Problem Identification and Promising Solutions for the Annual Highway Safety Plan

Submitted by

North Carolina Governors Highway Safety Program

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EXECUTIVE SUMMARY

Each year, the NC Governor's Highway Safety Program (GHSP) prepares a Highway Safety Plan (HSP) as a guide for the State's federally funded safety activities. A major component in the production of this document is the identification of safety problems within the state through an analysis of crash data. The results of this problem identification effort are then used as one means of justification for determining where safety improvement funds are spent. With the available funding for safety improvements and programs diminishing, it is critical that such funding be carefully allocated to have the greatest impact on safety.

The objective of this report is to help GHSP in the identification of safety problems within the state. Here is a summary of the findings:

Overall trends in crashes by severity in North Carolina

- Fatality rates (fatalities per 100 MVM) in North Carolina have been decreasing in the last 10 years. However, the number of fatalities has been increasing.

- During the last 3 years, the total number of injury and fatal crashes has not changed significantly. However, the number of reported property damage only (PDO) crashes has increased significantly.

- During the last 3 years, Highway Patrol Troop Region G in the Western part of North Carolina has had the highest crash rate (per 1000 population) and highest rate of injury and fatal crashes (again, per 1000 population). One reason for a high crash may be the significant number of tourists that visit that area.

Alcohol-involved crashes

- During the last 3 years, there has been a decline in both the total number of drinking drivers in crashes and the percent of all-crash involved drivers who had been drinking.

- The 21-25 age group is associated with the highest percentage of drivers who had been drinking while being involved in a crash.

- Hispanic/Latino drivers have the highest rate of drinking while being involved in a crash. Part of the reason for their high rate is that the North Carolina Latino population is largely male and young – the primary group of drinking drivers in all racial/ethnic groups. For example, 49% of Hispanic drivers in crashes were 20-29 years old, compared to 26% of blacks and 21% of whites.

- Crashes involving drinking and driving is most common during early morning hours.

- About 54% of drinking driver crashes occurred on rural roadways.

Young driver crashes

- Crashes involving drivers age 16-20 have increased in the last 3 years, but this can completely be explained by population growth. There has been very little change in the severity of crashes during this period.

- Among young drivers, the driver did something to contribute to the crash in 68% of all crashes, while only 48% of drivers age 25-54 contributed to their crash. A substantial proportion of young driver errors are accounted for by three actions: failure to yield, failure to reduce speed appropriately, and driving too fast for conditions.

- Alcohol involvement by crash-involved young drivers, all of whom are under the legal drinking age, is lower than for all age groups up to age 50.

Motorcycle safety

- Although the number of motorcycle crashes has been increasing for about 5-years along with the North Carolina population and number of registered motorcycles, the crash rate for 2002-2003 suggests a possible leveling off of this trend.

- The typical motorcycle crash occurs between April and October on a Friday, Saturday, or Sunday between 12:00 noon and 7:00 p.m. during clear weather on a rural two-lane state secondary road with a 55 MPH speed limit.

- Curved roadway crashes are overrepresented in motorcycle crashes and are associated with greater risk for fatal/severe injury than crashes straight roadway segments.

- Rollovers, hitting a fixed object, rear-ending another vehicle, the motorcyclist or another vehicle making a left/right turn, and running off the roadway are the most harmful precipitating events of motorcycle crashes.

- Fatal/severe injury to the motorcyclist was strongly associated with head-on crashes, hitting a fixed object, left/right turns, and leaving roadways.

Pedestrian safety

- Although crashes involving pedestrians represent only about 1% of the total reported motor vehicle crashes in North Carolina, pedestrians are highly over-represented in fatal and serious injury crashes. Approximately 12% of the fatal crashes and 9% of A-type (disabling injury) crashes in North Carolina involved pedestrians.

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- Pedestrian crashes are most likely to occur in the afternoon and early evening between the hours of 2 pm to 6 pm and 6 pm to 10 p.m., with over half of pedestrian crashes occurring during these eight hours.

- While most crashes (55%) occurred during clear or cloudy weather *and* under daylight conditions, 18% occurred during night-time on lighted roadways (clear or cloudy) and another 15% occurred during night-time on unlighted roadways (clear or cloudy conditions).

- The 51 to 60 year group has shown numerical and proportional increases in the pedestrian crashes each of the three years while the 26 to 30 year group has shown a decline. On average, older teens (16 to 20) and young adults (21 to 25) accounted for greater numbers and proportions of pedestrian crashes than other groups. However, the proportions of those killed and seriously injured in a pedestrian crash is higher for the older age groups.

- Blacks are over-represented in pedestrian crashes, and Whites are under-represented based on the population. However, there appears to be a decreasing trend in the proportion of crashes involving black pedestrians.

- The most frequent crash type involves *Pedestrian failure to yield*. It should be pointed out, however, that this crash type does not necessarily imply fault. For example, a pedestrian may detect a gap at a mid-block area and begin crossing, but a speeding motorist closes the gap sooner than expected and strikes the pedestrian.

Bicyclist safety

- Bicyclists represent less than 0.5% of the total reported motor vehicle crashes in North Carolina, but represent 1.5% of the fatal crashes, and 2% of A-type (disabling injury) crashes.

- The number of bicyclist crashes has fluctuated over the past 3 years, but no obvious trend is apparent over this time.

- Bicyclist crashes peak on Friday and Saturday.

- While most crashes (74%) occurred during clear or cloudy weather and under daylight conditions, 17% occurred during night-time on lighted or unlighted roadways (clear or cloudy conditions).

- There seems to be an increasing in the number of bicycle crashes involving adults ages 40 to 69, and a decreasing trend among children up to age 15. It is not clear if this may be due to changes in riding patterns among the different age groups and/or change in the population of the specific age groups.

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- The most frequent crash type (about one-fifth of bicycle-motor vehicle crashes), involved *Sign-controlled intersection* violations by bicyclists and motorists.

- Children were most often involved in *mid-block ride out* crashes, more typically occurring in urban areas.

Older driver safety

- The number of crash-involved older drivers has shown only modest increases over the past 3 years. Although drivers ages 65+ make up only 7.5% of the crash-involved driver population, they comprise 15% of fatally-injured drivers.

- Nearly one in five drivers killed in crashes in the western Mountain region of the state is age 65+. As the North Carolina population ages, this proportion will rise, not only in western North Carolina but in all parts of the State.

- For the most part, older driver crashes tend to mimic the locations and situations where older adults drive, (i.e., on shorter trips, lower speed roadways, about town, during the daytime, under favorable weather conditions, etc.).

- Drivers ages 65+ are more likely to crash while making a left turn, and the crash risk increases along with their age.

- Older drivers are more likely to be cited for contributing to their crash, with the most commonly cited contributing factor being failure to yield to other traffic.

Speed-related crashes

- Speed-related PDO crashes have increased substantially in the last two years. However, the number of injury and fatal speed-related crashes has changed very little during this period.

- Speed-related crashes are in general more severe compared to non-speed-related crashes.

- A higher percentage of crashes in rural areas are speed-related compared to urban areas.

- The 16-17 age group is associated with the highest percentage of speed-related crashes.

- A large number of speed-related crashes occur during the morning peak, the afternoon peak, and between 1:00 and 3:00 a.m.

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- Interstates have the lowest number of speed-related crashes, but the highest percentage of speed-related crashes. Local streets have the highest number of speed-related crashes, but the lowest percentage of speed-related crashes.

- Close to 80% of crashes where a rear-end crash was the first harmful event, are speed-related. A significant percentage of crashes (close to 50%) where the first harmful event is a Jacknife/Overturn/Rollover, collision with a fixed object, or ran-off-the-road, are speed-related.

Occupant restraint

- Following the enactment of a primary enforcement seat-belt law and the "Click It or Ticket: campaign, the observed driver seat belt usage rate has increased from approximately 65% in the early 1990's to around 87% in the 2005.

- The latest survey of seat-belt usage was conducted during Memorial Day 2004. The estimated usage rate at that time was 86% of drivers and 85% for passengers.

- A larger percentage of women use a seat belt (93%) compared to men (86%).

- Typically, middle-aged and older drivers have a higher usage rate compared to young drivers.

- Information on restraint usage for individuals involved in an accident is usually self-reported and not reliable, especially for less severe crashes.

1. INTRODUCTION

The objective of this report is to help this agency in the identification of safety problems within the state. This section gives an overview of the frequency and severity of crashes in North Carolina during the last several years. In the subsequent sections, the following areas that are of primary interest to GHSP are discussed in more detail:

- Alcohol related crashes
- Young driver crashes
- Motorcycle crashes
- Pedestrian crashes
- Bicycle crashes
- Older driver crashes
- Speed-related crashes
- Occupant restraint usage

Fatalities and Fatality Rates

The fatality rates in North Carolina and Nation during the last several years are presented in Table 1.1. Fatality rates for the nation were obtained from the Fatality Analysis Reporting System (FARS) (http://www-fars.nhtsa.dot.gov/). For North Carolina, the number of fatalities in 2004 was obtained from FARS crash records. Exposure (i.e., miles traveled) for 2004 was obtained from NCDOT. Data for the prior years for North Carolina were taken from the 2003 *North Carolina Traffic Crash Facts* report.

Table 1.1: *Fatalities and fatality rates*

Year	National Rate (per 100 MVM[1])	NC Rate (per 100 MVM)	NC Fatalities
1966	5.50	6.78	1724
1967	5.26	6.57	1751
2000	1.53	1.75	1563
2001	1.51	1.67	1530
2002	1.50	1.68	1573
2003	1.48	1.63	1525
2004	1.46	1.62	1557

[1] 100 Million Vehicle Miles Traveled

Frequency and severity of crashes during the last 3 years

Table 1.2 shows the frequency and severity of crashes in North Carolina during the last 3 years. The number of injury and fatal crashes do not seem to have changed significantly during the last 3 years, but the number of property damage only crashes (PDO) has increased significantly.

Table 1.2: *Crash frequency and severity in North Carolina*

	Oct 01 – Sep 02		Oct 02 – Sep 03		Jan 04 – Dec 04	
Severity	Number		Number		Number	
PDO	136379		144979		145774	
Injury	82705		83429		83044	
Fatal	1437		1339		1423	
TOTAL	220521		229747		229747	

Table 1.3 shows the number of crashes, number of injury and fatal crashes, crash rate, and the rate of injury and fatal crashes for different counties in North Carolina. The table also highlights the counties that have high crash rates, high rate of injury and fatal crashes, and high frequency of total crashes, and a high frequency of total injury and fatal crashes. Durham, Mecklenburg, McDowell, Duplin, Lee, Watauga, Martin and Wake have a large number of crashes as well as high crash rates.

Table 1.3 County Rates for All, Injury, and Fatal Crashes

County of Crash	Total Number of Crashes in County	Overall Crash Rate per 1000 Population in County	Number of Fatal/Injury Crashes in County	Fatal/Injury Crash per 1000 in
Alamance	3559	26.1	1245	9.1
Alexander	604	17.5	212	6.1
Alleghany	243	22.5	98	9.1
Anson	645	25.6	229	9.1
Ashe	534	21.3	201	8.0
Avery	302	16.7	131	7.2
Beaufort	1184	25.9	478	10.5
Bertie	580	29.3	236	11.9
Bladen	864	26.4	377	11.5
Brunswick	1967	24.1	730	8.9
Buncombe	5429	25.5	2253	10.6
Burke	2147	24.2	854	9.6
Cabarrus	3998	27.9	1362	9.5
Caldwell	1805	23.1	744	9.5
Camden	157	20.0	67	8.5
Carteret	1297	21.4	521	8.6

Caswell	418	17.6	133	5.6
Catawba	4624	31.5	1562	10.6
Chatham	1536	28.6	468	8.7
Cherokee	439	17.4	193	7.6
Chowan	265	18.5	106	7.4
Clay	177	18.9	81	8.6
Cleveland	2262	23.2	854	8.8
Columbus	1549	28.4	707	13.0
Craven	2003	21.7	737	8.0
Cumberland	8985	29.1	3471	11.2
Currituck	476	23.1	187	9.1
Dare	938	28.1	297	8.9
Davidson	3459	22.8	1456	9.6
Davie	864	23.2	263	7.1
Duplin	1634	32.2	524	10.3
Durham	8497	36.0	2544	10.8
Edgecombe	1341	24.8	503	9.3
Forsyth	8788	27.7	2999	9.4
Franklin	1187	22.9	435	8.4
Gaston	5281	27.6	2077	10.8
Gates	272	25.1	111	10.3
Graham	185	22.9	95	11.8
Granville	1153	22.0	413	7.9
Greene	421	21.2	172	8.7
Guilford	12984	30.1	5152	11.9
Halifax	1420	25.0	604	10.6
Harnett	2165	22.2	888	9.1
Haywood	1076	19.3	445	8.0
Henderson	2403	25.4	890	9.4
Hertford	595	25.0	251	10.5
Hoke	692	18.7	360	9.7
Hyde	106	18.5	25	4.4
Iredell	3738	28.0	1453	10.9
Jackson	855	24.4	288	8.2
Johnston	3923	28.8	1474	10.8
Jones	303	29.7	116	11.4
Lee	1729	34.7	547	11.0
Lenoir	1454	24.7	660	11.2
Lincoln	1571	23.3	545	8.1
Macon	655	15.2	245	5.7
Madison	318	10.1	137	4.4
Martin	694	34.7	232	11.6
McDowell	1076	43.2	388	15.6
Mecklenburg	26532	35.3	9270	12.4
Mitchell	302	19.0	143	9.0
Montgomery	635	23.2	229	8.4
Moore	1846	23.6	730	9.3
Nash	2792	31.2	1054	11.8
New Hanover	5334	31.5	2241	13.2
Northampton	553	25.4	240	11.0
Onslow	3637	23.2	1313	8.4
Orange	2800	23.3	827	6.9
Pamlico	218	16.8	104	8.0
Pasquotank	784	21.5	272	7.5
Pender	1242	28.4	411	9.4
Perquimans	259	22.1	102	8.7
Person	865	23.4	264	7.1

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Pitt	4174	30.0	1427	10.3
Polk	376	19.9	124	6.6
Randolph	3307	24.5	1219	9.0
Richmond	1038	22.3	517	11.1
Robeson	3395	27.0	1616	12.9
Rockingham	2176	23.5	801	8.7
Rowan	2998	22.5	1161	8.7
Rutherford	1511	23.8	611	9.6
Sampson	1548	24.9	691	11.1
Scotland	761	21.4	427	12.0
Stanly	1350	22.9	541	9.2
Stokes	971	21.3	325	7.1
Surry	1825	25.4	708	9.8
Swain	196	14.7	97	7.3
Transylvania	590	20.0	229	7.8
Tyrrell	110	26.0	42	9.9
Union	3563	24.6	1289	8.9
Vance	1141	26.0	324	7.4
Wake	22146	31.6	6579	9.4
Warren	410	20.4	149	7.4
Washington	332	24.6	118	8.7
Watauga	1358	31.8	417	9.8
Wayne	2733	24.0	1131	9.9
Wilkes	1677	25.1	666	9.9
Wilson	2254	29.8	928	12.3
Yadkin	840	22.8	271	7.4
Yancey	271	15.1	110	6.1
State	230676	27.4	84544	10.0

Table 1.4 shows the frequency and rate of crashes and the frequency and rate of injury and fatal crashes for the eight highway patrol troop regions. Region C has the highest number of total crashes and the highest number of injury and fatal crashes. Region A in the Northeastern part of North Carolina has the lowest number of total crashes and the lowest number of injury and fatal crashes. Region G in the Western part of North Carolina has the highest overall crash rate and the highest rate of injury and fatal crashes. Region H in the Southwestern part of North Carolina has the lowest overall crash rate and lowest rate of injury and fatal crashes.

It is important to note that although Regions A and H have approximately the same number of crashes, Region A's rates are more than twice that of Region H. One reason may be because of the significant amount of tourist traffic in Region A during the summer months. The high crash rate in Region G along the Tennessee border is also at least partly due to the significant amount of tourists that visit that area.

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Table 1.4 NC SHP District Rates for All and Fatal/Injury Crashes

NC SHP District where Crash Happened	Total Number of Crashes in NC SHP District	Overall Crash Rate per 1000 Population in SHP District	Total Number of Fatal/Injury Crashes in NC SHP District
Troop A Reg 1NE	16201	25.2	6089
Troop B Reg 2SE	32320	27.3	12969
Troop C Reg 3NCE	49971	29.9	16550
Troop D Reg 4NCC	29374	27.2	10656
Troop E Reg 5NCW	25728	25.1	9315
Troop F Reg 6NW	18301	26.4	6752
Troop G Reg 7SCW	42620	30.3	15753
Troop H Reg 8SW	16161	22.5	6460
State	230676	27.4	84544

2. ALCOHOL-INVOLVED CRASHES

Driving after drinking continues to be one of the major causes of motor vehicle crashes in North Carolina as well as the U.S. as a whole. As shown in Table 2.1, both the total number of drinking drivers in crashes and the percent of all crash-involved drivers who had been drinking have remained somewhat steady over the last four years with a slight decrease in 2004 as compared to 2001.

Table 2.1: *Number and percent of drivers involved in crashes judged to have been drinking by year.*

	Number of drinking drivers	Total driver crashes	Percent of drivers drinking
Oct 2000 to Sep 2001	14,119	369,894	3.8%
Oct 2001 to Sep 2002	12,952	372,426	3.5%
Oct 2002 to Sep 2003	10,944	384,447	2.8%
Jan – Dec 2004	11,376	381,183	2.9%

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Demographic Difference in Alcohol Use by Drivers

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Driver Age

Alcohol use is strongly related to age and that is also seen in drinking by crash-involved drivers. The very youngest drivers have very low levels of alcohol use, but the prevalence of drinking among crash-involved drivers increases sharply with each year of age to a peak among the 21-25 year-old age group. As is seen in Figure 2.1, the likelihood a crash-involved driver has been drinking drops again by age 25, remains stable among drivers up to age 45 then declines until reaching a stable, relatively low level among drivers 55 and older.

Figure 2.1 Table of AGE by DRINTOX

AGE(Age of Driver)

DRINTOX(Driver Alcohol Assessment)

Frequency Row Pct	No	Yes	Total
Under 16	1131 98.01	23 1.99	1154
16 to 17	19844 99.09	183 0.91	20027
18 to 20	38818 97.01	1196 2.99	40014
21 to 24	43593 95.27	2163 4.73	45756
25 to 34	83556 96.40	3120 3.60	86676
35 to 44	71401 96.91	2276 3.09	73677
45 to 54	54016 97.57	1344 2.43	55360
55 to 64	33964 98.58	490 1.42	34454
65 to 74	17190 99.04	167 0.96	17357
75 to 84	9335 99.36	60 0.64	9395
85 to 94	1598 99.50	8 0.50	1606
95+	18 100.00	0 0.00	18
Total	374464	11030	385494

Race/Ethnicity

The use of alcohol varies substantially within the various subcultures in North Carolina and this is also apparent in the involvement of alcohol in crashes. Figure 2.2 shows the percent of crash-involved drivers who had been drinking by race/ethnicity. The most striking finding is the extremely high rate of drinking by Hispanic/Latino drivers. This is out of line with national data which consistently show that Native Americans have the highest rates of driving after drinking and that Hispanic/Latino rates fall in between those of Native Americans and whites.

Figure 2.2

RACE(Race of Driver)
DRINTOX(Driver Alcohol Assessment)

Frequency Row Pct	No	Yes	Total
White	249221 97.35	6780 2.65	256001
Black	89818 97.76	2057 2.24	91875
Nat Amer	2349 94.79	129 5.21	2478
Hispanic	23685 92.53	1911 7.47	25596
Asian	4583 98.98	47 1.02	4630
Other	3324 98.34	56 1.66	3380
Unknown	1484 96.74	50 3.26	1534
Total	374464	11030	385494

The explanation for the abnormally high rate among Hispanic drivers in North Carolina lies in the nature of this population subgroup. Unlike Hispanics in most other regions of the U.S., the North Carolina Latino population is composed mostly of first generation immigrants, a large number of whom have come to the state in the past decade. As such this group is largely male and young – the primary group of drinking drivers among all racial/ethnic groups. Forty-nine percent of Hispanic drivers in crashes were 20 – 29 years old, compared to 26% of blacks and 21% of whites. Thus, whereas white and black crash-involved drivers include many older drivers who are less likely to drink and drive, Hispanic drivers are mostly young males (only 2% of Hispanic drinking driver crashes were females whereas 26% of black and white drinking drivers were females).

Table 2.2: *Percent of Crash-involved Drivers Who Had Been Drinking*

By Race/Ethnicity and Age (Oct. 2000 through Sept. 2003)

Age	*White*	*Black*	*Hispanic*
15 - 20	2.4%	1.8%	7.1%
21 - 24	4.9%	3.2%	9.9%
25 - 29	3.8%	3.0%	9.3%
30 - 34	3.6%	2.9%	7.7%
35 - 39	3.8%	3.2%	6.6%
40 - 44	3.7%	3.5%	6.5%
45 - 49	3.1%	3.2%	5.4%
50 - 54	2.4%	3.2%	4.5%
55 - 59	2.0%	2.6%	4.9%
60 +	1.7%	2.4%	2.3%
Total	3.1%	2.9%	8.2%

Time of day, week and year of drinking driver crashes

Not surprisingly the proportions of drinking and driving are particularly high during the early morning hours. For most individuals, drinking is an evening/nighttime activity. Another issue that contributes to the sharp peak in the proportion of drivers who had been drinking is the fact that most of the general driving public is not out at that late hour. Hence, drinkers represent a greater proportion of all drivers on the road.

Driving after drinking is substantially more common among males than among females. Whereas about 4.7% of crash-involved male drivers had been drinking only 1.8% of females in crashes had been drinking. Moreover, this difference is related to driver age. Among crash-involved drivers from 18 to 30, males were 3.5 times as likely to have been drinking as females. From age 31 to 64 males were about 2.2 times as likely to be drinking and among drivers over 65, males were only 1.3 times as likely as females to have been drinking.

It is also important to consider that the actual number alcohol-related crashes are distributed very differently. Even though smaller proportions of crash-involved drivers are drinking during the early evening hours, there are far more of them on the roads than in the early morning hours. Whereas the peak times for crashes to involve a drinking driver are from 1 – 4 a.m., those three hours only account for 18% of alcohol-related crashes. Even though the rate of drinking and riving is much lower, the hours from 6 p.m. to 9 p.m. involve an equal number of alcohol-related crashes (18%) There is a spike from 2 – 3 a.m. which is explained by the fact that the bar closing time is 2 a.m.

Drinking driving by month and day of week

Despite common beliefs about the prevalence of drinking and driving, there is almost no variation in the percent of crash-involved drivers who have been drinking by month. The lowest rate is in January (3.1%), the highest in March (3.6%) with all other months ranging from 3.3 to 3.5%. In contrast, crashes on weekends are far more likely to involve a drinking driver (6.5%) compared to weekdays/nights (2.5%). It is worth remembering, however, that the actual number of drinking-driver crashes doesn't differ nearly so much, with about 5,300 drinking driver crashes on weekdays/nights and 7,300 on weekends in each of the years examined.

Crash Characteristics among Drinking Drivers

There is a substantial folklore about the nature of drinking driver crashes, some of which is not in keeping with the reality of these crashes. A widespread belief is that drinking drivers generally crash into "innocent victims." Although such crashes do occur much too frequently, they are not the typical drinking driver crash. National data from the fatality analysis reporting system indicate that 70 – 80% of those killed in alcohol-related crashes are the drinking driver, a drinking non-occupant, or a passenger of the drinking driver, who has usually been drinking as well. It is clear that the typical drinking driver crash involves only the driver's vehicle, usually either running off the road or hitting a fixed object.

Roadway Characteristics and Location

Two-thirds (68%) of drinking driver crashes in North Carolina occur on 1- or 2-lane roadways. That is partly because crashes on 2-lane roads are more than twice as likely to involve a drinking driver (4.9% vs. 2.2% on roads with 3 or more lanes) and because more travel occurs on 2-lane roads. Similarly, 54% of all drinking driver crashes occur on rural roadways, which is also due to the fact that rural crashes are much more likely to involve a drinking driver than urban crashes (4.6% vs. 2.5%). One third of all drinking driver crashes occur on secondary routes; another third occur on local streets and the remaining third occurs on all other types of roads combined.

Table 2.3 Table of RDCLASS by ALCOHOL

RDCLASS(RDCLASS) ALCOHOL(Crash Alcohol Assessment)

Frequency	No	Yes	Total
Interstate	16750	599	17349
US	34269	1463	35732
NC	31017	1573	32590
SSR	43689	3972	47661
Local Street	77843	3504	81347
PVA	1844	55	1899
Private RD, Driveway	482	25	507
Other	12971	185	13156
Total	218865	11376	230241

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Drinking Driver Crashes by County

The following table, Table 2.4, illustrates the presence of alcohol in crashes by county. These further illustrate the point made above about the location of drinking driver crashes. The ten counties with the highest rate of alcohol involvement in crashes account for only 2.3% (n = 856) of all drinking driver crashes in North Carolina. This is because alcohol-related crashes are much more likely in rural locations and these rural counties have less traffic, hence fewer crashes in general, the larger counties. In contrast, the top 10 counties in number of drinking driver crashes (n = 16,371) account for close to half (44%) of all drinking driver crashes in North Carolina, yet they are among the lowest in alcohol-involved crash rates (representing 7 of the 12 counties with the lowest *rates* of drinking driver crashes.

Table 2.4 Table of COUNTY by DRINTOX

COUNTY(County of Crash)
DRINTOX(Driver Alcohol Assessment)

Frequency Row Pct	No	Yes	Total
Alamance	5875 96.92	187 3.08	6062
Alexander	845 95.70	38 4.30	883
Alleghany	288 94.74	16 5.26	304
Anson	838 95.55	39 4.45	877
Ashe	659 95.23	33 4.77	692
Avery	448 94.71	25 5.29	473
Beaufort	1676 96.54	60 3.46	1736
Bertie	674 96.98	21 3.02	695
Bladen	1179 96.32	45 3.68	1224
Brunswick	2847 94.99	150 5.01	2997
Buncombe	9004	261	9265

	97.18	2.82	
Burke	3315	105	3420
	96.93	3.07	
Cabarrus	6751	183	6934
	97.36	2.64	
Caldwell	2585	104	2689
	96.13	3.87	
Camden	203	14	217
	93.55	6.45	
Carteret	2226	71	2297
	96.91	3.09	
Caswell	511	30	541
	94.45	5.55	
Catawba	7755	211	7966
	97.35	2.65	
Chatham	2019	86	2105
	95.91	4.09	
Cherokee	690	30	720
	95.83	4.17	
Chowan	393	16	409
	96.09	3.91	
Clay	231	8	239
	96.65	3.35	
Cleveland	3631	114	3745
	96.96	3.04	
Columbus	2090	99	2189
	95.48	4.52	
Craven	3059	84	3143
	97.33	2.67	
Cumberland	15284	392	15676
	97.50	2.50	
Currituck	709	29	738
	96.07	3.93	
Dare	1692	73	1765
	95.86	4.14	
Davidson	5344	157	5501
	97.15	2.85	

Davie	1273	31	1304
	97.62	2.38	
Duplin	2055	88	2143
	95.89	4.11	
Durham	14999	262	15261
	98.28	1.72	
Edgecombe	1769	81	1850
	95.62	4.38	
Forsyth	14976	402	15378
	97.39	2.61	
Franklin	1529	70	1599
	95.62	4.38	
Gaston	8983	312	9295
	96.64	3.36	
Gates	353	9	362
	97.51	2.49	
Graham	236	9	245
	96.33	3.67	
Granville	1492	64	1556
	95.89	4.11	
Greene	561	26	587
	95.57	4.43	
Guilford	22952	587	23539
	97.51	2.49	
Halifax	1897	78	1975
	96.05	3.95	
Harnett	3282	96	3378
	97.16	2.84	
Haywood	1698	46	1744
	97.36	2.64	
Henderson	3803	128	3931
	96.74	3.26	
Hertford	849	25	874
	97.14	2.86	
Hoke	925	63	988
	93.62	6.38	
Hyde	141	6	147
	95.92	4.08	

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Iredell	6207	176	6383
	97.24	2.76	
Jackson	1234	64	1298
	95.07	4.93	
Johnston	5735	197	5932
	96.68	3.32	
Jones	404	11	415
	97.35	2.65	
Lee	2812	88	2900
	96.97	3.03	
Lenoir	2224	57	2281
	97.50	2.50	
Lincoln	2375	86	2461
	96.51	3.49	
Macon	992	35	1027
	96.59	3.41	
Madison	438	14	452
	96.90	3.10	
Martin	847	37	884
	95.81	4.19	
McDowell	1539	58	1597
	96.37	3.63	
Mecklenburg	48340	1024	49364
	97.93	2.07	
Mitchell	425	15	440
	96.59	3.41	
Montgomery	832	34	866
	96.07	3.93	
Moore	2762	69	2831
	97.56	2.44	
Nash	3981	133	4114
	96.77	3.23	
New Hanover	10073	263	10336
	97.46	2.54	
Northampton	684	27	711
	96.20	3.80	
Onslow	6185	226	6411
	96.47	3.53	

Orange	4453	131	4584
	97.14	2.86	
Pamlico	325	16	341
	95.31	4.69	
Pasquotank	1400	40	1440
	97.22	2.78	
Pender	1575	74	1649
	95.51	4.49	
Perquimans	286	6	292
	97.95	2.05	
Person	1189	48	1237
	96.12	3.88	
Pitt	7237	198	7435
	97.34	2.66	
Polk	455	34	489
	93.05	6.95	
Randolph	4920	171	5091
	96.64	3.36	
Richmond	1529	60	1589
	96.22	3.78	
Robeson	4794	199	4993
	96.01	3.99	
Rockingham	3155	123	3278
	96.25	3.75	
Rowan	4743	121	4864
	97.51	2.49	
Rutherford	2121	80	2201
	96.37	3.63	
Sampson	2115	104	2219
	95.31	4.69	
Scotland	1118	34	1152
	97.05	2.95	
Stanly	2007	55	2062
	97.33	2.67	
Stokes	1254	67	1321
	94.93	5.07	
Surry	2668	94	2762
	96.60	3.40	

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Swain	299	18	317
	94.32	5.68	
Transylvania	874	18	892
	97.98	2.02	
Tyrrell	148	6	154
	96.10	3.90	
Union	5882	208	6090
	96.58	3.42	
Vance	1655	80	1735
	95.39	4.61	
Wake	38666	836	39502
	97.88	2.12	
Warren	466	26	492
	94.72	5.28	
Washington	442	9	451
	98.00	2.00	
Watauga	2294	91	2385
	96.18	3.82	
Wayne	4327	143	4470
	96.80	3.20	
Wilkes	2444	91	2535
	96.41	3.59	
Wilson	3436	112	3548
	96.84	3.16	
Yadkin	1109	40	1149
	96.52	3.48	
Yancey	395	19	414
	95.41	4.59	
Total	374464	11030	385494

3. YOUNG DRIVERS

Drivers ages 16 – 20 account for 16% of all motor vehicle crashes in North Carolina. Only among the very oldest drivers is it as important to differentiate between single years of age to understand the fundamental issues underlying these crashes. Accordingly analyses presented below show results by single year of age, including 15 year-olds. Although no 15 year-old can legally drive without an adult supervisor in North Carolina some do so, and there are a substantial number who are driving with a supervisor though few of them crash while doing so.

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There were almost 2,500 more crashes in 2003 than in 2001, an increase of just over 4%. This increase is completely accounted for by population growth. Population estimates from the North Carolina State Demographer's office indicate that the total number of individuals ages 15-20 increased by 4.4% from 2001 to 2003. The overall crash rate per thousand population in this age group is 85.74, ranging from 118.62 for 18 year-olds to 6.74 for 15 year-olds.

The lower number of crashes among 15 – 17 year-old drivers and the lower crash rates per capita reflect the fact that these younger drivers do not drive nearly so much as older teen drivers. As a result, even though they are riskier drivers per mile driven, they don't crash so often as older teen drivers, who drive much more in a given year. Unfortunately, no data are available to accurately estimate the mileage driven by young drivers in North Carolina.

Injury Severity by Year and Driver Age

There was no meaningful change in the severity of young driver injuries from 2001 to 2003. Table 3.2 shows, somewhat surprisingly, that injury severity does not differ for young drivers of varying ages.

Table 3.2: *Number and Percent of Crash-Involved Young Drivers by Driver Injury Severity and Age*

	Driver injury severity level			
Driver age	None	Moderate/ minor	Fatal/ severe	Total
15	74.91	23.90	1.19	729
16	76.68	22.40	0.92	8,770
17	76.98	22.06	0.96	10,946
18	75.46	23.55	0.99	13,560
19	75.36	23.54	1.10	12,976
20	75.90	23.19	0.92	12,634
Total	75.98	23.03	.99	

Note. Three year averages given (Oct. 2000 through Sept. 2003).

Summary Points

- Approximately 76% of young driver crashes involved no injury to the driver. Only one percent of crashes resulted in death or serious injury to the young driver.
- There was no change in the severity of crashes from 2001 to 2003.
- Driver injuries were equally (non) severe at each age among young drivers.
- Although the number of young driver crashes increased, this is completely explained by population growth in this age group.

Other Demographic Characteristics of Crash-Involved Young Drivers

As is shown in Figure 3.2, among the youngest drivers, males and females are about equally likely to crash. However, among 18 through 20 year-old drivers, females represent only about 41% of crashes. It is not known what accounts for this differential. Research on sex differences in crash rates among the general driving population indicates that much of the difference between the number of males and females in crashes results from the greater amount of driving done by males. That undoubtedly explains some, though perhaps not all, of the sex difference in young driver crashes as well.

Figure 3.2 Table of AGE by SEX
Oct 2003 – Sept 2004

AGE(Age of Driver)	SEX(Sex of Driver)		
Frequency	Male	Female	Total
15 Yrs	418	338	756
16 Yrs	4563	4301	8864
17 Yrs	5922	5212	11134
18 Yrs	8080	5789	13869
19 Yrs	7851	5340	13191
20 Yrs	7629	5286	12915
Total	34463	26266	60729

Frequency Missing = 68

Table 3.3 Table of AGE by REPORT
Oct 2003 – Sept 2004

AGE(Age of Driver)	REPORT(Report Type of Crash)			
Frequency	PDO	Fatal	Injury	Total
15 Yrs	431	8	317	756
16 Yrs	5398	40	3438	8876
17 Yrs	6777	50	4324	11151
18 Yrs	8229	79	5580	13888
19 Yrs	7974	72	5151	13197
20 Yrs	7870	66	4993	12929
Total	36679	315	23803	60797

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Summary Points

- The number of crashes increases as more young drivers are driving without an adult supervisor in the vehicle.
- Among the youngest drivers females have nearly as many crashes as males
- Among drivers 18 through 20, males account for 59% of crashes.

Time of day, week and year of Young Driver Crashes

Young driver crashes exhibit a distinct pattern throughout the day. This clearly reflects the life conditions that determine the driving patterns of young adults. For 16 and 17 year-old drivers there are sharp peaks during the hours immediately before and after school and lows in the late evening and early morning hours. Nineteen and 20 year-old drivers show a very different pattern, with crashes reaching the highest point during the evening commuting period from 5 to 6 p.m. Eighteen year-old driver crashes represent the fact that this age group is in transition between high school and work worlds, falling between younger and older drivers.

The low percent of 16 & 17 year-old crashes during the day reflect reduced driving during school hours, and this difference would be greater if crashes were looked at only on weekdays during months when school is in session. The lower number of crashes after 9 p.m. clearly reflects the effect of the night driving restriction that applies for 6 months to many 16 and 17 year-old drivers.

Crashes among the youngest drivers (ages 16 & 17) are distributed differently than other driver crashes across months of the year. This is due partly to the effects of the school year, which result in more driving by the youngest drivers. Crashes then decline markedly in June and July, followed by a rise in the fall months.

Despite the influence of school on 16 & 17 year-old driving, the weekday vs. weekend crash distribution for young drivers is essentially the same as for older drivers. Among all drivers 24% of crashes occur on weekends; among 16 & 17 year-olds 23% of crashes occur on weekends and 26% of 18 – 20 year-old driver crashes happen on weekends.

Nature of Driver Errors/Crash Causes Among Young Drivers

Among young driver crashes, the driver did something to contribute to the crash in 68% of all crashes, ranging from 74% for 16 year-olds to 63% for 20 year-old drivers. By comparison, only 48% of drivers ages 25-54 contributed to their crash. A substantial

proportion of young driver errors are accounted for by just three actions: Failure to yield, failure to reduce speed appropriately and driving too fast for conditions. With each additional year of age there are fewer cases of each of these driver errors.

Young drivers are much more likely than older drivers to have had a speed-related crash. Whereas 19% of crashes among drivers ages 25 - 54 involved speed, 33% of 15 - 20 year-old drivers were involved in a speed-related crash. Speed involvement in crashes decreases with each year of driver age. It is important to note that in most of these cases, exceeding the speed limit was not considered to be the problem. Rather it was a failure to appropriately manage the vehicle's speed that contributed to the crash. In most cases for young drivers, it was the failure to reduce speed as needed that caused the problem, rather than the driver exceeding the posted speed limit. This is an important point because it indicates that speed-related crashes among young drivers are not so much a matter of violating the speed limit as they are a case of the young driver not doing a good enough job assessing the situation and responding appropriately.

Roadway Characteristics and Location

Especially in view of the lack of experience and different driving tendencies of the youngest drivers we might expect that crashes at certain roadway locations or in conjunction with particular roadway characteristics would be different among young drivers. That is in fact the case, although it appears that most of the difference is merely a result of differential exposure. That is, as drivers get older they tend to do more driving in some situations than others. For example, there is a substantial increase in the proportion of crashes that occur on multi-lane roadways. In general, multilane roads are safer than 2-lane roads. Hence the only apparent reason that 'older' young drivers have more crashes on these roads is simply that they do more driving there.

With each additional year of age the proportion of crashes that occur in rural locations decreases. The only explanation we can find for this is that rural roadways are more dangerous and that 16 and 17 year-old drivers are particularly vulnerable to errors in judgments that rural roads require and are lacking in skills necessary to safely maneuver many of these roads.

Between age 16 and 20, the proportion of crashes that occur at an intersection with a traffic light increases from 17% to 22% (a 28% increase). The percent of crashes that occur in this setting continues to climb until age 45 at which point it levels off at 26%. It may be that this reflects an increasing boldness in driving as a result of experience and other changing life conditions that result in a slight increase in risky behaviors at intersections (e.g., running yellow and red lights, right turns on red without stopping, etc.).

Despite the difference in crashes at signalized intersections, there is no overall difference in intersection crashes among younger and older drivers. Among drivers under age 45, about 31% of crashes occur at intersections; young drivers have an essentially identical proportion of crashes at intersections (30%). Moreover there is little variation in the

proportion of intersection crashes by age among young drivers, ranging from 32% for 16 year-olds to 30% for 20 year-old drivers.

Alcohol Use by Young Drivers in Crashes

Drinking among young drivers is often misunderstood to be far more common than is actually the case. Among the youngest drivers, alcohol use is quite uncommon, but with each year of age it increases. From this it is clear that drinking among "teen" drivers is not a meaningful notion. The lives of young teens differ dramatically from those of older teens and this is reflected in the dramatically different rates of alcohol-involvement in crashes. Whereas alcohol is very rarely involved in crashes of 16 and 17-year old drivers, involvement by 19 year-old drivers is nearly as common as among drivers ages 30 – 45. In contrast, alcohol involvement in crashes of 16 & 17 year-olds is lower than for any age group – even those older than 85. Because younger drivers have a higher crash risk at comparable blood alcohol concentration levels, these data suggest that the actual amount of driving after drinking is even lower in comparison to older drivers than the crash data would indicate. This is consistent with national research.

Table 3.3 shows the average number of yearly crashes by age and the investigating officer's assessment of whether the young driver had been drinking.

Table 3.3: *Alcohol involvement in young driver crashes by age* (Oct. 2003 – Sept. 2004)

Frequency Row Pct	No - Alc	Yes - Alc	Total
15 Yrs	745 98.54	11 1.46	756
16 Yrs	8820 99.37	56 0.63	8876
17 Yrs	11024 98.86	127 1.14	11151
18 Yrs	13591 97.86	297 2.14	13888
19 Yrs	12788 96.90	409 3.10	13197
20 Yrs	12439 96.21	490 3.79	12929
Total	59407	1390	60797

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Summary Points

- Alcohol use by crash-involved young drivers, all of whom are under the legal drinking age, is lower than for all age groups up to age 50.
- Alcohol use among underage persons involved in crashes varies dramatically by driver age. From age 16 thorough 20, alcohol involvement in crashes increases in nearly linear fashion.

Young Driver Crashes by County

Crash rates per capita vary widely across North Carolina counties. It is not known why this is the case, however, there are several partial causes. Since crash rates are based on population rather than licensed drivers, it is likely that those counties where the driver education system is able to move young drivers through at earlier ages will have more young drivers and, as a result more crashes. Conversely, counties where the driver education system is backlogged will delay licensure among the youngest drivers and reduce the number of crashes they experience as a result.

Another factor in young driver crash rates is the road system on which they drive. Those counties with more dangerous roads will experience more crashes overall and this will apply to young drivers as well. It is not clear whether a greater proportion of narrow rural, mountainous roads will produce more young driver crashes or whether a preponderance of heavily congested urban roadways will result in more crashes. Certainly the latter will result in fewer serious crashes because crash speeds will be lower.

Finally, those counties that attract young drivers from other areas, including other states, will exhibit higher crash rates because of more travel within their borders by young drivers. This would be the case in border counties as well as resort communities; it may explain the particularly high crash rates in Dare and New Hanover counties.

Table 3.4 provides detailed information about young driver crashes by county for the period from October 2003 through September 2004. Because crash patterns are similar among 15-17 and 18-20 year-old drivers, individual years are grouped into these two categories to save space. This table contains the data upon which the map in Figure 3.12 is based. It also provides additional useful information. In addition to showing where crash rates are high this table also indicates where the majority of young driver crashes occur.

Not surprisingly, these are concentrated in counties with larger populations. This is important information for deciding where to concentrate efforts to reduce young driver crashes. Those counties where both the number and rate of young driver crashes is high represent promising targets for community programs.

Table of COUNTY by AGE
Oct 2003 - Sept 2004

COUNTY(County of Crash)	AGE(Age of Driver)					
Frequency	15 Yrs	16 Yrs	17 Yrs	18 Yrs	19 Yrs	20 Yrs Total
Alamance	11	160	169	238	245	174 997
Alexander	3	43	32	35	35	31 179
Alleghany	1	10	12	11	13	10 57
Anson	3	26	22	23	25	25 124
Ashe	3	20	18	31	23	24 119
Avery	1	7	19	27	23	11 88
Beaufort	6	64	50	70	49	40 279
Bertie	0	20	12	30	23	19 104
Bladen	1	48	39	45	32	42 207
Brunswick	6	58	75	101	104	89 433
Buncombe	10	232	315	366	329	288 1540
Burke	6	140	104	130	97	100 577
Cabarrus	11	176	234	250	263	202 1136
Caldwell	9	98	93	110	89	76 475
Camden	0	7	10	10	15	9 51
Carteret	4	79	77	104	84	77 425

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Caswell	0	8	18	25	15	23
89						
Catawba	19	205	258	319	287	261
1349						
Chatham	8	51	74	91	65	61
350						
Cherokee	3	30	32	33	25	18
141						
Chowan	1	12	17	22	13	11
76						
Clay	0	9	7	11	11	4
42						
Cleveland	8	113	129	152	124	104
630						
Columbus	6	51	52	90	62	77
338						
Craven	2	85	92	119	113	116
527						
Cumberland	30	251	403	597	641	728
2650						
Currituck	2	22	26	29	32	22
133						
Dare	2	66	55	77	57	53
310						
Davidson	10	234	230	239	206	148
1067						
Davie	3	50	59	49	36	36
233						
Duplin	4	50	71	74	85	84
368						
Durham	14	159	295	399	428	435
1730						
Edgecombe	4	46	37	61	58	51
257						
Forsyth	46	397	463	558	470	451
2385						
Franklin	4	36	56	69	47	53
265						

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Gaston	22	193	285	356	298	265
1419						
Gates	4	6	14	20	17	9
70						
Graham	0	10	8	15	8	7
48						
Granville	2	30	41	65	51	43
232						
Greene	1	16	13	32	24	24
110						
Guilford	48	448	579	802	843	882
3602						
Halifax	1	27	53	71	65	74
291						
Harnett	13	82	120	111	138	135
599						
Haywood	4	61	56	82	53	43
299						
Henderson	7	99	123	137	140	93
599						
Hertford	0	18	25	30	35	31
139						
Hoke	2	21	20	34	49	36
162						
Hyde	1	3	4	4	4	4
20						
Iredell	18	148	192	227	235	216
1036						
Jackson	1	38	38	62	58	62
259						
Johnston	13	162	171	198	210	197
951						
Jones	3	16	6	14	15	15
69						
Lee	2	86	99	107	105	100
499						
Lenoir	4	76	77	93	81	74
405						

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Lincoln	8	79	97	98	86	84
452						
Macon	1	41	47	46	34	34
203						
Madison	1	13	12	31	24	12
93						
Martin	1	26	28	26	22	29
132						
McDowell	4	53	58	66	59	40
280						
Mecklenburg	66	669	1004	1369	1360	1460
5928						
Mitchell	0	16	23	14	13	14
80						
Montgomery	4	28	32	35	28	32
159						
Moore	5	94	94	133	95	91
512						
Nash	7	103	113	155	138	153
669						
New Hanover	20	182	274	395	451	457
1779						
Northampton	0	8	9	29	21	27
94						
Onslow	11	129	185	246	348	385
1304						
Orange	6	87	141	141	158	164
697						
Pamlico	0	17	19	19	13	15
83						
Pasquotank	2	44	56	70	51	68
291						
Pender	8	27	56	68	56	66
281						
Perquimans	0	8	9	13	8	7
45						
Person	4	47	48	53	33	33
218						

Pitt	9	148	192	339	366	374
1428						
Polk	0	10	12	18	17	20
77						
Randolph	12	212	195	204	159	161
943						
Richmond	4	49	51	61	62	53
280						
Robeson	10	77	118	188	190	184
767						
Rockingham	11	91	108	117	94	91
512						
Rowan	14	150	155	181	163	147
810						
Rutherford	8	86	74	105	65	62
400						
Sampson	4	69	66	80	78	72
369						
Scotland	2	25	34	31	44	35
171						
Stanly	7	77	87	83	77	65
396						
Stokes	3	52	74	49	42	31
251						
Surry	7	116	104	113	104	76
520						
Swain	1	7	13	13	8	13
55						
Transylvania	1	29	34	33	27	20
144						
Tyrrell	1	7	5	5	4	4
26						
Union	13	157	240	228	201	181
1020						
Vance	6	43	50	69	50	46
264						
Wake	73	728	1105	1298	1185	1315
5704						

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Warren	1	7	18	14	24	15	79
Washington	2	15	13	12	9	13	64
Watauga	2	52	75	101	120	136	486
Wayne	9	132	144	181	156	155	777
Wilkes	3	87	113	106	105	75	489
Wilson	13	99	105	119	136	114	586
Yadkin	5	64	61	60	44	29	263
Yancey	0	13	21	18	16	8	76
Total	756	8876	11151	13888	13197	12929	60797

Summary Points

- The 10 counties with the highest crash rates account for 28.6% of all young driver crashes.
- Three counties (Mecklenburg, Wake, and Guilford) account for more young driver crashes than the 70 counties with the smallest number of crashes. Mecklenburg alone accounts for more crashes than the 46 bottom-ranked counties

4. MOTORCYCLE SAFETY

Motorcycle Crashes by Injury Severity Level

North Carolina has over 233,000 licensed motorcyclists, which is only a small portion of the total licensed driver population; hence motorcyclist crashes represent a commensurately small number of total motor vehicle crashes statewide. However, when motorcycle drivers are involved in crashes, the outcome is usually more serious in terms of injury and death, as is demonstrated in Table 4.1 for Oct 2003 – Sept 2004.

Table 4.1 Report Type of Crash
Oct 2003 – Sept 2004

REPORT	Frequency	Percent	Cumulative Frequency	Cumulative Percent
PDO	365	12.15	365	12.15
Fatal	109	3.63	474	15.78
Injury	2529	84.22	3003	100.00

Findings

- Approximately 86% of annual motorcyclist crashes involve death or injury for the driver.

- Although the number of motorcycle crashes has been increasing for about 5-years along with the North Carolina population and number of registered motorcycles, the crash rate for 2002-2003 suggests a possible leveling off of this trend.

- Fatal/severe injury crashes were lower during 2002-2003, though there was an increase in moderate/minor injury crashes during the same time period.

Crash-Involved Motorcycle Driver Demographic Characteristics

The motorcycle crashes over the years were analyzed as a function of a number of demographic variables such as sex, age, and ethnicity of the driver. The age distribution of crash-involved motorcycle drivers over the period Oct 03 – Sept 04 is shown in Table 4.2 as a function of crash injury severity.

Table 4.2 Table of AGE by INJ

AGE(Age of MC Driver) INJ(Injury Level of MC Driver in Crash)

Frequency	K+A Injury	B+C Injury	No Injury	Total
Under 16	5	12	2	19
16 to 17	7	23	3	33
18 to 19	16	101	22	139
20 to 24	68	412	70	550
25 to 29	65	270	57	392
30 to 34	58	268	60	386
35 to 39	50	231	53	334
40 to 44	48	231	53	332
45 to 49	44	210	29	283
50 to 54	45	183	39	267
55 to 59	27	114	11	152
60 to 64	21	63	11	95
65+	9	46	11	66
Total	463	2164	421	3048

Findings

- Motorcycle drivers between the ages of 20 and 54 accounted for 79.1% of all motorcycle crashes across the 3 years and the majority of crashes in each crash severity level.

- The youngest and oldest motorcycle drivers appear to have a higher risk for severe injury or death as a result of the crash, though their crashes are relatively rare occurrences.

- There has been a steady shift in the average age of motorcycle drivers, with older-aged motorcyclists becoming an increasingly greater percentage of the riding population.

- Male motorcycle drivers were involved in 94-95% of crashes across the three severity levels. The involvement rates for both sexes remained fairly constant over the 3 years.

- White motorcycle drivers appear to have a higher risk for involvement in fatal/severe injury crashes (17%), whereas Latinos (6%) have lower risk. The crash injury risk was about the same for moderate/minor injury (69-75%) and no injury (11-19%) crashes across the ethnic categories.

Weather, Time, and Light Characteristics of Motorcycle Crashes

The motorcycle crashes were analyzed as a function of month. Table 4.3 shows the percentages of crashes occurring each month.

Table 4.3 Month of Crash

MONTH	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Jan	82	2.73	82	2.73
Feb	79	2.63	161	5.36
Mar	232	7.73	393	13.09
Apr	305	10.16	698	23.24
May	402	13.39	1100	36.63
Jun	331	11.02	1431	47.65
Jul	392	13.05	1823	60.71
Aug	344	11.46	2167	72.16
Sep	289	9.62	2456	81.78
Oct	255	8.49	2711	90.28
Nov	203	6.76	2914	97.04
Dec	89	2.96	3003	100.00

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Findings

- About 79% of all motorcycle crashes occur between April and October (7 months). The lowest risk months for fatal/severe injury crashes were February and March (10-13%).

- Almost 57% of motorcycle crashes occur Friday-Sunday and 65% occur from 12:00 noon to 7:00 p.m. Crashes around 2:00 a.m. are more likely to result in fatal/severe injury, likely because bars close at this hour and alcohol is a major factor in fatal crashes.

- Only 2.5% of motorcycle crashes occur during rainy, snowy, or other adverse weather conditions. Surprisingly, weather was a more prominent factor for non-injury crashes (4%) than for moderate/minor injury (2%) or fatal/serious injury crashes (2%).

- Across the 3 years, about 23% of motorcycle crashes occurred during the nighttime hours. Level of ambient light was not found to be related to crash injury severity.

Number of Parties Involved in Motorcycle Crashes

Single-vehicle automobile crashes are often considered to be more strongly related to driver inexperience, immaturity, and risk-taking factors, given that the primary cause of these crashes would seemingly be the drivers themselves, rather than the actions of another party. Although this may also be true for single-vehicle motorcycle crashes, a higher percentage of such crashes for motorcyclists are likely causatively related to weather, environment, and road conditions than is the case for automobile crashes.

Findings

- Single vehicle (motorcyclist only) crashes represent about 50% of all motorcycle crashes each year, and over 50% of all moderate/minor and fatal/severe injury crashes. These high percentages of single-vehicle fatal/injury motorcycle crashes may be heavily influenced by weather, environment, and road conditions, in addition to the usual inexperience, risk-taking, and immaturity factors.

- Motorcycle drivers involved in single-vehicle crashes are more likely to have moderate/minor injuries (74%) and less likely to have no injuries (9%) than are motorcycle drivers involved in multiple vehicle crashes (66% and 19%, respectively). Drivers involved in single and multiple vehicle crashes were equally as likely to be fatally or severely injury.

Road Size and Locality of Motorcycle Crashes

Number of roadway lanes, road class (e.g., interstate, U.S. route, local street) and locality (i.e., urban vs. rural) were both associated with crash injury severity level. Table 4.4 presents the statistics as a function of the class of road on which the crash occurred.

Table 4.4 Table of RDCLASS by INJ
Oct 2003 – Sept 2004

RDCLASS(Road Class) INJ(Injury Level of MC Driver in Crash)

Frequency	K+A Injury	B+C Injury	No Injury	Total
Interstate	14	69	14	97
US	79	360	70	509
NC	96	370	81	547
SSR	189	745	96	1030
Local Street	78	583	145	806
PVA	0	9	2	11
Private RD, Driveway	1	4	1	6
Other	0	1	1	2
Total	457	2141	410	3008

Findings

- The majority (67%) of all motorcycle crashes, and 73% of all fatal/severe injury crashes, occur on two-lane roadways.

- Whereas moderate/minor injury crashes were equally likely to occur on roadways with any number of lanes, fatal/severe injury crashes were less likely to occur on 3-lane (10%) and 5-lane (13%) roadways and more likely to occur on those with 2-lanes (18%).

- About 59% of all crashes and 73% of fatal/severe injury crashes occur on rural roadways.

- Motorcycle drivers involved in urban crashes are more likely to receive moderate or minor injuries (72%) or no injuries (17%), and less likely to receive fatal or severe injuries (11%), than are those involved in rural crashes (67%, 12%, and 20%, respectively).

- About 62% of all crashes occur on state secondary roads (34%) or local streets (29%). In addition, 40% of fatal/injury crashes and 34% of moderate/minor injury crashes occur on state secondary roads. Crashes occurring on North Carolina local streets (11%) are less likely to result in fatal/severe injuries.

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Speed Limits and Travel Speed in Motorcycle Crashes

The motorcycle crashes were analyzed as a function of the roadway speed limit where the crash occurred and the estimated travel speed of the motorcycle prior to impact. Table 4.5 presents the percentage of crashes combined across 3 years as a function of crash injury severity and estimated speed of travel.

Table 4.5: *Percentage of Motorcycle Crashes by Estimated Speed of Travel and Crash Injury Severity Level during a 3-Year Time Period (2000-2003)*

Road class	Crash injury severity level			Combined total	
	No injury	Moderate/minor	Fatal/severe		
	Row %	Row %	Row %	*N*	Col %
Not moving	34.2	60.0	5.8	225	3.0
1-20 MPH	24.9	68.7	6.3	902	12.2
21-40 MPH	14.6	73.4	12.0	2474	33.4
41-60 MPH	9.8	70.6	19.6	3025	40.9
61-80 MPH	6.8	57.9	35.3	637	8.6
81-100 MPH	4.6	50.0	45.4	108	1.5
101+ MPH	0.0	58.1	41.9	31	0.4

Note. Estimated speed or crash injury severity level was missing for 272 cases.

Findings

- Not surprisingly, the risk of fatal/severe injury increases linearly as a function of increasing speed limit. In fact, 52% of fatal/injury crashes occurred at speeds of 50 MPH or higher. The highest fatal/severe injury risk was on 50-55 MPH (22%), 60-65 MPH (23%), and 70+ MPH (30%) roadways.

- Moderate/minor injury crashes were the less likely to occur on roadways with 60-65 MPH (56%) and 70+ MPH (50%) roadways, because even more severe injury was likely on these roads.

- Estimated speed of travel was strongly associated with crash injury severity level across all 3 years, with higher speeds almost uniformly associated with greater risk of injury.

- Whereas 11% of all motorcyclist crashes over the 3 years occurred at speeds above 60 MPH, 23% of the fatal/severe injury crashes were associated with such speeds.

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Roadway Characteristics, Composition, and Condition in Motorcycle Crashes

To determine the effect of road-related factors, motorcycle crashes were analyzed as a function of the type of road surface (i.e., smooth concrete/asphalt vs. more adverse road surface), condition of road surface (i.e., dry road vs. wet, sandy, icy, etc.), road characteristics (i.e., straight vs. curve or other), and special road features (in particular, work zones, bridges, and railroad crossings).

Findings

- The type of road surface (i.e., smooth concrete/asphalt vs. grooved pavement or other more adverse road surface) was not found to be related to crash severity.

- Adverse roadway surface conditions (e.g., water, gravel, or ice) were found to be associated with higher risk for non-injury crashes (20%) and lower risk for fatal/severe injury crashes (11%) than would be expected if roadway surface condition and crash severity were unrelated. This could be associated with lower travel speeds under these conditions. Risk for other injury was the same as for dry/clean roads (69%).

- About 34% of all motorcycle crashes occur on curved roadway segments, though 46% of fatal/severe injury crashes occur on curved segments. Curved segment crashes are more likely to result in fatal/severe injury (23%) than are crashes on straight segments (14%).

- Intersection was the special roadway feature most often associated with motorcycle crashes of all types (24%), but was not related to crash severity. Although crashes at driveway intersections represented only a small percentage of motorcycle crashes (8%), they were somewhat overrepresented in fatal/severe injury crashes (10%).

- Although railroad crossings and bridges are considered to be more treacherous for motorcycles than for automobiles, only small percentages of crashes (0-1%) were found to coincide with these special road features, and neither was related to crash severity.

- Similarly, road work zones are considered to be more dangerous for motorcyclists because of road debris and changes in the road grade associated with such areas, but only very small percentages of motorcyclist crashes were found to occur in work zones across the 3 years (1-2%), and crashes in work zones were not associated with any higher severity level for the motorcyclist.

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Precipitating Events and Driver Actions in Motorcycle Crashes

Among other things, law enforcement officers are asked to code the first harmful precipitating event that lead to the crash on the report form as well as the vehicle maneuvers just before the crash occurred. Table 4.6 shows the percentage of crashes of each severity level combined across all 3 years as a function of the first harmful precipitating event that lead to the crash.

Table 4.6: *Percentage of Motorcycle Crashes by First Harmful Crash Event and Crash Injury Severity Level during a 3-Year Time Period (2000-2003)*

First harmful crash event	Crash injury severity level			Combined total	
	No injury	Moderate/minor	Fatal/severe		
	Row %	Row %	Row %	*N*	Col %
Ran off road	10.0	71.8	18.2	908	11.9
Hit movable object	16.2	75.1	8.6	394	5.2
Rollover	8.4	75.9	15.7	1477	19.4
Hit fixed object	8.6	66.6	24.8	999	13.1
Rear end	27.4	63.0	9.6	964	12.6
Left/right turn	12.9	65.8	21.3	957	12.5
Head-on	8.7	51.7	39.6	149	2.0
Sideswipe	24.2	60.0	15.7	458	6.0
Angle	14.7	69.7	15.6	726	9.5
Other	14.8	78.2	7.1	595	7.8

Note. First harmful event or crash injury severity level was missing for 47 (0.6%) of the cases.

Findings

- For the majority (80%) of crashes across severity levels and years, the motorcyclist was simply driving straight on a roadway. This was particularly the case for severe/fatal (88%) and moderate/minor injury (81%) crashes than for no injury crashes (64%).

- The most common harmful precipitating events combined across all crashes were rollovers (19%), followed by hitting a fixed object (13%), rear-ending another vehicle (13%), the motorcyclist or another vehicle making a left/right turn (13%), and running off the roadway (12%).

- Fatal/severe injury to the motorcyclist was strongly associated with head-on crashes (40%), hitting a fixed object (25%), left/right turns (21%), and running off roadways (18%).

Alcohol and Drug Use in Motorcycle Crashes

The motorcycle crashes were analyzed as a function of whether alcohol, illegal drugs, or medications were considered to be a factor in the crash by law enforcement. Table 4.7 presents the percentage of crash-involved motorcycle drivers as a function of alcohol/drug use.

Table 4.7 Table of AGE by DRINTOX

AGE(MC Driver)	No - Alc	Yes - Alc	Total
Under 16	19	0	19
	100.00	0.00	
16 to 17	32	1	33
	96.97	3.03	
18 to 19	133	6	139
	95.68	4.32	
20 to 24	531	24	555
	95.68	4.32	
25 to 29	368	29	397
	92.70	7.30	
30 to 34	356	30	386
	92.23	7.77	
35 to 39	304	34	338
	89.94	10.06	
40 to 44	288	46	334
	86.23	13.77	
45 to 49	265	24	289
	91.70	8.30	
50 to 54	240	28	268
	89.55	10.45	
55 to 59	143	10	153
	93.46	6.54	
60 to 64	94	1	95
	98.95	1.05	
65+	65	1	66
	98.48	1.52	
Total	2838	234	3072

Findings

- Alcohol use was reportedly involved in 7% of all motorcycle crashes, but 14% of fatal/severe injury crashes.

- Whereas only 15% of crashes not reporting alcohol or illegal drug involvement resulted in fatal/severe injury, 30% of crashes reporting alcohol use resulted in fatal/severe injury.

- Although illegal drug use by the motorcyclist was only found to be associated with a very small percentage of crashes (0.1%), the motorcyclist being impaired from medication was found to be associated with 6% of all crashes and 12% of fatal/severe injury crashes.

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Safety Equipment Use and Vehicle Defects in Motorcycle Crashes

The motorcycle crashes were analyzed as a function of helmet usage and vehicle defects identified by law enforcement during the crash investigation

Findings

- The percentages of crash-involved motorcyclists wearing helmets was uniformly high (91%) across all years and levels of crash injury severity. However, it is not known to what extent novelty (i.e., unapproved) motorcycle helmets are being worn, or how these are identified and coded by law enforcement officers. It is also not known whether improperly worn helmets (e.g., strap unbuckled) are coded as helmeted or no helmet.

- Probably due to the high helmet usage rate, there was little evidence of a relationship between helmet usage and crash injury severity.

- The most common motorcycle defect associated with the crashes coded by law enforcement officers were tire defects, which were noted for about 2% of the crashes and were somewhat overrepresented (3.5%) in fatal/severe injury crashes.

Motorcycle Passengers by Crash Injury Severity

Motorcycle drivers are not the only persons at increased risk of injury or death when crashes occur. Passengers on motorcycles are also at higher risk for serious injury

Findings

- About 274 motorcycle passengers are involved in crashes each year, in which 13% receive fatal/severe injuries, 70% receive moderate/minor injuries, and 16% are not injured. These percentages are very similar to those for motorcycle drivers.

- The overwhelming majority of crash-involved passengers (83%) are women, who appear to be somewhat less likely to escape injury in the crash (15%) than are men passengers (23%).

Motorcycle Crashes by County

Table 4.8 presents the number of crashes during the period Oct 2003 – Sept 2004. The purpose of this table is to assist in targeting specific counties with high numbers of crashes, or increased crash risk relative to the motorcyclist population level of the county

County of Crash

COUNTY	MC Drivers Frequency	Cumulative Frequency
Alamance	33	33
Alexander	13	46

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Alleghany	1	47
Anson	10	57
Ashe	15	72
Avery	6	78
Beaufort	17	95
Bertie	4	99
Bladen	9	108
Brunswick	22	130
Buncombe	88	218
Burke	44	262
Cabarrus	48	310
Caldwell	29	339
Camden	7	346
Carteret	27	373
Caswell	11	384
Catawba	56	440
Chatham	20	460
Cherokee	9	469
Chowan	3	472
Clay	2	474
Cleveland	25	499
Columbus	23	522
Craven	31	553
Cumberland	161	714
Currituck	10	724
Dare	23	747
Davidson	59	806
Davie	10	816
Duplin	11	827
Durham	49	876
Edgecombe	20	896
Forsyth	92	988
Franklin	14	1002
Gaston	89	1091
Gates	1	1092
Graham	46	1138
Granville	9	1147
Greene	7	1154
Guilford	155	1309
Halifax	14	1323
Harnett	39	1362
Haywood	35	1397
Henderson	38	1435
Hertford	5	1440
Hoke	17	1457
Hyde	1	1458
Iredell	66	1524
Jackson	26	1550
Johnston	45	1595
Jones	5	1600
Lee	23	1623
Lenoir	22	1645
Lincoln	23	1668
Macon	35	1703
Madison	16	1719
Martin	6	1725
McDowell	24	1749

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Mecklenburg	192	1941
Mitchell	9	1950
Montgomery	10	1960
Moore	23	1983
Nash	31	2014
New Hanover	95	2109
Northampton	6	2115
Onslow	85	2200
Orange	31	2231
Pamlico	3	2234
Pasquotank	17	2251
Pender	16	2267
Perquimans	3	2270
Person	16	2286
Pitt	52	2338
Polk	5	2343
Randolph	47	2390
Richmond	20	2410
Robeson	57	2467
Rockingham	27	2494
Rowan	40	2534
Rutherford	28	2562
Sampson	14	2576
Scotland	8	2584
Stanly	28	2612
Stokes	26	2638
Surry	25	2663
Swain	25	2688
Transylvania	31	2719
Tyrrell	1	2720
Union	58	2778
Vance	9	2787
Wake	154	2941
Warren	6	2947
Watauga	16	2963
Wayne	42	3005
Wilkes	24	3029
Wilson	28	3057
Yadkin	4	3061
Yancey	11	3072

Findings

- There was an overrepresentation of statewide crashes in 30 of North Carolina's counties, and a higher than desirable crash rate per 100 registered motorcyclists in 59 counties.

- Only 19 counties had both an overrepresentation of crashes and a high crash rate. Although neither of these characteristics are desirable, these 19 counties represent areas where reduction interventions are likely needed the most.

- The very high crash rate of some of the western counties may seem surprising, but likely reflects their small population coupled with the fact that the counties are

located in the far western part of the state and are a destination for many out-of-state motorcyclists. This suggests that the best interventions for these counties would target out-of-state motorcyclists.

Summary of Motorcycle Crash Findings

- The overwhelming majority of motorcycle crashes involve death or injury for the driver. Most crash-involved motorcycle drivers are men between the ages of 20 and 54.

- The typical motorcycle crash occurs between April and October on a Friday, Saturday, or Sunday between 12:00 noon and 7:00 p.m. during clear weather on a rural two-lane state secondary road with a 55 MPH speed limit.

- Single vehicle (motorcyclist only) crashes represent about half of all motorcycle crashes, and over half of all moderate/minor and fatal/severe injury crashes.

- Both higher speed limits and higher speeds of travel were associated with greater risk of injury in the crash to the driver.

- Curved roadway crashes are overrepresented in motorcycle crashes and are associated with greater risk for fatal/severe injury than straight roadways.

- Although railroad crossings, bridges, and highway work zones are considered to be more treacherous for motorcycles than for automobiles, only small percentages of crashes (0-2%) were found to coincide with these special road features, and none were related to severity.

- Rollovers, hitting a fixed object, rear-ending another vehicle, the motorcyclist or another vehicle making a left/right turn, and running off the roadway are the most harmful precipitating events of motorcycle crashes.

- Fatal/severe injury to the motorcyclist was strongly associated with head-on crashes, hitting a fixed object, left/right turns, and leaving roadways.

- The percentages of crash-involved motorcyclists wearing helmets were uniformly high across all 3 years and levels of crash injury severity.

- About 274 motorcycle passengers are involved in crashes each year, many of whom are women who are injured or killed as a result.

- The following 20 counties had both an overrepresentation of crashes : Buncombe, Burke, Catawba, Cumberland, Durham, Forsyth, Graham, Guilford, Iredell, Mecklenburg, Onslow, Pitt, Randolph, Wake, Cabarrus, Davidson, Gaston, Johnston, Robeson,and Union. These counties are in the greatest need of motorcycle crash interventions.

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5. PEDESTRIAN SAFETY

More than 2,300 pedestrian-motor vehicle crashes have been reported to the NC Division of Motor Vehicles during each of the years 2000, 2001, and 2002 (2323, 2318, and 2414 crashes, respectively).

The 7055 pedestrian crashes with motor vehicles reported for all three years involved 7978 drivers (due to multiple vehicle involvement in some crashes) and 7412 pedestrians (due to multiple pedestrian involvement in some crashes).

Although crashes involving pedestrians represent only about 1% of the total reported motor vehicle crashes in North Carolina, pedestrians are highly over-represented in fatal and serious injury crashes. Approximately 12% of the fatal crashes and 9% of A-type (disabling injury) crashes in North Carolina involved pedestrians. On average, 170 (over 7% of those struck) pedestrians were killed and an additional 354 were seriously injured each year from 2000 to 2002.

Although the number of pedestrian crashes has increased over the past three years, an apparent declining trend in the proportion of disabling (A-type) injuries reported has continued. These changes, which began with the year 2000, and echo those for all crashes, may result at least in part from new reporting practices (perhaps more stringent definition of A-type injuries) instituted with the new crash report form and instruction manual in use beginning with the year 2000. The proportion of reported A-type injuries has dropped from 15% in 2000 to 10% in 2002. The proportions of B type, C type, and no injury crashes have increased proportionally.

Pedestrians should be expected to walk anywhere they are not strictly prohibited and reasonable accommodation for their safety and access should be provided on all roadways. Even on interstates, motorists may have to walk from disabled vehicles, or pedestrians may try to cross busy interstates that pass through urban areas. The tables, figures, and text that follow are intended to illuminate the characteristics of pedestrian crashes and highlight some of the pedestrian safety issues across North Carolina. Some discussion of potential countermeasures is included. Nevertheless, more in depth analyses of particular locations and conditions are required in most cases, before definite countermeasures can be implemented.

Temporal factors

There are slight year to year fluctuations, but pedestrian crashes in North Carolina are fairly evenly distributed throughout the year each year. The highest proportions occurred during the months of October (10.1% of the total) followed by September (9.5%) and May (9.1%) for the years 2000 – 2002. The lowest total occurred in February (6.9%), followed by July (7.2%) for the three years. Other months account for about 8 to 9%.

Pedestrian crashes peak on Friday (17.9%) and Saturday (16.5%), with the lowest proportion occurring on Sunday (10.1%) for the three-year. Thursday also accounts for a slightly higher proportion than other weekdays at 14.7%.

Pedestrian crashes are most likely to occur in the afternoon and early evening between the hours of 2 pm to 6 pm and 6 pm to 10 p.m., with over half of pedestrian crashes occurring during these eight hours. The mid-day period of 10 am to 2 pm accounts for the third highest proportion of crashes. There is no significant year to year variability in these trends.

Temporal factors are doubtlessly related to exposure. For greatest effect, enforcement or other safety measures would be targeted toward afternoon to evening hours, with an emphasis on Fridays and Saturdays (evenings), and, with particular emphasis during the months of September – October, and May. The fall peaks in pedestrian crashes are likely related to back-to-school periods, so special emphasis on enforcement around schools during these time periods could pay off.

Environmental factors

About 40% of pedestrian crashes over the three years have occurred during non-daylight conditions, including dusk and dawn. Most non-daylight crashes occurred under conditions of darkness. Over half of night-time crashes occurred on lighted roadway segments, although almost as many occurred in unlighted areas. The remaining 58% of pedestrian crashes occurred during daylight hours. Trends are fairly consistent across years, but there are slight year-to-year fluctuations.

The vast majority (above 93%) of pedestrian crashes occur under clear or cloudy weather conditions on average no doubt reflecting exposure (fig. 5.4). Year to year variation in the number of crashes occurring under rainy, or other conditions (frozen precipitation, or foggy/smoky, etc.) conditions, is also likely a reflection of exposure to these conditions (e.g., more pedestrian crashes under snowy conditions in years when the state received more snowfall).

While most crashes (55%) occurred during clear or cloudy weather *and* under daylight conditions, 18% occurred during night-time on lighted roadways (clear or cloudy) and another 15% occurred during night-time on unlighted roadways (clear or cloudy conditions). Countermeasures include adding lights to non-lighted areas where pedestrians may be expected, as well as education about pedestrian conspicuity: wear bright clothing, carry lights at night, walk facing traffic.

Pedestrian characteristics

It is difficult to draw any conclusions about the year-to-year fluctuations in crash proportions by age group. The 51 to 60 year group has, however, shown numerical and proportional increases each of the three years while the 26 to 30 year group has shown a decline. These changes may reflect increases in the proportion of the population in this age group, as well as possible changes in exposure (more walking) and/or simply random variation. On average, older teens (16 to 20) and young adults (21 to 25), accounted,

however, for greater numbers and proportions of pedestrian crashes than other groups, probably reflecting greater pedestrian mobility among these ages. Beginning with the 41 to 50 year group, the proportion of crash involvement starts declining as age increases.

The proportions of those killed and seriously injured (disabling type injuries) is, however, higher than the overall crash involvement for age groups beginning with the 31 to 40 age group and above. These results probably ensue for the most part, from differences in crash location and types of crashes that different age groups tend to be involved in, and thus discussion of countermeasures will be included in the section on crash type involvement. The results of increasing crash seriousness with increasing age also likely reflect to some extent increasing vulnerability, particularly of the oldest age group.

Males consistently accounted for nearly 2/3 (63%) of the pedestrians reported involved in crashes in each of the 3 years while females were involved in a little over 1/3 or 37% of pedestrian crashes.

Although pedestrian crashes in North Carolina are most likely to involve pedestrians of White racial background (approximately 50%), Blacks are almost as likely to be victims (approximately 43% - Table 5.1). Considering they comprise about 22% of persons living in the State (2000 census data), Blacks are clearly over-represented in pedestrian crashes, and Whites are under-represented based on the population (about 72%). There appears, however, to be a decreasing trend in the proportion of crashes involving black pedestrians, from around 45% in 1998 to about 41% in 2002, while involvement by other groups has increased slightly. Whether these trends reflect changes in exposure (the amount or conditions of walking) or other factors is unknown. Asians and Native Americans each account for less than 1% of the total pedestrian crashes. Since the year 2000, when the state began identifying Hispanics and persons of Asian descent on crash report forms, Hispanics have accounted for about 5 – 7% of the pedestrian crashes each year, and a comparable proportion of the population, 4.7% in 2000.

Table 5.1 Table of AGE by RACE
Oct 2003 – Sept 2004

AGE(Age of Pedestrian)	RACE(Race of Pedestrian)				
Frequency	White	Black	Nat Amer	Hispanic	Total
< 6 Yrs	20	43	1	21	88
6 to 10	32	68	0	7	110
11 to 15	70	115	2	7	202
16 to 20	115	101	3	8	228
21 to 25	104	87	1	12	213
26 to 30	67	45	0	17	137
31 to 40	152	125	0	32	322
41 to 50	149	154	4	18	331
51 to 60	93	54	1	3	156
61 to 70	48	10	0	2	63
71+	52	12	0	1	66
Unknown,Missing	10	16	0	12	39
Total	912	830	12	140	1955

The investigating officer indicated alcohol use by about 12% of the pedestrians struck by motor vehicles over this 3-year period with the proportion apparently declining from around 13% in 2000 to11% in 2002 (Table 5.5). Indicated use does not necessarily imply that the pedestrian was intoxicated at the time of the crash, only that alcohol use was detected.

Table 5.2 Table of AGE by DRINTOX
Oct 2003 – Sept 2004

AGE(Age of Pedestrian)	DRINTOX(Pedestrian Alcohol Assessment)		
Frequency Row Pct	No - Alc	Yes - Alc	Total
< 6 Yrs	86 97.73	2 2.27	88
6 to 10	110 100.00	0 0.00	110
11 to 15	201 99.50	1 0.50	202
16 to 20	213 93.42	15 6.58	228
21 to 25	176 82.63	37 17.37	213
26 to 30	115 83.94	22 16.06	137
Total	1686	269	1955

Driver use of alcohol was detected in an average of 4% of the drivers involved in collisions with pedestrians over the three year period. This rate is slightly lower than alcohol detection reported for crashes overall over the same period (5.7%).

Roadway and location characteristics of pedestrian crashes

Although rural crashes accounted for about 33% of crashes each year (and 34% of all injuries), they tend to be more serious, comprising 44% of the A type (disabling) injuries and 56% of those killed in pedestrian crashes.

Additionally, fatal and serious injuries are highly over-represented in crashes on roadways with speed limits of 50 mph and above. Above 21% of crashes on these roadways resulting in fatal injuries compared with 7.5% for all speed limits, and 18% resulting in A-type injuries compared with 9.6% over all.

Crash severity also tends to vary by roadway classification, as might be expected (table 5.3).

Table 5.3 Table of RDCLASS by INJ
Oct 2003 – Sept 2004

RDCLASS(Road Class) INJ(Injury Level of Pedestrian in Crash)

Frequency	K+A Injury	B+C Injury	No Injury	Total
Interstate	26	25	0	51
US	63	153	4	220
NC	69	142	4	215
SSR	92	253	18	363
Local Street	137	836	32	1005
PVA	1	41	0	42
Private RD, Driveway	2	10	0	12
Other	1	2	0	3
Total	391	1462	58	1911

The majority of reported pedestrian roadway crashes occurred on two-lane roads (62% on average), while approximately 28% occurred on roadways with four or more through travel lanes. There are year-to-year fluctuations in most categories, but an apparent

increasing trend in the number of pedestrian crashes on single-lane roads (avg. of 5%), and a slight downward trend in the proportion occurring on three-lane roadways (data not shown). These changes may reflect changes in the extent of roadways in operation with these numbers of lanes, extent of walking on such roadways, or other factors.

When typing crashes, reviewers coded on average, approximately one-fourth of pedestrian crashes for the three years as having occurred at intersections, slightly less than ½ occurred at non-intersection roadway locations, with the remainder (29%) occurring at non-roadway locations. These proportions vary considerably by rural and urban location, with 64% of rural crashes occurring at non-intersection locations compared to 38% of urban crashes. Only 11% of rural crashes occurred at intersections, while 31% of urban crashes took place at intersections.

Understanding the location characteristics of crashes (both numbers and severity) can help in determining where to direct resources and countermeasures. Additional information by county will also be provided below. The types of countermeasures that may be implemented depend, however, on the types of crashes occurring at urban / rural locations, by roadway type, intersection versus non-intersection, as well as other location variables. These characteristics are discussed below.

Crash types and countermeasures

The development of effective countermeasures to help prevent pedestrian crashes is aided by an understanding of events leading up to a crash and contributing factors. Analysis of the data on state crash report forms and stored in electronic databases can provide information on *where* pedestrian-motor vehicle crashes occur (city street, two-lane roadway, intersection location, etc.), *when* they occur (time of day, day of week, etc.), and *to whom* they occur (age of victim, gender, level of impairment, etc.), but can provide very little information about the actual sequence of events leading to the crash. This type of information can be provided by the development of crash types for individual crashes by analyzing all of the information, including narrative and graphics, that is included on the hard copies of crash reports.

Over the most recent four years of data, the highest proportions of crashes in NC were the following types:

- Pedestrian failure to yield - 14.0%
- Unusual circumstance - 13.0%
- Off roadway - 12.9%
- Pedestrian dart / dash - 12.1%
- Backing vehicle (all locations) - 10.0%
- Walking along roadway - 9.2%

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- Other / unusual vehicle type / action - 5.6%
- Unusual pedestrian action - 5.5%
- Standing / walking in roadway – other - 5.2%
- Turning vehicle - 4.4%

These ten crash type groups account for 91% of the total. The names of the groups are reasonably self-explanatory. The most frequent group, Pedestrian failure to yield, is comprised of all situations in which a pedestrian fails to yield to a motor vehicle when crossing a roadway, but was not obviously running or darting into the street. Pedestrian failure to yield includes stepping out into the roadway and being instantly struck, walking into a vehicle, misjudging the gap, or otherwise failing to yield to traffic.

- Sixty-four percent of these crashes occurred at non-intersection locations, and about 36% at intersections.
- Pedestrian failure to yield comprises 15% of urban location crashes and 12% of rural crashes
- Pedestrian failure to yield crashes are over-represented at night time, on both dark, but lighted (22%), and unlighted roadways (15%, compared with 14% of crashes overall).
- Older adults ages 51 to 70 are over-represented in this crash type which accounts for 18% of crashes among these age groups and 16% of those over 70 but 14% of crashes over all ages. Older adults may be over-involved in this crash type due to misjudging the available gap in traffic.
- Young teens, 11 to 15 and adults 41 to 50 were also over-represented in this crash type compared to younger children (who are less likely to be walking unaccompanied on streets) and young adults.

Pedestrian dart-out or dash includes crashes in which the pedestrian walks or runs into the roadway and is struck by a vehicle whose view of the pedestrian is blocked (pedestrian dart-out), and those in which the pedestrian runs into the roadway and is struck by a vehicle whose view is not obstructed (pedestrian dash).

- National studies as well as other studies that have looked at North Carolina's pedestrian crashes in detail, and these three years of data, show that children are over-represented in dart / dash crashes. Dart / Dash crashes accounted for about 32% of crashes for children up to age 15, and 42% of the crashes among 6 to 10 year olds, compared with 12% for all age groups.
- Over 2/3 of dart / dash crashes occurred at non-intersection locations, with slightly less than 1/3 at intersections.
- Two-thirds of these crashes occur under daylight conditions.
- Thirteen percent of urban crashes are Pedestrian Dash / Dart Out, and 9% of rural crashes are this type.

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Walking along roadway crashes most often involve pedestrians struck from the rear while walking in the same direction as traffic, but can also involve pedestrians walking against traffic and being struck from the front, or other walking along roadway situations. Most of Walking along roadway crashes occur at non-intersection locations.

- Examination by light condition reveals that 51% of Walking along roadway crashes occur at night on unlit roadway segments. Altogether, about 70% of these crashes occur under non-daylight conditions (including dark, roadway lighted and unlighted, dawn and dusk). Additionally 29% of crashes that occurred on dark, unlit roadways (1152 total) were this type but 9% over all light conditions.
- The Walking along roadway category comprises 17% of rural pedestrian crashes, but only 5% of urban location crashes are this type.

Unlit roadway segments are typically rural and lack sidewalks.

Standing / walking in roadway – other crashes include any other situations where the pedestrian is walking in the roadway but cannot be more specifically classified, as well as situations where the pedestrian is simply standing in the roadway.

- Standing / walking in roadway crashes are also over-represented on dark, unlit roadways (12% of crashes under these conditions, but 5% over all light conditions).
- Teens 16 to 20 are the most over-represented age group in this category – above 7% of their crashes are this type, compared to an average of 5%.

All sorts of vehicle turning situations are covered in the Turning vehicle category, including right and left turns when the pedestrian and the vehicle are traveling in either the same or opposite directions or are on perpendicular paths.

- About 82% of turning vehicle crashes during the 3-years occurred at intersections with the other 18% occurring at non-intersection locations such as commercial and private driveways or alleys.
- Adults, starting with the 41 to 50 age group and upwards are over-represented in turning vehicle crashes. The 61 to 70 age group is represented most highly in this crash type at above 9% of their crashes compared with about 4% for all ages.
- Six percent of urban crashes involve turning vehicles but <1% of rural crashes do

The second most frequent crash group, Off-roadway accounts for nearly 13% of pedestrian crashes statewide but 19% of under age 6 crashes and 15 to 17% for those 51 to 70 years. A majority of Off-roadway crashes occur in parking lots, but this crash group also includes reported crashes that occur in a variety of off-roadway locations. Driveway exit and entry crashes, involving pedestrians walking along the roadway edge or a sidewalk who are struck by motorists turning into or out of driveways, are also included in the Off-roadway category. Countermeasures for this latter type of crash could include continuing sidewalks at grade across driveways, restricting left turns, warning signs, and others

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Backing vehicle crashes involve a backing vehicle striking a pedestrian, regardless of the location of the event (parking lot, driveway, roadway, etc**.).** Most backing vehicle crashes do, however, occur in parking lots and driveways and are thus off the street network.

- By age group, the youngest set, (0 – 5 years) are over-represented in backing vehicle crashes (17% of their crashes, versus 10% of crashes for all ages).
- Adults over 70 are also highly over-represented in backing vehicle crashes with nearly 19% being this type.

Off-roadway crashes, together with the Backing vehicle crashes that occur off roadway, account for 29% of pedestrian crashes statewide. It is apparent that non-roadway crashes are a significant problem in the state, one that should be addressed even though most of these crashes occur off the street network.

Unusual circumstances, Other / unusual vehicle type or action, and Unusual pedestrian action crashes together account for 24% of pedestrian crashes statewide**.** Unusual circumstances crashes include a variety of uncommon crash types such as assault with vehicle, dispute-related crashes, pedestrians on or clinging to a vehicle that began moving, the results of vehicle striking vehicle or vehicle striking object crashes, and other unusual circumstances such as motorists leaving the roadway and striking pedestrians on a sidewalk or other area. Unusual pedestrian action includes crashes in which the pedestrian is working, playing, or lying in the roadway; entering or exiting a parked vehicle; crossing in front of a commercial bus or school bus; walking to/from an ice cream/vendor truck or mailbox. As might be expected, children ages 6 to 10 and 11 to 15 are over-represented in Unusual pedestrian action crashes. Other / Unusual vehicle type or vehicle action includes an assortment of crash types involving those associated with driverless vehicles and emergency vehicles, cases where pedestrians were struck while walking or standing near disabled vehicles or tow trucks, and pedestrians who were struck while using play vehicles such as roller skates or scooters. Individually, these "unusual" crash types are not a large proportion of crashes, but grouped, comprise nearly one-fourth of pedestrian – motor vehicle crashes.

The unusual crash types are typically difficult to address with countermeasures. Some, such as crashes involving play vehicles might be addressed with traffic calming and other countermeasures that might be employed on local streets. Crashes involving commercial and school buses and vendor trucks may also be addressed with traffic calming in neighborhoods, measures relating to stop location, ordinances requiring the use of attached stop bars on vendor trucks or prohibiting passing of vendor trucks, increased enforcement and education, and others depending on specific conditions.

Counties

Obviously, the more urbanized areas tend to account for the highest numbers and percentages of crashes in the state. The ten counties that account for the highest percentages of pedestrian-motor vehicle crashes for the years 2003 – 2004 were:

- Mecklenburg 15.1%
- Wake 9.7
- Guilford 6.7
- Cumberland 4.9
- Forsyth 3.8
- New Hanover 2.9
- Buncombe 2.5
- Onslow 2.1
- Pitt 1.9
- Johnston 1.6

The ten highest crash counties accounted for 51% of NC's reported pedestrian / motor-vehicle crashes.

Summary of findings

While pedestrian crash rates may seem low compared with overall crash rates, the high proportions of fatalities and serious injuries and the need to provide a safe and encouraging environment for pedestrians on the roadways warrants a serious effort to address pedestrian safety on the state's roadways. While more crashes occurred in urbanized areas, rural crashes tend to be particularly serious, with nearly 28% of those hit in rural areas killed or seriously injured.

Crashes typically occur during daylight hours (58%) but nighttime crashes are probably over-represented. We have, however, no exposure data to test this hypothesis. Crashes also occurred the majority of the time during clear or cloudy weather, also no doubt reflecting the greater amounts of walking / exposure that occur under these conditions.

The most frequent crash type involves Pedestrian failure to yield. It should be pointed out, however, that this crash type does not necessarily imply fault. For example, a pedestrian may detect a gap at a mid-block area and begin crossing, but a speeding motorist closes the gap sooner than expected and strikes the pedestrian. While the pedestrian may not have been visible, and strictly speaking, may not have had the right-of-way, the motorist was clearly at fault under these circumstances by speeding, and failing to slow and avoid the crash.

Actual speed has not been directly addressed to this point, due to the difficulty in obtaining meaningful speed data from the limited number of pedestrian crash reports. The evidence, based on national data suggests that speeding is a contributing factor in 31% of crashes of all types, nationally, and in 38% in NC. Lowering travel speeds may

therefore help prevent crashes and reduce the occurrence of pedestrians being struck. Additionally, a widely cited study found that when a crash does occur, the chance of death increases dramatically as speed of the vehicle involved increases. The chance of death is 5% at 20 mph, increasing to a 45% chance at 30 mph, and an 85% chance of death, if the vehicle is traveling at 40 mph. The NC data included in this report, including the greater seriousness of crashes in rural areas, the higher proportions killed and seriously injured on 50 mph and above roadways, and on interstate, NC, and US highways, where speeds are significantly higher than in urban areas and on local streets, also suggest that speed has a serious effect on pedestrian crash outcomes, given that a crash occurs. Thus, addressing the problem of speeding statewide is a key to improving pedestrian safety as well as the safety of all road users.

Pedestrian Dart / dash crashes which typically (but not always) involve children, and occur mid-block on local streets is another crash type that warrants attention through calming these streets. Walking along roadway crashes occur most often at night on unlit roadways where sidewalks are lacking and occur in greater proportion and number in rural areas than urban. Other high frequency crash types include Unusual circumstance**,** unusual pedestrian, and unusual vehicle type crashes. While these may not seem to lend themselves to intervention, they illustrate that pedestrians are likely to be found in a variety of places and circumstances doing a variety of things. Virtually everyone becomes a pedestrian at some time and under some circumstances. Therefore, pedestrian safety improvements to the states roadways are warranted to protect all users, many of whom may not be readily apparent as pedestrians.

Providing space for pedestrians, facilities to assist safe crossing of busy roadways, calming neighborhood streets, and instituting appropriate speed limits and ensuring that motorists comply with them either through enforcement or engineering countermeasures, will help provide protection for pedestrians and enhance the quality of life throughout the state. Pedestrians should not feel unable to move about due to barriers of high-speed, and increasingly high-volume roadways with no place to safely walk.

6. BICYCLIST SAFETY

More than 700 bicyclist-motor vehicle crashes have been reported to the NC Division of Motor Vehicles during each of the years 2003 and 2004 (753 and 788 crashes, respectively). These two years of data were used for bicyclist crash analyses in order to be able to incorporate crash type information that has been assigned for each bicyclist crash through the end of 2004. Crash types are not available in the state crash database.

Although crashes involving bicyclists represent less than ½% of the total reported motor vehicle crashes in North Carolina, bicyclists are over-represented in fatal and serious injury crashes. Approximately 1½ % of the fatal crashes and 2% of A-type (disabling injury) crashes in North Carolina involved bicyclists. The reported bicyclist injuries resulting from crashes with motor vehicles each year are as shown in Table 6.1.

Table 6.1 Table of REPORT by ACCYR
2003 and 2004

REPORT(Report Type of Crash)
ACCYR(Crash year)

Frequency Percent Row Pct Col Pct	2003	2004	Total
PDO	12 0.78 40.00 1.59	18 1.17 60.00 2.28	30 1.95
Fatal	19 1.23 41.30 2.52	27 1.75 58.70 3.43	46 2.99
Injury	722 46.85 49.28 95.88	743 48.22 50.72 94.29	1465 95.07
Total	753 48.86	788 51.14	1541 100.00

On average, 20 bicyclists were killed and an additional 67 were seriously injured each year. Fortunately most bicyclist crashes do not result in serious or fatal injuries, with about 90% resulting in B-type or lesser injuries, and about 10% resulting in fatal or serious injuries.

The number of bicyclist crashes has fluctuated over the past two years, but no obvious trend is apparent over this time period. Over a longer period, crashes appear to be declining in North Carolina as well as nationally. This declining trend may be a result of decreasing exposure, particularly among children. The proportion of disabling (A-type) injuries has not declined as consistently as A-type injuries in other categories, although the proportion was 8.8% in 2000 and 7.9% in 2002. This general downward trend in A-type injuries, which began with a significant decrease from 1999 to 2000, and echo those for all crashes, may result at least in part from new reporting practices (perhaps more stringent definition of A-type injuries) instituted with the new crash report form and instruction manual in use beginning with the year 2000. The proportions of B type (evident) and C type (possible) injuries have remained relatively constant. The proportion of no injury crashes have increased from 5.3 to 9.4% over this time period.

Bicyclists should be expected to ride anywhere they are not strictly prohibited and reasonable accommodation for their safety and access should be provided on all roadways. An increasing emphasis on health and physical activity and improving multi-

modal access to roadways warrants consideration of bicyclists whenever new roadways are developed or old ones improved. The tables, figures, and text that follow are intended to illuminate the characteristics of bicyclist crashes and highlight some of the bicycle safety issues across North Carolina.

Temporal factors

Crashes involving bicyclists vary seasonally with the highest levels during the spring and summer months, and the lowest percentages during late fall and winter months (fig. 6.1). These trends no doubt reflect seasonal riding trends. The peak months are July and August at approximately 12%, followed closely by May, June and September. December and January are the lowest crash months.

Table 6.2 Table of MONTH by ACCYR
2003 and 2004

MONTH(Month of Crash) ACCYR(Crash year)

Frequency / Percent / Row Pct / Col Pct	2003	2004	Total
Jan	41 5.44	29 3.68	70
Feb	33 4.38	31 3.93	64
Mar	46 6.11	54 6.85	100
Apr	81 10.76	74 9.39	155
May	67 8.90	80 10.15	147
Jun	73 9.69	81 10.28	154
Jul	83 11.02	99 12.56	182
Aug	93 12.35	89 11.29	182
Sep	99 13.15	76 9.64	175
Oct	71 9.43	80 10.15	151
Nov	43 5.71	54 6.85	97
Dec	23 3.05	41 5.20	64
Total	753 48.86	788 51.14	1541 100.00

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Bicyclist crashes peak on Friday (16.3%) and Saturday (15.2%), with the lowest proportion occurring on Sunday (11.3%). Other weekdays account for about 14 to 15% of crashes, with Monday being slightly lower (13.9%).

Forty percent of bicycle – motor vehicle crashes occurred in the afternoon hours of 2 pm to 6 pm over this two year period. Twenty-six percent of crashes occurred during early evening between 6 pm to 10 pm, followed by 20% around midday. Slight year to year fluctuations in these proportions may reflect differences in exposure due to weather and other factors.

Temporal factors are doubtlessly related to exposure or when bicyclists ride most.

Environmental factors

The vast majority of crashes occur under daylight conditions. Three-fourths of bicycle crashes with motor vehicles occurred under daylight conditions. Eighteen percent occurred at night, with10% on lighted roadway segments and 8% on unlighted. There was a drop from 15 crashes (about 2%) to 2 crashes (0.2%) that occurred during early morning (dawn) hours from 2000 to 2002 and slight year-to-year increases in crashes at nighttime (on both lighted and unlighted roadways). These results may be due to random variation or may reflect exposure differences – more or less riding under those conditions.

The vast majority of bicyclist crashes occurred under dry weather conditions (clear or cloudy) on average no doubt reflecting exposure. Only 3% occurred during rain and less than 1% occurred under all other conditions (freezing precipitation, fog/smog/smoke, and other). Slight year to year fluctuations in the number of crashes occurring under rainy and other conditions, is also likely a reflection of exposure to these conditions (e.g., more bicyclist crashes under rainy conditions in years when the state received more rainfall).

While most crashes occurred during clear or cloudy weather and under daylight conditions, 17% occurred during night-time on lighted or unlighted roadways (clear or cloudy conditions). Most bicyclists apparently try to avoid riding during rain or other precipitation with only about 1 ½ % of crashes occurring during rain in daylight hours and slight more than 1% occurring during rain at night, dusk or dawn. The highest proportions of night-time crashes occur during the fall months of September to November, with the lowest proportion occurring during winter months. Countermeasures for night-time crashes include adding lights to non-lighted areas where bicyclists may be expected, as well as education about bicyclist conspicuity: wear bright clothing, and use lights at night, and perhaps including reminders of decreasing day length as fall approaches in safety publications.

Bicyclist characteristics

It is difficult to draw firm conclusions about the year-to-year fluctuations in crash proportions by age group (Table 6.3). There seems, however, to be a possible increasing trend among adults ages 40 to 69, and a possible decreasing trend among children up to age 15. Whether these trends will be sustained or are due to more than random variation is unknown; we do not have information about the amount of riding or exposure that goes on in the state or among different age groups. There are, however, some suggestions that child bicycling may be decreasing while that among adults may be increasing. As with pedestrian crashes, the somewhat dramatic increase in crashes among the 50 to 59 year group from 2003 to 2004 may reflect increases in the proportion of the population in this age group, as well as possible changes in the amount of riding. The most crash-involved age by far, is however, the young teen group (11 to 15) which accounted for nearly 21% of all bicycle crashes over this period, followed by the 6 to 10 year group (15%). The 25 to 29 year group accounted for the lowest proportion among older teens and young adults; crash rates were higher for the 30 to 39 year group, declined slightly among 40 to 49 year olds, and continued declining with increasing age.

Table 6.3 Table of AGE by ACCYR
2003 and 2004

AGE(Age of Pedalcyclist)	ACCYR(Crash year)		
Frequency	2003	2004	Total
< 6 Yrs	9	24	33
6 to 10	81	98	179
11 to 15	160	145	305
16 to 20	108	102	210
21 to 25	62	68	130
26 to 30	49	43	92
31 to 40	109	116	225
41 to 50	119	130	249
51 to 60	44	50	94
61 to 70	18	21	39
71+	11	6	17
Unknown,Missing	6	15	21
Total	776	818	1594

It is also difficult to draw firm conclusions about relationship of seriousness of bicyclist injuries to age. There is, however, apparently over-involvement of children 6 to 10 and young teens 11 to 15 in serious (type A) injury crashes, although not in fatal crashes. Adults twenty-five and up seem, however to be over-involved in crashes resulting in fatal injuries, particularly the 50 to 59 year group. These results may result primarily from differences in crash location and types of crashes that different age groups tend to be involved in (see below), rates of helmet wearing by different age groups, and other factors, and thus discussion of countermeasures will be delayed until those factors are discussed. The apparent results of increasing crash seriousness with increasing age may

also likely reflect to some extent, increasing vulnerability with age, particularly of the oldest age group.

Males consistently accounted for the vast majority (85%) of bicyclists involved in crashes with motor vehicles. These results are consistent with national data.

Although bicycle crashes in North Carolina are most likely to involve bicyclists of White racial background (47% on average), Blacks are involved in almost as many crashes (approximately 44% - Table 6.4). Considering they comprise about 22% of persons living in the State (2000 census data), Blacks are clearly over-represented in bicycle crashes, and Whites are under-represented based on the population (about 72%). There has been a slight decrease in the proportion of crashes involving black bicyclists, from around 46% in 2000 to about 44% in 2002. Asians and Native Americans account for less than ½ % and about 1 ½%, respectively of the total bicyclist crashes. Since the year 2000, when the state began identifying Hispanics and persons of Asian descent on crash report forms, Hispanics have accounted for about 5 – 6% of the bicyclist crashes each year, and a comparable proportion of the population, 4.7% (in 2000).

Table 6.4 Table of RACE by ACCYR
2003 and 2004

RACE(Race of Pedalcyclist)
ACCYR(Crash year)

Frequency	2003	2004	Total
White	364	400	764
Black	345	364	709
Nat Amer	11	17	28
Hispanic	31	28	59
Asian	9	1	10
Other	7	1	8
Unknown	9	7	16
Total	776	818	1594

Reported helmet use for bicyclists involved in crashes is extremely low, <2% on average. These data are not, however, considered to be extremely reliable since often an injured bicyclist is transported from the crash scene prior to the reporting officer's arrival.

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Nevertheless we know from a 2002 statewide observational helmet use survey that bicycle helmet use is unacceptably low. Over all ages, helmet use was estimated to be 24% among those riding on streets. Observed use for those 15 and under was, however, only 16%. Use was lowest in the coastal plain region, followed by the Piedmont region, and highest in the mountain region. It is possible that those involved in crashes use helmets at a lower rate than overall.

The investigating officer indicated alcohol use by only about 1% of the bicyclists involved in collisions with motor vehicles over a 4 year period. Indicated use does not necessarily imply that the bicyclist was intoxicated at the time of the crash, only that alcohol use was detected.

Driver use of alcohol was detected for an average of 2% of the drivers involved in collisions with bicyclists over the three year period. This rate is lower than alcohol detection reported for crashes overall over the same period (5.7%).

Roadway and location characteristics of bicyclist crashes

Although approximately 34% of bicyclist crashes occurred at rural locations each year (and 34% of all injuries), they are more serious, more often than urban crashes, comprising 57% of the A type (disabling) injuries and 53% of those killed in crashes (Table 6.5).

In 2003 and 2004, above 55%, on average, of bicycle – motor vehicle crashes occurred on local streets, likely reflecting more riding in urbanized areas and in neighborhoods (Table 6.5). There were year-to-year fluctuations, but no obvious trends over time. Nearly 20% of bicycle crashes occurred along state secondary routes (which includes the former categories Rural Paved and Rural Unpaved). Around 6 - 7% occurred on US Routes and NC Routes. Nearly 7% of reported bicyclist crashes in this three year period occurred in parking lots, public driveways, or other public vehicular areas, with an additional 3% indicated to be on private property.

Crash severity also tends to vary by roadway classification, as might be expected, with higher proportions of struck bicyclists being killed and seriously injured on interstate routes (2 struck), U.S., NC, and state secondary routes than on local streets or PVA's (public vehicular areas) (fig. 6.5).

The majority of reported bicyclist roadway crashes occurred on two-lane roads (65% on average), while approximately 29% occurred on roadways with four or more through travel lanes (fig. 6.5). These trends were largely consistent from year-to-year

Understanding the location characteristics of crashes (both numbers and severity) can help in determining where to direct resources and countermeasures. Additional information by county will also be provided below

Table 6.5 Table 1 of RDCLASS by INJ
Controlling for ACCYR=2003

RDCLASS(Road Class) INJ(Injury Level of Pedalcyclist in Crash)

Frequency	K+A Injury	B+C Injury	No Injury	Total
Interstate	0	2	0	2
US	13	65	6	84
NC	21	54	2	77
SSR	25	141	11	177
Local Street	22	383	7	412
PVA	0	3	1	4
Private RD, Driveway	0	6	0	6
Other	0	2	0	2
Total	81	656	27	764

Table 2 of RDCLASS by INJ
Controlling for ACCYR=2004

RDCLASS(Road Class) INJ(Injury Level of Pedalcyclist in Crash)

Frequency	K+A Injury	B+C Injury	No Injury	Total
Interstate	0	1	0	1
US	10	47	1	58
NC	18	73	4	95
SSR	28	150	10	188
Local Street	27	403	23	453
PVA	0	10	0	10
Private RD, Driveway	0	3	0	3
Other	0	2	0	2
Total	83	689	38	810

Crash types

As with pedestrian crashes, the development of effective countermeasures to help prevent bicyclist crashes is aided by an understanding of events leading up to a crash and contributing factors. Analysis of the data from state crash report forms that are stored in electronic databases can provide information on *where* bicyclist-motor vehicle crashes occur (city street, two-lane roadway, intersection location, etc.), *when* they occur (time of day, day of week, etc.), and *to whom* they occur (age of victim, gender, level of impairment, etc.), but can provide very little information about the actual sequence of events leading to the crash.

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Each identified crash type is defined by a specific sequence of events, and each has precipitating actions, predisposing factors, characteristic locations, and sometimes characteristic populations, that can be targeted for interventions

Factors that may contribute to bicycle crashes with motor vehicles include the position and direction the bicyclist is riding. As vehicles, bicyclists should travel in the direction of other vehicular traffic. Motorists do not expect bicyclists to be approaching from the right, nor do they expect them on the sidewalk.

- Thirty-three percent of those involved in crashes with motor vehicles, and for whom this information was relevant (i.e., they were not on PVAs, driveways, trails, or other off-road areas) were riding facing traffic (N=2086).
- 8% were riding on the sidewalk.
- And when bicyclists involved in crashes were reported to be riding on the sidewalk, in more than ¾ of the occasions they were also riding against the direction of traffic (fig. 6.10).
- When riding on the street in either a shared lane or bike lane or shoulder, bicyclists involved in crashes with motor vehicles were riding against traffic 24% and 31% of the time, respectively.
- Adults were about equally as likely as children to be riding facing traffic.

Over the most recent three years of data, the five crash groups responsible for the highest proportions of crashes in NC (not including "Other" which includes a variety of crash types) were the following types:

- Sign-controlled intersection - 19.8%
- Bicyclist turn / merge - 13.5%
- Bicyclist ride-out - mid-block - 11.8%
- Motorist overtaking - 11.7%
- Motorist turn / merge - 9.8%

- The above five groups accounted for two-thirds of the bicycle – motor-vehicle crashes in NC.

Counties

The ten highest crash rate counties account for only 19% of the states bicycle crashes. Thus, the more urbanized counties do not necessarily have the highest bicycle crash rates, as was more or less the case with pedestrian crashes. Many of the high bicycle crash rate counties have low populations compared to the more urban counties. Twenty-two of the top 25 counties are also in the eastern part of the state. It is likely that there is more bicycle riding per population, and hence a higher crash rate, in these counties for reasons

other than population – as examples, a large university student population in Orange County, an aesthetically-pleasing rural riding environment, or the flat topography in the coastal plain which may encourage riding by a larger proportion of the population in eastern counties. There is also likely to be more recreational riding by people from other locations in some of the coastal counties. We cannot, however, say with any certainty that there is greater riding per capita in the eastern part of the state or in the higher crash rate counties, as we do not have exposure data. Therefore, it is also possible, that there are more crashes for other reasons.

Table 6.6 Table of COUNTY by ACCYR
2003 and 2004

COUNTY(County of Crash) / Frequency	ACCYR(Crash year) 2003	2004	Total
Alamance	5	14	19
Alexander	0	2	2
Anson	4	1	5
Beaufort	6	12	18
Bertie	0	2	2
Bladen	2	3	5
Brunswick	6	8	14
Buncombe	22	14	36
Burke	4	0	4
Cabarrus	12	2	14
Caldwell	2	5	7
Camden	1	0	1
Carteret	5	8	13
Caswell	0	2	2
Catawba	10	8	18
Chatham	5	3	8
Cherokee	0	1	1
Chowan	0	1	1
Cleveland	4	4	8
Columbus	8	3	11
Craven	6	15	21
Cumberland	38	35	73
Currituck	0	5	5
Dare	19	9	28
Davidson	8	7	15
Davie	0	1	1
Duplin	3	5	8
Durham	21	20	41
Edgecombe	14	9	23
Forsyth	20	34	54
Franklin	4	3	7
Gaston	14	29	43
Gates	2	1	3
Graham	0	1	1
Granville	3	4	7
Greene	1	1	2
Guilford	51	63	114
Halifax	7	9	16
Harnett	8	9	17

Haywood	4	0	4
Henderson	5	8	13
Hertford	3	4	7
Hoke	0	4	4
Hyde	1	1	2
Iredell	14	12	26
Johnston	9	9	18
Jones	0	1	1
Lee	4	6	10
Lenoir	12	9	21
Lincoln	1	1	2
Madison	2	0	2
Martin	3	2	5
McDowell	2	0	2
Mecklenburg	66	91	157
Montgomery	0	3	3
Moore	0	1	1
Nash	11	6	17
New Hanover	50	37	87
Northampton	1	2	3
Onslow	16	23	39
Orange	16	15	31
Pamlico	0	1	1
Pasquotank	8	4	12
Pender	1	2	3
Perquimans	2	0	2
Person	0	1	1
Pitt	24	25	49
Randolph	13	6	19
Richmond	6	7	13
Robeson	20	21	41
Rockingham	8	5	13
Rowan	14	7	21
Rutherford	2	2	4
Sampson	4	5	9
Scotland	9	11	20
Stanly	6	4	10
Stokes	2	0	2
Surry	1	4	5
Transylvania	0	2	2
Union	13	6	19
Vance	0	1	1
Wake	69	77	146
Washington	1	3	4
Watauga	6	3	9
Wayne	15	11	26
Wilkes	2	3	5
Wilson	13	19	32
Yadkin	2	0	2
Total	776	818	1594

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Summary of findings

As with pedestrian crashes, bicycle – motor vehicle crashes are a low percentage of overall crashes. But when collisions between bikes and motor vehicles occur, they are often serious with 2.2% of those struck being killed and another 7.5 % being seriously injured. More crashes occur in urbanized areas and on local streets, but rural crashes tend to be more serious, likely because more occur on higher speed roadways, predominantly state secondary roads.

When motorists drove out into the path of a bicyclist, the cyclist was most often traveling against the direction of traffic. Wrong-way riding was also implicated in Signal-controlled intersection crashes as well as Motorist drive-out – mid-block crashes. All of these crash types occur most often in urban areas. Sidewalk riding is particularly over-represented in Signal-controlled intersection crashes as well as Motorist turn / merge crashes.

Reducing crashes involving crossing paths and turning vehicles is a challenge. Obviously, reducing sidewalk riding and wrong-way riding should help to reduce certain crash types, particularly those involving motorists pulling out to turn right at intersections or mid-block locations. Calming intersections by tightening turn radii, enhancing intersection markings, and other measures may help to reduce turning vehicle crashes. Replacing traditional intersections with low-speed roundabouts or mini-traffic circles could help to reduce the frequency and severity of intersection crashes with bicycles by forcing slow speeds through intersections and reducing the overall number of conflict points. Consideration must be given, however, to the best way to accommodate bicycles through a traffic circle – particularly if multiple lanes are involved.

Children were most often involved in mid-block ride out crashes, also more typically occurring in urban areas, but proportional to the overall urban crash rate. Calming speeds on local streets is one recommended countermeasure for this crash problem.

Crashes that occurred in a greater proportion in rural areas than urban, include Motorist overtaking crashes, and Bicyclist turn / merge crashes (about 61% each). Adults were over-represented in the former and youth, 11 – 15 were over-represented in the latter. Many of the bicyclist turn / merge crashes involving young riders crashes seem to involve the bicyclist changing lanes to avoid an overtaking vehicle. In particular, narrow, high speed roadways in rural areas need improvements to help bicyclists. Providing space on the roadway for bicyclists through adding paved shoulders, and in urban areas, through bike lanes or wide outside lanes, and educating motorists and bicyclists about traffic rules, proper passing, and sharing the road are countermeasures for these two problems. Lower speeds would also help, since rapidly overtaking motor vehicles may have insufficient time to slow to wait for an appropriate gap to pass. Lower speeds also would assist bicyclists that have legitimate need to change lanes or turn, to merge with traffic.

Reducing speeds would help all crash types, since lower speeds help motorists to avoid crashes and also reduces the seriousness if a crash does occur. Lower speeds would help to create, not only a safer bicycling environment, but a more welcoming one.

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Although ideally, most bicycle crashes would be prevented through implementation of appropriate countermeasures, when a crash does occur, a properly used safety helmet provides the best protection from serious and fatal injuries. Helmet use is very low in NC, only 24% over all, and even lower among children and the 11 to 15 year group most involved in crashes. Efforts to strengthen support of the statewide helmet law, and promote greater helmet use are therefore strongly recommended.

As public health agencies are increasingly advocating for more active forms of transportation, i.e. bicycling and walking, demand for safe multi-modal roadways will increase over the coming years. Adult bicycling already seems to be on the rise. Providing for the needs of bicyclists and pedestrians on the states roadways should be a key priority over the next period of road-building and improvements.

7. OLDER DRIVER SAFETY

Introduction

An average of nearly 28,000 drivers age 65 or older have been involved in reported crashes in North Carolina over each of the past three years. This number includes nearly 11,000 drivers age 75 or older. Older adults are of particular interest because:

1) Their numbers are increasing, and can be expected to continue to increase over the next 30+ years. Whereas the overall North Carolina population is projected to increase 46% by 2030, the age 65+ population will more than double, from just over 1 million to 2.2 million persons age 65+.

2) Declining functional abilities and health in older adults contribute to increased crash rates per mile driven. Only 16-19-year-old drivers have higher overall crash rates than do drivers age 80+.

3) Once in a crash, older adults are much more vulnerable to injury. Despite their generally lower speeds and less severe crashes, older adults are 4 to 6 times more likely to die as a result of their crash.

This section highlights characteristics of older driver crashes in North Carolina and identifies potential approaches for improving the safety of this vulnerable population.

Older Drivers Involved in Crashes

On average over the past 3 years, 7.5% of crash-involved drivers in North Carolina were age 65 or older (see Table 7.1). This is less than their 11.9% representation in the overall population, due at least in part to the fact that many older adults (especially older women) either do not drive at all or drive fewer miles compared to younger drivers.

Table 7.1: *Numbers and Percentages of Crash-Involved Drivers by Age Group and Year*

Age Group	Crash Year					
	2001-2002		2002-2003		2003-2004	
	n	*Col %*	*n*	*Col %*	*n*	*Col %*
< 25	103,807	27.9	106,368	27.9	105807	27.5
25-44	156,926	42.2	161,309	42.2	160369	41.7
45-64	82,854	22.3	87,317	22.3	89822	23.4
65-74	16,965	4.6	17,423	4.6	17361	4.5
75-84	9,562	2.6	9,713	2.6	9398	2.4
85+	1,603	0.4	1,551	0.4	1624	0.4
Total	371,717	100.0	383,681	100.0	384381	100.0

Information on the injury status of drivers involved in crashes is shown in Table 7.2. For all age groups combined across the 3 years of crashes, 0.3% of drivers were killed. This percentage is only slightly higher for drivers ages 65-74, but increases to 0.7% for those ages 75-84, and to 1.5% for those ages 85+ (see Figure 7.2). Percentages of severe injuries are less elevated. These percentages fluctuated across crash years, due to the relative rarity of severe and fatal injuries, coupled with the relatively small numbers of crash-involved drivers in the oldest age categories.

Table 7.2 AGE by INJ
2004

AGE(Age of Driver) INJ(Injury Level of Driver)

Frequency Row Pct	Fatal Injury	A Injury	B+C Injury	No Injury	Total
< 25 Yrs	266	755	23804	79652	104477
	0.25	0.72	22.78	76.24	
25 to 44	342	1132	35318	121406	58198
	0.22	0.72	22.33	76.74	
45 to 64	238	665	19989	68714	89606
	0.27	0.74	22.31	76.68	
65 to 74	75	111	3608	13326	7120
	0.44	0.65	21.07	77.84	
75 to 84	64	75	1992	7266	9397
	0.68	0.80	21.20	77.32	
85+	20	12	351	1288	1671
	1.20	0.72	21.01	77.08	
Total	1005	2750	85062	291652	380469

Key Findings

- The number of crash-involved older drivers has shown only modest increases over the past 3 years. ("Baby boomers" have not yet entered the ranks of older drivers.)

- Once involved in a crash, older drivers ages 75+ are more likely than their younger counterparts to be severely injured or killed.

- Although drivers ages 65+ make up only 7.5% of the crash-involved driver population, they comprise 15% of fatally-injured drivers.

Temporal Characteristics of Older Driver Crashes

Three out of four crashes involving older drivers occurred between the hours of 10:00 a.m. and 6:00 p.m., and older drivers were especially overrepresented in crashes between 10:00 a.m. and 2:00 p.m. Very few, only about two percent, occurred at nighttime after 10:00 p.m. Again, these findings reflect the times when older adults are most likely to be on the road driving. As drivers age, this pattern of midday crashes becomes even more pronounced.

Older driver crashes are also more likely to occur on weekdays, although here the differences are relatively small. Overall in North Carolina, 78% of crashes occurred on weekdays (Monday – Friday) and 22% on weekends (Saturday or Sunday). For drivers ages 65+, 81% occurred on weekdays and 19% on weekends.

Key Findings

- Not surprisingly, older drivers tend to be involved in crashes during midday hours and on weekdays, reflecting the times they are most likely to be driving.

Roadway and Locational Characteristics of Older Driver Crashes

Overall, 62% of North Carolina crashes occur in the state's more highly populated Piedmont counties, 26% in its eastern coastal counties, and only 12% in its western mountain region counties. However, the western part of the state is home to a disproportionate number of older adults, and this is reflected in their crash data. With increasing age, the percentage of crashes occurring in the Mountain region counties increases, while the percentage occurring in the Piedmont counties declines. For drivers ages 85+, nearly one in five crashes (19%) are in the western Mountain region of the state.

Although older adults are under represented in crashes in the more urban Piedmont counties, their crashes are about equally likely to occur in urban areas, and increasingly so with age. Again, this likely reflects their greater exposure to potential crashes in urban driving environments and on urban roadways.

As drivers age, they are much less likely to be involved in crashes on Interstate and Secondary State Roads. Conversely, they are more likely to be involved in crashes on U.S. Route roadways and on local streets. Their crashes are also somewhat more likely to occur on private roadways, in parking lots, and so forth, especially for the oldest drivers.

Information with respect to the speed limits on roads mimics that of road type, with older drivers less likely to be involved in crashes on higher speed roadways, and more likely to be involved in crashes on lower speed roadways of 35 mph or less.

The crashes of older drivers are also much more likely than those of younger drivers to occur at intersections and especially those involving stop sign controls. .

Key Findings

- Nearly one in five drivers killed in crashes in the western Mountain region of the state is age 65+. As the North Carolina population ages, this proportion will rise, not only in western North Carolina but in all parts of the State.

- For the most part, older driver crashes tend to mimic the locations and situations where older adults drive, (i.e., on shorter trips, lower speed roadways, about town, during the daytime, under favorable weather conditions, etc.). Without more detailed driving exposure data, however, it is not possible to identify what driving situations pose the greatest risk for older drivers. For example, without knowing how many miles older adults drive on interstate roadways or at nighttime, it is not known whether these situations pose greater risk to their safety.

Maneuvers, Contributing Factors, and Physical Conditions in Older Driver Crashes

The majority of all drivers (57%) are going straight ahead when they crash. Older drivers, however, are less likely to be going straight ahead and much more likely to be making a left turn. In fact, older drivers are nearly twice as likely as younger drivers to be engaged in a left turn maneuver at the time of their crash. Other types of maneuvers where older drivers are overrepresented include right turns, changing lanes, and starting in the roadway (e.g., when starting up at a green light).

Like the youngest drivers, older drivers are more likely to be cited for one or more contributing factors to their crash. At least by this measure, middle-aged drivers, ages 45-64, are the “safest” drivers on the road. Moreover, the likelihood of contributing to their crash increases with age. Nearly four out of five crash-involved drivers age 85 or above were cited for some contributing factor to their crash.

Based on the first contributing factor noted when more than one factor is cited, failure to reduce speed is the most frequently cited contributing factor, but is most prominent for drivers in the younger two age categories. For older adults, by far the most commonly cited contributing factor is failure to yield. While only cited for 17.6% of drivers overall, it is cited for 31% of drivers ages 65-74, increasing to 41% for drivers ages 85+. Other contributing factors that are over represented among older drivers include improper turning, disregard of traffic signal, and disregard of stop or yield signs (primarily the former). In contrast, older drivers are less likely to be cited for speeding, careless/aggressive driving, alcohol or drug use, or following too closely.

A final "crash characteristic" factor examined is the driver's physical condition at the time of the crash. Although in reality a driver variable, this variable can provide insight into potential causative factors in crashes. Although the vast majority of older drivers are identified as being in a "normal" physical condition at the time of their crash, they are more likely to be impaired by a medical condition or by some other physical impairment. Interestingly, even though older adults are much greater consumers of medications, medication use does not appear in these data to be a factor in their crashes.

Key Findings

- Drivers ages 65+ are more likely to crash while making a left turn, and the crash risk increases along with their age.

- Older drivers are more likely to be cited for contributing to their crash, with the most commonly cited contributing factor being failure to yield to other traffic.

Conclusions

In terms of number of crashes, older adults do not yet represent a significant safety problem in North Carolina. However, this situation will change over the next decade as the large swell of baby boomers hits retirement age. Based on population growth alone, older driver crashes will more than double over the next 25 years. Older adults are by far the fastest growing segment of the North Carolina population.

If one is concerned about reducing traffic fatalities, older drivers already demand attention. The data analysis showed that while older adults represent 7.5% of all crash-involved drivers, they represent 15% of drivers killed in crashes. They also represent about 15% of pedestrians killed in crashes.

To reduce these numbers, most safety experts recommend a comprehensive approach that includes improvements to the driving environment (e.g., roadway markings, signage, traffic control, etc.), driver licensing practices (e.g., increased screening and licensing restrictions based on driver functional abilities), driver training and rehabilitation (e.g., driver refresher courses, adaptive vehicle equipment), increased public awareness, improved vehicle design, and greater access to alternative modes of transportation. Many

excellent materials and resources exist. For example, Federal Highway Administration (FHWA) offers Older Driver Workshops to train state and local traffic engineers in improving the roadways to better accommodate aging drivers. The National Highway Traffic Safety Administration (NHTSA) will soon be launching a "tool kit" of community resources to promote older driver safety as well as mobility. The recently released AASHTO Guide for Reducing Crashes Involving Older Drivers recommends a range of strategies that have promise for making roadways safer not only for older drivers, but for road users of all ages.

In creating an ad-hoc Senior Driver Safety Coalition, and moving towards a more formal governor appointed advisory board, North Carolina has begun assembling the broad-based coalition of public and private agencies, organizations, and advocacy groups needed to improve older driver safety and mobility. However, much remains to be accomplished.

8. SPEED-RELATED CRASHES

Driver speed is a function of several factors, e.g., posted speed limits, alignment, lane and shoulder width, design speed, land use, surrounding land use, traffic volumes, percentage of trucks in the traffic stream, weather, time of day, enforcement, visibility, vehicle operating characteristics, and driver factors such as risk taking behavior. Despite several studies that have attempted to establish relationships between driver speed and crash rates, the results are not consistent. Although there is some evidence to indicate that, on a given road segment, crash involvement rates of individual vehicles rise with their speed of travel, it is not clear if across all roads crash involvement rates rise with the average speed of traffic, i.e., we cannot assume that roads with higher average traffic speeds have higher crash rates than roads with lower average traffic speeds. Many have argued that there is a relationship between crash involvement rates and deviation from average speed. Speed is however directly related to the severity of a crash.

In North Carolina, for each driver involved in a crash, the investigating officer can indicate a maximum of three contributing circumstances. These contributing factors are intended to provide information on driver actions that probably lead to their involvement in the crash. These contributing factors are not necessarily listed in any particular order, i.e., it is not necessarily that the first contributing factor was the most critical. There are 31 possible driver contributing factors, and three of these relate to speed: exceeding the posted speed limit, driving too fast for conditions, and failure to reduce speed. It is important to note that it is very difficult to get an objective measure of the true crash speeds of crash-involved vehicles. Numbers are typically based on estimates by the investigating officer and/or self-reports by the driver.

In the following discussion, 'speed related crashes' were identified by selecting all crashes where at least one of the contributing circumstances for at least one of the drivers was coded as exceeding the posted speed limit, driving too fast for conditions, and failure to reduce the speed.

Severity of Speed Related Crashes

Between 40 and 45% of fatal and injury crashes are speed related, whereas, just 35% of PDO crashes are speed related (Table 8.1). Comparing crash statistics in Oct02-Sep03 with Oct00-Sep01, the percentage increase is speed related crashes is slightly higher compared to the percentage increase in total crashes (8.4% vs. 5.5%). This increase is essentially due to a 16% increase in the number of speed related PDO crashes (Figure 8.2). The number of speed related fatal and injury crashes have changed very little during this period.

Table 8.1: *Speed related crashes by severity*

REPORT(REPORT) SPDA(Speeding Involved Crash)

Frequency	No	Yes	Total
PDO	94161	51646	145807
Fatal	855	570	1425
Injury	47731	35326	83057
Total	142747	87542	230289

Table 8.2 looks at the severity issue in more detail for the 2003 -2004 time period. The percentage of crashes at different levels of severity is shown for all crashes and all speed-related crashes. Consistent with expectations, a higher percentage of speed related crashes are associated with fatalities and injuries.

Table 8.2: *Severity of speed related crashes in 2003 and 2004*

ACCSEV(Crash Severity) ACCYR(Crash year)

Frequency		2003	2004	Total
Fatal	Crash	587	577	1164
A	Crash	1251	1241	2492
B	Crash	7913	8150	16063
C	Crash	26166	25957	52123
PDO	Crash	48189	49068	97257
Unknown	Crash	2871	2731	5602
Total		86977	87724	174701

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Area Type

A higher percentage of crashes in rural areas are associated with speed compared to urban areas. In the last three years, approximately 40% of crashes in rural areas are speed related whereas approximately 35% of crashes in urban areas are speed related (Table 8.3). This is to be expected since roads in rural areas are usually associated with lower traffic volumes and allow speeding.

Table 8.3: *Speed related crashes by area type*

URBRUR(Urban / Rural Crash Indicator)

	ACCYR(Crash year)		
Frequency	2003	2004	Total
Rural	43353	43613	86966
Urban	43624	44111	87735
Total	86977	87724	174701

Driver Age

The 16-17 age group is associated with the highest percentage of speed related crashes (Table 8.4). As drivers mature, the percentage of speed related crashes come down. Older drivers are associated with the least number of speed related crashes.

Table 8.4

Table 1 of AGE by DRSPD
Controlling for ACCYR=2003

AGE(Age of Driver)

	DRSPD(Driver Involved Speeding in Crash)		
Frequency Row Pct	No	Yes	Total
15	598 77.76	171 22.24	769
16 to 17	13128 65.16	7019 34.84	20147
18 to 24	60442 70.46	25340 29.54	85782
25 to 34	67763 77.65	19501 22.35	87264
35 to 44	59450 80.70	14221 19.30	73671
45 to 54	46225 83.73	8983 16.27	55208
55 to 64	28192 85.38	4829 14.62	33021
65 to 74	15226 86.82	2312 13.18	17538
75+	9622 85.63	1615 14.37	11237
Total	300646	83991	384637

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Table 2 of AGE by DRSPD
Controlling for ACCYR=2004

AGE(Age of Driver)
DRSPD(Driver Involved Speeding in Crash)

Frequency Row Pct	No	Yes	Total
15	565 73.57	203 26.43	768
16 to 17	13015 65.11	6975 34.89	19990
18 to 24	60401 70.46	25318 29.54	85719
25 to 34	66723 77.13	19785 22.87	86508
35 to 44	59273 80.67	14205 19.33	73478
45 to 54	46277 83.24	9315 16.76	55592
55 to 64	29805 85.40	5097 14.60	34902
65 to 74	15017 86.79	2286 13.21	17303
75+	9563 85.65	1602 14.35	11165
Total	300639	84786	385425

Time of Day

More crashes are speed related between 7:00 and 8:00 a.m., 3:00 and 5:00 p.m., and 1:00 and 3:00 a.m. It is possible that the relative high percentage of speed related crashes between 7:00 and 8:00 a.m. and between 3:00 and 5:00 p.m. is partly due to young drivers who drive to school in the morning and drive from school in the afternoon during these periods but a more likely reason might be adults commuting to and from work each day. The relatively high percentage of speed related crashes between 1:00 and 3:00 a.m. could be associated with alcohol.

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Month of Year

In the last two years, January has seen a significant increase in the percentage of crashes that are speed related. It is not clear if this is a random variation or a systematic change in the pattern for speed related crashes.

Day of Week

Friday is associated with the highest number of speed related crashes. However, Fridays are also associated with the highest number of crashes. The percentage of speed related crashes are quite uniform over different days of the week.

Road Class

Interstate highways are associated with the highest speeds because they are designed to the highest standards. Interstates have the highest percentage of speed related crashes in North Carolina, although they have the lowest number of speed related crashes (Table 8.5). Local streets have the highest number of speed related crashes but the lowest percentage of speed related crashes.

Table 8.5 Speed Related Crashes by Road Type

RDCLASS(Roadway Class)	ACCYR(Crash year)		
Frequency	2003	2004	Total
Interstate	9476	9561	19037
US	15839	16299	32138
NC	13589	13868	27457
SSR	21411	21484	42895
Local Street	25329	25010	50339
PVA	219	255	474
Private RD, Driveway	114	98	212
Other	83	85	168
Unknown	917	1064	1981
Total	86977	87724	174701

Speed Related Crashes by County

The rate of speed related crashes vary widely across North Carolina counties, as shown in Table 8.6. There are several factors that may influence why a particular county may have a high or low rate of speed related crashes including: number of young drivers in the county, extent of tourist traffic, and the type of road system in the county including the number of rural roads.

Table 8.6 **Speed Related Crashes by County**

COUNTY(County of Crash)
ACCYR(Crash year)

Frequency	2003	2004	Total
Alamance	1371	1260	2631
Alexander	256	278	534
Alleghany	142	139	281
Anson	175	186	361
Ashe	259	228	487
Avery	160	135	295
Beaufort	284	325	609
Bertie	152	185	337
Bladen	241	263	504
Brunswick	791	781	1572
Buncombe	2347	2293	4640
Burke	950	897	1847
Cabarrus	1568	1428	2996
Caldwell	664	814	1478
Camden	56	52	108
Carteret	494	537	1031
Caswell	198	130	328
Catawba	1732	1810	3542
Chatham	490	536	1026
Cherokee	184	191	375
Chowan	102	77	179

Clay	76	76	152
Cleveland	990	882	1872
Columbus	523	572	1095
Craven	652	806	1458
Cumberland	3288	3632	6920
Currituck	141	185	326
Dare	396	426	822
Davidson	1265	1316	2581
Davie	384	422	806
Duplin	446	445	891
Durham	3040	3102	6142
Edgecombe	443	494	937
Forsyth	3336	3352	6688
Franklin	369	413	782
Gaston	1785	1909	3694
Gates	89	69	158
Graham	112	106	218
Granville	321	341	662
Greene	172	174	346
Guilford	5458	5088	10546
Halifax	492	505	997
Harnett	828	780	1608
Haywood	572	498	1070
Henderson	928	1008	1936
Hertford	163	184	347
Hoke	240	268	508
Hyde	33	27	60
Iredell	1744	1673	3417

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Jackson	437	425	862
Johnston	1550	1607	3157
Jones	99	102	201
Lee	537	566	1103
Lenoir	444	469	913
Lincoln	634	718	1352
Macon	320	297	617
Madison	159	152	311
Martin	204	223	427
McDowell	520	537	1057
Mecklenburg	8609	8234	16843
Mitchell	146	146	292
Montgomery	261	271	532
Moore	591	676	1267
Nash	1036	1090	2126
New Hanover	2106	2110	4216
Northampton	212	216	428
Onslow	1336	1411	2747
Orange	1257	1171	2428
Pamlico	103	105	208
Pasquotank	302	256	558
Pender	342	366	708
Perquimans	65	95	160
Person	359	292	651
Pitt	1486	1499	2985
Polk	165	192	357
Randolph	1441	1469	2910
Richmond	343	453	796
Robeson	1211	1372	2583

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Rockingham	942	822	1764
Rowan	1050	1015	2065
Rutherford	601	620	1221
Sampson	567	600	1167
Scotland	249	263	512
Stanly	511	470	981
Stokes	418	394	812
Surry	742	728	1470
Swain	136	96	232
Transylvania	255	236	491
Tyrrell	25	37	62
Union	1492	1335	2827
Vance	436	401	837
Wake	8510	9124	17634
Warren	166	175	341
Washington	93	96	189
Watauga	714	590	1304
Wayne	1040	1012	2052
Wilkes	686	654	1340
Wilson	685	744	1429
Yadkin	359	376	735
Yancey	123	118	241
Total	86977	87724	174701

Summary of Findings

- Speed-related crashes are in general more severe compared to non-speed-related crashes.

- Speed-related PDO crashes have increased substantially in the last two years. However, the number of injury and fatal speed-related crashes has changed very little during this period.

- A higher percentage of crashes in rural areas are associated with speed compared to urban areas.

- The 16-17 age group is associated with the highest percentage of speed-related crashes.

- A large number of speed related crashes occur during the morning peak, the afternoon peak, and between 1:00 and 3:00 a.m.

- Interstates have the lowest number of speed-related crashes, but the highest percentage of speed-related crashes. Local streets have the highest number of speed-related crashes, but the lowest percentage of speed-related crashes.

- Close to 80% of crashes where a rear-end crash was the first harmful event, are speed-related. A significant percentage of crashes (close to 50%) where the first harmful event is a Jacknife/Overturn/Rollover, collision with a fixed object, or ran-off-the-road, are speed-related.

Possible countermeasures to reduce speed-related crashes

<u>Setting consistent speed limits</u>

Speed limits need to be credible and enforceable. Credibility must be achieved in the eyes of multiple audiences including, but not limited to:

- Traffic engineers using the system and applying the results.
- Elected officials and public policy makers that must respond to the community.
- Drivers who are directly impacted by the limits established and whose behavior is a direct reflection of the effectiveness of the system.
- Judges and magistrates who must often address the “reasonableness” rule within their courts.
- Enforcement officials who need a more objective means of separating the egregious violators from the rest of the driving population.

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Enforcement and Public Information

Enforcement will be an effective speed management tool as long as the posted speed limits are credible. The problem with traditional enforcement is their short-lived effect in deterring speeding. It may be possible to boost the longevity of the deterrence effect is through a public information campaign coupled with enforcement. It would be worthwhile to target enforcement efforts on those roads and times when speed-related crashes are most common. Automated enforcement (e.g., photo radar) can be used to complement traditional enforcement techniques.

It is important that any enforcement and/or public information campaign be designed carefully to allow for an unbiased evaluation. Recently, the Federal Highway Administration and the National Highway Traffic Safety Administration have established cooperative agreements with several States and local agencies to conduct field operational tests on speed setting and enforcement. These cooperative agreements will evaluate the effectiveness of a "three E's" (engineering, enforcement, education) approach to address the problem of speeding. The jurisdictions will re-evaluate posted speed limits through rigorous engineering studies, strictly enforce revised speed limits, and educate the community and the judiciary on the whys and hows of the program. Evaluation of the effectiveness of the program is a critical element of the agreements. As part of the evaluation, two groups of sites (treatment and comparison groups) have been identified. The treatment group includes sites where speed limits will be re-evaluated and enforced. The comparison groups will not undergo these changes. Speed and other data in the treatment and comparison groups are being collected by different agencies in order to reduce the opportunity for bias in the evaluation.

9. OCCUPANT RESTRAINT

Seat-belt usage in North Carolina is among the highest in the nation due to the primary enforcement law and a successful ‘Click It or Ticket’ campaign. The observed driver seat belt usage rate has increased from approximately 65% in the early 1990’s to 86.9% in 2005.

Each year, GHSP conducts statewide a survey to determine the safetybelt usage rates for the state. This survey is conducted in accordance with NHTSA guidelines and policy. The latest survey was conducted following the Memorial Day 2005 campaign. The usage rate for drivers at that time was determined to be 86.9%. The corresponding usage rate for passengers was 85.6%.

Typically, the Piedmont and Coastal areas have a higher belt usage rate compared to the Mountain regions (see Table 9.1). During the Memorial Day survey, the usage rate in the Piedmont and coastal regions was around 87%, while the rate in the Mountain region was

around 86%. Cars, SUVs, and Minivans, typically have the highest usage rates – close to 90% during the Memorial Day survey. The usage rates also increase with increase in age: middle-aged and older drivers typically having a higher usage rate compared to young drivers. There is a significant difference in the seat belt usage rates among men and women. The latest survey found that approximately 93% of women used a seat belt while 86% of men used a seat belt.

Restraint usage in crashes

The investigating officer provides information on restraint usage for individuals involved in an accident. Based on 2003 North Carolina Traffic Crash Facts, over 97% of drivers involved in a crash in 2003 had used a belt. Unfortunately, this information does not match the usage rate that is estimated from the statewide surveys. It is possible that in many cases, especially in PDO crashes, the investigating officer asks the driver or passenger if they were using a seat belt and a significant number of people who were not wearing a seat belt would probably not admit to their non-compliance. In the case of fatal crashes, a more detailed investigation is usually conducted, and can provide more accurate information on whether a seat belt was used when the crash occurred. According to the 2003 North Carolina Traffic Crash Facts, close to 58% of drivers who were killed in a crash were wearing a seat belt (low enforcement reported). For A level injuries, the corresponding usage rate was around 97% (self reported). For B and C injuries, and the No-Injury cases, the usage rate was between 89% and 99% (self reported).

Table 1. Observed North Carolina Seat Belt Usage Rates:
121-Site Memorial Day 2005 Survey

Category Subcategory	**Unweighted**	**Weighted**		**Sample Size**
	Use %	**Use %**	**SE %**	
Overall				
Driver	87.8	**86.9**	1.8	28,452
Passenger	84.7	**85.6**	1.3	8,071
Both	87.1	**86.7**	1.5	36,523
Urban/Rural				
Urban	**88.0**	86.9	1.9	19,869
Rural	**87.4**	87.9	2.4	8,583
Region				
Mountain	**90.0**	85.6	2.4	3,321
Piedmont	**88.4**	87.1	2.7	10,322
Coastal	**86.9**	87.0	0.9	14,809
Vehicle Type				
Car	**90.0**	89.8	1.3	14,373
Van	**75.9**	65.1	10.7	723
Minivan	**92.6**	92.0	1.8	1,922
Pickup Truck	**80.9**	78.2	3.1	5,642
Sports Utility	**89.1**	86.5	2.2	5,530
Sex of Driver				
Male	**85.6**	82.8	2.5	4,296
Female	**92.5**	92.7	1.1	3,186
Race/Ethnicity of Driver				
White	**88.8**	86.9	1.8	5,639
Black	**87.1**	86.9	2.6	1,483
Hispanic	**88.1**	86.3	5.0	219
Asian	**94.9**	77.5	16.4	79
Age of Driver				
16-24	**84.5**	81.0	3.4	824
25-44	**88.1**	85.6	1.2	4,524
45-64	**91.0**	88.9	3.3	1,615
65+	**91.3**	97.8	0.7	506

Table 2. Observed North Carolina Seat Belt Usage Rates by County: 121-Site Memorial Day 2005 Survey

County Name	Driver (D)	Pass. (P)	D+P	Sample Size
Alamance	89.4	92.6	90.4	1,900
Buncombe	85.0	78.5	83.7	1,347
Burke	93.4	91.4	92.9	2,001
Craven	92.8	90.0	92.1	3,204
Cumberland	86.9	81.9	85.9	2,331
Gaston	87.8	83.7	87.1	2,015
Granville	82.6	75.3	80.8	1,297
Mecklenburg	84.8	79.6	83.7	1,656
New Hanover	84.6	80.2	83.9	3,596
Pitt	83.9	77.1	82.7	2,227
Robeson	77.8	70.8	75.8	1,332
Stanly	90.0	83.7	88.9	1,515
Wake	92.4	91.9	92.4	1,978
Wayne	89.9	82.7	88.4	911
Wilkes	92.1	86.8	90.7	1,253

Table 3. Observed (Weighted) Seat Belt Usage in North Carolina

Observed (Weighted) Driver and Right Front Passenger Seat Belt Use (%)													
	SURVEY PERIODS												
	1996[1]			1997[1]				1998			1999		
	Jun	Sep	Dec	Apr	Jun	Sep	Dec	Jun[1]	Sep[1]	Oct[2]	Apr[1]	Jun[1]	Nov[3]
Driver	83.0	82.1	82.5	81.5	82.7	83.9	81.0	82.2	82.0	77.7	81.0	83.5	79.7
RF Passenger	78.3	78.5	78.6	78.4	78.7	79.6	77.6	79.2	77.0	72.7	77.7	80.8	71.0
Front Seat (D+RF)	81.9	81.2	81.6	80.8	81.8	83.0	80.3	81.7	81.0	76.7	79.9	82.3	78.6

Observed (Weighted) Driver and Right Front Passenger Seat Belt Use (%)														
	SURVEY PERIODS													
	2000		2001			2002		2003			2004		2005	
	Jun[3]	Sep[3]	May[3]	Jun[3]	Sep[3]	Jun[3]	Sep[3]	Apr[3]	Jun[3]	Sep[3]	Apr[4]	Jun[3]	Apr[4]	Jun5
Driver	81.6	80.3	80.9	83.6	83.0	84.9	84.5	85.1	87.3	85.7	85.2	86.9	**86.1**	**86.9**
RF Passenger	76.1	74.7	74.8	79.1	77.3	80.6	76.5	79.2	81.0	80.4	79.1	82.0	**81.2**	**85.6**
Front Seat (D+RF)	80.5	79.2	79.6	82.7	81.9	84.1	82.7	84.1	86.1	84.7	83.8	86.1	**85.2**	**86.7**

[1] 72 site survey
[2] 306 site survey
[3] 152 site survey
[4] 50 site mini-survey
5 121 site survey

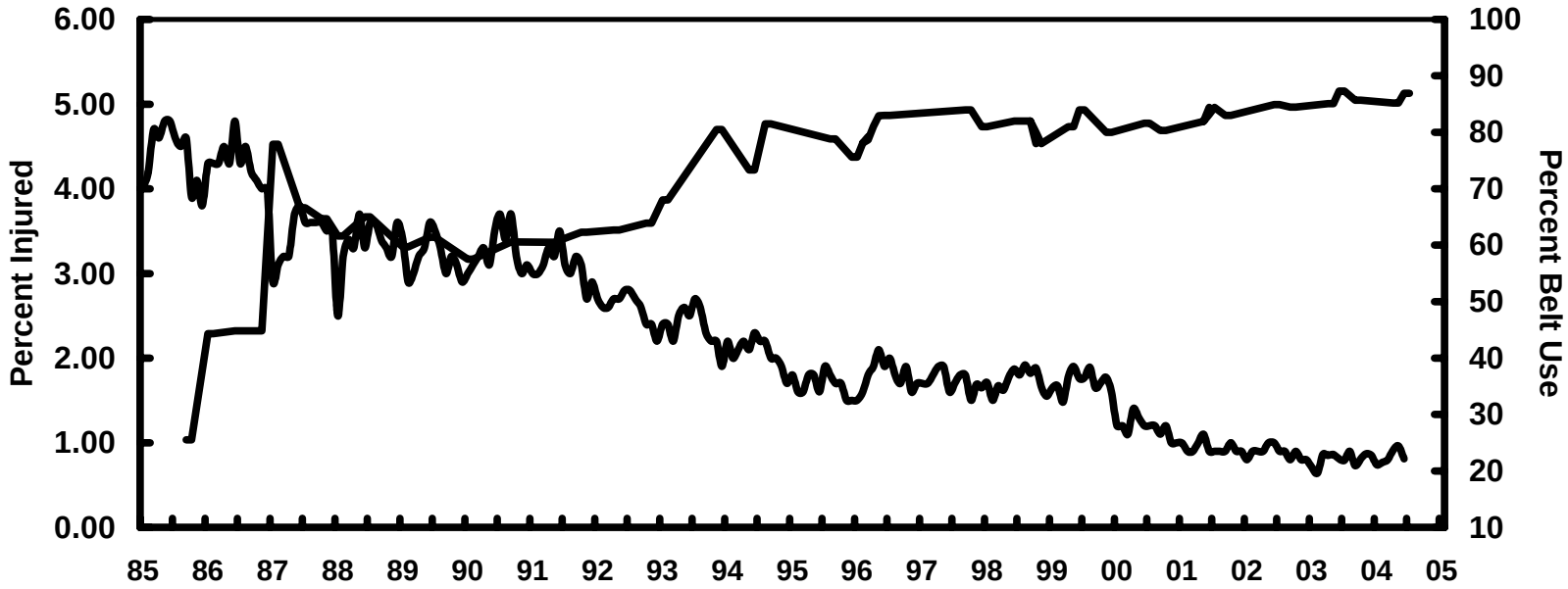
Table 4. Observed Seat Belt Usage in North Carolina (%)

	2001			2002		2003			2004		2005	
	May[1]	Jun[1]	Sep[1]	Jun[1]	Sep[1]	Apr[1]	Jun[1]	Sep[1]	Apr[2]	Jun[1]	Apr[2]	Jun[3]
Overall (D+RF) Rate[4]	79.6	82.7	81.9	84.1	82.7	84.1	86.1	84.7	83.8	86.1	85.2	86.9
Region												
Mountains	76.3	77.6	79.0	81.1	80.5	80.5	85.5	83.4	88.7	84.9	87.2	90.0
Piedmont	82.8	85.1	85.3	85.8	86.2	87.1	89.4	88.0	86.3	88.1	86.0	88.4
Coast	83.9	87.2	85.6	85.7	87.5	85.8	88.3	83.4	85.0	86.8	86.4	86.9
Vehicle Type												
Car	86.0	88.0	88.1	88.5	89.2	89.0	91.4	89.2	88.5	90.1	88.6	90.0
Van	63.1	70.7	68.4	70.9	71.1	71.4	74.9	67.3	75.1	74.9	69.7	75.9
Pickup	70.0	74.1	73.6	75.4	76.8	76.3	80.8	75.7	77.9	79.2	78.2	80.9
Sport Utility	84.2	85.4	85.8	86.4	87.5	87.0	90.2	88.2	87.5	89.9	88.1	89.1
Sex of Driver												
Male	77.6	81.1	80.2	82.5	83.0	83.0	85.6	82.5	82.8	85.3	80.8	85.6
Female	88.3	89.9	90.2	91.1	91.2	91.9	93.7	91.5	91.6	92.5	92.9	92.5
Age of Driver												
16-24	75.4	78.6	78.4	81.1	83.0	84.6	86.0	81.5	83.8	84.2	84.4	84.5
25-44	83.0	85.2	84.7	85.9	86.5	86.8	89.1	85.7	85.9	88.3	84.3	88.1
45-64	82.8	86.6	85.6	87.3	86.7	86.2	88.9	88.7	87.7	89.2	84.2	91.0
65+	83.7	86.2	87.1	91.7	90.1	90.2	91.0	91.3	90.5	92.5	95.0	91.3
Race/Ethnicity												
White	81.8	84.2	84.1	85.7	86.1	86.6	89.0	86.1	87.3	88.1	85.3	88.8
Black	83.5	86.8	85.9	87.1	87.3	86.3	89.0	86.5	83.7	88.5	83.1	87.1
Hispanic	84.3	88.6	84.6	85.4	87.5	90.6	87.9	86.4	84.9	91.6	87.7	88.1

[1]152 site survey
[2]50 site mini-survey
[3]121 site survey
[4] Weighted Overall (D+RF) Rate

FIGURE 1
NC DRIVER SEAT BELT USAGE AND COVERED OCCUPANT INJURY RATES

Fatal and Serious Injuries ---------- Observed Driver Belt Use ----------



FY 2006 Project Description

Project Number: TR-06-08-01
Agency: UNC Highway Safety Research Center

Goals/Objectives: Provide quick access to the NC crash data, vehicle information and driver license information on request. Provide extract files as required by GHSP and the state. Meet with key agents in the state to help facilitate the dissemination of summarized data and information.

Tasks/Description: Address all inquiries. Keep a log. Provide extract data as required. Confer with AOC and FTA. Provide data summaries and complete all reports as required by GHSP.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	66741	100	66741		$		$
Contractual	$		$		$		$
Commodities		100			$		$
Direct	4338	100	4338		$		$
Indirect	7108	100	7108		$		$
Total	78187		78187		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Staff, various positions	66741
	Total	66741

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Telephone, long distance charges	150
	In state travel	600
	Out of state travel	1200
	CPU charges	2000
	Supplies, photocopies	388
	Total	4338

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
	UNC Facilities & Administrative costs	7108
	Total	7108

FY 2006 Project Description

Project Number: TR-06-08-02
Agency: UNC Highway Safety Research Center

Goals/Objectives: To provide a web site for easy access to crash data for interested parties. Upgrade the site by adding data from 2001 and 2003. Maintain the site and correct identified problems. Conduct beta test by users and revise system.

Tasks/Description: Update the site with NC crash data and configure to fit the site. Maintain the site and correct problems and conduct a beta test to help determine if the site will be made available to the public.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	42391	100	42391		$		$
Contractual	$		$		$		$
Commodities	240	100	240		$		$
Direct	350	100	350		$		$
Indirect	4298	100	4298		$		$
Total	47279		47279		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
6	Staff positions	34330
6	Fringes	8061
	Total	42391

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Supplies/photocopies	240
	Total	240

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Communication	50
	In state travel	300
	Total	$350

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
UNC	Facilities and administrative costs	4298
	Total	4298

FY 2006 Project Description

Project Number: 157(b)3-06-14
Agency: Governor's Highway Safety Program "Click It or Ticket" Program

Goals/Objectives: To sustain the implementation and support of the statewide "Click It or Ticket" campaign. Disseminate information and materials to North Carolina motorists concerning the risks associated with driving, or riding unbuckled. Decrease the number of injuries and fatalities where motorists are unbuckled. The current North Carolina statewide safety belt usage rate is 86.7 percent.

Tasks/Description: Develop media spots for placement during time slots that are known to have the demographic target audience for the most common unbuckled drivers and passengers. Place paid media spots where they will have the most impact. Develop effective sports marketing programs to reach sports fans with the importance of buckling up. Develop promotional items that carry buckle up messages, focused on enforcement, for distribution at fairs, festivals, school functions, etc. Conduct press events to draw attention to occupant protection problems. Foster activities that will draw earned media attention.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	$0	100	$0				
Contractual	200000	100	200000				
Commodities	160000	100	160000				
Direct	40000	100	40000				
Indirect	40000	100	40000				$
Total	$440000		$440000		$0		$0

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
		$0
	Total	$0

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	Paid media for Statewide "Click It or Ticket" Campaign	$200000
	Total	$200000

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	"Click It or Ticket" Promotional Items	$160000
	Total	$160000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Mailing and Reproduction costs	30000
	Subscriptions	1000
	Press Events	9000
	Total	$40000

INDIRECT COSTS BUDGET DETAIL

Vendor	Description	Amount
NCDOT	10% of total	$40000
	Total	$40000

FY 2006 Project Description

Project Number: 157(b)3-06-14
Agency: Governor's Highway Safety Program "Click It or Ticket" Program

Goals/Objectives: To sustain the implementation and support of the statewide "Click It or Ticket" campaign. Disseminate information and materials to North Carolina motorists concerning the risks associated with driving, or riding unbuckled. Decrease the number of injuries and fatalities where motorists are unbuckled. The current North Carolina statewide safety belt usage rate is 86.7 percent.

Tasks/Description: Develop media spots for placement during time slots that are known to have the demographic target audience for the most common unbuckled drivers and passengers. Place paid media spots where they will have the most impact. Develop effective sports marketing programs to reach sports fans with the importance of buckling up. Develop promotional items that carry buckle up messages, focused on enforcement, for distribution at fairs, festivals, school functions, etc. Conduct press events to draw attention to occupant protection problems. Foster activities that will draw earned media attention.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$0	100	$0				
Contractual	183000	100	183000				
Commodities	100000	100	100000				
Direct	37000	100	37000				
Indirect	32000	100	32000				$
Total	352000		352000		$0		$0

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	News clipping service	8000
	Video taping services	8000
	Newswire services	20000
	Materials shipping and handling	15000
	Display board	5000
	Sports marketing	125000
	Total	183000

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	"Click It or Ticket" Promotional Items	100000

	Total	100000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Mailing and Reproduction costs	18000
	Subscriptions	500
	Press kits	6000
	Sound system/LCD projector	2500
	Media skills training	10000
	Total	37000

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
NCDOT	10% of total	32000
	Total	32000

FY 2006 Project Description

Project Number: 157(b)4-06-14
Agency: Governor's Highway Safety Program "Click It or Ticket" Program

Goals/Objectives: To sustain the implementation and support of the statewide "Click It or Ticket" campaign. Provide support for law enforcement activities that will assist in maintaining and increasing statewide safety belt usage rates. The current North Carolina statewide safety belt usage rate is 86.7 percent.

Tasks/Description: Provide mini-grants to law enforcement for the purchase of checkpoint equipment and other traffic safety equipment that will allow agencies across the state to have the appropriate tools to conduct a safe and effective checkpoint. Conduct two regional law enforcement summits in advance of the May 2006 "Click It or Ticket" campaign. Provide support through mini-grants to 10 regional law enforcement liaisons to support the regional activities of these officers. Provide incentive funding to maximize the participation in "Click It or Ticket" activities across North Carolina. Provide funding for promotional items for "Click It or Ticket" and for campaign signage for the "Click It or Ticket" program.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$0	100	$0				
Contractual	403000	100	403000				
Commodities	45000	100	45000				
Direct	0	100	0				
Indirect	44800	100	44800				$
Total	$492800		$492800		$0		$0

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
		$0

	Total	$0

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
Various	Law Enforcement Reporting Incentives/County Coordinator Incentives	$200000
Hotels	Law Enforcement Summits (Eastern NC, Western NC)	25000
Various	Mini-grants to 10 Regional Law Enforcement Liaisons	130000
Various	GHSP LEL	48000
	Total	$403000

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	LE Promotional Items for “Click It or Ticket”	$25000
	“Click It or Ticket” campaign signs	20,000
	Total	$45,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$0
	Total	$0

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
NCDOT	10% of total	$44800
	Total	$44800

FY 2006 Project Description

Project Number: 157(b)4-06-14-A
Agency: Kitty Hawk Police Department

Goals/Objectives: Purchase and train personnel to use wreck diagramming software, use light bars as warning devices at traffic related incidents, have all County Coordinators report statistics to the Regional LEL in a more timely manner, and attend all meetings/training required by GHSP, distribute Stadium cups with safety message/logos at checkpoints, media events, child safety seat clinics, etc. to inform public of Click It and Booze It campaigns.

Tasks/Description: Meet with County Coordinators to plan fall GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Regional numbers for all campaigns, attend all Regional LEL meetings, purchase and distribute stadium cups, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$600	100	$600		$		$
Direct	$9400	100	$9400		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$10000		$10000		$		$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
500	12 ounce Stadium Cups	$600
		$
	Total	$600

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Light Bars	$3800
2	Wreck Diagramming Software	$600
	In-State Travel	$1500
	Out-of-State Travel	$3500
	Total	$9400

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Total	$

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

FY 2006 Project Description

Project Number: 157(b)4-06-14-B

Agency: Greenville Police Department

Goals/Objectives: To increase agency reporting in Region 1-B and increase sustained enforcement efforts in Region 1-B

Tasks/Description: Attend all State and regional LEL meetings, Lifesavers Conference in Texas, Participate in Booze It and Click It campaigns and report numbers from campaigns and coordinate with all County Coordinators for all campaigns and reporting.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$25000	100	$25000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$25000		$25000		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
		$
	Total	$

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Traffic Enforcement Vehicle w/Lights	$20000
	In-State Travel for LEL meetings	$1500
	Out-of-State Travel for Life Savers Conference in Texas	$3500
		$
	Total	$25000

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**

		$
	Total	$

FY 2005 Project Description

Project Number: 157(b)4-06-14-C
Agency: New Hanover Sheriff's Office

Goals/Objectives: To increase agency reporting in Region C-2 and increase sustained enforcement efforts in Region C-2

Tasks/Description: Attend all State and regional LEL meetings, Lifesavers Conference in Texas, Participate in Booze It and Click It campaigns and report numbers from campaigns and coordinate with all County Coordinators for all campaigns and reporting.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Indirect	$		$		$		$
Total	$10000		$10000		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
		$
	Total	$

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Travel In-state	$3500
6	Radars	$5000
	Out-of-State Travel	$1500
	Total	$10000

FY 2006 Project Description

Project Number: 157(b)4-06-14 D
Agency: Garner Police Department

Goals/Objectives: Regional LEL grant. Maintain contact with the 12 county coordinators in region to keep them informed of GHSP activities, plans and campaigns.

Tasks/Description: Keep County Coordinator's informed through letters, emails, phone calls, etc. Hold periodic meetings. Attend checkpoints and assist County Coordinator's with media contacts.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Indirect	$		$		$		$
Total	$10000		$10000		$		$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
	Total	$

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
		$
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
	Travel In-state	$1200
	Travel out of state	2600
	Vista FX computer software	2500
	PC crash computer software	2000
	Vehicle crush training (IPTM)	1700
	Total	10000

FY 2006 Project Description

Project Number: 157(b)4-06-14-E
Agency: Greensboro Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 4, emphasizing the need to report statistics to the Regional LEL in a more timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 4 County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 4 enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 4 numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$		$		$		$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Handheld wireless computers and network costs for motor officers	$5000
	In-State Travel	$1500
	Out-of-State Travel	$3500
	Total	$10000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$
		$
		$
		$
	Total	$

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

FY 2006 Project Description

Project Number: 157(b)4-06-14-F
Agency: Lexington Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 5, emphasizing the need to report statistics to the Regional LEL in a timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 5 County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 5 enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 5 numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$25000	100	$25000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$		$		$		$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$20000
	In-State Travel	$1500
	Out-of-State Travel	$3500
	Total	$25000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$
		$
		$
		$
	Total	$

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

FY 2006 Project Description

Project Number: 157(b)4-06-14-G
Agency: Mooresville Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 6, emphasizing the need to report statistics to the Regional LEL in a more timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 6 County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 6 enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 6 numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$		$		$		$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Radar Units/mounts	$3360
2 sets	Checkpoint Signs and stands	$2140
	In-State Travel	$1500
	Out-of-State Travel	$3000
	Total	$10000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$
		$
		$
		$
	Total	$

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

FY 2006 Project Description

Project Number: 157(b)4-06-14-H
Agency: Charlotte-Mecklenburg Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 7, emphasizing the need to report statistics to the Regional LEL in a more timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 7 County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 7 enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 7 numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$		$		$		$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
23	Wig Wag Lights	$1955
18	Anti-Theft Devices	1730
3	Alco Sensors	985
2	Window Tint Testers	330
	In-State Travel	$2000
	Out-of-State Travel	$3000
	Total	$10000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$
	Total	$

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

FY 2006 Project Description

Project Number: 157(b)4-06-14-I
Agency: Asheville Police Department

Goals/Objectives: Provide leadership to all County Coordinators within Region 8A, emphasizing the need to report statistics to the Regional LEL in a more timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 8A County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 8A enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 8A numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$		$		$		$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Laptop Computer	$2300
1	Crash Investigation Computer	$2700
	In-State Travel	$1500
	Out-of-State Travel	$3500
	Total	$10000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$
		$
		$
		$
	Total	$

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

FY 2006 Project Description

Project Number: 157(b)4-06-14-J
Agency: Henderson County Sheriff's Office

Goals/Objectives: Provide leadership to all County Coordinators within Region 8B, emphasizing the need to report statistics to the Regional LEL in a more timely manner. Attend all GHSP and NHTSA Southeast Regional meetings/training as required by GHSP. Conduct meetings for Region 8B County Coordinators to discuss and plan regional enforcement efforts during GHSP campaigns, and other enforcement issues in the region. Attend checkpoints, media events, child safety seat clinics, etc. to support GHSP and Region 8B enforcement campaign efforts.

Tasks/Description: Meet with County Coordinators to plan GHSP enforcement campaigns, purchase and install equipment, train personnel in it's use. Report Region 8B numbers for all campaigns, attend all Regional LEL meetings, attend National Lifesavers Conference and participate in any GHSP programs as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$		$		$		$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$5000
	In-State Travel	$1500
	Out-of-State Travel	$3500
	Total	$10000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
		$
	Total	$

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$

Total	$

FY 2006 Project Description

Project Number: AL-06-02-01
Agency: Governor's Highway Safety Program Public Information & Education

Goals/Objectives: To sustain the implementation and support of the statewide "Booze It & Lose It" campaign. Disseminate information and materials to North Carolina motorists concerning the risks associated with driving while impaired. Decrease the number of impaired driving crashes, injuries, and fatalities.

Tasks/Description: Develop media spots for placement during time slots that are known to have the demographic target audience for the most common impaired driving offender. Develop promotional items that carry impaired driving messages for distribution at fairs, festivals, school functions, etc. Conduct press events to draw attention to the impaired driving problems. Foster activities that will draw earned media attention. Hire an employee that can handle special events related to impaired driving and other traffic safety topics.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	33500	100	33500				
Contractual	5000	100	5000				
Commodities	157000	100	157000				
Direct	4500	100	4500				
Indirect	20000	100	20000				$
Total	$220000		$220000		$0		$0

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Salaries	25000
	Longevity, Social Security, Retirement, Medical	8500
	Total	33500

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Display Board	5000
	Total	5000

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	"Booze It & Lose It" Promotional Items	157000
	Total	157000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**

	Press Events	$2000
	In state travel	1000
	Out of state travel	1500
	Total	4500

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
NCDOT	10% of total	$20000
	Total	$20000

FY 2006 Project Description

Project Number: AL-06-02-02
Agency: Alcohol Law Enforcement

Goals/Objectives: Develop partnerships with the retail community and local law enforcement through Cops In Shops programs and Public Information programs. Present Keys To Life/Drunk Busters On Wheels programs to minors about the risks of underage alcohol consumption and driving while impaired as well as educate adults about the consequences and dangers of allowing and/or providing alcohol to minors. Provide consistent criminal enforcement in high crime areas by conducting Mobile Enforcement Team operations.

Tasks/Description: Present a number of Keys To Life and Drunk Busters On Wheels programs. Conduct Mobile Enforcement Team special projects and present public information programs.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$				$
Contractual	$		$		$		$
Commodities	$37,600	100	$37,600		$		$
Direct	$19,900	100	$19,900		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$57,500		$57,500				$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Total	$

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Promotional Items (t-shirts, pencils, pens, posters, keychains, brochures, cups, etc.)	$37,600
	Total	$37,600

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
5	Portable speaker sets	$9,000
8	Portable equipment stands	$900
	In-State Travel	$10,000
	Total	$19,900

FY 2006 Project Description

Project Number: AL-06-02-03
Agency: MADD

Goals/Objectives: Expand court monitoring and tracking by training volunteers to collect, analyze and report data as well as design a database to collect and evaluate the results on conviction rates in targeted counties. To increase public awareness about the crime and dangers of driving while impaired through the Tie One On for Safety campaign, materials in Spanish. Provide sensitivity training to law enforcement departments and the Drunk and Drugged 3D Prevention.

Tasks/Description: Recruit volunteers for court monitoring and coordinate Candle Light Vigil. Conduct death notification courses and distribute to El Pueblo Hispanic brochures.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$38,626	100	$38,626				$
Contractual	$49,000	100	$49,000		$		$
Commodities	$4,000	100	$4,000		$		$
Direct	$50,000	100	$50,000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$141,626		$141,626				$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Program Coordinator Salary & Benefits	$38,626
	Total	$38,626

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Death Notification Training	$25,000
	3D Month Activities	$24,000
	Total	$49,000

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
20 cartons	Ribbon	$1,000
	Hispanic Public Awareness Materials	$1,000
5,000	Spanish Brochures	$1,000
	Posters, keychains, other awareness items	$1,000
	Total	$4,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	In-State Travel	$32,000

	Out-of-State Travel	$10,000
	Printing	$8,000
	Total	$50,000

FY 2006 Project Description

Project Number: AL-06-02-05
Agency: HSRC

Project Title: Alcohol Facts Web Site

Description: To update information concerning the involvement of alcohol in transportation-related injuries and deaths in NC, as well as other more general information about alcohol as a contributor to injuries and health problems.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	32115	100	32115		$		$
Contractual	$0		$0		$		$
Commodities	181	100	181		$		$
Other Direct		100			$		$
Indirect	3230	100	3230		$		$
Total	35526		35526		$0		$0

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Principal investigator	10778
1	Manager, computer services	8611
1	Network administrator, support	3244
1	Research Assistant	2302
1	Graduate Assistant: Support	1081
	Fringe Benefits	6099
	Total	32115

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$0
	Total	$0

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
1	Project supplies and photocopies	181
	Total	181

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Total	

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
UNC	Administrative costs	3230

Total	3230

FY 2006 Project Description

Project Number: J2-06-12-01
Agency: UNC Highway Safety Research Center - CPS Resource Center

Goals/Objectives: Coordinate state and local CPS education, training, distribution and "hands on" technical assistance programs and activities. The goal of the Child Passenger Safety Resource Center is to serve as a centralized source for North Carolina specific information. UNC HSRC will also conduct and analyze child restraint observational surveys.

Tasks/Description: To provide consumer information to the general public through the toll free phone number, web site and informational brochures and flyers. To provide program and technical assistance to CPS advocates and programs administrators by keeping curricula and information current. Print and distribute the North Carolina Basic Awareness course materials. Coordinate and monitor all the Child Passenger Safety (CPS) training activities and programs in North Carolina. Support monthly meetings of the North Carolina CPS Training Committee. Register and pay for participants of the national certification course. Inventory community CPS distribution, education and technical assistance programs. Maintain and keep current the web site: www.buckleupnc.org. Plan and conduct child restraint observational surveys and analyze resulting data.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$118654	100	118654		$		$
Contractual	$		$		$		$
Commodities	9237	100	9237		$		$
Direct	40480	100	40480		$		$
Checkpt Eqpt	$		$		$		$
Indirect	16837	100	16837		$		$
Total	185208		185208		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Principal Investigator	31664
	Research Assistant	1302
	Manager, Computer Services	4968
	TBH SPA: Social Res. Assistant	37417
	Design Specialist	3492
	Network Administrator: Support	11791
	Graduate/Undergraduate	3390
	Payroll Additives (90634 @ .19) + (3030 @ .0765)	17521
	Medical Insurance (22.975 pms @ 285.92/mth)	6569
	Total	118654

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Project Supplies and photocopies	3237
	Training Supplies (100 CR's @ 60)	6000
	Total	9237

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	In-State Travel	4500
	Out – of – State Travel	3000
	Communications (Fedex, bulk postage, UPS, Domain Name)	600
	Printing (via UNC Printing Dept.)	7500
	Workshop Expenses (AV & Room Rentals, Meals, etc.)	100
	Co-pay for National Safe Kids Class Fees (approx 666.67 @ 30)	20000
	Website Promotions	2000
	Toll Free Watts line: Monthly Service	1000
	Self-storage unit lease	1680
	Misc. Services (UNC Visitor parking fees)	100
	Total	$40480

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
	UNC Facilities & Administrative Costs (10%)	16837
	Total	$16837

FY 2006 Project Description

Project Number: Project Number: J2-06-12-02
Agency: NCDOI - OSFM

Goals/Objectives: A statewide effort to educate the public in North Carolina about the importance of Child Passenger Safety through training programs such as SAFEKIDS Buckle UP. To increase the usage of child restraints, booster seats, and seat belts to reduce the number of childhood injuries and deaths by continuing child passenger safety initiatives.

Tasks/Description: The OSFM is the major agency for training of CPS Technicians and Instructors, Basic Awareness Course, SAFEKIDS Refresher and update courses, BuckleBear program, and Risk Watch training and materials. Assist Western NC with CPS programs and Special Needs classes. The goal of SAFEKIDS Buckle UP is accomplished by offering community grants to local agencies to administer these programs. Provide grants to fire/rescue/EMS departments to establish PCS to assist with educating parents and caregivers about child passenger safety information.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$20000	100	$20000		$		$
Contractual	$157800	100	$157800		$		$
Commodities	$395000	100	$395000		$		$
Direct	$221200	100	$221200		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$794000		$794000		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Positions for CPS assistance (part time clerical)	$20000
	Total	$20000

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Contractual Funds CPS Instructors	119800
	CPS Conference Instructor Meeting	38000
	Total	$157800

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Consumable Office Supplies & Materials other than curriculum	22000
	Training Materials for classes	$10000
	Printing	40000
	LATCH and Tether – Safe Ride News	10000
	Child Restraints for Safe Kids Buckle UP	308000
	Bucklebear Training Kits	5000
	Total	$395000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	CPS Training seats and supplies	10000
	In State Travel	21700
	Out of State Travel	9500
	Permanent Checking Stations Grants	45000
	SAFE KIDS BUCKLE UP mini grants	30000
	Host CPS Training Committee	10000
	Vehicle Costs for 4 IPS & SAFE KIDS van	45000
	Scholarship for Technician training	50000
	Total	221200

FY 2006 Project Description

Project Number: J2-06-12-03
Agency: ITRE – NCSU

Goals/Objectives: The School Transportation Group proposes to institute a training and technical assistance resource to assist North Carolina transporters who transporting children with special needs, preschoolers, HeadStart, SmartStart, and More at Four. One full time trainer will provide technical assistance to the child transportation providers in the state. Evaluate the training and technical assistance efforts to measure it effectiveness.

Tasks/Description: Advertise & hire one full time training staff. Assemble state & local training requirements. Conduct training at selected pilot sites. Form transportation advisory committee and disseminate findings. First year of three-year project to be evaluated by NCSU Urban Affairs & Community Services.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	73683	100	73683	0	0		$
Contractual	0	0	0	0	0		$
Commodities	2000	100	2000	0	0		$
Direct	5250	100	5250	0	0		$
Indirect	37229	20	16186	26	21043		$
Total	118162		97119		21043		$0

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Salaries	59905
	Fringes	13778
	Total	$75655

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Purchase of Training materials incl. Booklets, binders, & manuals	2000
	Total	2000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	In-State Travel and out of state travel	3500
	Supplies (meeting & workshop supports)	1250
	Communication (toll-free number, long distance calls, cell phone)	500
	Total	5250

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
NCSU	20% on Federally-funded portion	16186
	Total	16186

FY 2006 Project Description

Project Number: J8-06-03-01
Agency: NC Governor's Highway Safety Program

Goals/Objectives: Provide salaries, benefits and travel funding for two Highway Safety Specialists. Provide technical assistance and travel funding to grantees.

Tasks/Description: Highway Safety Specialists will provide oversight, monitoring and technical assistance to grant recipients and potential customers. Provide funding for travel and training as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$75000	100	$75000		$		$
Contractual	$		$		$		$
Commodities	$10500	100	$10500		$		$
Direct	$30000	100	$30000		$		$
Indirect	11500	100	11500		$		$
Total	127000		127000		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Grant Management Specialist	$50000
	Fringe, Benefits	$25000
	Total	$75000

INDIRECT COSTS		
Vendor	**Description**	**Amount**
	10% Overhead	11500
	Total	11500

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Supplies and support	$10500
		$
	Total	$10500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Travel Out-of-State	$15000
	Travel In-State	$15000
		$
	Total	$30000

FY 2006 Project Description

Project Number: J8-06-03-02
Agency: Forensic Tests for Alcohol Branch, Public Health, DHHS

Goals/Objectives: Assist law enforcement agencies across the state in efforts to remove DWI drivers from the highways by scheduling the BAT Mobile Units at DWI checkpoints. Attend local and county highway safety events and public education events at high schools, universities, and colleges to heighten awareness of the dangers of drinking and driving. Provide expertise to law enforcement agencies concerning procedures for DWI checkpoints.

Tasks/Description: Schedule DWI checkpoints and conduct educational highway safety events. Conduct DWI checkpoint training's and provide necessary training for BAT coordinators. Purchase one BAT mobile.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$120,764	75	$90,573	25	$30,191		$
Contractual	$		$		$		$
Commodities	$18,000	100	$18,000		$		$
Direct	$247,500	100	$247,500		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$386,264		$356,073		$30,191		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
3	Staff Development Tech II Salary	$97358
3	Staff Development Tech II Benefits	$23,406
	Total	$120,764

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Promotional Material	$8,000
	Updated Graphics BAT 4	$10,000
	Total	$18,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	BAT Mobile Unit	$230,000
3	Cell Phone	$4,500
	DWI Safety Equipment (signs, cones, vest, etc.)	$3,000
3	In-State/Out-of-State Travel	$10,000

Total	$247,500

FY 2006 Project Description

Project Number: J8-06-03-03
Agency: Forensic Tests for Alcohol Branch, Public Health, DHHS

Goals/Objectives: Maintain Alcohol Screen Test Devices (ASTD) equipment by providing factory service and repairs for statewide law enforcement agencies. Increase the number of impaired drivers detected and apprehended by purchasing ASTDs for law enforcement officers. Continue the support of law enforcement agencies in the enforcement of impaired driving by assisting in the prosecution of the impaired driver.

Tasks/Description: Provide service and repair to ASTD's submitted by law enforcement agencies. Purchase necessary parts for ASTD's and Intoxilyzers as well as distribute Ethanol Gas Canisters, and ASTD's to law enforcement agencies.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$80,000	100	$80,000		$		$
Direct	$150,000	100	$150,000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$230,000		$230,000		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Total	$

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Alcohol Screening Test & Intoxilyzer Parts	$30,000
	Ethanol Gas Canisters & Valves	$30,000
	Intoxilyzer & Alco-Sensor Mouthpieces	$20,000
	Total	$80,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
400	Alcohol Screening Test Devices	$150,000
		$
		$
		$
	Total	$150,000

FY 2006 Project Description

Project Number: J8-06-03-04
Agency: Forensic Tests for Alcohol Branch, Public Health, DHHS

Goals/Objectives: Provide specialized training to law enforcement officers to detect and apprehend the drug-impaired driver. To reduce the number of individuals killed and/or injured by impaired drivers by providing the state with additional expertise in drug related DWI cases. Conduct training sessions for law enforcement, prosecutors, and judges to better explain the science aspects of drinking and driving.

Tasks/Description: Provide training for the DRE instructors and purchase medical supplies for the DRE program. Conduct DRE training and required evaluations as well as consult with district attorneys across the state.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$47,843	100	$47,843		$		$
Contractual	$		$		$		$
Commodities	$49,000	100	$49,000		$		$
Direct	$92,000	100	$92,000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$188,843		$188,843		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	DRE Coordinator Salary & Benefits	$47,843
	Total	$47,843

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	DRE Shirts/Jackets	$6,000
	DRE Logo Items for Instructors	$5,000
	DRE Printed Material	$8,000
	DRE Training Supplies	$25,000
	DRE Promotional Items	$5,000
	Total	$49,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Laptop, LCD projector, Elmo, Overhead, other training equipment	$10,000
2	Video HGN Training System	$8,000
	Students/Instructors Mileage	$5,000
	In-State/Out-of-State Travel	$43,000
	DRE Instructors	$20,000
	Classroom Facilities	$5,000
	Laboratory Analysis/Urine/Blood Test	$1,000
	Total	$92,000

FY 2006 Project Description

Project Number: J8-06-03-06
Agency: SADD

Goals/Objectives: To train students and adult advisors in drunk/drugged driving prevention.

Tasks/Description: To conduct annual SADD conference where attendees participate in prevention training, leadership workshops and assemblies about attitude toward underage drinking and drug prevention..

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$10000	100	$10000		$		$
Indirect	$		$		$		$
Total	$10000		$10000		$		$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Travel In-state	$10000
		$
		$
		$
	Total	$10000

FY 2006 Project Description

Project Number: J8-06-03-07
Agency: AOC-Pitt County DA

Goals/Objectives: To significantly reduce the number of DWIs that are older than one year by establishing a DWI court to hear DWIs, including funding a part-time judge and part-time clerk for DWI court. To increase successful prosecution of complex DWI cases by hiring a full-time prosecutor and a legal assistant to concentrate on collecting evidence, coordinating witnesses and scheduling court time for DWIs that are old or have complex issues such as serious injury or involve wrecks. To increase the number of successful habitual DWI prosecutions by identifying all DWIs and DWI related offenses daily and continuing to read driving histories prior to court in order to identify repeat offenders and those who have attained the habitual status so they may be charged appropriately.

Tasks/Description: Coordinate DWI courts. Establish and maintain statistical information on DWI cases tried, the disposition, and sentence in the DWI and traffic courts. Continue record checks on DWI cases prior to court, review by prosecutors of driving histories prior to trial or plea, identifying, charging and prosecuting habitual offenders. Convene meetings to enhance communication, problem-solving, and overall effectiveness of the battle against impaired drivers, "Gold Standards". Assist in planning checkpoints.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$135,941	100	$135,941				$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$262	100	$262		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$136,203		$136,203				$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Prosecutor	$35,000
1	Legal Assistant	$26,210
1	Clerk (part-time)	$12,208
1	Judge (part-time)	$45,000
	Total Benefits	$17,523
	Total	$135,941

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	DVD/VCR Combo	$130
1	From Crash to Courtroom Recon Book	$132
		$
		$
	Total	$262

FY 2006 Project Description

Project Number: MC-06-06-01
Agency: NC Motorcycle Safety Education Program

Goals/Objectives: North Carolina has an increasing interest in motorcycle safety education. NC has identified an alarming number of motorcycle injuries. In investigating these injuries, it has been determined that those injured were not trained in the Motorcycle Safety Education Program.

Tasks/Description: Establish a new training site to train students in proper motorcycle safety. Ensure a highly qualified team of Rider-Coaches in accordance with the requirements of the Motorcycle Safety Foundation to train new students. Distribute training aids and promotional items during professional development programs to students and instructors. Train instructors and conduct classes on trikes and other 3-wheeled motorcycles to meet the growing demand for this type of vehicle.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$14900	50	$7450		$	50	$7450
Commodities	$7055	50	$3527		$	50	$3528
Direct	$41625	50	$20813		$	50	$20812
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$63580		$31790		$		$31790

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
2	Rider Coach Trainer classes @ $2000 each	$4000
8	Rider Coach Candidate Motel (8) Weekends @ $1000 Each	$8000
2	Trike Instructor Classes @$1450 Each	$2900
	Total	$14900

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
8500	Program Patches @.55 each	$4675
8500	Program Decals @ .28 each	$2380
	Total	$7055

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
13	Training Motorcycles @$3000	$39000
24	Coach Guides @$50	$1200
500	Workbooks @$2 each	$1000
12	Helmets @ $30 each	$360
1	Case of Range paint (Trike Course)	$65
	Total	$41625

FY 2006 Project Description

Project Number: MC-06-06-02
Agency: NC Motorcyclist's Education Foundation

Goals/Objectives: Make motorists aware of motorcycles and respect their rights, and urge motorcyclists to interact safely with automobile drivers.

Tasks/Description: Produce and distribute awareness posters to DMV's, independent vehicle registration offices throughout the state, M/C dealerships, rider training sites, and high school driver's education programs. Develop and distribute theme " give-a way" items (pens, key chains, etc).

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$5590	50	$2795		$	50	$2795
Direct	$2030	50	$1015		$	50	$1015
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$7620		$3810		$		$3810

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
500	Posters	$750
10000	Postcards	$840
10000	Take-A Way Items	$4000
	Total	$5590

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
500	Mailing of Posters	$1500
10000	Mailing of Postcards	$250
10000	Mailing of take-a-ways	$280
	Total	$2030

FY 2006 Project Description

Project Number: OP-06-05-01
Agency: NC Governor's Highway Safety Program

Goals/Objectives: Probide salaries, benefits and travel funding for two Highway Safety Specialists and provide technical assistance and travel funding to grantees.

Tasks/Description: Provide oversight, monitoring and technical assistance to grant recipients. Provide funding for travel and training as requested.

PROJECT BUDGET				
Cost Category	**Total**	**Federal**	**State**	**Local**

	Amount	%	Amount	%	Amount	%	Amount
Personnel	$202500	100	$202500		$		$
Contractual	$		$		$		$
Commodities	$26250	100	$26250		$		$
Direct	$30000	100	$30000		$		$
Indirect	25875	100	25875		$		$
Total	284625		284625		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
3	Grants Management Specialists	$135000
3	fringes	$67500
	Total	$202500

INDIRECT COSTS		
Vendor	**Description**	**Amount**
	10% Overhead	25875
	Total	25875

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Supplies and support	$26250
	Total	$26250

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Travel In-state	$15000
	Travel out of state	$15000
	Total	$30000

FY 2006 Project Description

Project Number: OP-06-05-05
Agency: UNC Highway Safety Research Center - Senior Transportation Coalition

Goals/Objectives: To increase the safety and mobility of North Carolina's older adult population. To support the NC Senior Driver Safety Coalition to effectively address the transportation safety and mobility needs of the growing elderly population and to document the project accomplishments.

Tasks/Description: Continue to assist the NC Senior Driver Safety coalition in identifying and implementing older driver safety initiatives. Evaluate and document the effectiveness of the Coalition. Provide information and data to the Governor's senior citizen highway safety board and other agencies and organizations. Sponsor a workshop or training session on the issue of older drivers for state agencies. Prepare a final report that documents the project accomplishments, with recommendations for future programmatic efforts.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	35381	100	35381	0	0	0	0
Contractual	0	100	0	0	0	0	0
Commodities	156	100	156	0	0	0	0
Direct	800	100	800	0	0	0	0
Indirect	3634	100	3634	0	0	0	0
Total	39971		39971		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Principal investigator	21431
1	Manager, computer services	2650
1	Grad Assistant support	1202
	Fringes	6491
	Total	35381

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Project supplies & photocopies	156
	Total	156

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	In-state travel	800
	Total	800

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
UNC	UNC Administrative	3634
	Total	3634

FY 2006 Project Description

Project Number: PA-06-00-01
Agency: Governor's Highway Safety Program

Goals/Objectives: To implement and oversee local and state traffic safety contracts and grants. To implement statewide traffic safety programs such as "Click It or Ticket", "Booze It & Lose It", and "No Need 2 Speed"

Tasks/Description: Provide organizational structure that will allow for appropriate planning, evaluation, accounting, and oversight of federal highway safety funds. Establish procedures to assure that funds are being properly expended and that funds are being liquidated at an appropriate rate.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$432900	50	$216450	50	$216450		$
Contractual	6600	50	3300	50	3300		$
Commodities	24000	50	12000	50	12000		$
Direct	67300	50	33650	50	33650		$
Indirect	53080	50	26540	50	26540		$
Total	$583880		$291940		$291940		$0

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Salaries	$324400
	Longevity, Social Security, Retirement, Medical	108500
	Total	$432900

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	State Parking Rental, Repairs & Service, Printing	$6600
	Total	$6600

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Telephone, Postage, Office Supplies	$24000
	Total	$24000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	In-State Travel	$20000
	Out-of-State Travel	20000
	Postage Meter Rental, Equipment	4300
	Dues & Subscriptions	11000
	Audit	8000

	Software & related services & training	4000
	Total	$67300

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
NCDOT	10% of total	$53080
	Total	$53080

FY 2006 Project Description

Project Number: PT-06-04-01
Agency: NC Governor's Highway Safety Program – Police Traffic Services Tech Exchange

Goals/Objectives: Provide salaries, benefits and travel funding for two Highway Safety Specialists. Provide technical assistance and travel funding to grantees.

Tasks/Description: Highway Safety Specialists will provide oversight, monitoring and technical assistance to grant recipients and potential customers. Provide funding for travel and training as requested.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$151500	100	$151500		$		$
Contractual	$		$		$		$
Commodities	$18150	100	$18150		$		$
Direct	$30000	100	$30000		$		$
Indirect	19965	100	19965		$		$
Total	219615		219615		$0		$0

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Grant Management specialists	$101000
	fringes	$50500
		$
	Total	$151500

INDIRECT COSTS		
`	**Description**	**Amount**
	10% Overhead	19965
	Total	19965

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Supplies and support	$18150
		$
	Total	$18150

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**

	Travel In-state	$15000
	Travel out of state	$15000
		$
		$
		$
		$
		$
		$
		$
		$
	Total	$30000

FY 2006 Project Description

Project Number: PT-06-04-02
Agency: NC Justice Academy

Goals/Objectives: Provide training on LIDAR operation, At-Scene Traffic Crash Courses, SFST, etc., as well as continue to update all current courses to include up-to-date technology such as computer programs, laser and LIDAR courses. Provide traffic damage scale books to agencies and training sites and distribute SFST Instructors with appropriate instructor and student materials to the requesting agency.

Tasks/Description: Provide training on At-Scene Traffic Crash Investigation, LIDAR operation/instructor course, Traffic Crash Reconstruction Course, Drug Enforcement for patrol officers, SFST, Pedestrian Traffic Crash Reconstruction.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$				$
Contractual	$7,000	100	$7,000		$		$
Commodities	$17,500	100	$17,500		$		$
Direct	$12,000	100	$12,000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$36,500		$36,500				$

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Part-time Instructors	$7,000
	Total	$7,000

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Educational Supplies	$10,000
	Printed Materials	$7,500
	Total	$17,500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
3	RADAR Instruments	$4,500
3	LIDAR Instruments	$4,500
	Out-of-State Travel	$2,000
	Training for Academy Staff	$1,000
	Total	$12,000

FY 2006 Project Description

Project Number: PT-06-04-04-01
Agency: Asheville Police Department

Goals/Objectives: The Asheville Police Department will create a traffic unit made up of three officers, with a minimum of three to five years of experience, to be supervised by an on-line Sergeant. Each member of the traffic unit will receive training and become certified in all traffic specialties, up to and including certification as a crash reconstructionist.

Tasks/Description: To conduct aggressive driving campaigns per quarter utilizing the Patrol Division of the Asheville Police Department and coordinate the campaigns with members of the NC State Highway Patrol. Conduct educational programs related to motor vehicle laws and traffic safety issues.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Special Equip	40180	50	20090			50	20090
Direct	$285500	75	214125		$	25	71375
Checkpt Eqpt	$25000	100	$25000		$		$
Indirect	$		$		$		$
Total	$350660		259215		$		91465

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Equipment costs	285500
	Special Equipment Costs	40180
	Total	$

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Checkpoint Equipment	25000
	Total	$

FY 2005 Project Description

Project Number: PT-06-04-04-02
Agency: Burlington Police Department

Goals/Objectives: The Burlington Police Department's goal is to reduce the number of motor vehicle crashes as a result of speed violations by 10%. In addition, they will increase the public awareness of traffic related issues with more police visibility with the use of a police motorcycle enforcement activities.

Tasks/Description: The Burlington Police Department will continue to provide their traffic safety program which includes a five -personnel unit of which two traffic officers are funding via GHSP. The agency has committed two full time traffic officers for a minimum of three years to be assigned to the motorcycle unit as purchased via GHSP funds. The agency will actively participate in the GHSP Booze It & Loose It and Click It or Ticket campaigns per quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$55000	75	$41250		$	25	$13750
Indirect	$		$		$		$
Total	$55000		$41250		$		$13750

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	In-state Travel: Train in traffic enforcement with motorcycles and participate GHSP Initiatives	$2000
2	Police package Motorcycle	$48000
2	Radar	$5000
	Total	$55000

FY 2006 Project Description

Project Number: PT-06-04-04-03
Agency: Banner Elk Police Department

Goals/Objectives: To equip Banner Elk Traffic Safety Officer with proper equip and training in order to enhance the traffic unit within the department.

Tasks/Description: The Banner Elk Police Department utilizes one officer traffic enforcement unit to enhance traffic issues.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Special Equip	6000	50	3000			50	3000
Direct	$2500	75	$1875		$	25	$625
Checkpt Eqpt	$200	100	200		$		$
Indirect	$		$		$		$
Total	$8700		$5075		$		$3625

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Equipment costs (50%) 1 Dual Antenna Radar & Installation	2500
	Special Equipment Cost (50%) 1 In-car Video Equip & Installation	6000
	Total	8500

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
10	Reflective Traffic Vests	200
	Total	$200

FY 2006 Project Description

Project Number: PT-06-04-04-04
Agency: Catawba Police Department

Goals/Objectives: To increase speed control in town

Description: One Safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	1133	75	850		$	25	283
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	1133		850		$		283

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	1 Moving/Stationary Radar Unit	1133
	Total	$1133

FY 2006 Equipment Project Description

Project Number: PT-06-04-04-05
Agency: Chowan County Sheriff's Office

Goals/Objectives: Chowan County has had an increase in rural area crashes. Motorist traveling in excess of the posted speed limit has become a major concern for the officers. Of the traffic violations reported over half involved speeding and careless and reckless driving resulting in crashes. The departmental goal is to reduce the number of vehicle crashes and injuries caused by speeding and careless and reckless driving by 10%.

Tasks/Description: The Chowan County Sheriff's Office will implement a traffic unit to target traffic safety concerns. This deputy will be responsible for addressing traffic safety issues in the area of Chowan County by reducing crashes related to speed by 10% in the year 2005. Develop and initiate a media releases on implementation of this team. This agency will actively participate in a planned DWI checkpoint during each quarter, particpate in the GHSP Booze It & Lose It campaigns and implement one safety belt checkpoint per month. Assess the first year performance and address issues and needs for continued effort.

Cost Category	Total Amount	Federal		Local / State	
		%	Amount	%	Amount
Equipment Costs	$43250	75	$32437	25	$10813
Special Equipment Costs	$13500	50	$6750	50	$6750
Checkpoint Equipment Costs	$	100	$	0	$
Total	$56750		$39187		$17563

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Patrol Vehicle Package	$26550
1	Dual Antenna Radar	$2500
1	Speed Monitor Trailer	$12000
1	UHF/VHF Hand Held Radio	$1200
2	Tire Deflation Devices	$1000
	Total	$29400

SPECIAL EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Mobile Data Computers	$7500
1	In Car Video Camera System	$6000
	Total	$13500

FY 2006 Project Description

Project Number: PT-06-04-04-07
Agency: Duck Police Department

Goals/Objectives: In 2002, the Town of Duck was incorporated, thereby establishing, in 2003, the Duck Police Department. In recent months, motorist traveling in excess of 15 MPH above the posted speed limit has become a major concern for the officers. Of the traffic violations reported, over 41 drivers were driving while impaired. The departmental goal is to reduce the number of vehicle and pedestrian crashes and injuries caused by speeding and impaired driving.

Tasks/Description: The Duck Police Department will target traffic safety concerns by dedicating one fully-equipped vehicle, through equipment purchased via the GHSP; establishing a full time traffic safety vehicle to reduce crashes and injuries by 35% in the 1st year. The radar trailer will be used to gather speeding data to determine highest priority areas for speed enforcement. The agency will actively participate in a planned one DWI checkpoint during each quarter, particpate in the GHSP Booze It & Lose It campaigns and implement one safety belt checkpoints per month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$15900	75	$11925		$	25	$3795
Checkpt Eqpt	$1940	100	$1940		$	0	0
Indirect	$		$		$		$
Total	$17840		$13865		$		$3975

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Radar Unit	$1500
1	25’ Tire Deflation System	$950
1	Vehicle Window Tint Meter	$200
1	Vehicle Lighting	$650
1	Roll-A-Tape Measuring Wheel	$100
1	Radar Trailer W/ Statistics Package	$12500
	Total	$15900

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
50	28” Reflective Cones	$750
12	Reflective Vests	$240
6	Checkpoint Signs w/stands	$950
	Total	$1940

FY 2006 Project Description

Project Number: PT-06-04-04-08
Agency: Henderson Police Department

Goals/Objectives: To reduce collisions in targeted areas through increase enforcement.

Tasks/Description: Purchase equipment, train officers and put on the street to vigorously enforce speeding and DWI laws.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$6000	75	$4500		$	25	$1500
Special Equip	$12000	50	$6000		$	50	$6000
Total	$18000		$10500		$		$7500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
6	Radars	6000
3	In car cameras	12000
	Total	18000

FY 2006 Equipment Project Description

Project Number: PT-06-04-04-11
Agency: New Hanover County Sheriff's Office

Goals/Objectives: To provide better enforcement of the DWI laws

Description: One Safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It or Lose It" campaigns.

PROJECT BUDGET					
Cost Category	**Total Amount**	**Federal**		**Local / State**	
		%	**Amount**	**%**	**Amount**
Equipment Costs	$65000	75	$48750	25	$16250
Special Equipment Costs		100		50	$
Checkpoint Equipment Costs	$	100	$	0	$
Total	$65000		$48750		$16250

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Vehicles - Enforcement	$60000
2	Radars	$5000
	Total	65000

FY 2006 Project Description

Project Number: PT-06-04-04-12
Agency: NC State Highway Patrol

Goals/Objectives: To reduce the statewide collision rate and injury severity in crashes for NC, through the purchase of new technology to assist the SHP in aggressively enforcing NC motor vehicle laws.

Tasks/Description: Purchase and place into field operation the equipment to better enhance the performance of Troopers in the field. An additional 88 dual antenna radar units will result in the Patrol having 56 percent of all road troopers with this technology. Crash recorder systems will allow the Patrol to collect crash data from vehicle "black boxes" from crash scenes for analysis by crash reconstructionists. Mobile data terminals will allow 28 troopers to have the capability to run the eCrash and eCitation programs, making these troopers more productive and available for additional enforcement duties.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$500000	100	$500000		$		$
Indirect	$		$		$		$
Total	$500000		$500000		$		$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
88	Radars	$140800
28	Mobile Data Terminals	$238400
100	Time distance measuring devices	100000
4	Crash data recorder systems	10800
4	LIDAR radar systems	10000
	Total	500000

FY 2006 Project Description

Project Number: PT-06-04-04-13
Agency: Rutherfordton Police Department

Goals/Objectives: Educate the public on restraint/alcohol laws by means of aggressive traffic enforcement.

Description: One safety belt checkpoint per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$12000	50	6000		$	50	6000
Checkpt Eqpt	$19820	100	19820		$		$
Indirect	$		$		$		$
Total	$31820		25820		$		6000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	2 In-Car Video Camera Systems	12000
	Total	$12000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
	2 DWI Checkpoint Sign Sets w/approved Stands	2000
	8 Rechargable Flashlights and Chargers	800
	8 Reflective Traffic Safety Vests (Flourescent w/360-Degree Visibility	400
	8 Sets of Rain Gear (High Visibility)	1200
	60-36’ Traffic Safety Cones w/dual reflective collars	720
	1 Trailer enclosed with store & transport equipment	4000
	1 Striping Kit for Trailer	600
	2 Portable Electric Generators	6000
	8 Telescopic Lights w Stands	4000
	Extension Cords for Lights from the Generators	100
	Total	$19820

FY 2006 Project Description

Project Number: PT-06-04-04-15
Agency: Spindale Police Department

Goals/Objectives: Increase speed enforcement and awareness within city limits of Spindale.

Description: One safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$4900	75	3675		$	25	1225
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$4900		$3675		$		$1225

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Radar Speedboard with car mount	4600
	Receiver for Ford Crown Victoria	300
	Total	$4900

FY 2006 Equipment Project Description

Project Number: PT-06-04-04-16
Agency: Surf City Police Department

Goals/Objectives: To provide better enforcement of the DWI laws

Description: One safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

Cost Category	Total Amount	Federal		Local / State	
		%	Amount	%	Amount
Equipment Costs	$3265	75	$2448	25	$816
Special Equipment Costs	$11520	50	$5760	50	$5760
Checkpoint Equipment Costs	$	100	$	0	$
Total	$14785		$8208		$6576

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicle - Trailer	$3265
	Total	$3265

SPECIAL EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
6	In-car Video Systems	$11520
	Total	$11520

FY 2006 Project Description

Project Number: PT-06-04-04-18
Agency: Hickory Police Department

Goals/Objectives: To combat the crash issue by continuing to use aggressive enforcement and education to reduce the number of alcohol related crashes in Hickory, NC by 5% for calendar year 2006-2007.

Description: One safety belt checkpoint per month. Nine DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$60000	50	$30000		$	50	$30000
Checkpt Eqpt	$4450	100	4450		$		$
Indirect					$		$
Total	$64450		34450		$		30000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
10	Digital – in car cameras	60000
	Total	$60000

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
100	36” Traffic Cones	1500
50	28” Traffic Cones	750
110	Safety Vests	2200
	Total	$4450

FY 2006 Equipment Project Description

Project Number: PT-06-04-04-20
Agency: Tarboro Police Department

Goals/Objectives: Tarboro PD's goal is to deter speeding motorists and prevent speed-related crashes and injuries through the deployment of a speed monitoring trailer.
Description: Tarboro PD will conduct at least one Safety belt checkpoint per month and one DWI checkpoint per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

PROJECT BUDGET					
Cost Category	**Total Amount**	**Federal**		**Local / State**	
		%	**Amount**	**%**	**Amount**
Equipment Costs	$7,495	75	$5,621	25	$1,874
Special Equipment Costs	$	50	$	50	$
Checkpoint Equipment Costs	$	100	$	0	$
Total	$7,495		$5,621		$1,874

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Speed Monitoring Trailer	$7,495
	Total	$7,495

FY 2005 Equipment Project Description

Project Number: PT-06-04-04-21
Agency: Eden Police Department

Goals/Objectives: To reduce the length and duration of pursuits and provide the department and the DA's with video evidence.

Description: One safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

PROJECT BUDGET					
Cost Category	**Total Amount**	**Federal**		**Local / State**	
		%	**Amount**	**%**	**Amount**
Equipment Costs	$2230	75	1672	25	558
Special Equipment Costs	8188	50	4094	50	4094
Checkpoint Equipment Costs	$	100	$	0	$
Total	10418		5766		4652

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
5	Stop sticks	2230
	Total	2230

SPECIAL EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	In car cameras	8188
	Total	8188

FY 2006 Project Description

Project Number: PT-06-04-05-02
Agency: Angier Police Department

Goals/Objectives: The Angier PD will continue to reduce the number of crashes, decrease speeding violations, increase seatbelt use and decrease DWI offenders in Angier by enforcing traffic safety.

Tasks/Description: The Angier PD will continue the multi-agency checkpoints. They will send officer to DRE school, continue traffic safety enforcement and participate in GHSP initiatives.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	41428	50	20714		$	50	20714
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$		$		$		$
Indirect	$		$		$		$
Total	41428		20714		$		20714

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	41428
	Total	41428

FY 2006Project Description

Project Number: PT-06-04-05-03
Agency: Benson Police Department

Goals/Objectives: The Benson PD's goal is to continue to reduce the number and severity of traffic collisions. They will also focus on traffic safety awareness in the Hispanic community and youth by Traffic Safety and Alcohol Awareness presentations.

Tasks/Description: The Benson PD will continue to conduct specialized traffic enforcement, participate in Booze It and Lose It and Click It and Ticket checkpoints. They will participate in at least one seatbelt checkpoint a month and at least one DWI checkpoint per quarter. They will attend Child Passenger Safety training classes, and attend Intermediate Collision Investigation classes.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	45328	50	22664		$	50	22664
Contractual	$		$		$		$
Equipment					$		
Direct	6600	25	1650		$	75	4950
Indirect	$		$		$		$
Total	51928		24314		$		27614

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	30474
	Fringe Benefits	14854
	Total	45328

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Traffic data analyzer system	4500
1	Mobile printing unit	300
1	Mobile printer mount	300
	In-State Travel	$1000
	Printing costs for flyers/brochures	500
	Total	6600

FY 2006 Project Description

Project Number: PT-06-04-05-05
Agency: Dunn Police Department

Goals/Objectives: To reduce the number of crashes/injury related crashes in their municipality by 15%. To increase public awareness of the traffic related issues in their municipality.

Tasks/Description: Participate in GHSP initiatives; seat belt checkpoints monthly and DWI checkpoints quarterly. Publish traffic safety articles in local paper.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$88730	50	$44365		$	50	$44365
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$800	25	$200		$	75	$600
Indirect	$		$		$		$
Total	$89530		$44565		$		$44965

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law enforcement Officers	$70600
2	Fringe Benefits	$18130
	Total	$88730

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Travel In-state	$800
	Total	800

FY 2006 Project Description

Project Number: PT-06-04-05-06
Agency: Garner Police Department

Goals/Objectives: Increase DWI arrests and speed-related citations. Maintain safety belt rate over 90%
Tasks/Description: Enlarge traffic unit by two officers, equip them and place them on the streets full time. Participate in all GHSP events while conducting safetybelt checkpoints each month and a minimum of one DWI checkpoint each month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$91982	100	$91982		$		$
Contractual	$		$		$		$
Commodities	$1000	75	$750		$	25	$250
Direct	$92698	75	$69524		$	25	$23174
Indirect	$		$		$		$
Total	$185680		$162256		$		$23424

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer	$70000
2	Fringe Benefits	$21982
	Total	$91982

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Promotional Materials	$1000
	Total	$1000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Vehicles - Enforcement	$56700
2	Radars	$3600
2	In - Car Video Systems	$12000
2	Mobile Data Terminals	$5200
2	Uniforms	$6000
2	Stop Sticks	$800
2	Roller tape	120
2	Flashlights	200
2	Mobile printers/bracket	1000
2	Battery jump packs	150
	Total	85770

FY 2006 Project Description

Project Number: PT-06-04-05-07
Agency: Greensboro Police Department

Goals/Objectives: To enhance traffic safety and crash reduction through increased speed and DWI enforcement and education with a four person traffic unit.

Tasks/Description: Increase number of DWI arrests per roadway mile (PRM) by 5% per year. Decrease number of crashes PRM by 1% per year. Decrease the number of alcohol related crashes PRM by 1% per year. Reduce the number of speeders by 3% per year.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$261715	75	196286		$	25	65429
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$5000	50	2500		$	50	2500
Indirect	$		$		$		$
Total	$266715		$198786		$		67929

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
4	Law Enforcement Officer	$198155
4	Fringe Benefits	63560
	Total	$261715

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Educational materials	5000
	Total	$5000

FY 2006 Project Description

Project Number: PT-06-04-05-08
Agency: Goldsboro Police Department

Goals/Objectives: To reduce speeding by 10% and reduce crashes and injuries by 12%

Tasks/Description: Conduct eight safety belt checkpoints per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and activities.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$87922		$		$	100	$87922
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$76550	75	$57413		$	25	$19138
Indirect	$		$		$		$
Total	$164472		$57413		$		$107060

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$87921.6
	Total	$87921.6

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Vehicles - Enforcement	$60000
2	Radars	$3000
1	Trailer - Speed Monitoring	$11000
	Crash data retrieval system	$2550
	Total	$76550

FY 2006 Project Description

Project Number: PT-06-04-05-09
Agency: Holly Springs Police Department

Goals/Objectives: Holly Springs PD's goal is to increase public safety through traffic enforcement and public education.

Tasks/Description: They will provide traffic enforcement, DWI detection and community education and involvement. The traffic officer will receive specialized training in the use of radar, in-car camera and alco-sensor. They will conduct at least one seatbelt checkpoint a month and at least one DWI checkpoint a quarter. Participate in "Booze It & Lose It" and "Click It or Ticket" campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	48498	50	24249		$	50	24249
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct					$		
Indirect	$		$		$		$
Total	48498		24249		$		24249

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	48498
	Total	$48498

FY 2006 Project Description

Project Number: PT-06-04-05-14
Agency: North Topsail Beach Police Department

Goals/Objectives: The North Topsail Beach Police Department has experienced an increase of alcohol related fatal crashes. In their effort to decrease alcohol related crashes the North Topsail Beach Police Department will continue with their traffic safety unit.

Tasks/Description: The North Topsail Beach Police Department will target traffic safety concerns by dedicating two fully-equipped vehicles, and two officers, funded via the GHSP; establishing a full time traffic safety unit to continue to reduce crashes and injuries. The agency will actively participate in a planned DWI checkpoint during each quarter, particpate in the GHSP Booze It & Lose It campaigns and implement one safety belt checkpoint per month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$45318	50	$22659		$	50	$24659
Contractual	$		$		$		$
Commodities	$562	25	$141		$	75	$421
Direct	$2500	25	$625		$	75	$1875
Indirect	$		$		$		$
Total	$48380		$23425		$		$24955

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Traffic Officer	$30600
1	Benefits	14717
	Total	$45317

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
30	Frisbees	$237
100	Footballs	$325
	Total	$562

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Out-of-State	$2500
	Total	$2500

FY 2006 Project Description

Project Number: PT-06-04-05-15
Agency: Richlands Police Department

Project Title: Traffic Safety Grant
Goals/Objectives: The Richlands PD will continue to implement a traffic safety project that will consist of two officers funded by GHSP. They will utilize equipment purchased via GHSP funds to increase enforcement in high traffic areas and conduct traffic safety presentations in schools and other public areas.

Tasks/Description: The Richlands Police Department will continue to target traffic safety concerns by dedicating, a two-officer traffic safety unit to reduce crashes and injuries. The agency will actively participate in a planned DWI checkpoint during each quarter, particpate in the GHSP Booze It & Lose It campaigns and implement one safety belt checkpoint per month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$68500	50	$34250		$	50	$34250
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$17200	25	4300		$	75	12900
Indirect	$		$		$		$
Total	$85700		$38550		$		$47150

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Traffic Officer	$53068
2	Fringe Benefits	15432
	Total	$68500

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	In-car camera	4600
1	Radar	1600
1	Speed Trailer	1100
	Total	$17200

FY 2006
Project Description

Project Number: PT-06-04-05-17

Agency: Washington City Police Department

Goals/Objectives: The City of Washington has an increasing number of traffic crashes, of which. 13 percent were injury crashes. In addition, they have an increasing number of impaired driver-related crashes. The departmental goal is to deploy and maintain a comprehensive traffic safety initiative for the community thus reducing the number of crashes and crash related injuries.

Tasks/Description: The Washington Police Department will continue to provide a traffic safety program which includes a four-personnel unit with fully-equipped vehicle. The agency will actively participate in one DWI checkpoint during each quarter, particpate in the GHSP Booze It & Lose It campaigns and implement one safety belt checkpoint per month. In addition, the traffic safety team will conduct educational programs and distribute educational items to promote traffic safety intiatives.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$168761	50	84381		$	50	84380
Contractual	$		$		$		$
Commodities	$		$		$		
Direct	$5160	25	$1290		$	75	$3870
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$173921		$85671		$		$88250

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
4	Law Enforcement Officer	$127780
4	Fringe Benefits	$40981
	Total	$168761

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
4	Tire deflation devices	$1600
50	12” Safety Cones for SIDnE & Bike Rodeos	$500
4	Vehicle Inspection Mirrors	$200
4	Relaxed Uniform Shirts For Child Safety Clinics	$160
4	Relaxed Uniform Pants For Child Safety Clinics	$200
	In-state Travel: Traffic Safety Officers to attend radar updates, crash reconstruction training in NC Justice Academy in Salemburg and Edneyville, NC and Coastal Plains Police Academy, and Greenville Police Department; Attend GHSP campaigns	$2500
	Total	$5160

FY 2006 Project Description

Project Number: PT-06-04-05-18
Agency: Brevard Police Department

Goals/Objectives: The continuation of one traffic enforcement officer for the department, with primary responsibility of traffic enforcement and crash prevention. Brevard plans to expand present traffic safety program with the ultimate goal of having one traffic officer per shift by 2007.

Tasks/Description: Participate in all GHSP initiatives. Conduct seatbelt/child restraint checkpoints and DWI checkpoints throughout the year. Participate in traffic safety programs within the community to emphasize teenage safe driving.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$47874	75	35906		$	25	11968
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$		$		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$47874		35906		$		11968

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Traffic Enforcement Officer (Salary	35053
	Fringe Benefits	12821
	Total	47874

FY 2006 Project Description

Project Number: PT-06-04-05-19
Agency: Rolesville Police Department

Goals/Objectives: Reduce number of crashes and traffic violations. Increase child passenger safety and safety belt use.

Tasks/Description: Conduct one safety presentation per quarter. Continue training for the traffic officer. Continue heightened enforcement activities. Participate in all GHSP campaigns and programs.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$41940	75	$31455		$	25	$10485
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$		$		$		$
Indirect	$		$		$		$
Total	$41940		$31455		$		$10485

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$33740
	Fringe Benefits	$8200
	Total	$41940

FY 2006 Project Description

Project Number: PT-06-04-05-20
Agency: Greenville Police Department

Goals/Objectives: To increase DWI arrests by 10% each year, conduct a minimum of two DWI checkpoints per quarter, Increase the number of under 21 DWI citations by 10%, increase speed related citations by 20%.

Tasks/Description: The Greenville Police Department will assign the RAIID unit to patrol areas to emphasis and target aggressive driving behaviors. Conduct traffic safety presentations at area high schools, ECU, and other civic organizations in the area. Conduct speed surveys, attend National Lifesavers Conference and continue the aggressive driving campaign.The agency will actively participate in a planned DWI checkpoint during each quarter, particpate in the GHSP Booze It & Lose It campaigns and implement one safety belt checkpoint per month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$209219	75	$156914		$	25	$52305
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$41200	50	$20600		$	50	$20600
Indirect	$		$		$		$
Total	$250419		$177514		$		$72905

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Traffic Officer salary @ $40414 plus benefits @$11566	$51980
1	Traffic Officer salary @ $40187 plus benefits @$11522	$51709
1	Traffic Officer salary @ $41411 plus benefits @$11765	$53176
1	Traffic Officer salary @ $40726 plus benefits @$11628	$52354
	Total	$209219

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Travel: (2)Lifesavers Convention, Austin, Texas; training for advanced and at scene accident investigation and reconstruction	$7500
1	Speed Data Pack	$4500
1	Chartan Ruler (crash Investigation)	$4500
2	Digital In-Car Camera Systems	$9000
1	Light Tower System For Trailer	$12000
2	Time Distance Instruments	$2800
2	Digital Cameras	$900
	Total	$41200

FY 2006 Project Description

Project Number: PT-06-04-05-21
Agency: Duplin County Sheriff's Office

Goals/Objectives: To reduce the number of injuries and fatalities as a result of alcohol-related traffic crashes in Duplin County. Increase enforcement of speed and alcohol-related violations. Increase seatbelt and child restraint usage.

Tasks/Description: Continue to train the selected six deputies. Continue to target enforcement efforts in high crash locations. Conduct child safety seat clinics. Conduct public information and educational presentations and public service announcements. Conduct at least one seatbelt checkpoint a month and at least one DWI checkpoint a quarter. Participate in "Booze It & Lose It" and "Click It or Ticket" campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$216696	50	108348		$	50	108348
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$6000	25	1500		$	75	4500
Indirect	$		$		$		$
Total	$222696		$109848		$		112848

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
6	Law Enforcement Officer	$156060
6	Benefits	$60636
	Total	$216696

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	In-State Travel	$6000
	Total	$6000

FY 2006 Project Description

Project Number: PT-06-04-05-22
Agency: Alamance County Sheriff's Office

Goals/Objectives: Reduce traffic crashes and injuries 20% by 12/06.

Tasks/Description: To conduct 6 education presentations each quarter. To conduct two DWI and seatbelt checkpoints per month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$96386	100	96386		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$90818	75	68114		$		22704
Indirect	$		$		$		$
Total	$187204		164500		$		22704

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer (100% GHSP)	$74361
2	Fringes (100% GHSP)	$22025
	Total	$96386

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Vehicles - Enforcement	$5100
2	Mobile Data Terminals	$8000
2	In - Car Video Systems	$10000
4	Radars	$6600
2	Uniforms	$5370
4	Stop Sticks	$1740
2	Vests	$108
	Total	$90818

FY 2006 Project Description

Project Number: PT-06-04-05-23
Agency: Boiling Spring Lakes Police Department

Goals/Objectives: Lower number of crashes/traffic injuries by 5% each year of grant.

Tasks/Description: Education programs to high school. High visibility enforcement conducting DWI and seat belt enforcement checkpoints.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$44463	100	$44463		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$65000	75	$48750		$	25	$16250
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$109463		$93213		$		$16250

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$31000
1	Fringe Benefits	$13463
	Total	$44463

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$30000
1	Mobile Data Terminals	$8000
2	Radars	$4000
1	In-car camera	$6000
1	Speed Trailer	$12000
1	In-state travel	$2000
1	Uniforms	3000
	Total	$65000

FY 2005 Project Description

Project Number: PT-05-04-05-10
Agency: Guilford County Sheriffs Office

Goals/Objectives: To decrease the number of traffic related injuries and crashes and the number of citizen complaints related to motor vehicle laws. To increase the seat belt usage rate in our county.

Tasks/Description: Conduct DWI checkpoints, safety belt checkpoints and saturation patrols. Participate in all GHSP initiatives.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	112364	100	$112364		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$100160	75	$75120		$	25	$25040
Indirect	$		$		$		$
Total	$212524		$187484		$		$25040

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Deputy	$78000
	Fringe Benefits	$34364
	Total	$112364

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Vehicles - Enforcement	$60000
2	In - Car Video Systems	$12000
2	Radars	$5000
2	Mobile Data Terminals	$16000
2	Uniforms	$6000
2	In car printers	500
2	Stop sticks	660
	Total	100160

FY 2006 Project Description

Project Number: PT-06-04-05-26
Agency: Lillington Police Department

Goals/Objectives: To reduce crashes by 10%. Increase the number of DWI arrest and speeding citations by 10%.

Tasks/Description: To hire officer for traffic enforcement. To conduct DWI/Seatbelt checkpoints monthly.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$35360	100	35360		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$30350	75	22762		$	25	7567
Indirect	$		$		$		$
Total	$65710		$58122		$		$7587

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$26718
1	Fringe Benefits	$8642
	Total	$35360

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$28500
1	Uniforms	$1850
	Total	$30350

FY 2006 Project Description

Project Number: PT-06-04-05-27
Agency: Pembroke Police Department

Goals/Objectives: Reduce the number of crashes by 5% each year of the 3 year grant.

Tasks/Description: To participate monthly in Seatbelt and DWI checkpoints. To conduct traffic safety educational events.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$43483	100	43483		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$39152	75	29364		$	25	9788
Indirect	$		$		$		$
Total	$82635		72847		$		9788

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$28757
1	Fringe Benefits	$14726
	Total	$43483

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$25088
1	Mobile Data Terminals	$7500
1	In - Car Video Systems	$4364
1	Radars	$1200
1	Travel In-state	$1000
	Total	$39152

FY 2006 Project Description

Project Number: PT-06-04-05-28
Agency: Apex Police Department

Goals/Objectives: To detect and remove impaired drivers and reduce the number and severity of speed and impaired related collisions through highly active and visible enforcement.

Tasks/Description: Hire and train traffic officer and put on traffic enforcement patrol. Conduct 8 safety belt checkpoints per month and a minimum of one DWI checkpoint per quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$44390	100	$44390		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$62000	75	$46500		$	25	$15500
Indirect	$		$		$		$
Total	$106390		$90890		$		$15500

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$32635
	Fringe Benefits	$11755
	Total	$44390

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$30000
6	Radars	$15000
1	Uniforms	$3000
1	In - Car Video Systems	$6000
1	Mobile Data Terminals	$8000
	Total	$62000

FY 2006 Project Description

Project Number: PT-06-04-05-30
Agency: Caldwell County Sheriffs Office

Goals/Objectives: Increase traffic enforcement and visibility throughout participating counties with particular emphasis of US 321. Decrease crash rate and severity throughout the same areas. Improve citizen awareness of safe driving behaviors, use of safety belts and child restraints.

Tasks/Description: Schedule and execute local and joint traffic interdiction projects including at least one safety belt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP initiatives. Conduct educational programs for all areas.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	38552	100	38552		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	51400	75	38550		$	25	12850
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$89952		77102		$		12850

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Deputy Sheriff Position	27921
	FICA	2136
	Retirement / 401K	2807
	Insurance	4888
	WC/Disability	800
	Total	38552

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicle & Equipment	29900
1	Mobile Data Terminal	8000
1	In Car Video Systems	5800
1	Traffic Radar	2000
	Uniforms	3000
	Signs & Stands	950
	In-State Travel	750
	Digital Direct Dial Phone	1000
	Total	$51400

FY 2006 Project Description

Project Number: PT-06-04-05-31
Agency: Clinton Police Department

Goals/Objectives: Increase seatbelt compliance and DWI arrests by 5%. ‘

Tasks/Description: To conduct one DWI checkpoint per quarter and one seatbelt checkpoint per month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$70206	100	70206		$		$
Contractual	$		$		$		$
Commodities	$250	75	187		$	25	63
Direct	$52570	75	39428		$	25	13142
Indirect	$		$		$		$
Total	$123026		109821		$		13205

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer	$51720
2	Fringe Benefits	$18486
	Total	$70206

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	PBT Mouthpieces	$100
	Promotional items	$150
	Total	$250

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$30000
1	Mobile Data Terminals	$8000
1	Radars	$2500
1	In - Car Video Systems	$6000
2	Uniforms	$6000
	In-state travel	$250
	Total	$52750

FY 2006 Project Description

Project Number: PT-06-04-05-32
Agency: ECU Police Department

Goals/Objectives: Goals are to reduce speed related and pedestrian traffic crashes by 5% by the 2005/2006 academic year. Will utilize all duty traffic enforcement personnel to enforce speed limits on campus, analyze crash tracking system data to determine effect of enforcement, present safety programs to University Departments, residence halls and other related organizations. Promote traffic safety awareness through the use of articles in the campus newspaper, local newspapers and TV/Radio.

Tasks/Description: Conduct a minimum of one DWI checkpoint and three seatbelt checkpoints per quarter and hold several meeting/media events each quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$34188	0	$		$	100	$34188
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$48213	75	$36160		$	25	$12053
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$82401		$36160		$		$46241

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Traffic Officer	$34188
	Total	$34188

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Patrol Vehicle (includes lights, radio, etc)	$29713
1	RADAR	$2500
1	In-Car Camera System	$6000
1	Mobile Data Terminal	$8000
	Officer Training	$2000
	Total	$48213

FY 2006 Project Description

Project Number: PT-06-04-05-33
Agency: Franklinton Police Department

Goals/Objectives: Reduce the number of traffic crashes and injuries by 20% by 2007. To increase safetybelt usage by 10% and child restraint usage by 20%.

Tasks/Description: Conduct one safety belt checkpoint per week and one DWI checkpoint per quarter. Conduct 8 information and education presentations per quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$40022	100	$40022		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$43312	75	$32484		$	25	$10828
Indirect	$		$		$		$
Total	$83334		$72506		$		$10828

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$28392
1	Fringe Benefits	$11630
	Total	$40022

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$27015
1	Radars	$1500
1	In - Car Video Systems	$4200
1	Mobile Data Terminals	$8000
1	Uniforms	$2597
	Total	$43312

FY 2006 Project Description

Project Number: PT-06-04-05-36
Agency: Marion Police Department

Goals/Objectives: To reduce the number of crashes and the incidence and severity of injury related crashes through the increase in enforcement of speeding, aggressive driving and DWI.

Tasks/Description: Ongoing high visibility enforcement of all traffic laws with emphasis on speeding, aggressive driving and DWI. Conduct safety belt and DWI checkpoints monthly and participate in all GHSP initiatives.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$38317		$		$	100	$38317
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$7103	75	$5327		$	25	$1776
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$45420		$5327		$		$40093

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Traffic Officer	27204
	Fringe Benefits	11113
	Total	$38317

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	3 Golden Eagle Radar Units	5985
	3 Video Interface	300
	Shipping and Handling	53
	Installation of Radar Equipment	765
	Total	$7103

FY 2006 Project Description

Project Number: PT-06-04-05-37
Agency: Morrisville Police Department

Goals/Objectives: Reduce the number of traffic crashes involving serious injury by 10% over three years. To actively enforce DWI, speeding and aggressive driving laws to improve the safety of the town.
Tasks/Description: Continue enforcement activities for DWI, aggressive driving, speeding and all traffic laws. Conduct a safety belt checkpoint each month and at least one DWI checkpoint per quarter. Participate in all GHSP campaigns and programs.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$50173	100	$50173		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$49000	75	$36750		$	25	$12250
Indirect	$		$		$		$
Total	$99173		$86923		$		$12250

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$35052
1	Fringe Benefits	$15121
	Total	$50173

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$30000
1	Mobile Data Terminals	$7500
1	Radars	$2500
1	In - Car Video Systems	$6000
	Total	$46000

FY 2006 Project Description

Project Number: PT-06-04-05-38
Agency: Nashville Police Department

Goals/Objectives: Continue to enlarge and upgrade traffic unit. Increase DWI arrests. Reduce crashes through enforcement.

Tasks/Description: Train 5 more officers in SFST. Continue to participate with other agencies in area in enforcement and campaigns. Participate in all GHSP campaigns and participate in at least one DWI checkpoint per quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$37893		$		$	100	$37893
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$38500	75	$28875		$	25	$9625
Indirect	$		$		$		$
Total	$76393		$28875		$		$47518

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$37893
	Total	$37893

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$30000
1	Radars	$2500
1	In - Car Video Systems	$6000
	Total	$38500

FY 2006 Project Description

Project Number: PT-06-04-05-40
Agency: North Hampton County Sheriff's Office

Goals/Objectives: To reduce the number of traffic crashes related to speed and DWI. Identify the high crash areas in North Hampton County, hire and train an officer dedicated to traffic.

Tasks/Description: Hire and train officer in SFST and speed measuring equipment, Identify high crash corridors, conduct at least (I) DWI checkpoint per quarter and (1) safety belt checkpoint per month and participate in Booze It & Lose It and Click It or Ticket campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$33822	100	$33822		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$45070	75	$33803		$	25	$11267
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$78893		$67626		$		$11267

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Officer	$25585
1	Fringe Benefits	$8237
	Total	$33822

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Patrol Vehicle	$25600
1	Mobile Data Terminal	$8000
1	Dual Antenna RADAR	$1500
1	In-Car Video System	$4500
	Uniforms (includes radio and sidearm)	$2600
10	36" Reflective Cones	$150
1	Reflective vest	$20
1	Check point sign and stand set	$950
	Travel	$250
	Training – Radar, SFST	$1500
	Total	$45070

FY 2006 Project Description

Project Number: PT-06-04-05-41
Agency: Raleigh Police Department

Goals/Objectives: Standardize crash reconstruction. Increase level of traing of crash investigators. Develop standardized reporting method for court. Increase number of speeding citations by 3% and reduce the number of injuries and fatalities through enforcement and education.

Tasks/Description: Purchase equipment, train officers and increase enforcement. Participate in all GHSP programs and campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$52933	100	$52933		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$78521	75	$58891		$	25	$19630
Indirect	$		$		$		$
Total	$131454		$111824		$		$19630

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Sergeant	$40219
1	fringes	$12714
	Total	$52933

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
12	Radars	$14760
1	Lighting Systems	$7900
1	Uniforms	$3000
1	Trailer - Speed Monitoring	$10015
150	Traffic Cones	$2003
1	Digital Cameras	$1000
	Binder system & binders	825
1	Document laminator	1459
1	Color laser printer	6990
1	Jet plotter	8899
1	Laser measuring device	2895
1	Crush jig	399
1	Accelerometer	2975
1	Digital inclinometer	139
1	Crash data retrieval system	2495
	Software to analyze crash data	1492
	Training manuals	3000
	In state travel	730

	Out of state travel	7545
	Total	78521

FY 2006 Project Description

Project Number: PT-06-04-05-45
Agency: Wake Forest Police Department

Goals/Objectives: Increase speeding citations by 40%. Reduce number of speed related crashes by 10%. Increase DWI enforcement by 20%.

Tasks/Description: Strictly enforce all traffic laws with saturation patrols and increased enforcement. Conduct a minimum of one safety belt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP programs, campaigns and functions.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$120480	100	$120480		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$102130	75	$76597		$	25	$25533
Indirect	$		$		$		$
Total	$222610		$197077		$		$25533

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer	$95444
2	Fringe Benefits	$25036
	Total	$220480

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Uniforms	$6000
2	Vehicles - Enforcement	$60000
2	Mobile Data Terminals	$16000
2	In - Car Video Systems	$12000
2	Radars	$5000
2	Pushbars	650
2	First aid kits	130
2	Fire extinguishers	100
2	Unlock kits	130
2	Rolltapes	100
2	Stinger spike systems	1100
2	Digital cameras	600
20	Cones	300
	Total	102130

FY 2006 Project Description

Project Number: PT-06-04-05-46
Agency: Winterville Police Department

Goals/Objectives: Increase traffic enforcement of alcohol related violations, reduce injuries in crashes related to seatbelt usage and reduce overall crashes in area pinpointed by reconstruction and evaluation. Educate the public on alcohol related crash issues through website, and meetings at churches, schools and civic organizations. Increase seatbelt compliance through aggressive enforcement and checkpoints, form a committee to discuss and evaluate crash causes evaluate cause factors and work with other agencies to correct problems and enforce traffic laws.

Tasks/Description: Hire new officer, train him/her, order equipment, begin Traffic Crash Committee. Conduct DWI check points quarterly, safety belt checkpoints monthly, conduct traffic safety seminars in churches, schools, and civic groups. Participate in GHSP Booze It & Lose It and Click It or Ticket campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$42052	100	$42052		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$53026	75	$39770		$	25	$13526
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$95078		$81822		$		$13256

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Traffic Officer w/benefits	$42052
	Total	$42052

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Patrol Vehicle w/ safety equipment, radio, graphics	$30000
1	Mobile Data Terminal	$8000
1	Dual Antenna RADAR	$2500
1	Officer Uniform (includes sidearm, personnel radio)	$3000
1	Stinger Flashlight	$84
1	Digital Measuring Wheel	$158
1	Tape Measure	$23
1	PBT	$473
1	Digital Camera	$599
	Travel to Life Savers	$2000
	Total	$53026

FY 2005 Project Description

Project Number: PT-05-04-05-07
Agency: Bolton Police Department

Goals/Objectives: To reduce the crash and alcohol-related injuries and deaths in Bolton. Increase the use of seatbelts and child passenger restraints.

Tasks/Description: Hire a traffic officer and begin trainng in SFST, Radar and Intoxoloyzer certifications. Enforce traffic safety by targeting high crash intersections and enforcing speed limits. Participate in at least one seatbelt checkpoint and at least one DWI checkpoint a quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$34012	75	$25509		$	25	$8503
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$2500	50	$1250		$	50	$1250
Indirect	$		$		$		$
Total	$36512		$26759		$		$9753

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$2600
1	Fringes	$8012
	Total	$34012

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	In-State Travel	1000
1	Training Classes	1500
		$
		$
	Total	$2500

FY 2006 Project Description

Project Number: PT-06-04-05-48
Agency: Asheboro Police Department

Goals/Objectives: Increase manpower in traffic division by one. To decrease the potential of having non-traffic enforcement trained personnel responding to crash scene.

Tasks/Description: Hire and train one officer to do traffic enforcement.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$41162	100	$41162		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$40555	75	$30416		$	25	$10139
Indirect	$		$		$		$
Total	$81717		$71578		$		$10139

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$30401
1	Fringe Benefits	$10761
	Total	$41162

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$26600
1	Mobile Data Terminals	$8000
1	Radars	$1199
1	In - Car Video Systems	$1961
1	Uniforms	$1500
1	In-state travel	$1295
	Total	$40555

FY 2006 Project Description

Project Number: PT-06-04-05-50
Agency: Kitty Hawk Police Department

Goals/Objectives: Goals are to reduce total crashes by 10%, reduce number of alcohol related crashes by 25%, increase the number of DWI arrests by 25% the first year. We will develop a checkpoint program to utilize the checkpoint equipment. Objectives are to aggressively enforce traffic laws, provide public service announcements to promote Click It and Booze It campaigns, work with the media to get coverage of DWI and seatbelt checkpoints and child safety seat clinics. Conduct a minimum of one DWI checkpoint and three seatbelt checkpoints per quarter, participate in Click It or Ticket and Booze It & Lose It campaigns and any other campaigns requested by the GHSP.

Tasks/Description: Hire personnel and purchase equipment, participate in fall Booze It & Lose It campaign, implement the checkpoint equipment program, conduct DWI and seat belt checkpoints, record PSA's for local media, analyze first full quarter numbers and give feed back to officers, contact area agencies to make them aware of the availability of the checkpoint equipment, participate in spring Click It or Ticket campaign, and continue to analyze numbers and give feedback.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$96182	100	$96182		$	0	$0
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$94600	75	$70950		$	25	$23650
Checkpt Eqpt	$13264	100	$13264		$	0	$0
Indirect	$		$		$		$
Total	$204264		$180396		$		$23650

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Traffic Safety Officers	$71400
	Benefits for 2 officers	$24782

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Uniforms for 2 Traffic Officers (see attached list)	$6000
2	Patrol Vehicles	$58000
2	Dual antenna RADAR units	$5000
2	In-Car video systems	$12000
2	Mobile Data Terminals	$13600
	Total	$94600

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
10	Traffic vests	$200
200	Traffic Cones	$3000
1	Utility trailer w/graphics	$5000

4	Road checkpoint signs	$1906
4	Stands for signs	$1158
1	Canopy tent	$2000
	Total	$13264

FY 2006 Project Description

Project Number: PT-06-04-05-51
Agency: Knightdale Police Department

Goals/Objectives: The Knightdale PD plans to reduce the number of traffic crashes in town. They will increase DWI, seatbelt, Child Passenger Safety Seats, and red light enforcement.

Tasks/Description: Continue traffic enforcement with their four-man traffic team. Provide two officers and GHSP provide two officers. Conduct safety belt checkpoints monthly and at least one DWI checkpoint a quarter. Conduct traffic safety presentations in the local schools.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	98306	50	49153		$	50	49153
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct					$		
Indirect	$		$		$		$
Total	98306		49153		$		49153

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer	75871
2	Fringe Benefits	22435
	Total	98306

FY 2005 Project Description

Project Number: PT-06-04-05-52
Agency: Leland Police Department

Goals/Objectives: To reduce the crash and alcohol-related injuries and deaths in Leland.
Increase the use of seatbelts and child passenger restraints.

Tasks/Description: Hire Traffic Officer and begin training in crash reconstruction, SFST, Radar, and Intoxoliyzer certifications. Enforce traffic safety by targeting high crash intersections and enforcing speed limits. Participate in at least one seatbelt checkpoint and at least one DWI checkpoint a quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$73000	75	$54750		$	25	$18250
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$29000	75	$21750		$	25	$7250
Indirect	$		$		$		$
Total	$102000		$76500		$		$25500

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer	$53000
2	Fringe Benefits	$20000
	Total	$73000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Police package motorcycle	25000
2	In-state travel	2000
1	Officer uniforms	2000
	Total	$27000

FY 2006 Project Description

Project Number: PT-06-04-05-53
Agency: Madison Police Department

Goals/Objectives: To hire an officer to address traffic problems due to violation of safety belt laws, speeding, driving careless & reckless, aggressively and DWI.

Tasks/Description: Hire and outfit an officer. Conduct seminars on the proper use of safety belts for adults and children. Heightened enforcement of all driving laws and participate in all GHSP campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$38655	100	$38655		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	42222	75	31667		$	25	10555
Indirect	$		$		$		$
Total	80877		70322		$		10555

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$27130
	Fringe Benefits	$11525
	Total	$38655

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$24008
1	In - Car Video Systems	$4094
1	Radars	$2500
1	Mobile Data Terminals	$8000
1	Uniforms	$3000
1	Training	500
	Total	42222

FY 2006 Project Description

Project Number: PT-06-04-05-55
Agency: Mount Olive Police Department
Goals/Objectives: Reduce the number of traffic related deaths and injuries. Lower the number of impaired drivers. Reduce the speeding violators in town.

Tasks/Description: Devote more time and manpower to the traffic problems. Conduct DWI and safety belt checkpoints on a regular basis. Increase enforcement of speeding and all other NC laws.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$33742	100	$33742		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$35870	75	$26903		$	25	$8967
Indirect	$		$		$		$
Total	$69612		$60645		$		$8967

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$25880
1	Fringe Benefits	$7862
	Total	$33742

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$25000
	Uniforms	$3000
1	Radars	$1500
1	In - Car Video Systems	$6000
	Travel In-state	$250
	Reflective triangles	50
	Wheel measuring device	50
	Reflective vest	20
	Total	35870

FY 2005 Project Description

Project Number: PT-06-04-05-56
Agency: Sampson County Sheriff's Office

Goals/Objectives: Reduce the number of traffic crashes and traffic-related injuries in Sampson County. Increase the use of seatbelts and child passenger safety restraints. Reduce the number of DWI offenders.

Tasks/Description: Hire and train four Deputies and one Sergeant in Traffic Safety areas. The officers will be trained in: Radar, SFST, Traffic Reconstruction, Use of Alco-Sensors, Child Passenger Safety and CJIN/DCI. Concentrate motor vehicle enforcement efforts in areas identified as high crash areas. Conduct public service announcements related to highway safety. Conduct at least four DWI checkpoints per quarter. Conduct at least one child restraint clinic per quarter. Conduct at least one school-based safety education presentation per quarter. Conduct a minimum of three seat-belt checking stations per quarter. Participate in "Booze It & Lose It" and "Click It or Ticket" campaigns.

PROJECT BUDGET

Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	$234373	75	$175780		$	25	$58593
Commodities	$		$		$		$
Direct	$2500	50	$1250		$	50	$1250
Total	$236873		$177030		$		$59843

PERSONNEL BUDGET DETAIL

Quantity	Personnel	Amount
5	Law Enforcement Officer	$158000
5	Fringe Benefits	$76373
	Total	$234373

OTHER DIRECT COSTS BUDGET DETAIL

Quantity	Description	Amount
	In-state Travel	$2500
	Total	$2500

FY 2006 Project Description

Project Number: PT-06-04-05-57
Agency: Wake County Sheriff's Office

Goals/Objectives: The Wake County Sheriff's Office goals are to reduce traffic deaths, injuries and property damage and to provide highly visible patrol as a deterrent, as well as enforcement tool.

Tasks/Description: The Wake County Sheriff's Office will establish a dedicated Traffic Team to be known as the Sheriff's Traffic Observation Patrol (STOP) Team to patrol targeted areas of Wake County where data analysis has shown significant traffic problems exist. Hire/assign four Deputies and a Sgt. Supervisor to this team. Enhance enforcement and patrol capability with specialized training. Schedule programmatic training in the first quarter and plan for staggered training to coincide with schedules so that all deputies assigned to the team are fully trained and certified in applicable skills and techniques. Conduct one seatbelt checkpoint a month and one DWI checkpoint per quarter. Participate in "Click It or Ticket" and "Booze It & Lose It".

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	257543	75	193157		$	25	64386
Contractual	$		$		$		$
Commodities					$		
Direct					$		
Indirect	$		$		$		$
Total	257543		193157		$		64386

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
5	Law Enforcement Officer	201447
5	Fringe Benefits	56096
	Total	257543

FY 2006 Project Description

Project Number: PT-06-04-05-58
Agency: New Hanover County Sheriff's Office

Goals/Objectives: To decrease incidents of road rage 25% and decrease traffic crashes by 10% in 2006.

Tasks/Description: To increase traffic enforcement during peak times/days of week when most aggressive driving incidents are reported.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$108376	100	$108376		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$78600	75	$58950		$	25	$19650
Direct	12000	50	$6000			50	$6000
Indirect	$		$		$		$
Total	$198976		$173326		$		$25650

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer	$80048
2	Fringe Benefits	$28328
	Total	$108376

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Vehicles - Enforcement	$60000
2	Radars	$5000
4	Portable Breath Testers (PBTs)	$1600
1	Trailer - Speed Monitoring	$12000
2	In-car Video Systems	$12000
	Total	$90600

FY 2006 Project Description

Project Number: PT-06-04-05-59
Agency: Shallotte Police Department

Goals/Objectives: The Shallotte Police Department will promote seatbelt awareness, DWI danger awareness, and regulation of speed awareness.

Tasks/Description: They will educate the public about the importance of seatbelt and child passenger safety seats. They will educate school-age children about the dangers of driving drunk and the danger of high speed. They will enforce traffic safety and target high crash areas. They will conduct at least one seatbelt checkpoint a month and at least one DWI checkpoint a quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$41441	100	$41441		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$55100	75	$41325		$	25	$13775
Indirect	$		$		$		$
Total	$96541		$82766		$		$13775

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Law Enforcement Officer	$30000
1	Fringe Benefits	$11441
	Total	$41441

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$30000
1	In - Car Video Systems	$6000
1	Radars	$2500
1	Mobile Data Terminals	$8000
1	Rechargeable Flashlight	$100
1	Alco-Sensor	$500
	Travel – In-State	$1000
1 set	Uniforms	$3000
1	Computer for Radar Trailer	$3000
	Total	$55100

FY 2006 Project Description

Project Number: PT-06-04-05-60
Agency: Harnett County Sheriff's Office

Goals/Objectives: The Harnett County Sheriff Office's goal is to reduce the number of injuries and fatalities as a result of alcohol-related traffic crashes in Harnett County by 20% by 2008. Other goals are to increase awareness of traffic laws in the Hispanic Community; increase the current seatbelt and child restraint seat usage by 10% and increase enforcement of North Carolina Traffic Laws. Increase traffic citations by 50% the first year, 20% the second year and 15% the third year. Increase DWI charges by 30% the first year and 15% the second year and 10% the third year.

Tasks/Description: Train deputies in SFST, conduct four public information and educational presentations on traffic safety. Conduct 10 license checkpoints per quarter. Conduct two seatbelt checkpoints each quarter. Conduct one major DWI checkpoint per year. Conduct one saturated patrol campaign per quarter. Conduct two seatbelt checkpoints each quarter. Conduct child restraint seat inspection stations at shopping centers and community events. Enforce the motor vehicle laws of N. C.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$85994	100	$85994		$		$
Contractual	$		$		$		$
Commodities	$	75	$		$	25	$
Direct	$94800	75	$71100		$	25	$23700
Indirect	$		$		$		$
Total	$180794		$157094		$		$23700

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
2	Law Enforcement Officer	$64000
2	Fringe Benefits	$21994
	Total	$85994

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Vehicles - Enforcement	$60000
2	Mobile Data Terminals	$16000
2	Radars	$5000
2	In- Car Cameras	$12000
2	PBT'ss	$800
	In-State Travel	$1000
	Total	$94800

FY 2006 Project Description

Project Number: PT-06-04-05-61
Agency: Anson County Sheriff's Office

Goals/Objectives: To reduce by 5% over a three year period crashes in Anson County. Also to increase by 10% over 3 years DWI arrest and seatbelt and child restraint usage.

Tasks/Description: Hire and train deputy for traffic and assign a current deputy to be part of the traffic unit during peak hours of the week. Participate in at least one Booze It & Lose It checkpoint a quarter and monthly safety belt checkpoints. Do educational events with schools and adult population.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$38022	100	$38022		$		$
Personnel	$28386	75	21289			25	$7097
Contractual	$		$		$		$
Commodities	$	100	$		$		$
Direct	$36200	75	27150		$	25	$9050
Indirect	$		$		$		$
Total	$102608		$86461		$		$16147

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
1	Deputy (100% GHSP)	$28600
1	Fringe Benefits Costs (100% GHSP)	$9422
1	Deputy (75% GHSP/ 25% County)	$21289
1	Fringe Benefits Costs (100% County)	$7097
	Total	$66408

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Vehicles - Enforcement	$30000
1	In - Car Video Systems	$5000
1	Radar	$1200
	Total	$36200

FY 2006 Project Description

Project Number: QN-06-10-01-01
Agency: Beaufort Police Department

Goals/Objectives: To purchase a speed trailer with variable messaging feature. This will be used as a warning sign for DWI and Seatbelt checkpoints to warn motorists of checkpoint ahead to better warn them for officer safety. It will also be used for general safety messaging such as “Booze It & Lose It” and Click It or Ticket”

campaigns and notice of child passenger safety clinics. At other times it will used as a regular speed trailer displaying approaching vehicle speeds.

Tasks/Description: Conduct one DWI checkpoint per quarter, one seatbelt checkpoint per month, one child safety seat clinic per quarter, continuously operate the unit as a radar trailer at locations throughout the town, participate in Booze It and Click It campaigns and other GHSP events as requested.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$21000	75	$15750		$	25	$5250
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$$21000		$15750		$		$5250

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
		$
	Total	$

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
		$
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	Speed/Variable message Trailer	$21000
		$
	Total	$21000

FY 2006 Project Description

Project Number: QN-06-10-01-02
Agency: Cary Police Department

Goals/Objectives: To raise the level of public safety by documenting serious traffic violations, including the actions of impaired drivers. Increase the conviction rate for DWI by 10%.

Tasks/Description: Equip 5 vehicles with cameras, train 5 officers in their operation and have them certified in SFST. Participate in a minimum of one safety belt checkpoint per month, one DWI checkpoint per quarter and participate in all GHSP campaigns and programs.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$30000	50	$15000		$	50	$15000
Indirect	$		$		$		$
Total	$30000		$15000		$		$15000

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
		$
	Total	$

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
		$
	Total	$

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
		$
	Total	$

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
5	In - Car Video Systems	$30000
		$
	Total	$30000

FY 2006 Project Description

Project Number: QN-06-10-01-03
Agency: Cherokee County Sheriff's Office

Goals/Objectives: Reduce the number of seatbelt violations. Train 10 employees in CPS systems. Reduce the number of alcohol related, speeding and traffic related violations. Train 10 officers in the SFST. Outfit two traffic enforcement units. Conduct one Booze It & Lose It checkpoint per month.

Tasks/Description: Purchase vehicles and equipment, train employees and officers. Begin checkpoints and public information presentations.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$40000	75	30000		$	25	10000
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$40000		30000		$		10000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	(2) Patrol vehicles	20000
	(2) In-car camera system	10000
	(2) In-car radar system	3000
	(2) Outfitting Traffic Units	2000
	In-State/Out of State Training	5000
	Total	$40000

FY 2006 Equipment Project Description

Project Number: QN-06-10-01-04
Agency: Elizabethtown Police Department

Goals/Objectives: To provide better enforcement of the DWI laws

Description: One safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

PROJECT BUDGET					
Cost Category	**Total Amount**	**Federal**		**Local / State**	
		%	**Amount**	**%**	**Amount**
Equipment Costs	$5000	75	$3750	25	$1250
Special Equipment Costs	$12000	50	$6000	50	$6000
Checkpoint Equipment Costs	$	100	$	0	$
Total	$17000		$9750		$7250

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Radars	$5000
	Total	$5000

SPECIAL EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	In-car Video Systems	$12000
	Total	$12000

FY 2006 Equipment Project Description

Project Number: QN-06-10-01-05
Agency: Jacksonville Police Department

Goals/Objectives: To provide better enforcement of the DWI laws.

Description: One Safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It or Lose It" campaigns.

PROJECT BUDGET					
Cost Category	**Total Amount**	**Federal**		**Local / State**	
		%	**Amount**	**%**	**Amount**
Equipment Costs	$20172	75	$15129	25	$5043
Special Equipment Costs	$21495	50	$10747	50	$10748
Checkpoint Equipment Costs	$	100	$	0	$
Total	$41667		$25876		$15791

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
5	Radars	$7472
1	DWI Driving Simulator	$12700
	Total	$20172

SPECIAL EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
5	In-car Video Systems	$21495
	Total	$21495

FY 2006 Project Description

Project Number: QN-06-10-01-06
Agency: Kill Devil Hills Police Department

Goals/Objectives: To reduce speed related crashes by 40% by the year 2008. We will target areas known to have speeding problems and areas of complaints by local citizens. We will train 14 officers in the use of LIDAR by 6/01/06 and 4 officers in the use of "same direction" RADAR by 3/01/06.

Tasks/Description: A minimum of one seat belt checkpoint per month, one DWI checkpoint per quarter, increase speed and aggressive driving enforcement in the target areas, participate in Booze It and Click It campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$13908	75	$10431		$	25	$3477
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$13908		$10431		$		$3477

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	LIDAR Unit	$3908
4	Dual Antenna Radar Units	$10000
	Total	$13908

FY 2006 Equipment Project Description

Project Number: QN-06-10-01-07
Agency: Lumberton Police Department

Goals/Objectives: To provide better enforcement of the DWI laws.

Description: One Safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

Cost Category	Total Amount	Federal		Local / State	
		%	Amount	%	Amount
Equipment Costs	$	75	$	25	$
Special Equipment Costs	$	50		50	$
Checkpoint Equipment Costs	$8320	100	$8320	0	$
Total	$8320		$8320		$

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Trailer - Checkpoint	$5000
3	Road Signs with Stands	$2850
10	Traffic Vests	$200
10	Reflective Gloves	$170
10	Flashlight Covers	$100
	Total	$8320

FY 2006 Project Description

Project Number: QN-06-10-01-08
Agency: N C State University

Goals/Objectives: To reduce speeding and traffic crashes on campus. To improve the safety of the students, faculty, staff and visitors on the campus.

Tasks/Description: Implement daily activities to address the problems. Handhelds will be used by regular patrol as well as bicycle and horse units. Conduct one safety belt checkpoint per month and participate with area agencies in at least one DWI checkpoint per quarter.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$13390	75	$10447		$	25	$3483
Indirect	$		$		$		$
Total	$13390		$10447		$		$3483

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Radars	$3435
1	Trailer - Speed Monitoring	$10495
		$
	Total	$13930

FY 2006 Project Description

Project Number: QN-06-10-01-10
Agency: Pitt County Sheriff's Office

Goals/Objectives: To increase the use of video documentation of traffic stops, especially DWI cases to make prosecution easier with the presence of physical evidence.

Tasks/Description: To conduct a minimum of one DWI checkpoint per quarter, one seat belt checkpoint per month and participate in the Booze It and Click It campaigns.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$12763	50	$6381.50		$	50	$6381.50
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$12763		$6381.50		$		$6381.50

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	DVD In-Car Camera Systems	$12000
24	DVD's for Cameras	$168
1	Download System	$595
	Total	$12763

FY 2006 Project Description

Project Number: QN-06-10-01-11
Agency: Scotland Neck Police Department

Goals/Objectives: Develop a two-man traffic unit via equipment support from the GHSP to address speeding problems, DWI, and passenger restraints. The PD will supply personnel for the team. Three officers will be certified in RADAR.

Tasks/Description: Certify three officers in RADAR, aggressively address traffic problem areas, conduct one DWI checkpoint per quarter and one seatbelt checkpoint per month.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Direct	$5500	75	$4125		$	25	$1375
Other Direct	$12500	50	$6250		$	50	$6250
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$18000		$10375		$		$7625

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Dual Antenna RADAR	$4000
1	In-Car Camera	$5000
1	Mobile Data Terminal	$7500
	Travel: officer training and attend GHSP Summits	$1500
	Total	$18000

FY 2006 Project Description

Project Number: QN-06-10-01-15
Agency: Williamston Police Department

Goals/Objectives: To increase enforcement of motor vehicle laws with emphasis on DWI and passenger restraint laws.

Tasks/Description: To conduct a minimum of one DWI checkpoint per quarter and one seat belt checkpoint per month. We will participate in the Booze It and Click It campaigns any other campaigns requested by the GHSP.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$		$		$		$
Checkpt Eqpt	$16213	100	$16213		$	0	$
Indirect	$		$		$		$
Total	$16213		$16213		$		$0

CHECKPOINT EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
100	Traffic Cones	$1500
4	Sets of DWI/CP Signs	$3063
1	Transport Trailer	$3500
1	Light Tower	$8000
10	Traffic Vest	$150
	Total	$16213

FY 2006 Equipment Project Description

Project Number: QN-06-10-01-16
Agency: Wilmington Police Department

Goals/Objectives: To provide better enforcement of the DWI laws

Description: One safety belt checkpoints per month. One DWI checkpoints per quarter. Participation in all "Click It or Ticket" and "Booze It & Lose It" campaigns.

Cost Category	Total Amount	Federal		Local / State	
		%	Amount	%	Amount
Equipment Costs	$113000	75	$84750	25	$28250
Special Equipment Costs	$	50		50	$
Checkpoint Equipment Costs	$	100	$	0	$
Total	$113000		$84750		$28250

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
4	Vehicles - Motorcycle	$93000
4	In-car cameras	$20000
	Total	$113000

FY 2006 Project Description

Project Number: QN-06-10-01-17
Agency: Windsor Police Department

Goals/Objectives: To designate and equip one officer and vehicle strictly for the enforcement of traffic, use in-car camera to document driver behavior during DWI arrest. Our goal is reduce overall and impaired driving crashes and injuries by 10% by 2007.

Tasks/Description: To conduct a minimum of one DWI checkpoint per quarter and one seat belt checkpoint per month. We will visit local schools and give traffic safety talks to students and do general public education on traffic safety. We will participate in the Booze It and Click It campaigns any other campaigns requested by the GHSP.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Equipment	$1500	75	$1125		$	25	$375
Special Eqpt	$11939	50	$5969		$	50	$5969
Indirect	$		$		$		$
Total	$13439		$7094		$		$6344

EQUIPMENT BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Opposite Direction Radar	$1500
1	In-Car camera	$3939
1	Mobile Data Terminal	$8000
	Total	$13439

FY 2006 Project Description

Project Number: QN-06-10-01-19
Agency: Spring Hope Police Department

Goals/Objectives: To decrease the number of crashes involving speed and increase the DWI arrests.

Tasks/Description: Increase traffic enforcement. Participate in one safety belt checkpoint per month and one DWI checkpoint per quarter. Participate in all GHSP campaigns and programs.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$`		$		$		$
Direct	$6000	50	$3000		$	50	$3000
other direct	$2400	75	$1800		$	25	$600
Total	$8400		$4800		$		$3600

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	In - Car Video Systems	$6000
1	Radars	$2000
1	Stop Sticks	$400
		$
	Total	$8400

FY 2006 Project Description

Project Number: QN-06-10-01-20
Agency: Oxford Police Department

Goals/Objectives: To gain more enforcement time by the officers.

Tasks/Description: The MDT's will allow more road time for the officers and result in higher levels of enforcement.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$14910	50	$7455		$	50	$7455
Indirect	$		$		$		$
Total	$14910		$7455		$		$7455

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
2	Mobile Data Terminals	$14910
	Total	$14910

Project Number: QN-06-10-02
Agency: Governor's Highway Safety Program County Coordinator Mini-Grants

Goals/Objectives: To sustain the implementation and support of the statewide law enforcement network that supports all GHSP enforcement campaigns. Provide support for law enforcement activities within each of the 100 counties in North Carolina. This will assist in maintaining and increasing statewide safety belt usage rates, reducing impaired driving, and reducing speeding. The current North Carolina statewide safety belt usage rate is 86.7 percent.

Tasks/Description: Provide mini-grants to law enforcement for the purpose of supporting countywide enforcement activities and coordination. Provide support through mini-grants to 100 law enforcement county coordinators to support the activities of these officers. Provide 100 $2,000 mini-grants to the county coordinators in each county to support "Click It or Ticket", "Booze It & Lose It", and "No Need 2 Speed" activities in every county in North Carolina. A minimum of one safety belt checkpoint will be conducted in each county each week of the "Click It or Ticket" campaign. Additionally, a minimum of one DWI checkpoint will be conducted during each "Booze It & Lose It" campaign each year, and one DWI checkpoint will be conducted each year utilizing the BAT Mobile. Attendance at all regional law enforcement meetings and one of the GHSP Law Enforcement Summits will be required. A minimum of two countywide law enforcement meetings will be held each year.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$0	100	$0				
Contractual	200000	100	200000				
Commodities	0	100	0				
Direct	0	100	0				
Indirect	20000	100	20000				$
Total	$220000		$220000		$0		$0

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
Various	100 Mini-grants for Law Enforcement County Coordinators (LECC)	$200000
	Total	$200000

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
NCDOT	10% of total	$20000
	Total	$20000

Project Number: RH-06-09-01
Agency: NC Operation Lifesaver

Goals/Objectives: To train law enforcement in grade crossing crash investigation. To educate the public of the dangers of rail crossings and reduce the number of crossing incidents by 5%.

Tasks/Description: Conduct at least 6 GCCI classes for law enforcement. Take the Look, Listen and Live train to various groups, schools, etc. to educate the public of the dangers.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$10000	100	$10000		$		$
Contractual	$		$		$		$
Commodities	$50000	100	$50000		$		$
Direct	$10000	100	$10000		$		$
Indirect	$		$		$		$
Total	$70000		$70000		$		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
		$
1	engineer for LLL train	$5000
1	clerical assistance for GCCI	$5000
	Total	$10000

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Insurance for LLL	1900
	Meals, lodging, travel, etc for GCCI, LLL and other training classes	48100
	Video printing, brochures, promotional items, hats, fans and coloring books	
	Total	$50000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Travel In-state	$4000
	Travel out of state	6000
	Total	10000

FY 2006 Project Description

Project Number: RS-06-07-01
Agency: GHSP / North Carolina Highway Safety Exposition

Goals/Objectives: The mission of the Expo is to educate the public about a wide range of highway safety issues. It is a tool for law enforcement, health and medical professionals, and volunteer organizations involved with highway safety issues. It also helps to promote programs of the Governor's Highway Safety Program including the occupant protection program “Click It or Ticket” and the anti-impaired driving initiative “Booze It & Lose It”.

Tasks/Description: Continue to develop schedules for exhibiting the Expo. Determine number of exhibits as well as type, i.e.; fairs and festivals compared to high schools. Determine law enforcement involvement compared to health departments, etc. Exhibit at the Mountain State Fair (10 days) and the North Carolina State Fair (10 days) with 10-agency exhibit called "Safety City". These two "Safety City" exhibits will reach over one million people each year with highway safety issues.

PROJECT BUDGET							
Cost Category	Total Amount	Federal		State		Local	
		%	Amount	%	Amount	%	Amount
Personnel	55000	100	55000		$		$
Contractual	16950	100	16950		$		$
Commodities	10000	100	10000				$
Direct	9000	100	9000		$		$
Indirect	$9095	100	$9095		$		$
Total	100045		100045		$		$

PERSONNEL BUDGET DETAIL		
Quantity	Personnel	Amount
3	part-time drivers	46000
	Fringe	9000
	Total	55000

CONTRACTUAL BUDGET DETAIL		
Vendor	Description	Amount
	"Touch & Go" license, software, eq. Replacement, etc. to Safety Gallery	6000
	Maintenance	2000
	NC Mountain State Fair	2500
	NC State Fair	6450
	Total	$16950

COMMODITIES BUDGET DETAIL		
Quantity	Commodities Description	Amount
	Printing Materials & Supplies	10000
	Total	$10000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
2	Electronic Equalizers	2000
	In-State Travel	6000
	Out of State Travel	1000
	Total	$9000

INDIRECT COSTS BUDGET DETAIL		
Quantity	Description	Amount
1	10% of Total	9095
	Total	$9095

FY 2006 Project Description

Project Number: SA-06-01-01
Agency: Albemarle Area Injury Prevention Program

Goals/Objectives: Hospital based program that will focus injury prevention efforts in Gates, Currituck, Chowan, and Perquimans counties with am emphasis on increasing use of child safety restraints and bicycle helmets.

Tasks/Description: Tasks/Description: Increase correct bicycle helmet use by 10% in two counties through observation, education and a hospital distribution program in the hospital ED. Increase restraint use by 5% by conducting an observational survey of restraint use, educational sessions, awareness campaign of the new cps law, quarterly child restraint checks and overall cooperation and support for local law enforcement agencies. Decrease the number of ETOH-related injuries and fatalities in at least two counties by targeting two high-risk areas with educational campaigns, presentations to drivers' education courses and sponsorship of a DWI prevention program in at least one high school.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	7000	50	3500	50	3500		$
Contractual	500	25	125	75	375		$
Commodities	2750	25	688	75	2062		$
Direct	2200	25	550	75	1650		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	12450		4863		7587		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Injury Prevention Assistant	6240
	Personnel Fringe Benefits	760
	Total	$7000

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Peer Educator Training	500
	Total	$500

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Bike Helmets	250
	Buckle Up challenge Incentives	1500
	Buckle Up Challenge Education Items	1000
	Total	$2750

OTHER DIRECT COSTS BUDGET DETAIL

Quantity	Description	Amount
	Buckle Up Challenge Signage	700
	Out of State Travel	1500
	Total	$2200

FY 2006 Project Description

Project Number: SA-06-01-02
Agency: Mecklenburg Safe Communities – Carolina Medical Center

Goals/Objectives: Hospital based Safe Communities program to reduce the number of traffic crashes and severe injuries involving pregnant women and children 0 – 8 year old by 15% by 2007. Also to reduce the number of alcohol related traffic crashes involving Hispanic drivers in the State by 10% by 2007. Increase the number of parents receiving information about Traffic Safety issues including the enactment of the modified child passenger restraint bill.

Tasks/Description: Conduct outreach efforts for the Holidays regarding DWI prevention in Mecklenburg County. Assist with the GHSP Latino Initiative and local law enforcement campaigns. Continue to distribute safety information into the community.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$		$		$		$
Contractual	$		$		$		$
Commodities	$3300	75	$2475		$	25	$825
Direct	$15755	75	$11816		$	25	$3939
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$19055		$142921		$		$4764

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Incentives with logo	3000
	Safety Pins	300
	Total	3300

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	DWI Goggles	875
	DVD Players	250
	Printer	1200
	In State Travel	2000
	Out of State Travel (Lifesavers)	4000
	Office supplies	2200
	Educational materials	1200
	Informational brochures	4000
	CPS recertification	30
	Total	15755

FY 2006 Project Description

Project Number: SA-06-01-03
Agency: Eastern Carolina Injury Prevention

Goals/Objectives: Reduce the number of children in Pitt County injured in motor vehicle crashes ages 4-8 years old riding without booster seats. Target day care providers for booster seat education. Reaching families before they enter school provides an optimal educational opportunity for parents to transport their booster-seat age children to school safely.

Tasks/Description: Expand booster seat education and awareness to public. Conduct 3 booster seat inspections at area childcare locations. Post data from Trauma Registry to indicate change in booster seat use for children ages 4-8. Conduct community-wide educational session about booster seat use. Increase awareness, availability, and usage of booster seats for families with financial need.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$12158	50	6079		$	50	$6079
Contractual	$		$		$		$
Commodities	$		$		$		$
Direct	$		$		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$12158		$6079		$		$6079

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	20% of Project Director's Time	9726
	Benefits for Project Director @ 25%	2432
		$
	Total	$12158

FY 2006 Project Description

Project Number: SA-06-01-04
Agency: Lenoir Memorial Hospital

Goals/Objectives: Goals/Objectives: Coordinate CPS activities with local agencies to increase public awareness and to improve and further the experience of the trained professional in child passenger safety issues. Hospital based educational initiatives to promote safe driving practices and reduce death and injuries among the Hispanic population. Increase seat belt use by 3% among Hispanic population by 2006. Reduce misuse of child restraints among area Hispanic population by 3% by 2006. Reduce alcohol-related fatalities & improve understanding of traffic laws.

Tasks/Description: Provide CPS training based on the NHTSA Standardized CPS Technician curriculum. Lenoir Memorial Hospital's Injury Prevention Center and SAFE KIDS will continue to support Child Passenger Safety training and technical assistance to area agencies throughout Eastern North Carolina. Educate parents and caregivers and have trained law enforcement officers to assist in reducing the restraint rate thus reducing injuries to children. Participate in the development and distribution of the Nuestra Seguridad program and educational materials. Conduct community awareness forums for Hispanics providing education on child passenger safety, seat belt use, and impaired driving. Car seat checkup events for Hispanic Community. Participate in "Click It or Ticket" and "Booze It & Lose It" campaigns in region. Provide programming directed toward the Hispanic community in eastern North Carolina by employing bilingual injury prevention coordinator and conducting community workshops.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$44070	50	22035		$	50	22035
Contractual	15171		$		$	100	15171
Commodities	2000	100	2000		$		$
Direct	47350	100	11350		$100		36000
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$108591		35385		$		73206

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Hispanic Outreach Coordinator	33900
	Benefits 30%	10170
	Total	44070

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	CPST Instructor	15171
	Total	$15171

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Training Supplies	2000
	Total	$2000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Upgrade Training Equipment	2000
	Mobile Car Seat Checkup Van	10000
	Training Trailer	7500
	Current Inventory of Seats	3600
	Training dolls and aftermarkets	525
	Computer / A-V equipment	10000
	Display board, case and cart	600
	In-State Travel	4000
	Out-of-State Travel (2 people to Lifesavers)	4000
	Printing	750
	Total	$47350

FY 2006 Project Description

Project Number: SA-06-01-05
Agency: Agency: WNC Safe Kids at Mission St. Jospeh's Hospital

Goals/Objectives: Hospital based program for children to institute training and support for the transportation of children with special health care needs. This training will also be offered to other medical personnel and trainers throughout the state. Other activities is to emphasize safety belt use, for teen drivers. Offer Asheville Police Department and Buncombe County Sheriff's Office CPS classes and training.

Tasks/Description: Work in collaboration with GHSP, OSFM, and HSRC to provide CPS classes and raise awareness in the public sector. 2005 goal is to have 3 NHTSA Certification classes, 2 NC Basic Awareness classes, and 3 Update Refesher/Renewal Classes in Child Passenger Safety. Mission Children's Hospital had a 24 hour transportation consultation in August 2004 with the intent to take this effort to other areas of the state at major children's hospitals. Other goals are to raise the booster seat awareness/education levels and continue to raise awareness in high schools about the hazards of drunk driving and seat belt compliance.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$208692	25	52500		$	75	156192
Contractual	$		$		$		$
Commodities	$40600	100	40600				
Direct	$74538	75	$55950			25	$18588
Checkpt Eqpt	$		$		$		$
Indirect	$40000		$		$	100	$40000
Total	$363830		$149050		$		$214780

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
	Secretary, Coordinator, 2 Full Time Educators	156519
	Fringe Benefits	52500
	Total	$208692

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
	Annual Banquet	3000
	Boosters – Mt. State Fair	28000
	Mt. State Fair Supplies	1000
	Class Costs – Special Needs	7000
	Vehicle to tow Special Needs Trailer (25000 + 18588 local match)	43588
	Training Seats: Add's / replacements	10000
	DVD Player/writer	400
	In-State Travel	10800
	Out of State Travel (National Safe Kids Conf. 2 people)	32500
	Out of State Travel (Lifesavers Conf – Austin, TX 2 people)	4000
	Out of State Travel (Special Needs Transp. Conf 1 person)	2200
	Internet connection for laptop	300
	Total	74538

INDIRECT COSTS BUDGET DETAIL		
Vendor	**Description**	**Amount**
	Office Space, Office Supplies, Storage, Utilities	40000
	Total	$40000

FY 2006 Project Description

Project Number: SB-06-11-01
Agency: Department of Public Instruction

Goals/Objectives: To teach students in grades K-3 the key rules of school bus safety and reach middle and high school students with a similar, age-appropriate, message and educate those delivering the message. Increase awareness of Parents and Motorists regarding school bus safety. To provide school bus safety training to students in grades K-3 by using Buster the Bus, educational materials, and presentations. Provide comic/coloring books, bookmarks, stickers, etc. as well as have materials available on the Internet for district transportation staff to do live training sessions and also available to teachers to do related or follow-up lessons. Conduct a school bus safety speech contest for high school students to bring awareness to older students. Provide training to personnel that are conducting Buster sessions in the schools. Increase public knowledge of school transportation laws by distributing information at community events. Educate parents on school bus safety through press releases and website information. Maintain website, www.ncbussafety.org.

Tasks/Description: To promote school bus safety speech contest. Develop emergency evacuation curriculum. Arrange purchase of materials for distribution at training events or at school to engage older students. Distribute education and awareness materials to parents/motorist at State Fair. Train school personnel on the delivery of the Buster program on school bus safety. Compile Buster the Bus reporting from previous year.

PROJECT BUDGET							
Cost Category	**Total Amount**	**Federal**		**State**		**Local**	
		%	**Amount**	**%**	**Amount**	**%**	**Amount**
Personnel	$11,000		$	100	$11,000		$
Contractual	$6,000	100	$6,000		$		$
Commodities	$12,000	100	$12,000		$		$
Direct	$8,000	100	$8,000		$		$
Checkpt Eqpt	$		$		$		$
Indirect	$		$		$		$
Total	$37,000		$26,000		$11,000		$

PERSONNEL BUDGET DETAIL		
Quantity	**Personnel**	**Amount**
20	State and School System Positions Conducting Safety Training	$11,000
	Total	$11,000

CONTRACTUAL BUDGET DETAIL		
Vendor	**Description**	**Amount**
	On-line resources for students, teachers, Buster training	$6,000
	Total	$6,000

COMMODITIES BUDGET DETAIL		
Quantity	**Commodities Description**	**Amount**
	Student and general public education materials; public awareness material	$12,000
	Total	$12,000

OTHER DIRECT COSTS BUDGET DETAIL		
Quantity	**Description**	**Amount**
1	Utility Trailer for Buster the Bus	$2,000
	In-state/Out of State Travel	$5,000
	Speech Contest Award	$1,000
	Total	$8,000