 3: Improve child passenger safety outreach to at-risk and underserved communities.		
Supporting Action		2025/2026 Key Accomplishments
3.1	Determine the impact of the Infrastructure Investment and Jobs Act (IIJA) on funding to purchase car seats for distribution.	Safe Kids NC continued to purchase and distribute additional car seats using IIJA funding.
3.2	Encourage expansion of the Child Passenger Safety Diversion Program to additional counties.	NC GHSP continued to support the Child Passenger Safety Diversion Program in 44 counties.
3.3	Develop a tracking mechanism for monitoring the number of families that receive the diversion and determine other measures of success.	Safe Kids NC, in partnership with UNC HSRC, overhauled the CPS Diversion Program and launched a new system in the first quarter of FY 2026 to improve statewide tracking and consistency.
3.4	Expand awareness and develop tracking mechanisms (e.g., downloads, page views) for Child Passenger Safety materials distributed by Safe Kids North Carolina to other potential partners (e.g., state and local law enforcement agencies, community centers, health departments, schools, and religious organizations).	UNC HSRC (supported by NC GHSP) updated and maintained BuckleUpNC.org, including a full redesign in FY2025 to improve organization, usability, and public accessibility.
		BuckleUpNC.org engagement increased significantly following the redesign, with more than 75,000 users accessing the site during the fiscal year, providing a stronger mechanism for tracking reach and awareness of CPS materials.

3.5	Increase distribution of Child Passenger Safety materials to non-traditional partners (e.g., schools, daycares, aftercare programs, and other youth-focused organizations).	NC GHSP and Safe Kids NC distributed CPS materials through conferences, training opportunities, and public awareness initiatives across North Carolina.
		In response to Hurricane Helene and Tropical Storm Chantal, Safe Kids NC hosted five events to support affected families and distributed child restraints to those in need.
		Safe Kids NC promoted Child Passenger Safety through heat stroke prevention events focused on hot car dangers and statewide outreach during Child Passenger Safety Week.



North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026

SUBSTANCE IMPAIRED DRIVING

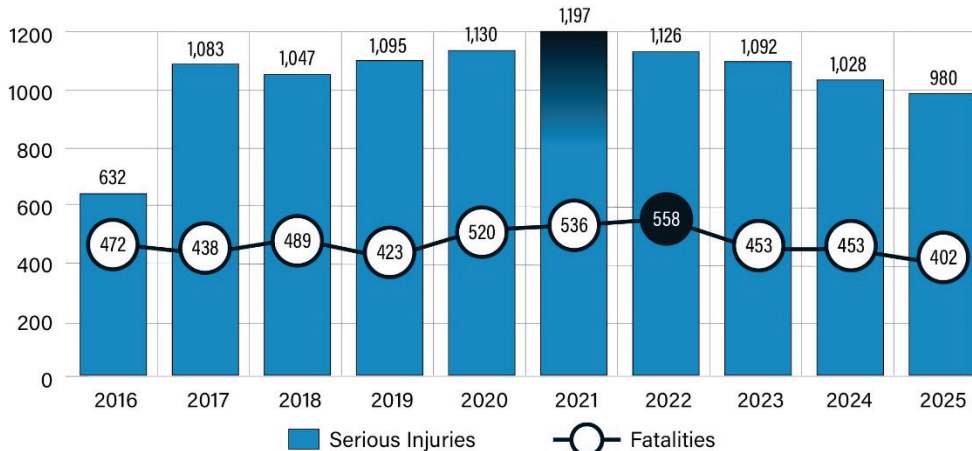


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Substance Impaired Driving

EMPHASIS AREA DEFINITION: Crashes that involve a driver in which alcohol or drug impairment is suspected or detected.

EMPHASIS AREA GOAL: Reduce substance impaired driving-related fatalities and serious injuries by half by 2035, moving toward zero by 2050.



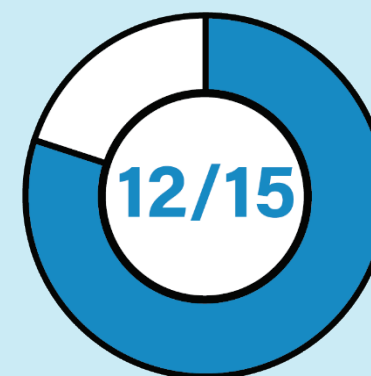
Impaired Driving Fatalities and Serious Injuries 2016 – 2025.

Source: NC Crash Data as of May 2026 (2016 to 2025); NC SHSP 2024

As reported in the 2024 SHSP, Substance Impaired Driving-related crashes represent 5% of total crashes and 22% of fatal and serious injury crashes. The average annual fatalities involving Substance Impaired Driving increased 11% between the 2019 and 2024 SHSP reporting periods.

In 2025, Substance Impaired Driving-related fatalities decreased 11% and serious injuries decreased 5%. Crash statistics for 2025 are preliminary as of May 2026 and may be revised in future updates.

12 Actions Underway (2025)



The 2024 SHSP lists 5 STRATEGIES and 15 SUPPORTING ACTIONS for SUBSTANCE IMPAIRED DRIVING

Stakeholders reported activity related to 12 of the 15 SUPPORTING ACTIONS (2025/2026)

Key Partners in Implementation:

- Atrium Health
- Impaired Driving Task Force
- ITRE
- MADD
- NCCDA
- NC DHHS FTA
- NC GHSP
- NHTSA
- Onslow County Sheriff's Office



Strategy 1: Work with the North Carolina GHSP to educate the public on the risks of impaired driving.

Supporting Action		2025/2026 Key Accomplishments
1.1	Partner with military bases in North Carolina and provide educational materials on the risks of impaired driving.	NC GHSP continued military outreach through the “101 Days of Summer” campaign, partnering with installations such as Camp Lejeune, Fort Bragg, and Seymour Johnson to provide traffic safety education at events that engaged more than 1,000 service members at a time and included exhibits from partners such as BikeSafe, law enforcement motorcycle units, Operation Lifesaver, the Wildlife Commission, and the North Carolina Alcoholic Beverage Control Commission.
		The Onslow County Sheriff’s Office (supported by NC GHSP) established a traffic safety educator position to partner with schools, community groups, and the military on education related to speeding, impaired driving, and seat belt use.
		NC GHSP continued deploying the BAT Mobile as part of its impaired driving education and outreach efforts.
1.2	Partner with cities/towns within North Carolina who have a Sip and Stroll community (i.e., allow pedestrians to walk with alcohol within a boundary) and distribute educational material on impairment and planning for safe transportation.	Atrium Health conducted observations in NoDa, Pineville, and Salisbury to better understand alcohol-related travel behaviors and local safety practices. Some communities offered transportation or lodging options, such as busing and hotel reimbursement, and incorporated walking and other non-driving risks into counseling efforts led by law enforcement and safety professionals.
1.3	Collaborate with NHTSA and disseminate materials they have available on the effects of “buzzed” driving.	NC GHSP collaborated with NHTSA to disseminate materials as part of its media plan.



1.4	Partner with cities/towns within North Carolina with a Sip and Stroll or Main Street community and encourage a proactive review of the environment, using methods such as a road safety audit, to identify potential safety concerns or opportunities to improve safety before the concept is implemented.	No progress reported this period.
Strategy 2: Increase training for prosecutors and law enforcement officers on the medical effects of substance use disorder and alcohol use disorder.		
Supporting Action		2025/2026 Key Accomplishments
2.1	Provide education to prosecutors and law enforcement officers on the medical effects of substance use disorder and alcohol use disorder.	Atrium Health reported that T-SBIRT was associated with a fourfold reduction in return motor vehicle crash involvement among counseled patients in the following year, supporting education on the effects of substance use and risk reduction.
		Atrium Health began harm-planning outreach through the Metrolina Trauma Advisory Committee (MTAC) injury prevention resources and noted that hospitals have shown greater interest in referral-based approaches related to addiction and mental health than in counseling support.
		The North Carolina Conference of District Attorneys (NCCDA) (supported by NC GHSP) conducted statewide and regional training on impaired driving, vehicular homicide, trial advocacy, and legal updates, reaching more than 2,800 prosecutors, law enforcement officers, toxicologists, and traffic safety professionals.
		NCCDA (supported by NC GHSP) updated and distributed key prosecutorial and law enforcement publications to support



		statewide education and coordination among traffic safety partners.
2.2	Continue programs that provide law enforcement training on impairment.	ITRE hosted a Drug Impaired Driving Summit in March 2025 in partnership with NC GHSP and NCCDA, providing law enforcement officers with training to recognize and document drug impairment.
		MADD (supported by NC GHSP) assisted with more than 15 training courses in partnership with the Forensic Tests for Alcohol (FTA) Branch of the NC DHHS, the NCCDA, the SHP, and local agencies, helping train more than 700 law enforcement personnel.
		NC GHSP supported the continued certification of law enforcement officers as Drug Recognition Experts (DREs).
2.3	Train local hospital staff and primary doctors to fill out and suggest a referral with the North Carolina Crash Report Form DMV-349 to a more formal behavioral health assessment.	<i>No progress reported this period.</i>
Strategy 3: Increase the number of Drug Recognition Experts (DREs) across the state.		
Supporting Action		2025/2026 Key Accomplishments
3.1	Updated basic law enforcement training to include standardized field sobriety testing.	<i>No progress reported this period.</i>
3.2	Increase the number of Drug Recognition Experts (DREs) in rural areas across North Carolina.	NC DHHS FTA Branch SFST Program (supported by NC GHSP) conducted 139 Basic SFST classes, 108 SFST Refresher Training classes, 8 SFST Instructor Refresher Training classes, and 3 SFST Instructor Initial Training courses.



		NC GHSP sustained a strong DRE program with 152 certified officers, 11 students pending certification, 17 officers eligible for recertification, and 38 active instructors.
3.3	Expand the advanced roadside impaired driving enforcement (ARIDE) training to focus on all types of impairment, not solely alcohol.	NC DHHS FTA Branch DRE Program (supported by NC GHSP) conducted 36 Advanced Roadside Impaired Driving Enforcement classes.
		NC DHHS FTA Branch (supported by NC GHSP) provided additional impairment training, including four Drug Impairment Training for Education Professionals (DITEP) courses for 79 participants, 39 Introduction to Drugged Driving courses for 636 students, and one Substance Abuse and Behavioral Recognition class for 27 students.
Strategy 4: Strengthen intervention policies to reduce recidivism.		
Supporting Action		2025/2026 Key Accomplishments
4.1	Provide support for ignition interlock for any DWI conviction.	HB 108 , which would lower the BAC limit to 0.05, did not advance during the 2025 legislative session.
		HB 789 , which authorizes voluntary pretrial installation of an ignition interlock device, passed the North Carolina House in May 2025 and remains in the Senate Rules Committee, with passage in the Senate to be pursued during the 2026 session.
4.2	Expand screening and intervention services to identify current at-risk drivers in hospitals to reduce recidivism.	Atrium Health completed a research study on T-SBIRT effectiveness and shared the results with professionals in addiction services, social work, injury prevention, public health, and nursing.



North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026

SUBSTANCE IMPAIRED DRIVING



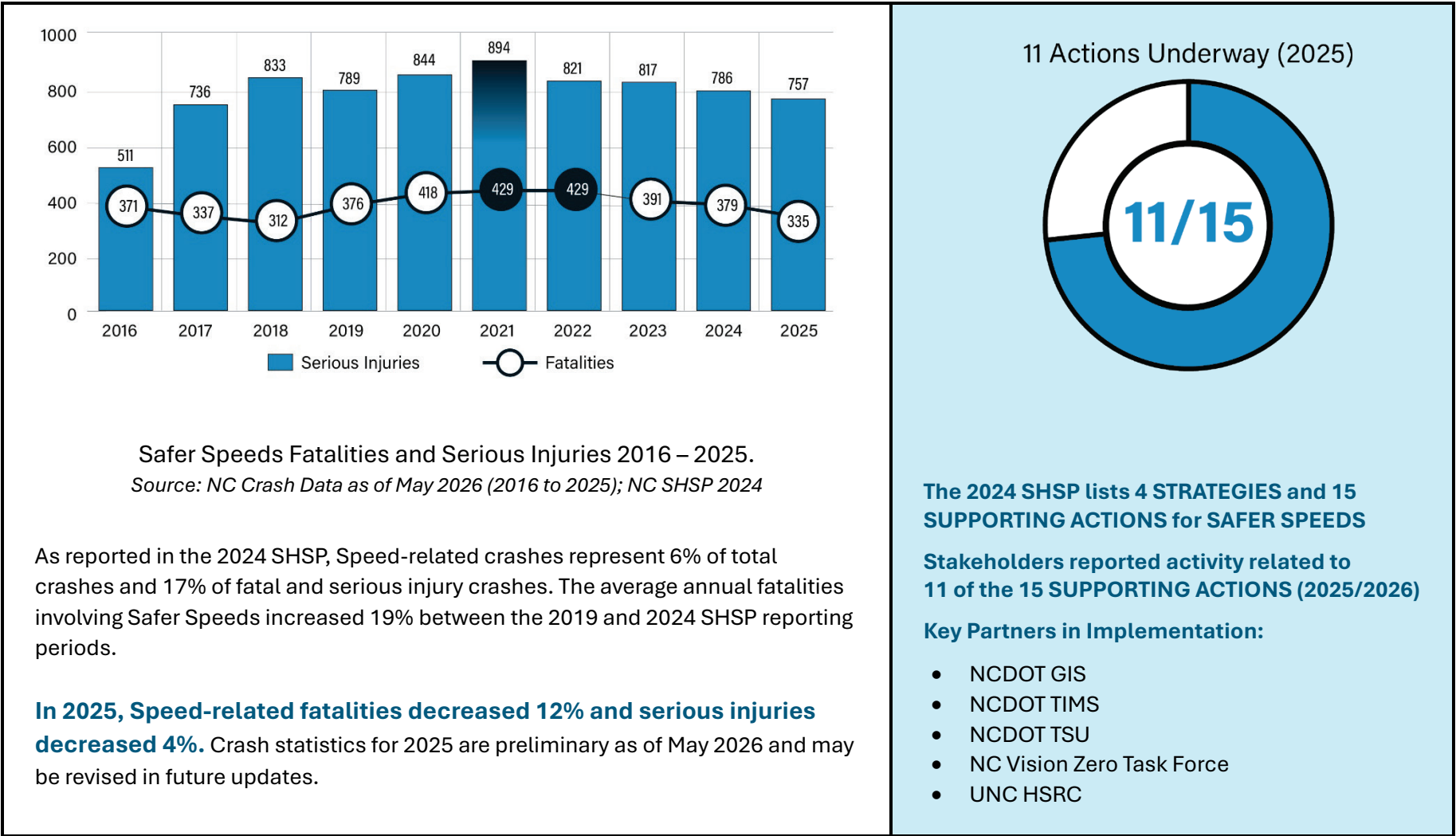
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		Atrium Health found that social work and community outreach staff were the most likely to adopt this topic for outreach, while other partners were more likely to prefer referral to addiction services. NC GHSP reviewed findings showing that the T-SBIRT study was effective and identified expansion to Level I trauma centers as a potential next step.
4.3	Include the blood alcohol concentration and substance use data in the North Carolina trauma database.	Atrium Health discussed this strategy with the North Carolina Office of Emergency Medical Services (NCOEMS), who indicated that hospitals have up to 24 hours to assess drug or alcohol involvement, which may reduce the accuracy of the data. <i>This strategy is not supported by the lead agency; therefore, the strategy is dormant. Champions will continue to monitor for future opportunities to advance the strategy.</i>
Strategy 5: Research lowering BAC levels for driving in North Carolina.		
Supporting Action		2025/2026 Key Accomplishments
5.1	Study other states (e.g., Utah) or other countries that have lowered the BAC and compare their crash rates.	Atrium Health analyzed national Trauma Quality Improvement Program (TQIP) data, but North Carolina-specific data cannot be isolated. NCOEMS does not collect these data.
5.2	Work with NCDMV, the Administrative Office of the Courts (AOC), and other agencies that are potentially impacted by BAC change to gather input and work together on potential changes.	Impaired Driving Task Force continued collaborating with NCDMV, AOC, and other relevant agencies to address potential impacts of BAC changes.

Safer Speeds

EMPHASIS AREA DEFINITION: Crashes where the reporting officer noted the driver’s contributing circumstances as “exceeding authorized speed limit” or “exceeding safe speed for conditions.”

EMPHASIS AREA GOAL: Reduce speed-related fatalities and serious injuries by 50 percent by 2035, moving toward zero by 2050.



Strategy 1: Improve speed-related data collection, completeness/coverage, accessibility, and applications.		
Supporting Action		2025/2026 Key Accomplishments
1.1	Continue to acquire/collect statewide probe speed data and use the data to inform decisions, including disseminating information to partners.	NCDOT TSU and TIMS continued to use probe data to inform decisions on speed limit changes and before/after comparisons for specific higher volume corridors.
		NCDOT representatives attended a Regional Integrated Transportation Information System (RITIS) webinar on a proposed spot speed tool that is in the planning phase to determine its feasibility for use.
1.2	Communicate and implement North Carolina’s approach to speed countermeasures.	NCDOT TSU published a Speed Management Plan, provided training for all Regional Traffic Engineers and Division Traffic Engineers in fall 2025 and early 2026. Road Diet Guidance documents are final, and NCDOT plans to distribute the guidance later this year.
1.3	Encourage local enforcement agencies within United States Department of Transportation (USDOT) SS4A grant recipient communities to explore collection and use of citation data in local safety action planning activities.	<i>No progress reported this period.</i>
1.4	Review existing speed-related data sources (e.g., probe data, location specific speed data) to identify data collection gaps. Map the results to fatal and serious injury crashes to prioritize data collection efforts.	<i>No progress reported this period.</i>

Strategy 2: Use data analysis to identify and address speed-related issues.		
Supporting Action		2025/2026 Key Accomplishments
2.1	Conduct systemic analysis using integrated datasets (e.g., speed, crash, roadway, citation data) to identify risk factors for speed-related crashes, considering the survivability of those crashes. Use the results to prioritize projects and to prioritize additional data collection (fill gaps in existing speed data).	NCDOT TSU obtained a statewide speed data layer from StreetLight and began exploring its use in network-level safety analysis.
2.2	Share speed-related safety issues (e.g., maps of crash or citation locations, dashboards, etc.) with state, regional, and local stakeholders (planners, engineers, law enforcement, and public outreach) for use in decision-making.	NCDOT TSU and GIS Unit continued to maintain a statewide speed limit map .
2.3	Determine appropriate proven safety countermeasures for systemic and spot improvement locations. Communicate and implement the approach for those countermeasures.	NCDOT TSU continued to implement countermeasures to address speed limit related issues.
		NCDOT TSU evaluated safety treatments for crash reductions.
2.4	Evaluate the effectiveness of implemented speed countermeasures.	NCDOT TSU continued to track the Secondary Route Safety Program (SRSP) evaluation (500 miles of roadway).
		NCDOT TSU completed the final evaluation of the Merrimon Avenue roadway configuration project.

Strategy 3: Enhance state-local partnerships in addressing speed-related issues.		
Supporting Action		2025/2026 Key Accomplishments
3.1	Develop and disseminate tools to educate the public on the safety impacts of speeding.	NCDOT TSU published a Speed Management Plan and released supporting materials in fall 2025 and early 2026.
3.2	Develop and implement local/regional speed management plans and prioritize proven safety countermeasures that reduce travel speeds on high-risk roadways.	NCDOT TSU presented speed information at a CAMPO meeting, the Asheville “Mountains to Main Street” workshop, and the NCAMPO conference.
3.3	Identify statewide speed limit setting practices. Use that information to develop and implement a consistent statewide approach to reviewing and setting context-appropriate speed limits, using state and national noteworthy practices (e.g., USLIMITS2) as a starting point.	NCDOT TSU published a Speed Management Plan and released supporting materials in fall 2025 and early 2026.
3.4	Develop and distribute educational materials for local agencies and decision-makers to explain how speed limit decisions are made, using state and national guides and research as a starting point.	NCDOT posted speed limit guidance materials on the NC Traffic Engineering Policies, Practices and Legal Authority (TEPPL) website, which serves as a resource for traffic engineering policies, documentation, and related information.

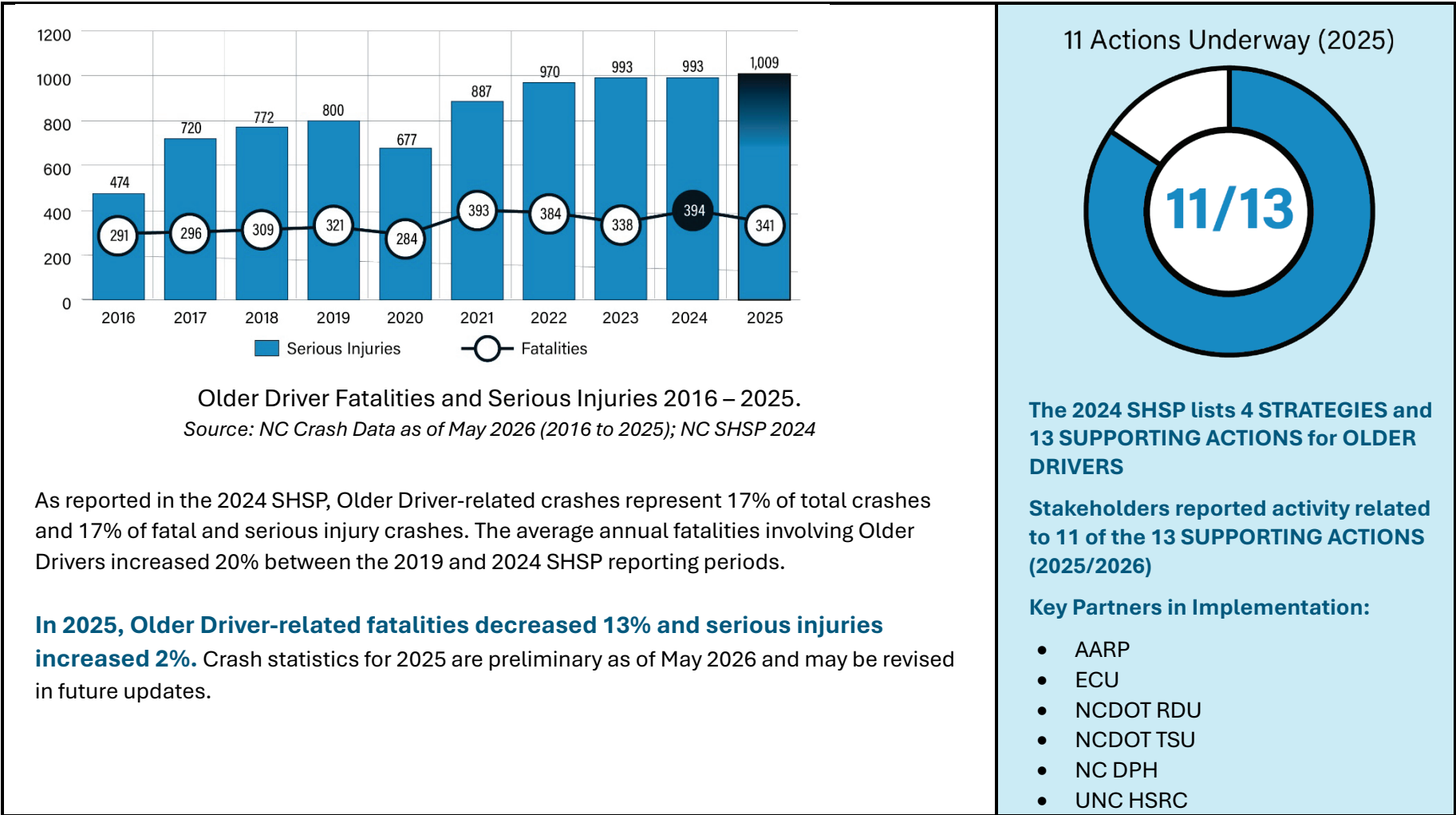
Strategy 4: Implement and expand the use of available technology options to enforce and limit speeds for highway safety in North Carolina.		
Supporting Action		2025/2026 Key Accomplishments
4.1	Explore the feasibility of automated speed enforcement in North Carolina, starting with work zones and school zones.	Senate Bill 391 authorized the use of speed safety cameras in school zones effective October 1, 2025.
		NCDOT is working with UNC HSRC to develop best practice guidance and a community readiness guide for speed safety camera enforcement in school zones , with release planned for summer 2026.
		UNC HSRC hosted an informational webinar on speed safety cameras in December 2025, convened an in-person peer exchange in March 2026, and gathered input on additional training and technical assistance needs.
		The NCVZ Task Force discussed intelligent speed assistance (ISA) legislation proposed by Families for Safe Streets and the NC “Stop Super Speeders” bill, which would require ISA technology for drivers whose licenses were revoked for reckless driving or extreme speeding once they regain driving privileges. The technology uses location-based data to prevent a vehicle from exceeding the posted speed limit.
4.2	Learn about best practices from other national leaders and identify opportunities in North Carolina for vehicle-based technology to deter speeding (e.g., intelligent speed assistance).	<i>No progress reported this period.</i>

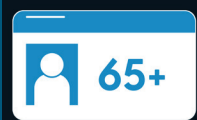
4.3	Explore the application of policy to support technologies such as intelligent speed assistance, starting with public or commercial fleets and with high-risk speed offenders. Model efforts on previous successes with technologies in North Carolina (e.g., ignition interlock).	<i>No progress reported this period.</i>
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Older Drivers

EMPHASIS AREA DEFINITION: Crashes involving older drivers (ages 65 and older).

EMPHASIS AREA GOAL: Reduce older driver-involved fatalities and serious injuries by half by 2035, moving toward zero by 2050.

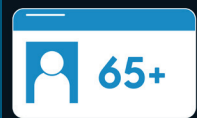


**Strategy 1: Design a roadway system that better accommodates the needs of older drivers.**

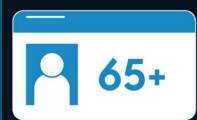
Supporting Action		2025/2026 Key Accomplishments
1.1	Conduct systemic analysis and screening to identify and address high-risk locations for older drivers.	NCDOT TSU continued to maintain a map of older driver crashes.
		NCDOT continued to install long-life markings, enhanced signing projects, and rumble strips.
1.2	Communicate and implement North Carolina's approach to designing crash countermeasures that accommodate older drivers.	NCDOT continued to conduct safety evaluations of countermeasures such as enhanced pavement markings, enhanced signing, and rumble strips.
1.3	Implement proven design practices to accommodate older road users, such as those from FHWA's Handbook for Designing Roadways for the Aging Population and NHTSA's Countermeasures That Work .	NCDOT RDU continued to receive training on older driver safety issues.
		NCDOT RDU conducted a lunch-and-learn presentation on designing for sight distance and provided recommendations related to roundabout sight distance.

Strategy 2: Implement strategies and programs that assess cognitive abilities of older drivers and identify adequate alternatives to driving.

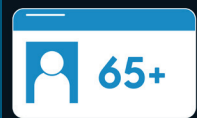
Supporting Action		2025/2026 Key Accomplishments
2.1	Monitor and support research on older drivers and medically-at-risk drivers.	<i>No progress reported this period.</i>
2.2	Improve monitoring and assessment activities for at-risk drivers, working with the medical review program.	At ECU, the Medical Review Program improved the quality and accessibility of the Medical Reporting Form by making it available electronically for physicians and clients.



2.3	Implement proven assessment tools that identify medically at-risk drivers as part of a fair and evidence-based licensure process.	No progress reported this period.
Strategy 3: Educate older drivers on factors that increase crash risk and alternatives to driving.		
Supporting Action		2025/2026 Key Accomplishments
3.1	Provide resources and guidance to older drivers for prolonging driving lifetime and managing risk.	UNC HSRC (supported by NC GHSP) provided older driver safety education and outreach through community events, presentations, and CarFit activities held across North Carolina.
		UNC HSRC (supported by NC GHSP) distributed senior driver rack cards and informational sheets through aging agencies, healthcare and rehabilitation providers, local governments, conferences, and community events.
		UNC HSRC (supported by NC GHSP) improved the ncseniordriver.org website to strengthen access to older driver safety resources and guidance.
		UNC HSRC (supported by NC GHSP) continued supporting the CarFit program and the Senior Driver Working Group, now renamed the NC Coalition for Older Adult Transportation (COAT).
3.2	Develop marketing materials advertising alternative transportation options during driving retirement transition, including how to use ride share, and distribute the materials in doctor offices, senior centers, and the DMV.	UNC HSRC (supported by NC GHSP) compiled a statewide list of transportation providers in all 100 counties, with an emphasis on alternative transportation options such as paratransit, demand-response, rideshare, and volunteer driver programs.
		UNC HSRC coordinated four NC Coalition for Older Adult Transportation meetings to support collaboration on transportation



		options for older adults among state agencies, universities, nonprofits, and safety organizations.
		Outreach on older adult mobility resources took place through venues including the North Carolina State Fair, CarFit events, the Safe Kids NC Injury Prevention Conference, and senior centers.
		UNC HSRC (supported by NC GHSP) expanded CarFit outreach through targeted volunteer emails, a Mailchimp newsletter, and stronger partnerships with community organizations.
3.3	Provide resources to guide the medically at-risk and/or older drivers through the process of determining fitness to drive, including the medical review process of NCDOT.	AARP continued offering We Need to Talk , an online seminar that helps older adults and families recognize when it may be time to limit or stop driving, advice on how to approach this conversation with loved ones, and identify alternative transportation options.
3.4	Prioritize transit and alternative transportation options in locations with high concentrations of older adults.	AARP continued outreach to educational and religious organizations to raise awareness of transit and alternative transportation options for older adults.
Strategy 4: Educate the public and agency stakeholders on older driver issues.		
Supporting Action		2025/2026 Key Accomplishments
4.1	Provide training to law enforcement agencies on interacting with older drivers and identifying physical and cognitive deficiencies affecting safe road use.	ECU, UNC HSRC, and North Carolina Department of Insurance presented to law enforcement and partner agencies at the 2026 North Carolina Traffic Safety Conference & Expo on older driver safety considerations and the use of a law enforcement cue card



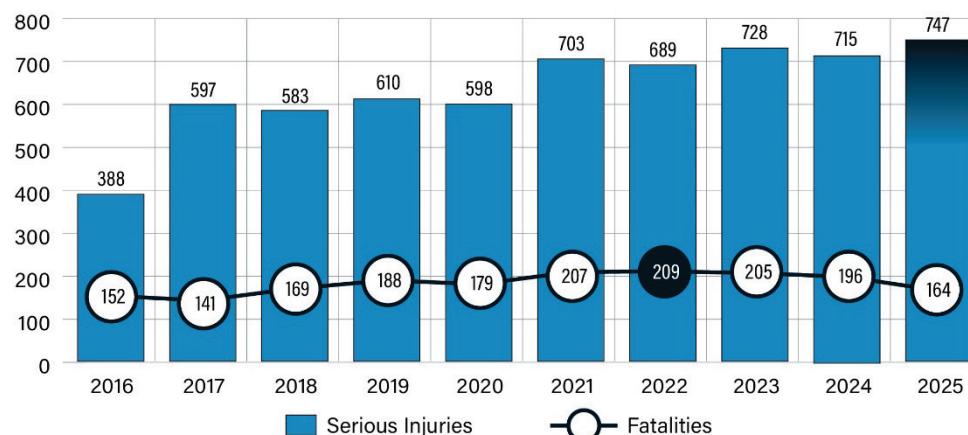
		developed by the North Carolina Coalition of Older Adult Transportation. The 9-item screening tool supports real-time assessment of possible cognitive impairment and includes referral information, implementation strategies, and resources for medically at-risk drivers.
4.2	Provide education and counseling to older patients who have been hospitalized after an at-fault crash, partnering with injury prevention coordinators and medical staff.	NC DPH continued providing education at the community level, while education and counseling for older patients hospitalized after a crash were provided through hospital injury prevention coordinators.
4.3	Implement proven assessment tools and provide more educational resources to medical providers to identify medically at-risk drivers as part of an evidence-based medical exam.	ECU (supported by NC GHSP) completed the third installment of <i>The Road Ahead</i> , an educational film designed to help Advanced Practice Registered Nurses identify cognitive impairments that may increase crash risk.
		ECU expanded outreach for <i>The Road Ahead</i> through a webinar for the Centralina Area Agency on Aging, a session at the agency’s annual conference, and a presentation to the Duke Dementia Family Support Program.



Motorcyclists

EMPHASIS AREA DEFINITION: Crashes involving motorcyclists. Motorcycles are defined as a two-wheeled motor vehicle having one or more riding saddles, and sometimes a third wheel for the support of a sidecar. The sidecar is considered a part of the motorcycle.

EMPHASIS AREA GOAL: Reduce motorcyclist-involved fatalities and serious injuries by half by 2035, moving toward zero by 2050.



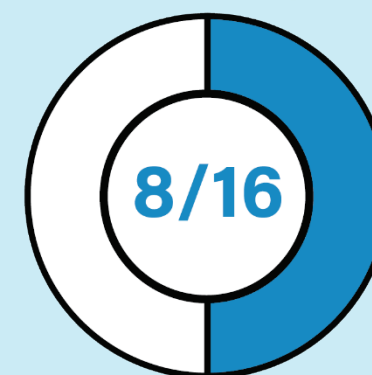
Motorcyclists Fatalities and Serious Injuries 2016 – 2025.

Source: NC Crash Data as of May 2026 (2016 to 2025); NC SHSP 2024

As reported in the 2024 SHSP, Motorcyclist crashes represent 1% of total crashes and 14% of fatal and serious injury crashes. The average annual fatalities involving Motorcyclists increased 22% between the 2019 and 2024 SHSP reporting periods.

In 2025, Motorcyclist fatalities decreased 16% and serious injuries increased 4%. Crash statistics for 2025 are preliminary as of May 2026 and may be revised in future updates.

8 Actions Underway (2025)



The 2024 SHSP lists 4 STRATEGIES and 16 SUPPORTING ACTIONS for MOTORCYCLISTS

Stakeholders reported activity related to 8 of the 16 SUPPORTING ACTIONS (2025/2026)

Key Partners in Implementation:

- BikeSafe NC
- NCDOT TSU
- NC GHSP
- NC SHP



Strategy 1: Build a foundation to strengthen motorcycle endorsement/training practices, legislation, and policy.		
Supporting Action		2025/2026 Key Accomplishments
1.1	Create a Motorcycle Safety Council or working group to lead motorcyclist-safety related initiatives in North Carolina.	NC SHP (supported by NC GHSP) continued to expand support for BikeSafe NC and is working with law enforcement agencies and community colleges to increase participation.
		BikeSafe NC (supported by NC GHSP) continued updating its curriculum, training new instructors, and expanding across the state's six regions.
		NC GHSP held kickoff events for Motorcycle Safety Awareness Month to support statewide motorcyclist safety initiatives.
1.2	Support graduated motorcycle licensing in North Carolina based on effective practices from other countries and States.	NC GHSP motorcycle safety program conducted 59 quality assurance visits across 26 training sites, delivered 527 rider training courses for 4,337 students, and trained 34 new Rider Coaches through three Rider Coach Prep classes.
		NC GHSP motorcycle safety program hosted its annual summer update at Davidson-Davie Community College in Thomasville, with 77 participants.
1.3	Partner with insurance agencies to explore new and promote existing incentives for licensing, endorsements, and safety courses.	<i>No progress reported this period.</i>



Strategy 2: Improve data collection to better understand motorcycle crash and injury contributing factors.		
Supporting Action		2025/2026 Key Accomplishments
2.1	Update law enforcement training on motorcycle crash investigations to improve diagnosis of crash and severity contributing factors.	<i>No progress reported this period.</i>
2.2	Conduct systemic analysis to identify factors and priority locations associated with motorcycle crashes.	NCDOT TSU continued to maintain an annual map of motorcycle-involved crashes.
2.3	Educate law enforcement at all levels on motorcycle safety, including emerging vehicles classified as motorcycles in North Carolina law and provide education on motorcycle-related needs and crashes to local safety efforts (e.g., Vision Zero and Safety Action Plans, law enforcement liaisons).	NC SHP (supported by NC GHSP) expanded BikeSafe NC statewide by conducting 145 classes that trained 303 students and supported a court diversion component with 44 participants. Two assessor training classes added 14 new assessors, increasing BikeSafe program capacity.
		NC SHP (supported by NC GHSP) hosted the annual BikeSafe Summit with 55 attendees, began transitioning to a new website to improve flexibility and retain program data ownership, and conducted 11 days of public outreach at Safety City during the North Carolina State Fair.
2.4	Partner with first responders and trauma health to improve injury outcomes (e.g., understanding when and why to send helmet with the ambulance, provide introductory training on motorcycle safety needs). Track outcomes with the National EMS Information System (NEMSIS) dataset.	<i>No progress reported this period.</i>
2.5	Partner with insurance agencies to establish a tracking mechanism for the safety courses taken by riders.	<i>No progress reported this period.</i>



North Carolina Strategic Highway Safety Plan (SHSP) 2025/2026

MOTORCYCLISTS



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2.6	Investigate data to understand crash risk by number of months/years of rider experience, ages of returning riders, types of motorcycles, and rider characteristics.	<i>No progress reported this period.</i>
2.7	Develop and implement a mechanism for law enforcement and first responders to collect data on gear (e.g., helmet type/age, foot protection, full body gear), including indicators for gear not worn.	<i>No progress reported this period.</i>
Strategy 3: Implement strategies to address high priority locations for motorcycle crashes.		
Supporting Action		2025/2026 Key Accomplishments
3.1	Update design, construction, and maintenance policies and practices to address motorcyclist vulnerabilities (e.g., warning signs, motorcyclist-safer barriers). Use existing research, such as FHWA's Motorcycle Safety Noteworthy Practices: Infrastructure and Engineering as the basis.	<i>No progress reported this period.</i>
3.2	Explore roadway striping that has more friction for motorcyclists and determine safer alternatives.	<i>No progress reported this period.</i>
3.3	Implement strategies to address high priority locations for motorcycle crashes.	NCDOT TSU continued to maintain an annual map of motorcycle involved crashes.



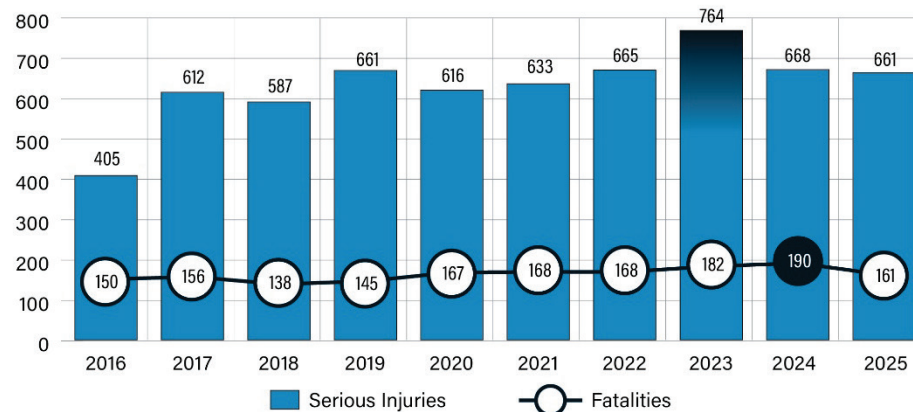
Strategy 4: Update maintenance and operation policies and practices to accommodate the unique vulnerabilities and characteristics of motorcyclists.

Supporting Action		2025/2026 Key Accomplishments
4.1	Develop and distribute educational materials to NCDOT contractors to raise awareness of motorcyclist vulnerabilities and the challenges construction and maintenance practices present for motorcyclists (e.g., grooved pavements, temporary lanes markings, gravel/sand, metal plates, motorcyclist-safer barrier designs). Use existing research as a starting point, such as FHWA's Synthesis on Roadway Geometry, Pavement Design, and Pavement Construction and Maintenance Practices.	NCDOT TSU continued to implement increased signing (e.g., advanced warnings for motorcyclists regarding areas of concern).
		NCDOT TSU continued to address motorcyclist safety through spot-specific practices.
4.2	Publicize construction zones and alternative routes to alert motorcyclists of areas of potential hazards.	NCDOT's DriveNC continued to provide information on work zones and alternative routes.
4.3	Develop terms within contracts with construction crews to adhere to proper cleanup practices that account for motorcycle safety during and after maintenance and construction.	NCDOT's Standard Specifications for Roads and Structures continued to mandate the cleanup and removal of loose material or debris.

Younger Drivers

EMPHASIS AREA DEFINITION: Crashes involving younger drivers (ages 15 to 19).

EMPHASIS AREA GOAL: Reduce younger driver-involved fatalities and serious injuries by half by 2035, moving toward zero by 2050.



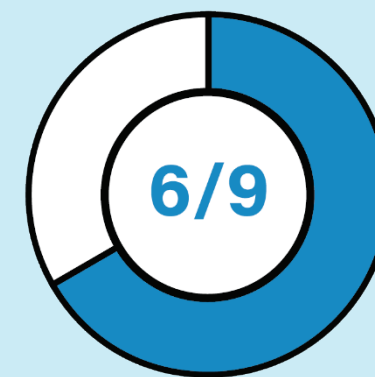
Younger Drivers Fatalities and Serious Injuries 2016 – 2025.

Source: NC Crash Data as of May 2026 (2016 to 2025); NC SHSP 2024

As reported in the 2024 SHSP, Younger Driver-related crashes represent 14% of total crashes and 11% of fatal and serious injury crashes. The average annual fatalities involving Younger Drivers increased 22% between the 2019 and 2024 SHSP reporting periods.

In 2025, Younger Driver-related fatalities decreased 15% and serious injuries decreased 1%. Crash statistics for 2025 are preliminary as of May 2026 and may be revised in future updates.

6 Actions Underway (2025)



The 2024 SHSP lists 3 STRATEGIES and 9 SUPPORTING ACTIONS for YOUNGER DRIVERS

Stakeholders reported activity related to 6 of the 9 SUPPORTING ACTIONS (2025/2026)

Key Partners in Implementation:

- Mecklenburg County
- NCAST
- NCDOT MSTA
- NCDOT TSU
- NC GHSP
- StreetSafe
- SADD
- The University Health Systems of Eastern North Carolina
- UNC HSRC
- Wake County

Strategy 1: Reinforce the driver education curriculum and licensing procedures to promote safe driving habits and how to share the road with all users.

Supporting Action		2025/2026 Key Accomplishments
1.1	Continue to monitor the comprehensiveness of driver education curricula, including those that address special education needs.	<i>No progress reported this period.</i>
1.2	Encourage participation in traffic safety education programs through campaigns that emphasize inexperience as a risk factor and encourage social norming based on licensing and education data.	<i>No progress reported this period.</i>
1.3	Continue to improve instructor training and professional development to encourage consistent delivery of driver education courses.	<i>No progress reported this period.</i>
1.4	Investigate impacts of changes to the graduated driver licensing system on younger driver fatal and serious injury crashes.	Safety stakeholders successfully opposed legislative efforts to weaken North Carolina's Graduated Driver Licensing law.
		NC GHSP worked with the Division of Motor Vehicles to eliminate one in-person visit in the graduated driver licensing process, helping reduce wait times.

Strategy 2: Continue research to better understand the contributing factors in young driver crashes and to identify opportunities to mitigate the problem.

Supporting Action		2025/2026 Key Accomplishments
2.1	Continue to conduct crash-based analysis of young driver fatal and serious injury crashes to understand contributing factors and identify opportunities for multimodal improvements.	NCDOT TSU continued to maintain an annual map of teen driver crashes.
2.2	Continue coordination between NCDOT Municipal School Transportation Assistance, school officials, and local municipalities to review and improve safe, multimodal school traffic operations, both for new and existing schools.	NCDOT TSU and MSTA continued to work together on the SPOT Mobility Program.

Strategy 3: Educate the public and agency stakeholders on younger driver issues and safe driving habits.

Supporting Action		2025/2026 Key Accomplishments
3.1	Continue to develop and disseminate educational materials for younger drivers and their parents/guardians that explore vehicle safety considerations including vehicle selection (e.g., Insurance Institute for Highway Safety vehicle ratings) and maintenance (e.g., monitoring tire air pressure).	NC GHSP redesigned and promoted ncteendriver.org to support the Time to Drive curriculum, increasing traffic from 944 users in FY2024 to more than 3,700 in FY2025.
		StreetSafe (supported by NC GHSP) expanded bilingual programming for Hispanic youth and Spanish-speaking communities in Johnston, Wake, Durham, Mecklenburg, and Cabarrus counties.

		UNC HSRC worked with District Attorneys' Offices and community partners statewide to provide educational alternatives, conduct monthly outreach, offer bilingual court assistance in New Hanover County, and maintain a 24-hour Spanish-language phone line.
		StreetSafe (supported by NC GHSP) delivered 48 alcohol education sessions in Orange and New Hanover counties using impairment goggles to highlight the dangers of impaired driving and the importance of planning ahead.
		StreetSafe (supported by NC GHSP) used the Seatbelt Convincer at hands-on driving events, providing more than 850 Spanish-speaking drivers with a firsthand seat belt safety demonstration.
3.2	Continue to develop and implement campaigns for young drivers and their parents/guardians to promote safe driving habits and address the issue of speed and distraction.	Mecklenburg and Wake counties (supported by NC GHSP) implemented Dedication to Community, a comprehensive Traffic Stop Safety Program to help teen and adult drivers navigate traffic stops safely, respectfully, and predictably.
		NC GHSP continued working with young driver experts through the Driver Education Advisory Committee to advance policies and practices that reduce young driver crashes.

		The University Health Systems of Eastern North Carolina Teen Safe Driving Program (supported by NC GHSP) continued to expand its local parent education and peer-to-peer initiatives in Onslow, Pitt, and Wayne counties. Through these efforts, the program reached 320 parents and more than 2,000 students, generated over 1.4 million campaign impressions, and shared 52 social media posts. The program was also featured nationally at the Safe States Injury Prevention Convention, highlighting its comprehensive approach to teen driving safety.
		NC SADD (supported by NC GHSP) grew to 88 active chapters, added 105 new members, formed 18 new partnerships, and carried out 91 events, presentations, and initiatives.
		NC SADD (supported by NC GHSP) conducted 59 activities in overrepresented communities, including Wake, Mecklenburg, Durham, and Forsyth counties, reaching an estimated 4,674 people directly through traffic safety programs.
3.3	Continue to develop and disseminate print and electronic educational materials for young drivers that explain the risks of driving after drinking any amount of alcohol, even below 0.08 BAC, and explain the impact on their license.	NCAST (supported by NC GHSP) continued promoting safe driving among young drivers through public service campaigns and social media content focused on avoiding distractions, obeying traffic laws, and ensuring all vehicle occupants wear seat belts.
		NCAST (supported by NC GHSP) continued its Teen Safe Driving Ambassador program in partnership with the North Carolina High School Athletic Association, with more than 150 young people statewide engaging peers to promote safe driving habits.

Planning for 2026/2027

The second year of the five-year 2024 Update began in May 2025.

This section highlights planned and ongoing efforts, as reported by safety partners, related to implementing the SHSP in 2025 and 2026

Areas of Opportunity

Safety partners across North Carolina continue to advance safety-related projects, programs, and policies through their ongoing efforts. The following is a selection of SHSP-related efforts that safety partners plan to continue or initiate in the second year of the five-year plan.

Overall Implementation

Just over 20% of the strategies and supporting actions in the 2024 Update did not have progress reported to date this period. This may reflect underreporting or a roadblock, such as the strategy lacking a clear champion. As Action Teams build momentum in Year 2, safety partners can continue reviewing the 2024 Update for opportunities to broaden partnerships, expand implementation efforts, and advance the Safe System Approach. Safety partners may also review the SHSP and refresh the strategies and supporting actions to reflect the current state of safety.

In 2025, the Executive Committee for Highway Safety initiated an effort to restructure and refocus their efforts related to reducing fatalities and serious injuries. Their role in the SHSP implementation and related highway safety efforts will be monitored. The ECHS activities that align with the SHSP strategies and actions will be included in the future annual reports.

Lane Departure

- ▶ NCDOT will launch the I-85 Connected Vehicle project near Gastonia in 2026 to deploy and evaluate technologies that detect freeway traffic queues and alert motorists using connected vehicle and other technologies.
- ▶ NCDOT will complete Research Project 2023-31 to assess current infrastructure and needed adjustments for safe operation of vehicle autonomy functions in rural areas.
- ▶ NCDOT will maintain a database of lane departure safety projects to support tracking and implementation efforts.
- ▶ NCDOT will provide tools and support to encourage law enforcement agencies to collect crash coordinates.
- ▶ NCDOT will update its website with new materials and data on implemented programs and the effectiveness of lane departure countermeasures and will maintain maps of countermeasure locations.
- ▶ NCDOT will publicize current safety data, conduct evaluations, and produce summaries, including completion of more than 200 spot safety evaluation reports in the next year.
- ▶ NCDOT will advance countermeasure research through studies on all-way stop compliance, 6-inch markings, dynamic left-turn intersections, 3-leg intersections, signal conspicuity treatments, and the Secondary Route Safety Program speed limit review update.

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- ▶ ITRE (supported by NC GHSP) will review the NCDOT Countermeasures Glossary and develop additional graphics and short videos to support public outreach and education.
- ▶ NCDOT will continue to support local and regional agencies developing safety action plans and continue to encourage implementation of lane departure countermeasures.

Intersections

- ▶ NCDOT will continue to participate in prioritizing intersection and roadway safety research projects.
- ▶ NCDOT will continue to install, study, evaluate, and disseminate information on AWS in North Carolina.
- ▶ NCDOT will complete and publish an updated AWS safety evaluation, including CRF development and compliance analysis.
- ▶ NCDOT will implement leading pedestrian intervals as a standard design practice at signals with pedestrian phasing as plans are redesigned.
- ▶ NCDOT will continue to promote quick-build projects and summarize results of completed projects.
- ▶ NCDOT will continue analyzing crash data at new and recently installed mini roundabouts.
- ▶ NCDOT will review existing research to determine whether updated CRF values are needed for the next CRF sheet update.
- ▶ NCDOT will continue to provide information on alternative intersection designs, promote safety effectiveness as data become available, and pursue opportunities to engage with the Law Enforcement Liaison to discuss ways to increase engagement with law enforcement officers.
- ▶ NCDOT will continue to use the SaFID charts as guidance for intersection design.
- ▶ NCDOT will recommend and fund roadway corridor improvements through the Spot Safety Program.
- ▶ NCDOT will study intersection safety effectiveness as data become available, including completing a safety study on 3-leg intersections with CRFs for 3-leg roundabouts.
- ▶ NCDOT engineers will present “Decoding the Drive: Engineers Explain Signals, Speed Limits, and Road Safety Treatments for the Rest of Us” at the June 2026 NC Traffic Safety Expo to provide educational content for law enforcement officers.
- ▶ ITRE will host a 2026–2027 Traffic Safety Webinar featuring NCDOT on intersections and roadway design and will post the recording on YouTube to extend outreach.

Pedestrians, Bicyclists, Personal Mobility

- ▶ NCDOT will continue reviewing signalized intersections and trail crossings to identify pedestrian improvements.
- ▶ NCDOT will continue encouraging local agencies to incorporate pedestrian safety considerations into local project reviews.
- ▶ NCDOT will continue updating guidance as new research and information becomes available.
- ▶ NCDOT will continue evaluating new data sources to inform pedestrian and bicycle safety efforts.
- ▶ NCDOT will publish bike box guidance.
- ▶ NCDOT will release the updated Pedestrian and Bicycle Infrastructure Network (PBIN).

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Seat Belts and Car Seats

- ▶ NC GHSP will increase the number of certified technicians.
- ▶ NC GHSP will continue to support "Click It or Ticket" mobilizations.
- ▶ UNC HSRC and Safe Kids NC (supported by NC GHSP) will expand Permanent Checking Station locations in the 12 rural counties that currently lack an in-county program, prioritizing underserved rural and at-risk communities.
- ▶ NC GHSP will add funding to existing CPS grants to train healthcare workers and develop a healthcare-specific CPS curriculum.
- ▶ NC GHSP will promote the FY2025 Occupant Protection Strategic Plan to strengthen and sustain North Carolina laws and regulations and identify enforcement challenges.
- ▶ ITRE (supported by NC GHSP) will develop materials to encourage seat belt use and proper car seat use, with a focus on short-form video content to increase online engagement.
- ▶ ITRE will explore partnership opportunities with HSRC to support public outreach for the CPS Program.

Substance Impaired Driving

- ▶ NC GHSP will continue to promote materials provided by NHTSA.
- ▶ NC GHSP will continue to support standard field sobriety education provided during basic training for law enforcement.
- ▶ NCDHHS Forensic Tests for Alcohol will launch educational events at military installations.
- ▶ NCDHHS Forensic Tests for Alcohol will provide training on substance misuse/abuse and impairment signs and symptoms to law enforcement and prosecutors.
- ▶ ITRE will host the Drug Impaired Driving Summit in March 2027 in partnership with NC GHSP and the NCCDA.
- ▶ If HB 789 passes in 2026, NCAST will pursue expanded use of ignition interlock devices for all impairment offenses.
- ▶ NCAST will explore additional legislative strategies, including vehicle speed restriction systems for drivers with multiple high-speed violation convictions.
- ▶ Atrium Health will conduct outreach in social districts to promote harm-reduction counseling delivered by partners beyond law enforcement and traffic safety stakeholders.

Safer Speeds

- ▶ NCDOT will continue using probe data tools, including ClearGuide, StreetLight, and FlowLabs, to guide speed limit decisions and conduct before-and-after analyses on higher-volume corridors, including completing and sharing the Merrimon Avenue evaluation in Asheville.
- ▶ NCDOT will release updated roadway reconfiguration guidance in the next cycle.
- ▶ NCDOT TSU will identify additional speed management countermeasures through review of the CMF Clearinghouse.
- ▶ NCDOT TSU will advance speed management efforts by promoting and participating in speed-related research projects.
- ▶ NCDOT TSU will update the before-and-after safety evaluation of the Secondary Route Safety Program.

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- ▶ NCDOT will present speed safety information at key professional meetings, including the NC Traffic Safety Conference and the NCSITE midyear meeting.
- ▶ The NCVZ Task Force will continue to serve as a liaison between state policy updates and communities interested in piloting school zone speed safety cameras following passage of SB 391.
- ▶ The NCVZ Task Force will support development of future school zone speed safety camera partnerships, including engagement with Greensboro.

Older Drivers

- ▶ NCDOT TSU will publish and promote older driver safety data to inform planning, policy, and safety initiatives.
- ▶ NCDOT will evaluate the safety effectiveness of countermeasures such as enhanced pavement markings, enhanced signing, and rumble strips to support improved roadway safety.
- ▶ NCDOT RDU will apply research and evaluation results to strengthen roadway design guidance for sight distance and lines of sight at intersections and roundabouts, with consideration for older driver limitations.
- ▶ AARP will continue engaging educational and religious organizations to share alternative transportation options and fitness to drive resources for medically at-risk and older drivers.

Motorcyclists

- ▶ NCDOT will publicize maps on motorcycle crashes.
- ▶ NC Department of Public Safety and NC GHSP will continue to support BikeSafe NC.

Younger Drivers

- ▶ NCDOT will continue to publicize maps on teen crashes.
- ▶ NCDOT TSU and MSTA will continue to work together on the SPOT Mobility Program.
- ▶ NC GHSP will continue to support teen driver safety initiatives led by University Health Systems of Eastern NC, UNC HSRC, and SADD.
- ▶ NCAST (supported by NC GHSP) will expand Teen Ambassador engagement in traffic safety awareness efforts, including Teen Safe Driving Week in October, World Day of Remembrance in November, Distracted Driving Awareness Month in April, and the 100 Deadliest Days at the end of the school year and start of summer.

Key Resources

Lane Departure

NCDOT CLEAR

<https://connect.ncdot.gov/projects/Value-Management/CLEAR-Program/Pages/default.aspx>

NCDOT Safety Countermeasure Glossary (2025)

<https://connect.ncdot.gov/resources/safety/TrafficSafetyResources/NCDOT%20Safety%20Countermeasure%20Glossary.pdf>

NCDOT Safety Project Evaluations

<https://connect.ncdot.gov/resources/safety/Pages/Safety-Evaluation.aspx>

North Carolina Vision Zero Photo and Image Gallery

<https://ncvisionzero.org/album/engineering-design-for-safety-images/>

Intersections

All-Way Stops: Improving Rural Intersection Safety (2025)

<https://ite.ygsclicbook.com/pubs/itejournal/2025/december-2025/live/#p=35>

NCHRP 948 *Guide for Pedestrian and Bicyclist Safety at Alternative and Other Intersections and Interchanges* (2021)

<https://www.nationalacademies.org/publications/26072>

NCDOT Research Project 2022-12 *Comparing Intersection Safety Performance using the “20-Flags” Method and Crash Data* (2023)

<https://connect.ncdot.gov/projects/research/RNAProjDocs/RP2022-12%20Final%20Report.pdf>

NCDOT Interim Design Safety Pilot Project (2023)

<https://connect.ncdot.gov/projects/BikePed/Documents/interim-design-safety-pilot-program.pdf>

Greensboro Neighborhood Traffic Management Program

<https://www.greensboro-nc.gov/departments/transportation/safety-programs/neighborhood-traffic-management-program>

NCDOT *Guidelines for Leading Pedestrian Interval (LPI) Implementation* (2025)

[https://connect.ncdot.gov/resources/safety/Teppl/TEPPL%20All%20Documents%20Library/NCDOT%20Leading%20Pedestrian%20Interval%20\(LPI\)%20Guidance.pdf](https://connect.ncdot.gov/resources/safety/Teppl/TEPPL%20All%20Documents%20Library/NCDOT%20Leading%20Pedestrian%20Interval%20(LPI)%20Guidance.pdf)

Pedestrians, Bicyclists, and Personal Mobility

BikeSafe North Carolina

<https://www.bikesafenc.com/>

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NCDOT Let's Go NC Program

<https://www.ncdot.gov/divisions/integrated-mobility/safety/lets-go-nc/Pages/default.aspx>

NCDOT Pedestrian and Bicycle Infrastructure Network

<https://connect.ncdot.gov/projects/BikePed/Pages/PBIN.aspx>

NCDOT Pedestrian Crossing Guidance

https://connect.ncdot.gov/resources/safety/Tepl/TEPPL%20All%20Documents%20Library/Pedestrian_Crossing_Guidance.pdf

NCDOT Research Project 2025-08 *Development of an arterial-based pedestrian exposure and crash risk model for North Carolina (2026)*

https://connect.ncdot.gov/projects/research/RNAProjDocs/Final%20Report_RP2025-08.pdf

Transportation-Public Health Leadership Program

<https://transporthealthleaders.org/>

Watch for Me NC

<https://www.ncdot.gov/watchforme/default.aspx>

Seat Belts and Car Seats

NC Department of Insurance Office of State Fire Marshal Child Passenger Diversion Program

<https://www.ncosfm.gov/community-risk-reduction/safe-kids/child-passenger-safety>

Safe Kids NC

<https://www.ncosfm.gov/community-risk-reduction/safe-kids/safe-kids-nc-information#WhatIsSafeKidsNC-1184>

Car Seat to Booster

https://www.buckleupnc.org/resources/BuckleUpNC_PostcardESP.pdf

Booster to Belt

https://www.buckleupnc.org/resources/BUNC_BoosterToBeltESP.pdf

NC Child Passenger Safety Laws & Recommendations

https://www.buckleupnc.org/resources/BuckleUpNC_PostcardESP.pdf

ITRE Seat Belt Safety Images

<https://ncvisionzero.org/album/seat-belt-safety-images/>

ITRE Safely Home Videos

https://www.youtube.com/@ITRE_Safety/shorts

Safely Home: Family Rules to Keep Your Loved Ones Safe (2026)

<https://ncvisionzero.org/familyrules/>

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NC Vision Zero Traffic Safety Resources

<https://ncvisionzero.org/resources/>

NC Vision Zero Visualization Dashboards

<https://ncvisionzero.org/data-analytics/visualizations/>

Substance Impaired Driving

NC House Bill 108 The Sober Operator Act of 2025

<https://www.ncleg.gov/Sessions/2025/Bills/House/PDF/H108v1.pdf>

NC House Bill 789 Mitigating Factor/Pretrial Use of IID

<https://www.ncleg.gov/Sessions/2025/Bills/House/PDF/H789v2.pdf>

Safer Speeds

NCDOT Speed Limits

<https://www.ncdot.gov/initiatives-policies/Transportation/safety-mobility/speed-limits/Pages/default.aspx>

NCDOT Speed a Little. Lose a Lot.

<https://www.ncdot.gov/initiatives-policies/safety/speed-a-little-lose-a-lot/Pages/default.aspx>

NCDOT Secondary Route Safety Program

https://connect.ncdot.gov/resources/safety/TrafficSafetyResources/One%20Pager_SRSP.pdf

Senate Bill 391 DOT Omnibus

<https://www.ncleg.gov/Sessions/2025/Bills/Senate/PDF/S391v8.pdf>

Families for Safe Drivers

<https://www.familiesforsafestreets.org/>

Older Drivers

East Carolina University Plan for the Road Ahead

<https://planfortheroadahead.com/>

AARP We Need to Talk Seminar

<https://www.aarp.org/auto/driver-safety/we-need-to-talk/>

Motorcyclists

BikeSafe NC

<https://www.bikesafenc.com/>

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NCDOT Sample Spot Safety Project Evaluation

<https://connect.ncdot.gov/resources/safety/Safety%20Evaluation%20Completed%20Projects/SS%2014-13-216%20Web.pdf>

NCDOT *Standard Specifications for Roads and Structures* (2024)

<https://connect.ncdot.gov/resources/Specifications/2024StandardSpecifications/2024%20Standard%20Specifications%20for%20Roads%20and%20Structures.pdf>

Younger Drivers

NCTeenDriver

<https://www.ncteendriver.org/>

StreetSafe Lifesaving Driving Experience Program

<https://www.streetsafeus.com/>

University Health Systems of Eastern North Carolina Teen Safe Driving Program

<https://www.ecuhealth.org/services/emergency-trauma/programs-support/>

NC SADD Program

<https://www.sadd.org/northcarolina>

NCAST Teen Safe Driving Ambassador Program

<https://www.besafenc.org/teen-ambassador/>