

2050 Metropolitan Transportation Plan (MTP)

-Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)-

Biking and Walking Safety in Communities of Concern

The table below shows the number of bicycle and pedestrian serious injury and fatality crashes from the years 2015 through 2019 that occurred in the DCHC MPO and areas that have relatively higher proportions of low-income, minority and zero-car households, or communities of concern. These totals are adjusted to show the rate per 100,000 residents. The results show that serious injuries and fatalities occur at a much higher rate in communities of concern. These rates range from a 28% higher rate in serious injury in zero-car household areas to a 97% higher rate in fatalities in minority household areas.

Note that these numbers reflect crashes that occurred in geographic areas, and are not the number of victims that are from low-income, minority and zero-car households. However, given the range of bicycling and walking, we can assume that most of the victims would be from the immediate area.

Category	Zero Car	Low Income	Minority	DCHC MPO
Bike/Ped Fatalities	14	15	23	43
Bike/Ped serious injuries	19	24	24	67
2019/2020 Population	100,010	101,620	122,902	452,368
Annual Average Bike/Ped Fatalities Rate/100k pop	2.8	3.0	3.7	1.9
Annual Average Bike/Ped Serious Injury Rate/100k pop	3.8	4.7	3.9	3.0
<i>Bike/Ped Fatalities Rate compared to MPO</i>	<i>47%</i>	<i>55%</i>	<i>97%</i>	<i>0%</i>
<i>Bike/Ped Serious Injury Rate compared to MPO</i>	<i>28%</i>	<i>59%</i>	<i>32%</i>	<i>0%</i>

It should also be noted that research has demonstrated consistent underreporting of crashes involving pedestrians and bicyclists.