

FY 2007



Highway Safety

Annual Report

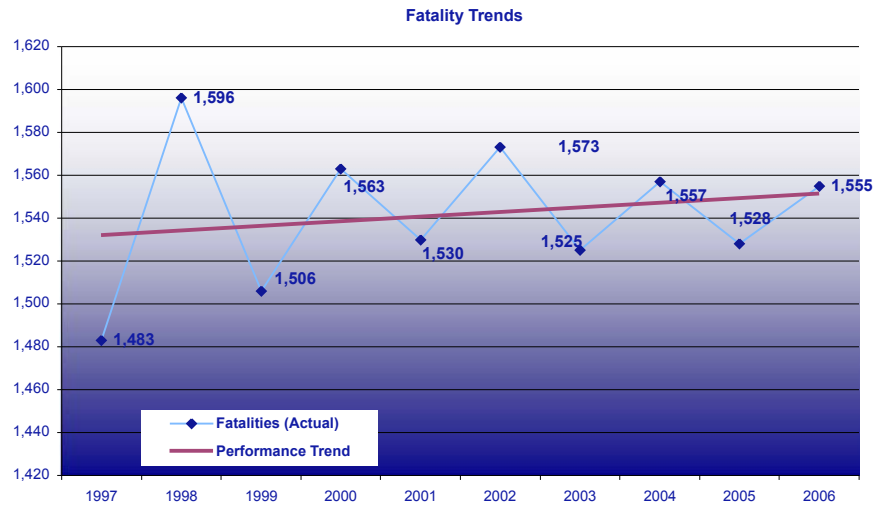
Crash Data / Trends

	Baseline Data 1994-1997					Progress Report Data 1998-2005				
Fatalities (Actual)	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	1,483	1,596	1,506	1,563	1,530	1,573	1,525	1,557	1,528	1,555
Fatality Rate /100 million VMT	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	1.81	1.87	1.72	1.75	1.67	1.68	1.63	1.62	1.51	1.53
Injuries (Actual)	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	152,289	150,120	151,235	141,367	134,122	133,216	134,472	134,354	125,191	121,510
Fatality & Injury Rate/(100 million VMT)	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	186.1	176.3	172.3	158.4	146.5	142.1	143.4	140.49	124.122	121.069
Fatality Rate/100K Population	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	20.25	21.65	19.96	19.42	19.01	19.22	19.11	18.22	17.64	17.55
Fatal & Serious Injury Rate/100K population	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	151	143.2	141.7	95.2	75.3	70.9	68.11	67.39	62.31	58.5
Alcohol Related Fatalities	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	462	469	407	465	371	379	354	356	411	379
Proportion of Alcohol Related Fatalities	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	31.2	29.4	27.0	29.8	24.2	24.1	22.8	22.8	26.9	24.4
Alcohol Related Fatality Rate/100M VMT	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	0.57	0.55	0.47	0.52	0.4	0.4	0.38	0.37	0.41	0.43
Percent of Population Using Safety Belts*	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	83.00%	81.70%	82.30%	80.50%	82.70%	84.10%	86.10%	86.10%	86.70%	88.50%
Motorcycle Fatalities	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	61	82	98	89	102	114	101	119	152	138
Pedestrian Fatalities	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	178	199	156	164	151	177	145	159	173	171
Bicyclists Killed	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	31	41	27	20	20	14	14	25	31	18

Performance Goals and Trends

Goal: Fatalities
Baseline

Maintain 3-year average on overall traffic fatalities
3-year average 1,537



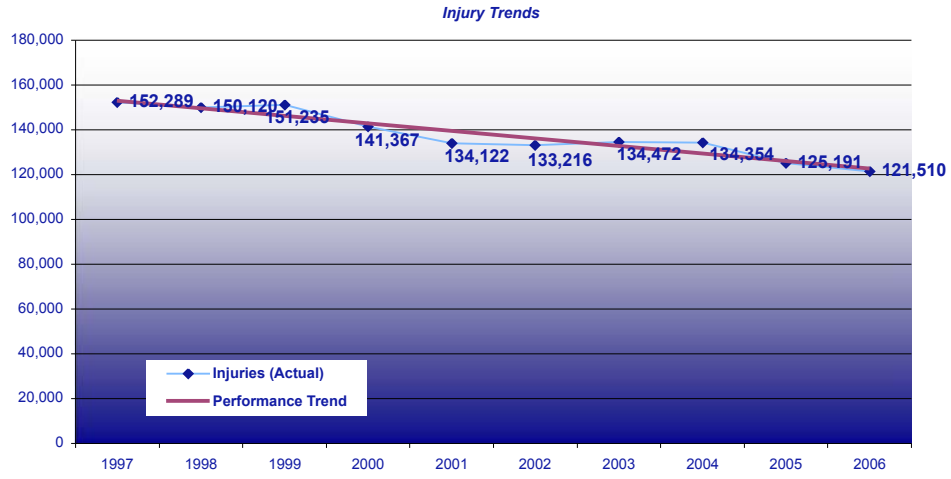
Goal: Fatality Rate/VMT
Baseline

To reduce the mileage death rate to less than 1.00/vmt by 2008
3-year average 1.55/vmt



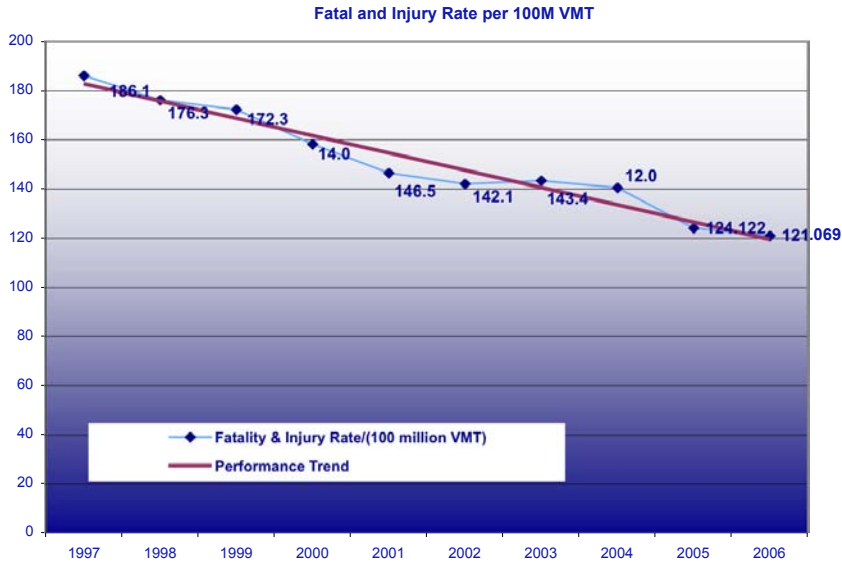
Goal: Injuries
Baseline

To reduce the mileage injury rate to less than 1.0 injuries per 100 MVMT by 2008
1999 rate of 8.6 injuries per 100 MVMT



Goal: Fatal and Injury Rate/VMT
Baseline

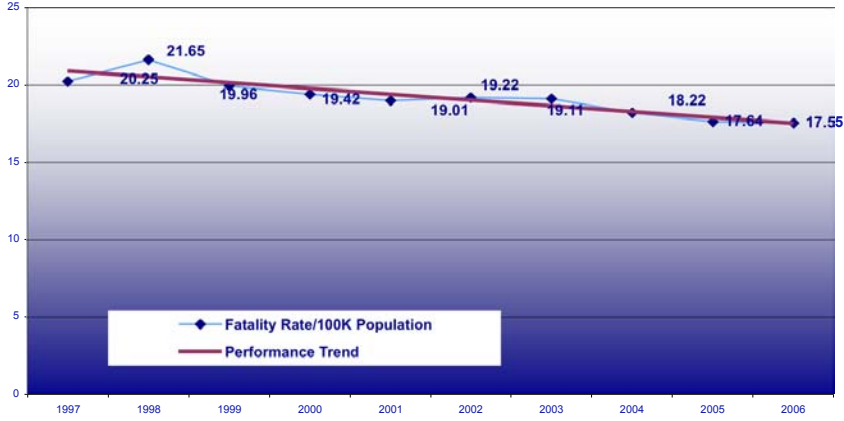
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Goal: Fatality Rate/100K Population
Baseline

N/A
N/A

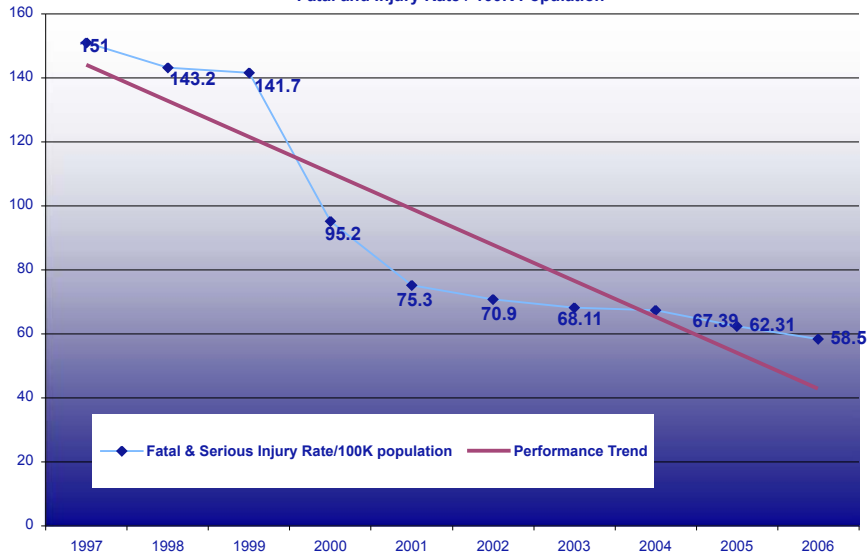
Fatality Rate/100K Population



Goal: Fatal/Serious Injury Rate/100K Population
Baseline

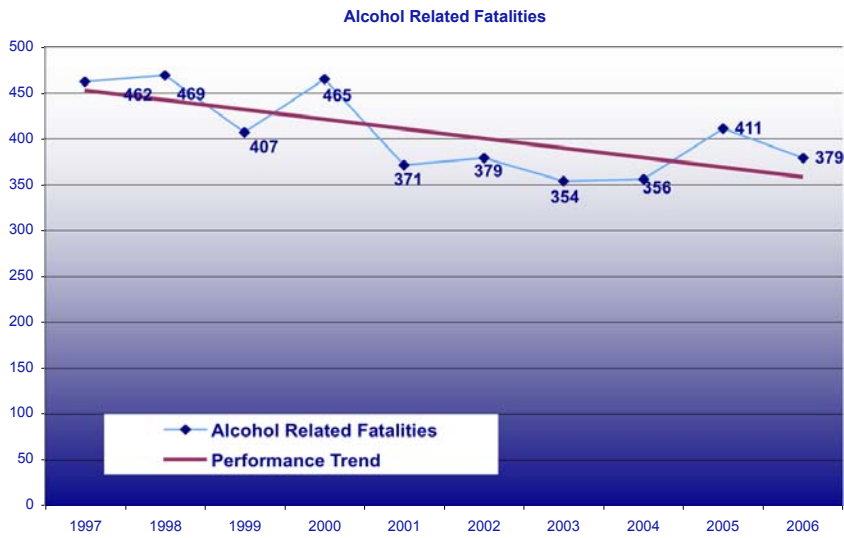
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Fatal and Injury Rate / 100K Population



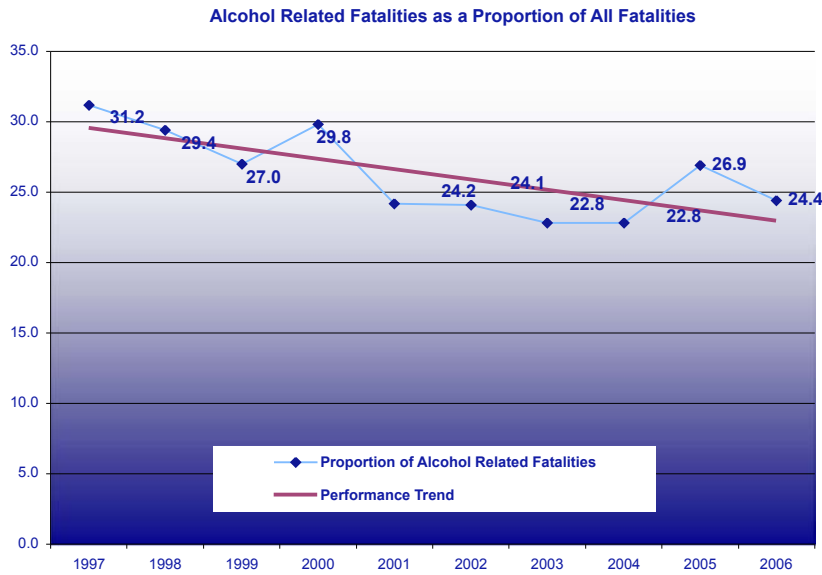
Goal: Alcohol Fatalities
Baseline

Reduce alcohol-related fatalities to 300 by 2010
3-year average 382



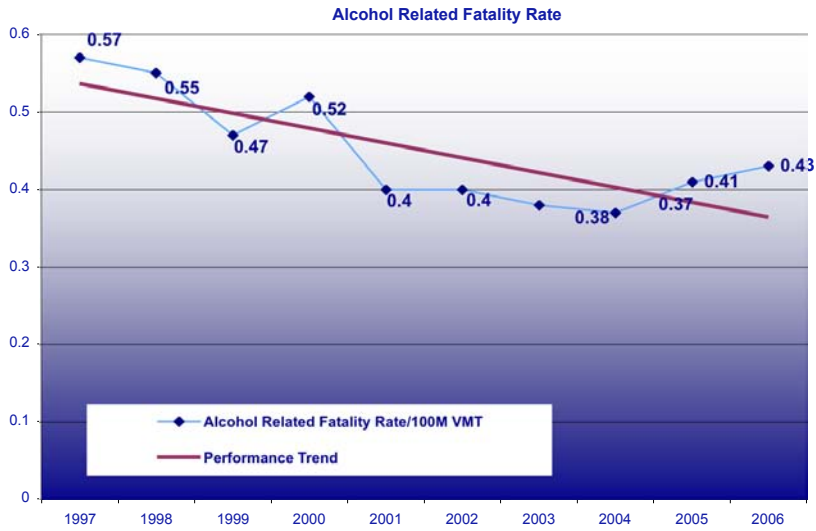
Goal: Alcohol Fatality Proportion
Baseline

Reduce the percentage of alcohol-related fatalities to 20.0% by 2010
3-year average 24.7%



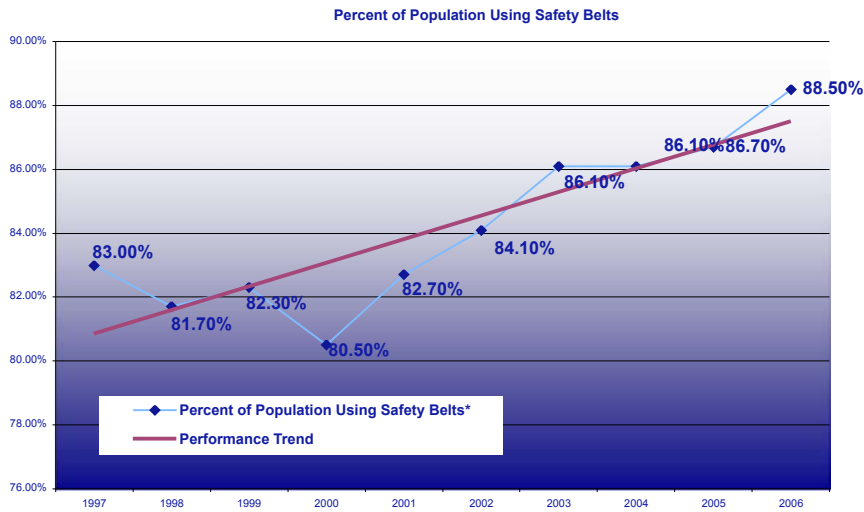
Goal: Alcohol Fatality Rate/VMT
Baseline

Reduce the alcohol-related fatality rate to 0.32 by 2010
3-year average 0.40%



Goal: Safety Belt Use
Baseline

Increase safety belt usage to 90 percent by 2010
3-year average 87.1%



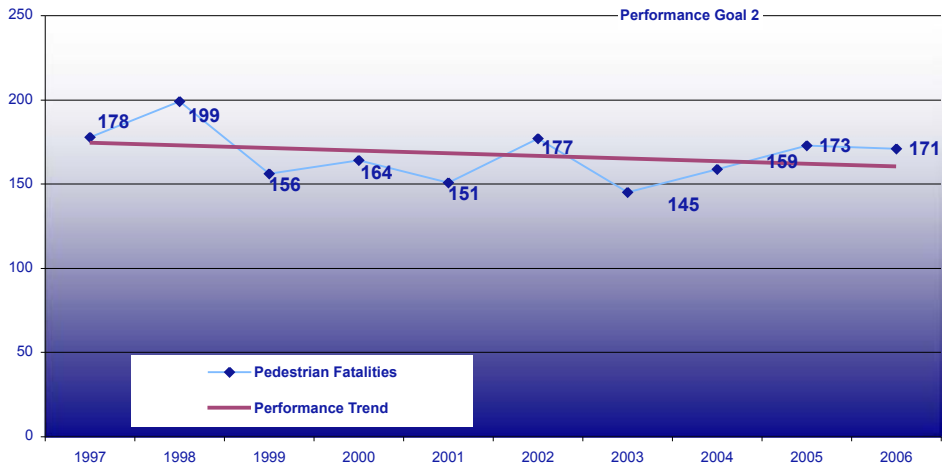
Goal: Motorcycle Fatalities
Baseline

Reduce motorcycle fatalities to 120 by 2012
3 year average of 136



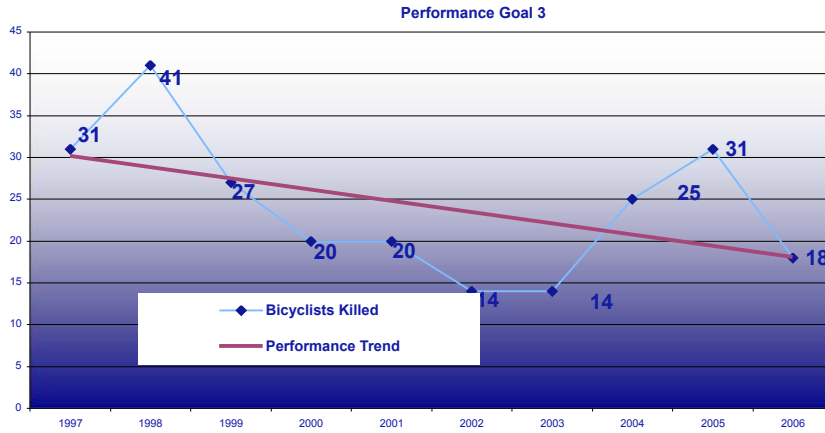
Goal: Pedestrian Fatalities
Baseline

Reduce pedestrian fatalities to 160 in 2008
3-year average 167 fatalities



Goal: Bicycle Fatalities
Baseline

Reduce bicycle fatalities to 15 in 2008
3-year average 25 fatalities



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Introduction

Crash Summary

Over the past eight years, North Carolina has experienced a fairly stable number of traffic fatalities and mileage death rate. The number of fatalities has been between 1,530 and 1,596 during each of the last eight years. At the same time, the fatality rate has dropped from 1.87 to 1.53, with the last four years showing steady but small decreases. North Carolina has been fortunate to see a significant reduction in the number of injuries, dropping from 150,120 in 1998 to 121,510 in 2006. Alcohol-related fatalities have dropped from 469 in 1998 to 379 in 2006. An area of concern in North Carolina, as well as across the country, is the recent rise in motorcycle fatalities. The number of motorcycle fatalities in North Carolina has increased from 61 in 1997 to 138 in 2006.

Accomplishments

North Carolina has experienced an increase in safety belt usage over the past six years from 81.7 percent in 1998 to 88.8 percent in 2007. The 88.8 percent rate is an all time high for North Carolina. This increased safety belt usage rate has helped to stabilize the number of fatalities and the mileage death rate. It has also assisted in the significant drop in overall traffic injuries.

North Carolina has an established Executive Highway Safety Committee that brings together decision-makers from all major entities involved in traffic safety, or that can have an impact on traffic safety. During 2004, this group adopted the AASHTO goal of 1.0 fatalities per 100 million miles traveled goal. The Southeast NHTSA Region, NHTSA, and GHSA have also adopted this goal. The EHSC meets quarterly and addresses a wide variety of traffic safety issues. Subcommittees have been formed to address several key highway safety issues including occupant protection. A complete report on their activities and a copy of the updated North Carolina Strategic Highway Safety Plan can be found at www.ncdot.org/doh/preconstruct/traffic/echs/#.

The Governor appointed a Task Force on Impaired Driving during 2004. This group met during late 2004 and early 2005 and developed recommendations on improvements to DWI processes and laws for the Governor's consideration. The final report was presented to the Governor in early 2005. As a result of this task force, companion bills were drafted and presented in both Houses of the N.C. Legislature during the 2005 session. These bills were passed during the 2006 Session of the General Assembly and started becoming law on December 1, 2006.

Challenges

The challenge for North Carolina in FY 2008 and beyond will be to reach the 1.0 fatality rate by 2008 as established by the Executive Committee for Highway Safety. This goal is worthy of striving for and will hopefully be accomplished. However, North Carolina's population, registered vehicles, and miles driven continue to climb and will put pressure on keeping the mileage death rate at a high level. Much work will be required by all those involved in highway safety to get the mileage death rate down to 1.0 per million miles traveled.

Impaired Driving Program Overview

Provide a general description of the alcohol program: objectives, noteworthy programs, results, future strategies.

North Carolina is very aggressive in the fight to rid the roadways of impaired drivers. The GHSP has developed a model program, "Booze It & Lose It", that has been in existence for 13 years. This program is modeled after the "Click It or Ticket" program that was developed in North Carolina. The "Booze It & Lose It" program focuses on highly visible nighttime impaired driving checkpoints. This program runs year round, thanks to six mobile breath alcohol testing units, or "BAT Mobiles" that allow law enforcement to provide enforcement tools for DWI checkpoints any day of the year.





The BAT Mobile program is administered by the Forensic Tests for Alcohol Branch. Five full-time BAT Mobile operators are scheduled for checkpoints and educational events throughout the state annually. The BAT Mobiles are equipped with three breath testing instruments, checkpoint signs and cones, lights, DWI processing forms, cell phone, gun/evidence lockers, traffic vests, flashlights, officer work stations, and an office for the Magistrate. The BAT Mobiles are fully functional DWI processing centers.

The most intense periods of enforcement activities for the BAT Mobiles is during the GHSP's annual "Booze It & Lose It" campaigns. Typically, these campaigns run during the weeks surrounding July Fourth holiday and the Thanksgiving to New Year time period. During 2007, in an effort to coordinate with the National Impaired Driving Campaigns, additional "Booze It and Lose It" campaigns were run during the St. Patricks Day weekend; the Labor Day timeframe and the Halloween timeframe.

The GHSP staffed the Governor's Task Force on Impaired Driving during FY 2004 and FY2005. This group was appointed by the Governor to develop recommendations that the Governor considered for improving the way North Carolina deals with impaired drivers. The Task Force submitted its' final recommendations to the Governor in early 2005. It was expected that these recommendations would lead to positive changes in the DWI processes and laws in North Carolina and ultimately in the reduction of impaired driving injuries and fatalities. This was indeed the situation with the passage of House Bill 1048 with major portions of it becoming effective December 1, 2006.

During FY 2007, the twelve weeks of “Booze It & Lose It” in North Carolina consisted of 35,655 checkpoints and saturation patrols. These enforcement efforts yielded 9,994 DWI arrests and over 241,000 total traffic violations. Additionally, the officers arrested 2,572 fugitives, recovered 592 stolen vehicles, discovered 7,274 drug violations, and made a total of 33,031 criminal arrests.

North Carolina will continue to operate “Booze It & Lose It” campaigns in FY 2008 and beyond. During FY 2008, five statewide campaigns are scheduled. The first will be over the St. Patricks ‘Day weekend in March. The next crackdown will be over the national Fourth of July holiday period. This will be followed by a “Booze It & Lose It” coinciding with the National Enforcement Crackdown August 15 through September 1. Additionally another short campaign will be run during the weekend preceding Halloween and conclude Halloween night. Additionally, North Carolina will run the more traditional holiday campaign December 1, 2007 through January 2, 2008.

Due to the backlog of DWI cases throughout the state, the Governor’s Highway Safety Program has been working with the North Carolina Conference of District Attorneys to encourage the County District Attorney’s offices to create a DWI Court. These DWI Courts would be set up and run according to the guidelines set by the National Association of Drug Court Professionals. North Carolina currently has two such courts in operation that are certified by the NADCP and one additional court being studied. Additionally the GHSP provided funding assistance in five Judicial Districts for assistance in handling DWI cases.



Occupant Protection – Program Overview

Provide a general description of the occupant protection program: objectives, noteworthy programs, results, future strategies.

North Carolina entered its' 14th year of "Click It or Ticket" during 2007. The state pioneered "Click It or Ticket" in 1993 as a statewide safety belt enforcement effort and the program is now active in most states across the nation. During 2005, North Carolina continued to press forward with "Click It or Ticket", with law enforcement still strongly behind the program.

Results for the 2007 "Click It or Ticket" mobilizations were once again impressive. A total of 8,648 checkpoints and patrols were conducted, resulting in 17,979 safety belt citations and 1,614 child passenger safety violations. In addition to the occupant protection violations, over 2,400 DWI arrests were made, 28,288 speeding citations issued, 81 stolen vehicles recovered, 1,537 drug charges, over 5,800 total criminal violations discovered, and 501 fugitives were apprehended.



"R U Buckled?" is in its' third year operating as a partnership between the Governor's Highway Safety Program and 165 North Carolina high schools created to reduce the number of teenage injuries and fatalities on our roadways. This program requires all drivers and passengers to buckle their safety belts before leaving school parking lots or risk losing parking privileges at school. At the present time the program is serving over 75,000 student drivers. The future goal of this program is to have the program in every high school in the state.

R U BUCKLED?



Paid Media Report

Describe how the paid media funds were used and an assessment on the effectiveness of the public service messages. Base the assessment on the data collected on paid advertising and on non-paid public service announcements.

The GHSP participated in six media programs in FY 2007. The GHSP continued its partnership with the Carolina Hurricanes. The buckle-up awareness campaign featured parking lot signage encouraging fans to buckle up as well as concourse signage inside the sports arena.

North Carolina also participated in the May 2007 "Click It or Ticket" campaign through ad placement and media buys with the NC Agency for Public Telecommunications. North Carolina's Governor, Mike Easley recorded a public service announcement encouraging citizens to buckle up. This announcement was placed in select target markets in the state where safety belt usage was below the statewide average.

The third paid media effort was conducted with the National Football League team, the Carolina Panthers. The GHSP had seat belt and "Booze It & Lose It" radio PSAs that aired during each home game. The campaign also included concourse signage inside the arena encouraging fans to buckle up and to not drink and drive. This effort reached a large audience providing both safety messages throughout the game.

The fourth paid media effort involved all 10 of the minor league baseball teams in North Carolina in conjunction with Insider Sports Marketing, LLC. The 10 ballparks span across the entire state. Each ballpark had parking lot signage as well as several signs inside each venue encouraging fans to drive safe. The agreement also included outfield and scoreboard signage at each ballpark. After each game a safety announcement was also made over the PA system as fans were leaving the venue. This effort reached approximately 40 million fans over the period of six months.

Through the Tarheel Sports Marketing, GHSP partnered with the University of North Carolina at Chapel Hill during the 2006-2007 basketball season. Seat belt and "Booze It & Lose It" radio PSAs were aired during each game reaching over 144 radio affiliates in North Carolina. On average 2 million people a month tune into these radio networks and listen to the games, most of whom perfectly match our most sought-after demographic: 18-44 year olds.

As always, North Carolina relied heavily on earned media to spread the messages of "Click It or Ticket" and "Booze It & Lose It". Press events and media tours were held for each mobilization and crackdown. Numerous radio, television and print media stories were also featured during each enforcement period.

The overall outcome of the “Click It or Ticket” portion of the paid media campaign was a statewide usage rate of 88.8 percent. This rate set an all-time record high, beating the previous mark set in 2006.

Noteworthy Practices

Project Title

North Carolina Executive Highway Safety Committee

Target Group

Upper level decision makers from across North Carolina that can have an impact on traffic safety

Program Area

Overall Traffic Safety

Problem Statement

Many traffic safety efforts are implemented on a fragmented basis across the state, as well as, some extremely coordinated statewide campaigns. However, significant, long-lasting gains have not been experienced on a statewide basis.

Objectives/Strategies

Current objectives/strategies can be found at www.ncdot.org/doh/preconstruct/echs/#.

Results

Results can be found at www.ncdot.org/doh/preconstruct/echs/#.

Cost

Unknown.

Funding Source(s)

State funds.

Contact Information

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Looking to the Future

Significant Challenges to be addressed

- ∞ Safety belt usage above the 90 percent range is difficult to achieve. North Carolina must get both pickup truck and van drivers and occupants buckled up in greater numbers to achieve a 90 percent statewide safety belt usage rate. Additionally, teenage drivers and passengers continue to buckle up below the statewide average.
- ∞ Motorcycle helmet usage continues to be high in North Carolina. However, there is growing pressure from outside groups and motorcycle groups in North Carolina for repeal of the mandatory helmet law, or a very relaxed law. Additionally, many of the current helmets being worn are not legal helmets approved by US DOT. This issue has been addressed through legislation in 2007 (becoming effective 01/01/08) that mandates that helmets shall be those meeting DOT standards.
- ∞ Hispanic persons continue to be over-represented in traffic crashes and traffic crash fatalities. GHSP has consolidated all Hispanic focused grants into one statewide coalition for better coordination. The group is known as the Governor's Hispanic Highway Safety Program, or Nuestra Seguridad.



Training, technical assistance, expertise and other resources necessary for success

- ∞ North Carolina will need financial resources to address the issues of speeding and safety belt usage. Additionally, educational efforts will be necessary. District Attorneys need to be aware of the toll speeding is creating in traffic crashes, thus, providing more punishment for violators. A concentrated enforcement campaign will be necessary to address the safety belt usage rates in pickup trucks and vans.

- ∞ North Carolina needs assistance from the federal level to educate legislators about the effectiveness of motorcycle helmets and the negative impact that other states have experienced as a result of a repeal, or downgrade of a mandatory helmet usage law.

2007 Legislative issues

For copies of the bills go to: <http://www.ncleg.net/Legislation/Legislation.html>

§ 20-137.1. Child restraint systems required Effective 6-1-07: Deletes exception for attending to a child's personal needs.

§ 90-21.20B. Access to and disclosure of medical information for certain purposes Effective 6-27-07: Among other changes, allows health care providers to disclose information to law enforcement as long as disclosure is not specifically prohibited.

§ 20-139.1(c) SECTION 5 and 6: Allows the person requested to withdraw blood or collect urine to refuse only if it reasonably appears that the safety of the withdrawer or the person from who the sample is being withdrawn is endangered. Written justification by the medical provider must be provided if requested by law enforcement.

§ 20-4.01. Definitions of PVA Effective 12-1-07: Includes vehicular traffic within or leading to a gated or non-gated subdivision or community.

§ 20-158.3. Emergency entry to controlled access roads Effective 12-1-07: Law enforcement, fire, rescue, ambulance, and first responder vehicles and other emergency vehicles shall have immediate access.

§ 90-113.10A. Alcohol vaporizing devices prohibited Effective 12-1-07: Knowingly manufacturing, selling, giving, delivering, possessing or using is prohibited. DWI Technical Corrections: Effective 8-30-07

Amends G.S. 20-4.01(24a): to provide that any violation of G.S. 20-141.4 (felony and misdemeanor death by vehicle; felony serious injury by vehicle; aggravated offenses; repeat felony death by vehicle) based on impaired driving is an „offense involving impaired driving.□ (Currently, only the death by vehicle offenses under G.S. 20-141.4 based on impaired driving are „offenses involving impaired driving.□)

Amends G.S. 20-139.1(b6): to eliminate the requirement that DHHS file their permittee lists and preventative maintenance records with the clerk. (DHHS will still be required to post this information on its web page.)

Amends G.S. 20-17.8: Clarifies that the medical exemption for the interlock is available to persons who committed a triggering offense before or after 12-1-06.

Amends G.S. 20-179: To provide that, even in Superior Court, the judge (rather than the jury) may determine the prior conviction aggravating factor in G.S. 20-179(d)(5). Expands grossly aggravating factor (c)(1) to include a prior conviction for an offense involving impaired driving. In other words, if a previously appealed implied-consent offense has been returned to District Court for a new sentencing hearing under G.S. 20-38.7, the court may treat that case as a prior conviction for sentencing purposes in another case even if the new sentencing hearing as required by G.S. 20-38.7 has not yet occurred in the case.

Amends G.S. 20-28.2(b) and (b1): to clarify that the judge may determine whether the vehicle should be forfeited at (among other times) a sentencing hearing for the underlying offense. Also clarifies that the vehicle is subject to forfeiture if the court determines by the greater weight of the evidence that the defendant is guilty of an underlying offense involving impaired driving.

Amends G.S. 20-38.7: Appeal of implied-consent offense to Superior Court to remove the language that prohibits the imposition of a new sentence on remand or withdrawal until all other pending impaired driving charges are resolved. This is designed to eliminate the „endless loop“ issue that may result under current law when multiple DWI convictions have been appealed and remanded/withdrawn and each is awaiting the resolution of the other.

Amends G.S. 20-38.7: to provide that a defendant may appeal a new sentence that is entered in District Court following remand or withdrawal only if (i) the new sentence entered in District Court is based on additional facts that were not considered in imposing the previous sentence in District Court and (ii) the defendant would be entitled to a jury determination of these additional facts in Superior Court under G.S. 20-179. Also provides that if a defendant appeals the new sentence under this „additional facts“ theory and then withdraws the appeal, the new District Court sentence will be „reinstated by the District Court as a final judgment that is not subject to further appeal.“

Amends G.S. 20-141.4(a6): to make repeat felony death by vehicle a separate offense, as opposed to a sentence enhancement, as under current law. Also addresses the proof of, and punishment for, this offense.

Amends G.S. 20-138.4: Requirement that prosecutor explain reduction or dismissal of charge involving impaired driving to clarify that the explanation requirements apply to „implied-consent cases.“

Applies to offenses committed on or after 12-1-07

Amends G.S. 20-179: to reduce from 0.16 to 0.15 the alcohol concentration that triggers aggravating factor d)(1). Also provides that, for purposes of this aggravating factor, „the results of a chemical analysis presented at trial or sentencing shall be sufficient to prove the person's alcohol concentration, shall be conclusive, and shall not be subject to modification by any party, with or without approval by the court.□

Amends G.S. 20-17.8: to reduce from 0.16 to 0.15 the alcohol concentration that triggers the ignition interlock requirement for a restored license. Also provides that for purposes of G.S. 20-17.8, DMV will rely on the alcohol concentration reported by the officer and chemical analyst under G.S. 20-16.2(c1) rather than, as is currently the case, relying on a court finding reported by the clerk.

Amends G.S. 20-179.3(g5): to reduce from 0.16 to 0.15 the alcohol concentration that triggers an interlock restriction on a limited driving privilege. Provides that, for purposes of subsection (g5), „the results of a chemical analysis presented at trial or sentencing shall be sufficient to prove a person's alcohol concentration, shall be conclusive, and shall not be subject to modification by any party, with or without approval by the court.□

Also provides, in a new G.S. 20-179.3(c1), that a limited driving privilege issued to a defendant convicted of an impaired driving offense who had an alcohol concentration of 0.15 or more is subject to the following special conditions: (i) the privilege may not take effect until 45 days or more after the date of final conviction; (ii) the person must comply with the ignition interlock requirements in subsection (g5); and (iii) the person is limited „to driving only to and from the [person's] place of employment, the place the [person] is enrolled in school, any court ordered treatment or substance abuse education, and any ignition interlock service facility.□

Rule of Evidence 702: Effective 8-21-06: Clarification of effective date of new evidence provisions: the introduction of Horizontal Gaze Nystagmus Test results, Drug Recognition Expert testimony, and Accident Reconstruction Expert testimony applies to hearings held on or after that date.

§ 15A-502. Photographs and Fingerprints Effective 10-1-07: Requires the arresting law-enforcement agency to photograph and fingerprint a person charged with any offense involving impaired driving, as defined in G.S. 20-4.01(24a) or DWLR if the revocation is for an Impaired Driving License Revocation as defined in G.S. 20-28.2 if they cannot be identified by a valid form of identification.

SCRAM Law Effective 12-1-07 see G.S. 20-19(e) G.S. 20-179(e): Allows, but does not require or mandate that SCRAM be used. Please read thoroughly and discuss with your Judges and Probation Officers before deciding to implement SCRAM in your district. § 20-158 Vehicle control signs and signals

Motorcycle Red Light law Effective 12-1-07: Provides a defense to motorcycles who run red lights under certain circumstances

G.S. 20-135.2A(c) Backseat seatbelt not required if under arrest Effective 7-27-07: Allows a defendant, under arrest, in the backseat of an officer's car, to be exempt from seatbelt requirements.

§ 20-20.1. Limited driving privilege for certain revocations Effective 12-1-07: Provides LDP under certain circumstances for drivers that are revoked for non-impaired driving offenses.

§ 20-141. Speed Restrictions Effective offenses on or after 12-1-07: Reductions to Improper Equipment will be recorded in the official DMV driver's record. Reductions to Improper Equipment may not be given to speeds in excess of 25 MPH. PJC may not be given to speeds in excess of 25 MPH.

§ 162-62 Determination of legal residency Effective 1-1-2008: Requires jail or local confinement facility, when prisoner is confined on charge of DWI or a felony, to determine if the prisoner is a legal resident of the United States by inquiry of the prisoner or by examining relevant documents, or both. Requires specified inquiries if the jail or facility is unable to determine if the prisoner is a legal citizen.

§ 15A-502(b) LEO can photograph driver if no license Effective 12-1-07: Permits a law enforcement officer to take a photograph of a person who operates a motor vehicle on a highway if the person is cited for certain moving violation, the person does not produce a valid driver's license on the officer's request, and the officer has reasonable suspicion concerning the person's true identity.

§ 18B-302 Give alcohol to a person under age 21 Effective 12-1-07: Makes violation of new giving-of-alcohol provision a Class 1 misdemeanor, and if the court does not impose an active sentence, it must include as condition of probation a minimum \$250 fine and 25 hours of community service for first offense and \$500 fine and 150 hours of community service for second offense in a four year period.

Amends 20-17.3 to require DMV to revoke the driver's license of a person convicted of giving alcohol or of aiding and abetting (when the convicted person is 21 or older) the purchase by a minor. Revocation is for one year and may not run concurrently with any other revocation already in effect. A judge may grant a limited privilege-using the DWI limited privilege procedure and rules-for any person revoked as an aider and abettor or who gives alcohol to a minor.