



Annual Crash Report 2022



VISION ZERO

SAFE STREETS IN CHAPEL HILL

WHAT IS THE PROBLEM?

From 2018 to 2022, there were 199 pedestrian and bicyclist-involved crashes in the Town of Chapel Hill. This is an 8.2% percent increase from the previous 5-year total of 184 crashes. In 2022, there were 44 pedestrian and bicyclist-involved crashes, six more crashes than in 2021 and 2020. The number of fatal or serious injury crashes decreased from eight to four from 2021 to 2022.

WHAT IS VISION ZERO?

[Vision Zero](#) is a global strategy to eliminate all traffic deaths and serious injuries, while increasing safe, healthy, and equitable mobility for all. Any loss of life on Chapel Hill streets is unacceptable. Vision Zero recognizes that while people make mistakes, these mistakes should not be fatal.

Chapel Hill adopted its [Vision Zero Resolution](#) in 2021, committing to eliminate all traffic deaths and serious injuries by 2031. In this resolution, the Town also committed to prioritizing safety over vehicle speeds and efficiency in all transportation decisions.

WHAT IS THE ANNUAL CRASH REPORT?

The Annual Crash Report is a key component of the Town's [Pedestrian Safety Action Plan](#). The Town's Pedestrian Safety Action Plan was first published in 2019 and outlines steps to improve road safety, connectivity, and accessibility for pedestrians of all ages and abilities.

This report provides data on crashes from 2022, as well as trends over a five-year period, from 2018 to 2022. It considers environmental factors such as speed limit and street ownership, and temporal trends in the month, day, and time of crashes. This data analysis ultimately informs Vision Zero Chapel Hill's approach to street safety.

2018 – 2022

Crash Snapshot

88%

OF PEDESTRIAN AND
BICYCLIST DEATHS AND
SERIOUS INJURIES ARE ON
STREETS WITH 35+ MPH
SPEED LIMITS

60%

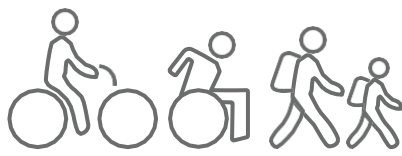
OF PEDESTRIAN AND
BICYCLIST CRASHES OCCUR
ON STATE-OWNED STREETS

53%

OF PEDESTRIAN AND
BICYCLIST CRASHES OCCUR
ON JUST 10% OF STREETS –
THE HIGH INJURY NETWORK

78%

OF PEDESTRIAN AND
BICYCLIST CRASHES OCCUR
BETWEEN 8AM AND 7PM
(DAYLIGHT HOURS)



Data-Driven Approach



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The Town of Chapel Hill has implemented a data-driven approach to achieve its Vision Zero goals. In collaboration with Chapel Hill Police and UNC-CH Police, data is collected on when and where crashes occur, street characteristics, and victim demographics.

High Injury Network

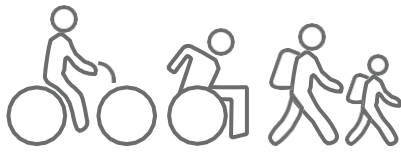
The High Injury Network highlights streets with a high concentration of pedestrian and bicyclist-involved crashes per mile over a five-year period (2018-2022). Additionally, any street with at least one crash resulting in a fatality or serious injury over this five-year period is included on the High Injury Network.

The High Injury Network of 20 streets accounts for 105 of the 199 pedestrian and bicyclist-involved crashes in Chapel Hill from 2018 to 2022, or 52.8%. These streets account for only 31.2 of the 306.2 road miles in Chapel Hill, or 10.2%. This High Injury Network informs the Town's policies, programs, and engineering designs to improve safety conditions on the Town's most dangerous streets.

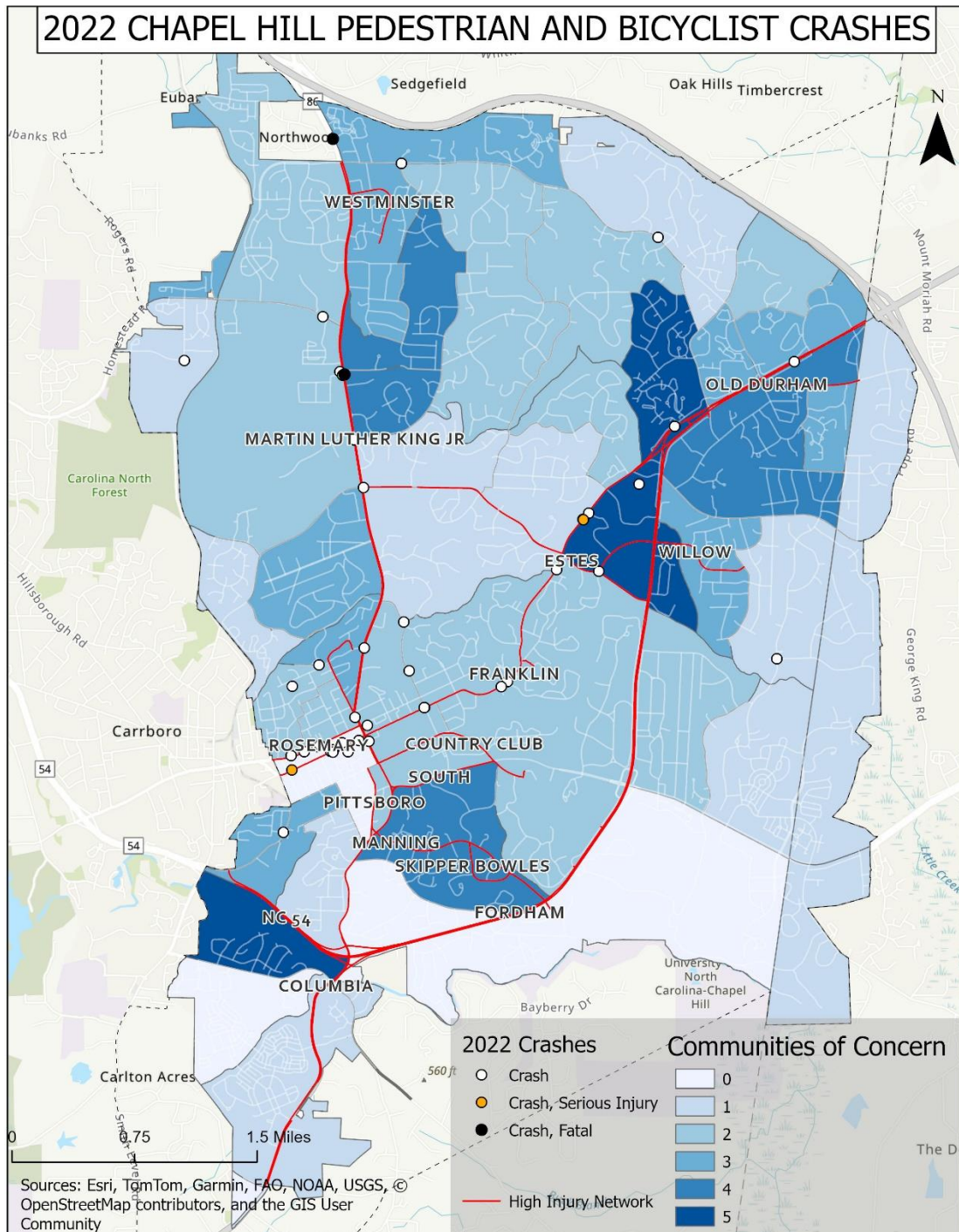
STREET NAME	# CRASHES (2022)	# CRASHES (2018-2022)	SERIOUS INJURIES/ FATALITIES (2018-2022)	STREET NAME	# CRASHES (2022)	# CRASHES (2018-2022)	SERIOUS INJURIES/ FATALITIES (2018-2022)
Country Club Rd	-	4	-	Pittsboro St	-	7	-
E Cameron Ave	-	4	-	Ridge Rd	-	3	-
E Franklin St	3	15	-	S Columbia St	-	6	-
Fordham Blvd	-	4	1	S Estes Dr	1	3	-
Manning Dr	-	7	-	Skipper Bowles Dr	-	4	-
MLK, Jr. Blvd	1	12	5	South Rd	-	4	-
NC 54	-	3	1	W Franklin St	5	8	-
N Columbia St	-	10	3	W Rosemary St	1	3	-
N Estes	1	3	1	Westminster Dr	-	1	1
Old Durham Rd	-	1	1	Willow Dr	1	3	-

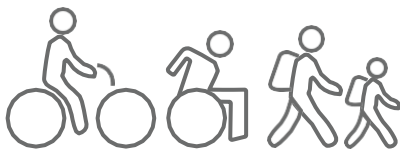
Communities of Concern

The Communities of Concern (CoC) analysis identifies census block groups where specific vulnerable or under-served populations are concentrated. These communities statistically are more dependent on non-auto travel, are disproportionately involved in pedestrian or bicyclist crashes, or both. This approach was adapted from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) [2020 Environmental Justice Report](#), which analyzes five communities of concern: *racial minority population, elderly population, low-income households, limited English proficiency (LEP) households and zero-car households*. The Town of Chapel Hill uses the same five metrics, but bases the analysis on local thresholds. Identifying crashes in Communities of Concern helps the Town prioritize and plan safety improvements in corridors where crashes are highest and communities are most vulnerable.

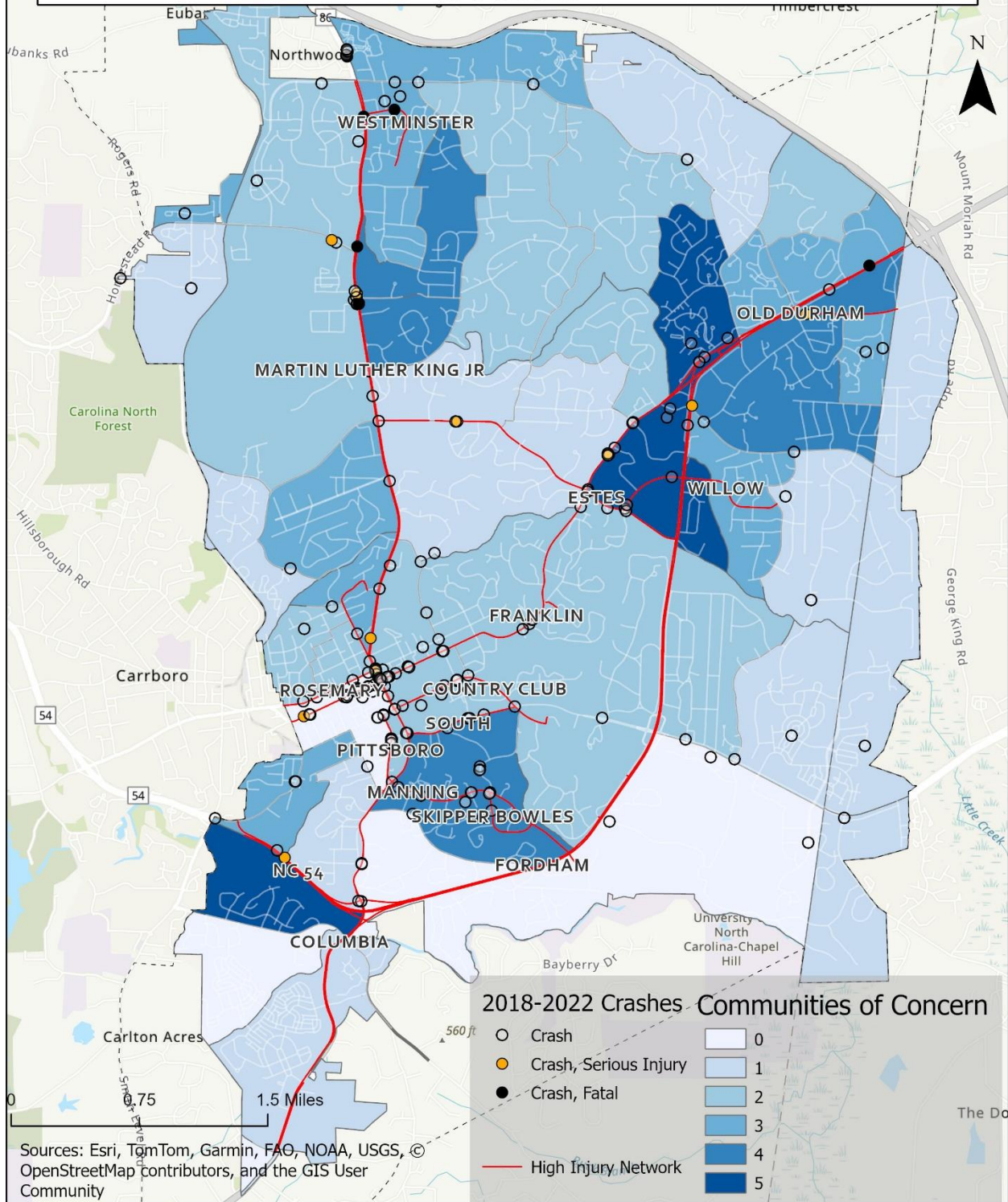


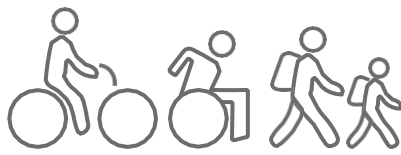
While there are multiple census block groups in Chapel Hill that exhibit one or some of the Communities of Concern characteristics, the Town identified three census block groups that include all five Communities of Concern. These communities are located by Fordham Blvd, 15-501, and NC 54, and are represented in the darkest shade of blue on the map below.





2018-2022 CHAPEL HILL PEDESTRIAN AND BICYCLIST CRASHES





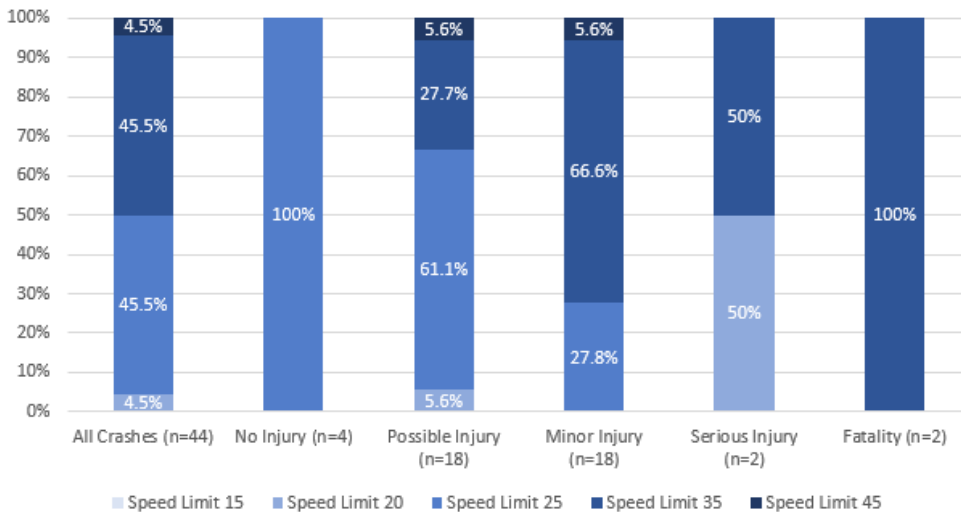
General Trends – Environment



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SAFE STREETS IN CHAPEL HILL

Crashes by Speed Limit 2022



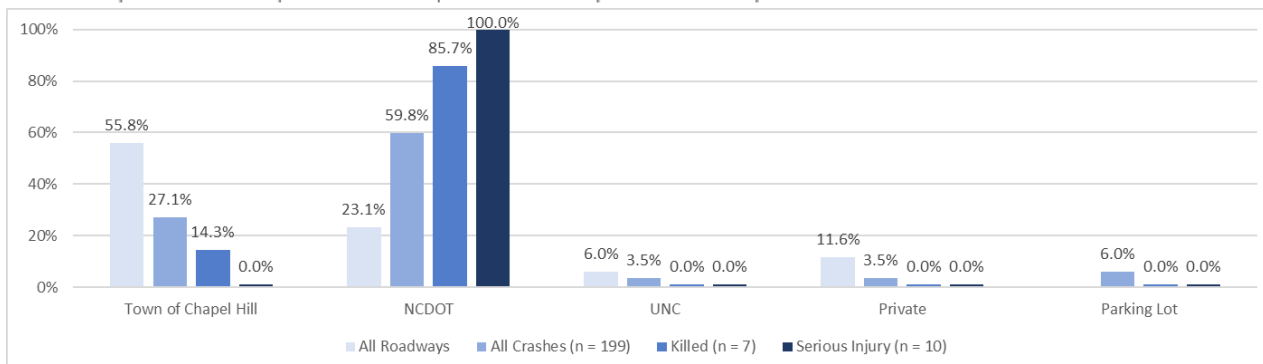
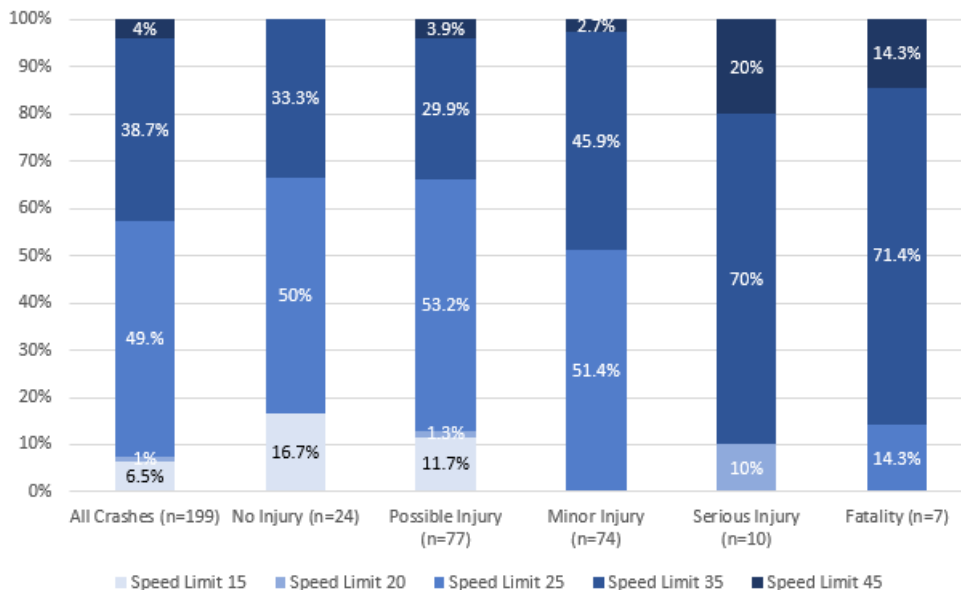
SPEED LIMIT

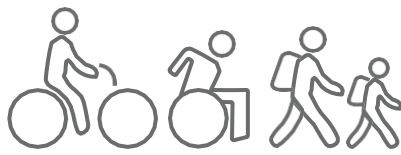
In 2022, 50% of pedestrian and bicyclist-involved crashes occurred on streets with a speed limit of 35 MPH or higher. 75% of serious injury and fatal crashes occurred on these streets. Over a five-year period, 42.7% of all crashes and 88.2% of serious injury or fatal crashes consistently occurred on 35+ MPH streets.

JURISDICTION

The Town owns 56% of road miles in Chapel Hill. From 2018 to 2022, 27.1% of all pedestrian and bicyclist-involved crashes occurred on these roads. The other 72.9% of crashes in Chapel Hill occur on roads maintained by NCDOT, UNC, private property owners, or in public vehicle areas, such as parking lots. 6 out of 7 fatal or serious injury crashes in Chapel Hill from 2018 to 2022 occurred on road miles maintained by NCDOT.

2018-2022





General Trends – Temporal



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DAY OF WEEK

Mid-week crashes are much more frequent than weekend crashes.

TIME OF DAY

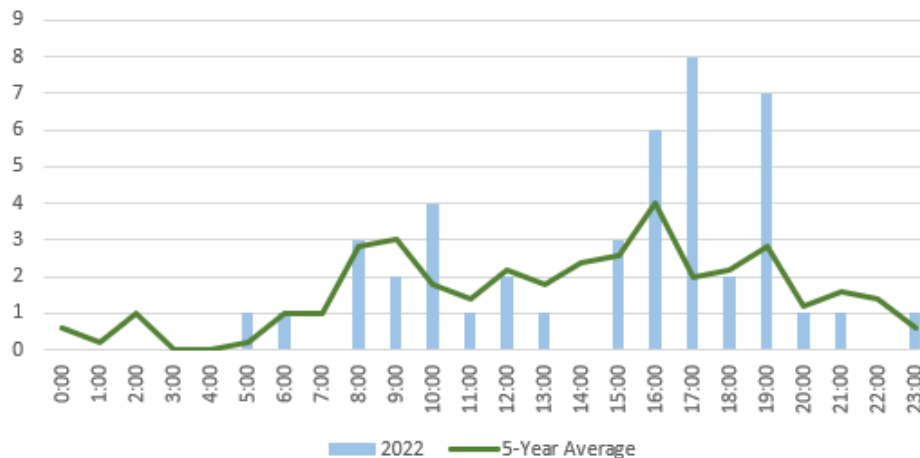
Pedestrian and bicyclist-involved crashes occurred frequently between commute hours of 8-10AM and 3-5PM and 7PM.

MONTH

Pedestrian and bicyclist-involved crashes peak in January, April, August, and September, potentially corresponding to academic calendars.

	SUN	MON	TUE	WED	THU	FRI	SAT
2022	3	4	13	3	9	8	4
5-YEAR	19	30	47	25	31	34	13

Crashes by Hour of Day



Crashes by Month

