



# Transportation Advisory Committee

January 21, 2026

# Meeting Agenda

Call to Order

Public Comment

Approval/Adjustment of Agenda & Meeting Summary – November 19, 2025

## **Discussion**

- Safe Streets for WNC
- Driver Behavior

## **Updates & Other Business**

- NCDOT Updates
- Municipal Updates
- Other Updates
- Next Meeting (February 18, 2026)

Adjournment



# Safe Streets for WNC

Plan Overview & Henderson  
County Data

# Summary of Plan Goals for Vision Zero\*

Safe System Approach integrated into all policies & programs.

Safety incorporated into new projects to mitigate impact of growth on traffic safety.

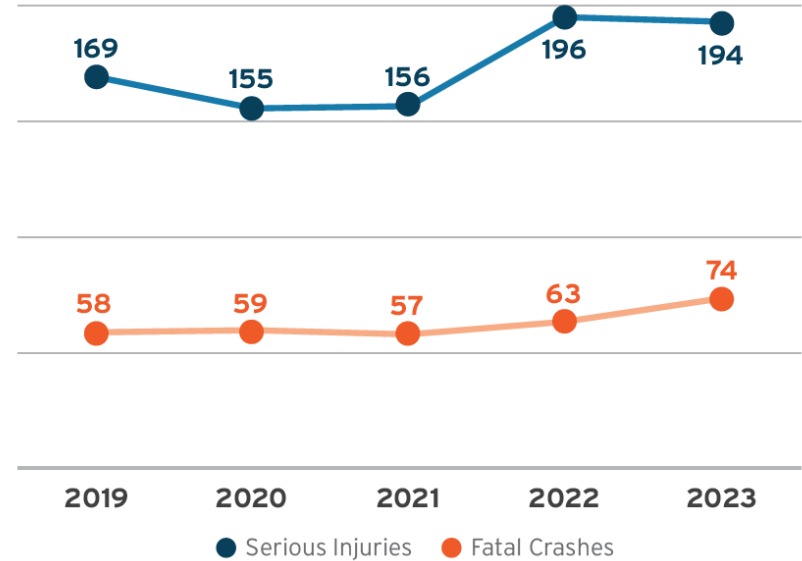
Context-based speed management & traffic calming.

Partner with media for safety education & communication with elected officials & NCDOT.

Use funds to train staff & conduct corridor safety assessments.

Increase awareness of risks & safety strategies for vulnerable road users.

Regional Total Fatal & Serious Injury Crashes from 2019 - 2023



\***Vision Zero** is the idea that no one should die or suffer serious injury in road traffic crashes

# Safe System Approach

- Focus on human error & vulnerability.
- Anticipate human error rather than respond to crashes.
- Data analysis not only of crash hot-spots, but future risk factors (exposure, likelihood, severity).
- Design all projects to minimize opportunities for human error.



# High Injury Network (HIN)

- Serious crashes are overrepresented on NC & US routes.
- Driver choices contribute to crashes, but the physical design of roads shapes driver behavior.
- 4-lane arterials are designed for high-volume & high-speed, but also serve as commercial main streets, creating a mismatch of speed & activity.
- Problematic roadway designs include
  - High Speeds & Frequent Turns
  - Many Driveways & Side Streets
  - Long, Unprotected Crossings

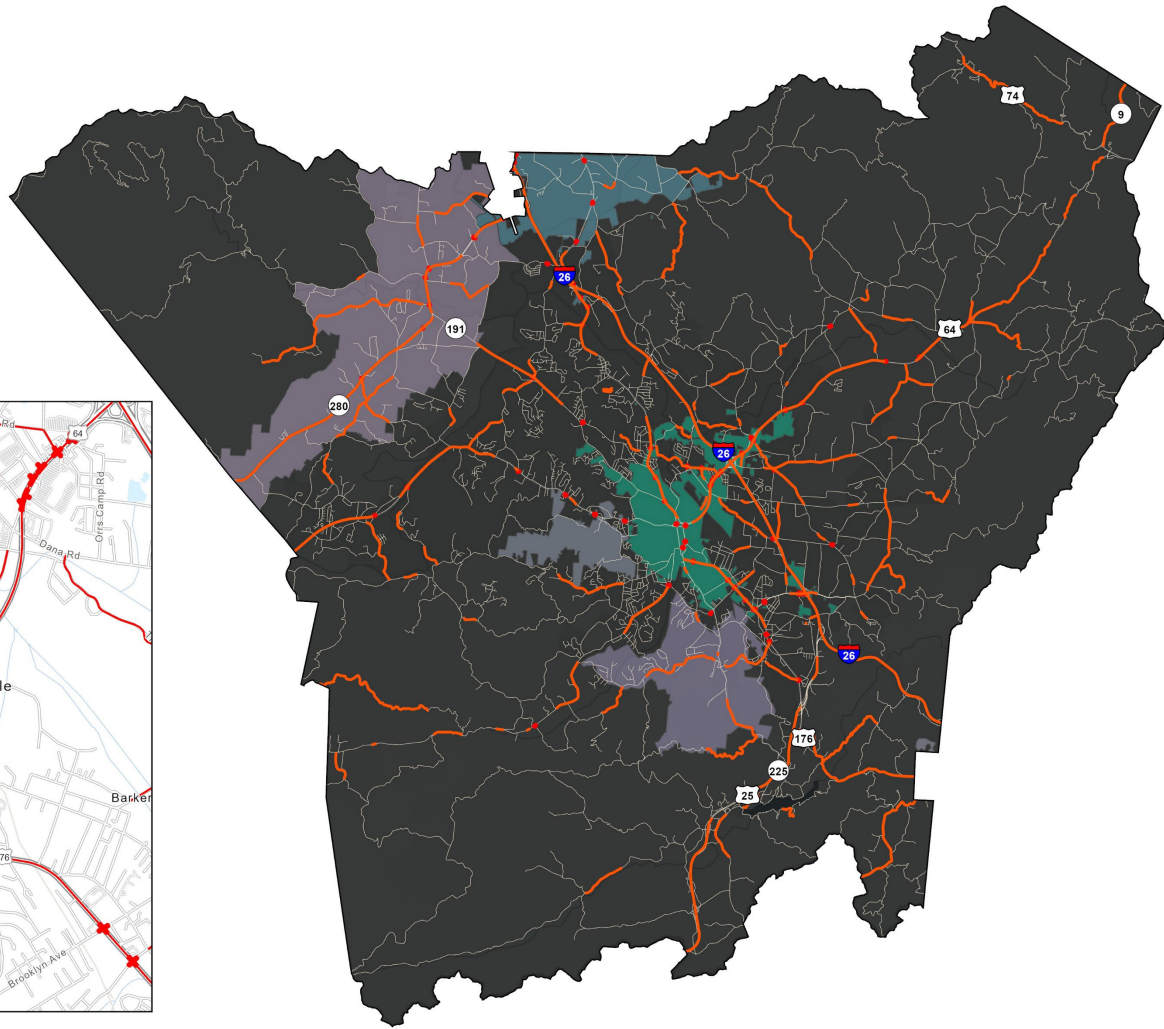


Image 3.2: Spartanburg Highway in Hendersonville

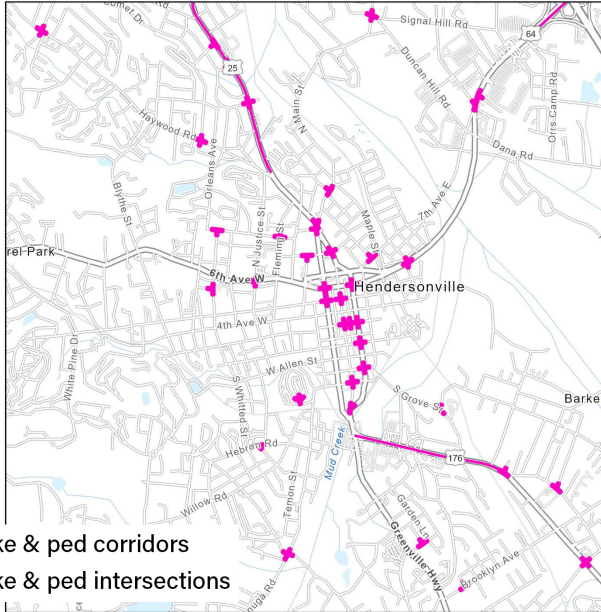
# High Injury Network

## Map Legend



- High injury corridors
- + High injury intersections

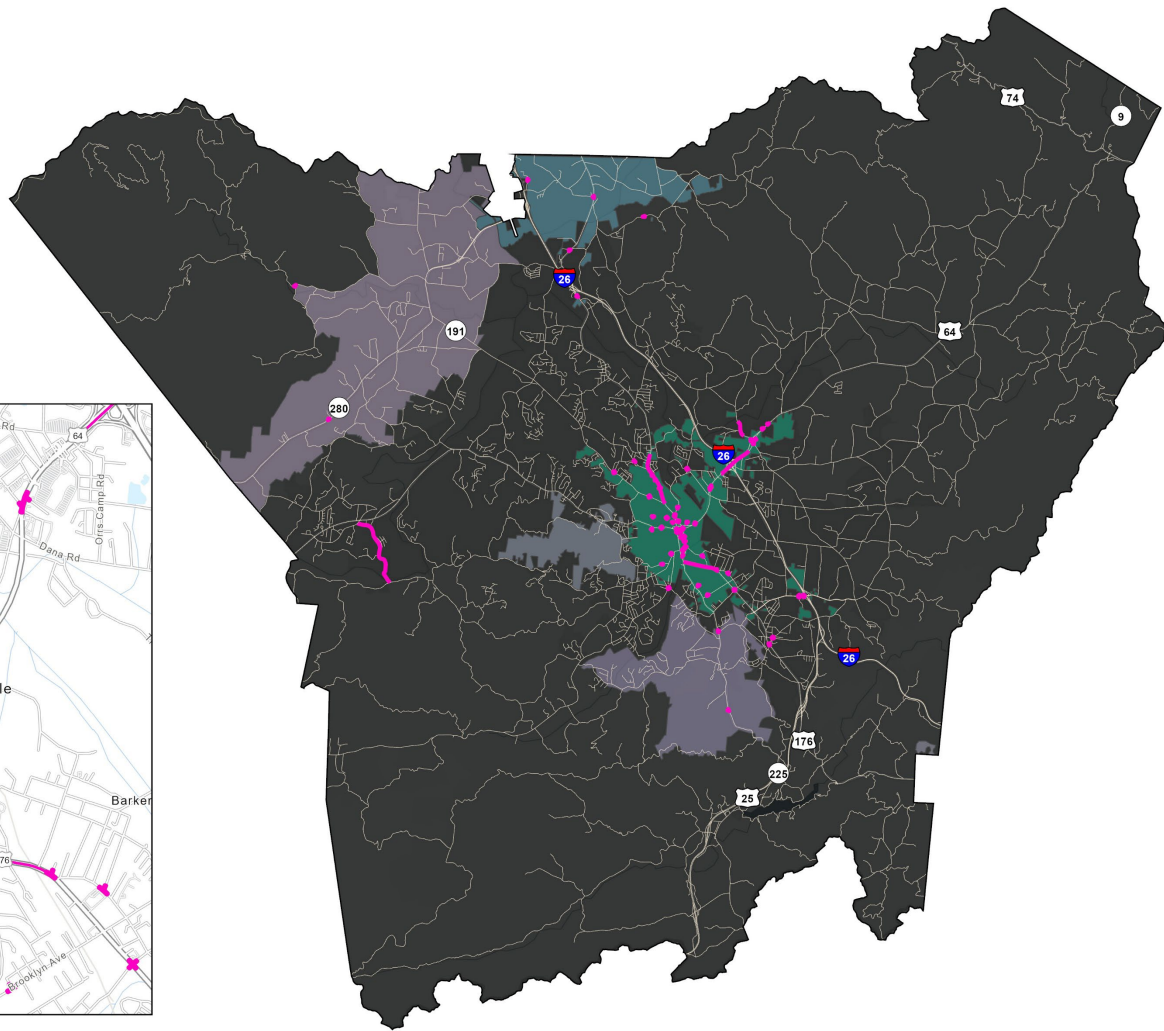


# Bicycle & Pedestrian High Injury Network



## Map Legend

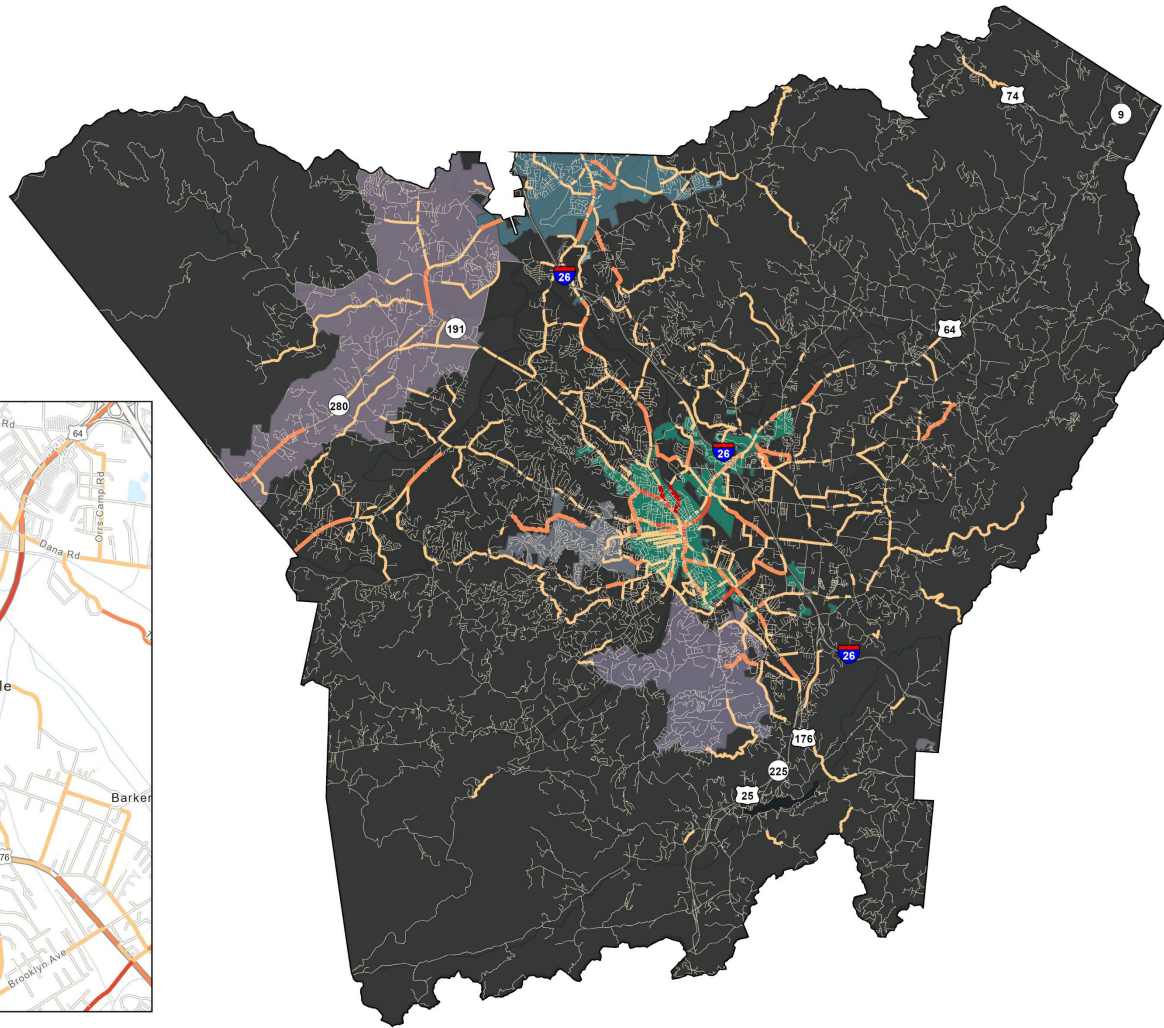
-  High injury bike & ped corridors
-  High injury bike & ped intersections



# Bicyclist Risk Level Analysis

## Map Legend

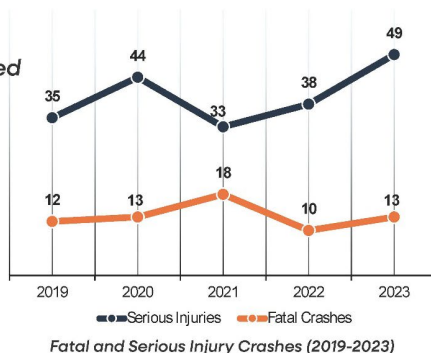
- Very High
- High
- Medium
- Low
- Very Low



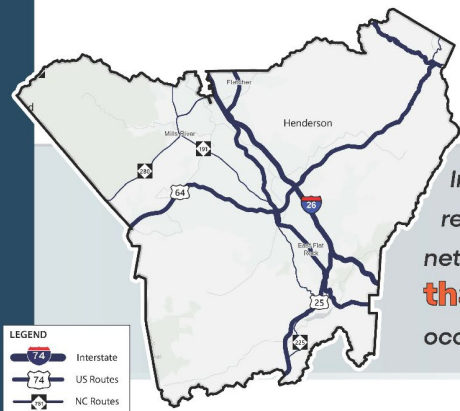
# Henderson County Fact Sheet

## DID YOU KNOW THAT BETWEEN 2019 AND 2023,

there has been **15,583** reported crashes occurred on local and state roadways. Of those crashes, **more than 260 people** were killed or seriously injured.



- Henderson County's share of crashes makes up 22% of the region's overall fatal & serious crashes.
- Henderson County has \$4.6 M in funded / in-progress safety projects for 2020-2024 (HSIP & Spot Safety)



Interstates, US routes, and NC routes represent about **6%** of the roadway network in Henderson County, but **more than 50%** of fatal and serious crashes occurred on these roads

INTERSTATES, U.S., AND N.C. ROUTES

# Prioritization

## **Near-Term (2025 – 2035)**

- Install low-cost countermeasures\*
- Launch education programs
- Develop safety projects through NCDOT HSIP
- Land development practices to incorporate safety
- Community-level bike & ped safety plans
- Develop a traffic-calming guide

## **Long-Term (2035 – 2050)**

- Larger-scale STIP projects
- Expand transit to underserved & elderly in areas of highest risk
- Expand data collection
- Inventory roadway elements & design features of high-risk roads
- Develop trainings, technical support, & safety guides
- Speed management strategies

*\*Countermeasure examples: Curb extensions & crosswalks*

Questions?

# Henderson County Driver Information

Henderson County has a higher median age (47.1) and a higher percentage of residents over 65 (27.6%) than State average

- Nationally, 97% of residents aged 65-74 drove at least occasionally.
- 93% of US residents over 75 drive occasionally

While older drivers self-regulate to avoid stress (night driving, rush hour, etc.) accidents involving older drivers have increased over the last 10 years nationally

Henderson County ranks 26<sup>th</sup> in NC for vehicle miles travelled but 79<sup>th</sup> for crashes.

- NCDOT data suggests county has moderately high rate of crashes but low-severity crashes.
- County has fallen from 93<sup>rd</sup> rank to 79<sup>th</sup> since 2020.

Henderson County had 15 pedestrian crashes and 7 bicycle crashes in 2024 (3 fatal)

# National Driver Behavior Research & Education

## NHTSA

- Conducts driver behavioral research and creates resources for highway safety countermeasures, reviews of driver training methods and infrastructure changes

## AAA

- Annual research on driver behaviors, trends, new technology, and crash information

## AARP

- Offers driver training courses, car fit sessions & elderly driving resources

# Statewide Driver Education & Research

## Driver Education Materials

- [NC Driver Handbook](#), accredited defensive driving courses

## Bicycle Safety

- NCDOT programs include [Watch for Me NC](#), [Safe Routes to School](#), [Let's Go NC](#), and the [NCDOT Bicycle Helmet Initiative](#)
- Advocacy organization such as BikeWalkNC, Blue Ridge Bicycle Club, League of American Bicyclists offer further resources

## Pedestrian Safety

- NCDOT programs include [Let's Go NC](#), [NC Vision Zero](#), [Watch for Me NC](#)
- [2023 NCDOT study](#) on crossing treatments for shared use paths

## NCSeniorDriver.com

- NCDOT website with resources for drivers, caretakers, and professionals tailored to older drivers or those considering reducing driving

# Trail Crossing Safety Options

## Physical Interventions

- Signage for speed limits, driver and trail user priority and information
- Bollards or physical prevention of vehicle traffic on trails
- Road striping and other MUTCD recommendations

## Engineering

- Trail crossing alignments closer to 90 degrees
- Reduce number of conflict points along trail near road crossing

## Driver and Trail User Education

- Create new trail rules or ordinances
- Online resources listed previously
- Local events & marketing may be possible in partnership with MPO, NCDOT, or advocacy organizations