



TRIANGLE WEST
Transportation Planning Organization

2026

Vision Zero Action Plan Annual Regional Safety Report



Completed May 2026

The UNC Highway Safety Research Center and NCDOT organized a Speed Camera in School Zone Peer Exchange held at Triangle West's office. Triangle West and TPO members from the City of Durham, Town of Chapel Hill, Town of Carrboro, and Central Pines Regional Council were part of the discussion.



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Join our mailing list to stay connected to the implementation of Triangle West TPO's Vision Zero Action Plan and follow how the region is working together to reach zero fatalities and serious injuries on our roads.



INTRODUCTION AND BACKGROUND

The Triangle West Transportation Planning Organization (Triangle West TPO) is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina. The Triangle West TPO is an organization comprised of the TPO Board, the Technical Committee (TC), local governments, and the State of North Carolina. The TPO Board, designated by the Governor of North Carolina, is a policy body that coordinates and makes decisions on transportation planning issues.

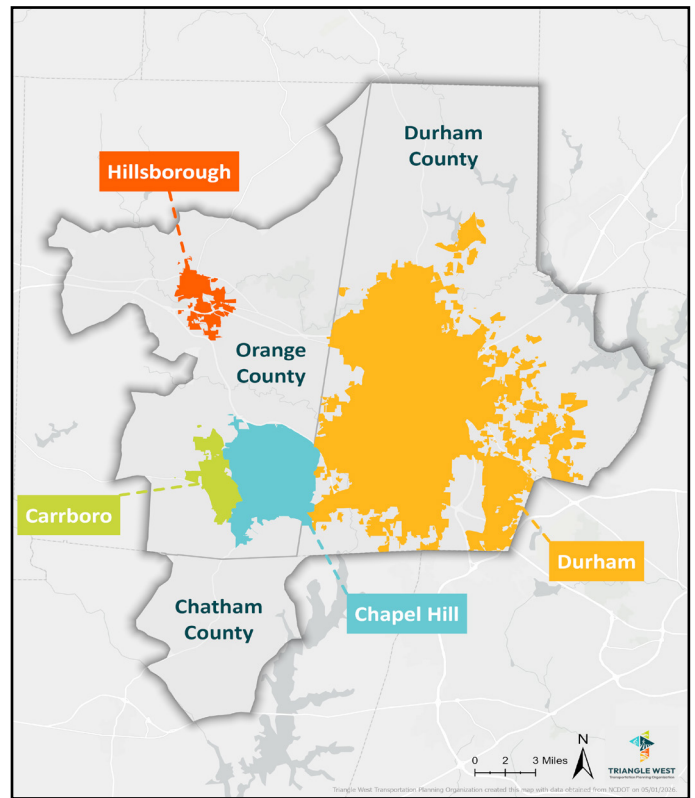
The Triangle West TPO urbanized area includes:

- Durham County (entire county)
- a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough
- Northeast Chatham County

The Triangle West TPO is also one of the ten urban areas in North Carolina designated as a Transportation Management Area (TMA). TMA's are urban areas with a population of over 200,000 people. Triangle West is dedicated to creating a safe, equitable, and interconnected transportation network. The increase in the number of severe traffic crashes has been a significant challenge within the region in recent years. To address the challenge, the Triangle West Board adopted its Regional Vision Zero

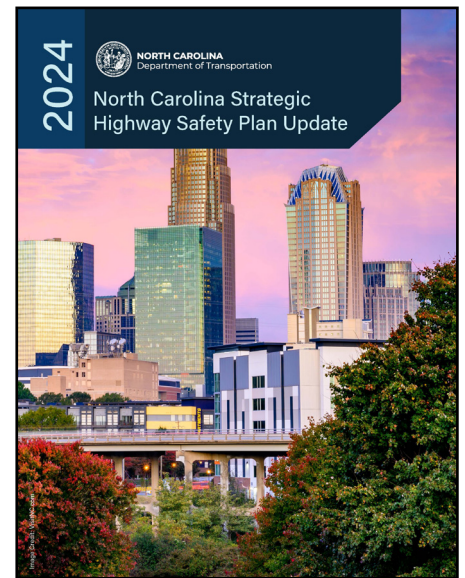
Action Plan in April 2025. The plan's primary objective is to establish a framework for reducing traffic-related fatalities and injuries in Triangle West's planning area by half by 2035, moving towards zero by 2050.

To track and monitor the implementation of Triangle West's Regional Vision Zero Action Plan, Triangle West is charged with publishing an annual safety report for its region. This report aims to track both the implementation of the Triangle West TPO Vision Zero Action Plan and progress towards our region's short, mid and long term safety goals. This includes a high-level summary of safety planning, projects, and initiatives at the state, regional and local levels, and analysis of severe crashes (the term used as the combination of both fatal and serious injury crashes) in the TPO's planning area. This report for FY2026 is Triangle West's first annual regional safety report.



STATE SAFETY PLANNING AND PERFORMANCE

The North Carolina Department of Transportation's (NCDOT) mission is "connecting people, products and places safely and efficiently" on its approximately 80,000 centerline miles of roadway. With safety as a focus, the NCDOT has set an ambitious goal of reducing traffic fatalities and serious injuries by half by 2035 and reaching zero by 2050. To help work towards this goal, NCDOT, through federal government requirements, develops its **North Carolina Strategic Highway Safety Plan (SHSP)**, a data-driven framework updated every five years to coordinate safety efforts across more than 75 state and local partners. By integrating various statewide and local safety initiatives, NCDOT works to ensure a collaborative, multifaceted approach to roadway safety that evolves alongside shifting social and infrastructure needs. The first SHSP was developed in 2004, with the most recent SHSP adopted in 2024. The next update to the SHSP is slated to occur in 2029. Learn more about [NCDOT's SHSP](#) on their website.



As part of the NCDOT SHSP, the **Vulnerable Road User Assessment (VRUSA)** follows a data-driven component of NCDOT's safety planning focused on non-motorists. The assessment utilizes crash and demographic data to address safety inequities and reduce severe crashes on public roads. While the initial assessment was completed in 2023, it is federally required to be updated every five years, with the next iteration scheduled for 2029. Learn more about [NCDOT's VRUSA](#) on their website.

NCDOT Safety Funding and Programs

NCDOT funds a variety of safety projects, initiatives and awareness campaigns with both state and federal funds.

The **NCDOT Highway Safety Improvement Program (HSIP)** uses federal funds and crash data analysis to implement road safety projects. Rather than distributing funds by region, the program prioritizes high-risk locations across the state and supports the development of local safety initiatives. As a federal requirement, NCDOT submits a report annually that documents the program's progress, implementation, and impact. The NCDOT's HSIP emphasizes three programs: Roadway Departure, Intersections, and Pedestrian and Bicycle Safety. Funds through the NCDOT HSIP have been utilized by local and regional agencies for the development of new or updates of existing safety plans, including Triangle West TPO's Vision Zero Action Plan (2025).

The **NCDOT Spot Safety Program** utilizes state funds to manage a \$9 million program dedicated to small-scale projects that address immediate safety and operational hazards. Projects are capped at a \$400,000 contribution, ensuring the budget is spread across multiple high-impact, localized improvements. Projects are recommended based on the frequency of crashes, crash severity, effects on pedestrians and schools, and other metrics.

REGIONAL SAFETY PLANNING AND PERFORMANCE

Triangle West's Regional Vision Zero Action Plan

Triangle West received a U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) grant to develop a Regional Vision Zero Action Plan to improve pedestrian, bicyclist, transit, and highway safety in its planning area. The first phase of the planning process included surveying the community on where they feel safe riding, walking, and driving in the region, and where improvements to safety are needed. Triangle West used the results of this survey, along with input from TPO members and stakeholders, to create the regional safety plan, which was adopted in April 2025.

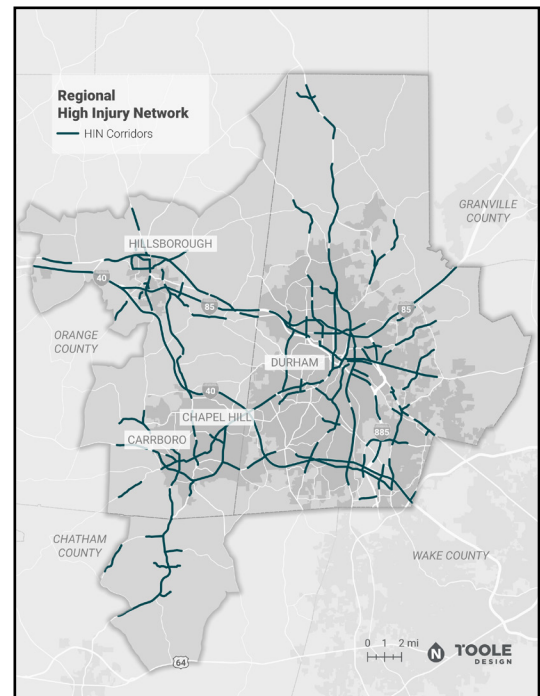


The plan provides a snapshot of the types of crashes, their severity, and the locations of these crashes throughout the region and within the municipalities of the Triangle West planning area. The plan guides the development of new transportation projects, programs, and policies for improving the overall safety of transportation in the region. Included in the plan are safety strategies and actions, such as redesigning unsafe intersections, designing for slower speeds, and improving bicycle and pedestrian infrastructure. The strategies are supported by countermeasures that support national road safety initiatives and the Safe System approach.

High Injury Network and High Risk Network

Triangle West TPO's planning process also identified a **High Injury Network (HIN)** that focuses on segments of the roadway network where the highest number of vehicle, bicycle, and pedestrian fatal and serious injury crashes occur. This provides a bigger picture perspective on the roadways and intersections with the highest concentration of the most severe crashes in the region. The HIN can be used to identify locations where it is appropriate to make changes to the roadway to prevent similar crashes from happening in the future.

While the HIN captures what has happened in the immediate past, the regional **High Risk Network** identifies corridors throughout the region where street characteristics exist that increase the risk and likelihood for specific crash types in the future. The risk analysis accounts for three main pillars: Exposure (reduce the interactions of road users where potential collisions may occur), Likelihood (reduce the likelihood of a collision occurring), and Severity (reduce the kinetic energy associated with collisions).



REGIONAL HIGH INJURY NETWORK

The HIN represents 7.82% of total roadway miles across the Triangle West region, while also accounting for 63.5% of the total killed or serious injury crashes.

Regional Safety Summit

To help advance the actions and strategies in its safety plan, Triangle West organizes an annual regional safety summit. Held in Durham in 2024 and Chapel Hill in 2025, the summit has brought planners, engineers, policy makers, safety professionals, and community members from around the Triangle West region together to discuss improving roadway safety in the region.

The regional safety summit in 2025 consisted of presentations, discussions, networking, and local, regional and state updates. Triangle West welcomed keynote speaker Veronica O. Davis, PE, to share her expertise with transportation safety and equity, and attendees received a copy of her book, *Inclusive Transportation: A Manifesto for Repairing Divided Communities*. A local safety planning expo was organized for local partners to share their safety planning work with attendees, and the NCDOT Traffic Safety Unit provided an update on their statewide safety planning and initiatives. A key component of the summit was the facilitated discussion led by the UNC Highway Safety Research Center and Triangle West TPO, which explored five safety strategies and related actions in small group breakout sessions.

Triangle West TPO is currently planning for its next safety summit that will be held in the Fall.



Above: Triangle West's Planning Manager leading a breakout session.



Triangle West TPO's 2025 Regional Safety Summit in Chapel Hill with keynote speaker, Veronica O. Davis.

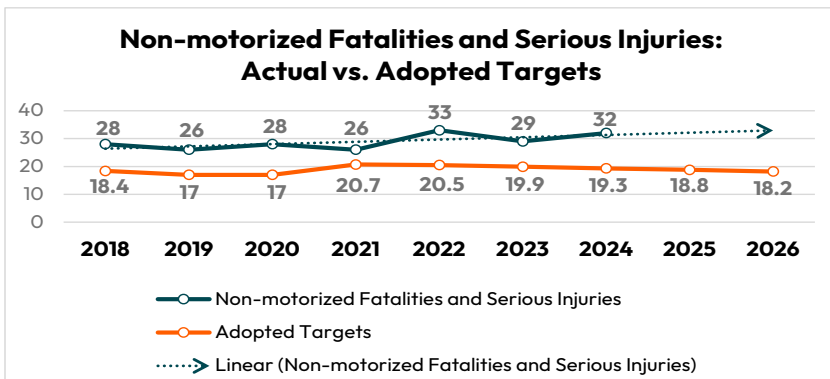
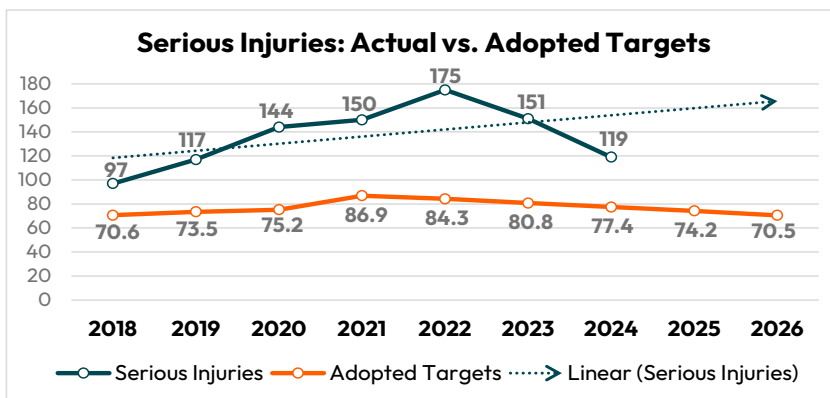
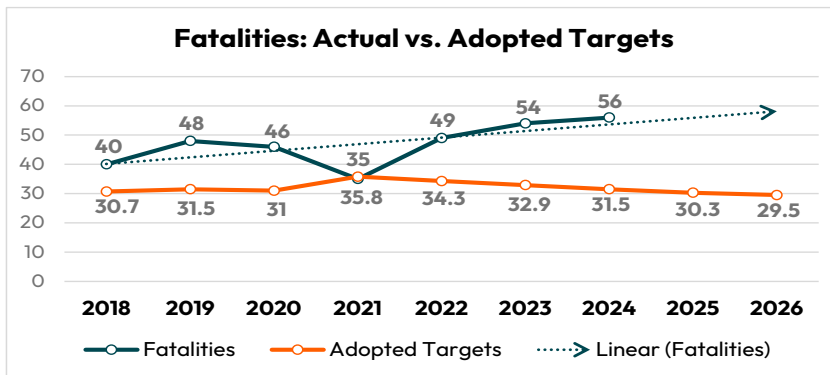
Adopted Calendar Year (CY) 2026 Safety Targets

The Triangle West TPO has adopted nine sets of annual safety targets since the Highway Safety Improvement Program and Safety Performance Management Measures Rule was finalized and published in 2016. State DOTs and MPOs (like Triangle West) are required to set and adopt safety targets for five performance measures annually. The five performance measures are fatalities and rate, serious injuries and rate, and the number of non-motorized fatalities and serious injuries.

The NCDOT sets its safety targets based on its SHSP, and MPOs may either endorse their state DOT's safety targets, or develop and adopt their own. Historically, the Triangle West TPO Board has adopted NCDOT's safety targets each year.

Adopting the state's CY2026 safety targets aligns Triangle West and NCDOT's short-term safety targets and affirms their shared long-term goal of reducing all fatalities and serious injuries by half by 2035, moving towards zero by 2050. While the state's aggressive safety targets have not yet been achieved, Triangle West and NCDOT must continue to coordinate with each other to achieve their shared safety goals.

Triangle West TPO's Adopted Safety Targets



TRIANGLE WEST TPO'S SAFETY GOALS

Short-term Goal
2026



Fatalities: 29.5
Fatality Rate: 0.517
Serious Injuries: 70.5
Serious Injury Rate: 1.235
Non-motorized Fatalities and Serious Injuries: 18.2

Mid-term Goal
2035



Reduce by Half by 2035

Long-term Goal
2050



Achieve Zero by 2050

ANNUAL SAFETY TARGET PROGRESS

Historically, Triangle West has adopted NCDOT's safety targets each year. With the exception of the number of fatalities during 2021 (COVID year), the Triangle West region has not achieved its safety targets.



Fidelity Street in Carrboro after a Public Works repaving and restriping project, which added buffers to existing bike lanes and added a crosswalk with a refuge island.

Safety and Funding Alignment

To improve roadway safety, there must be alignment between funding and safety goals and targets. Triangle West aligns its regional transportation planning and investments with its adopted safety targets. This alignment positions Triangle West to ensure that resources are directed towards the most impactful projects, helping to make the region's roads safer for all users. The following are ways that Triangle West aligns its funding with safety goals.

Strategic Transportation Prioritization (SPOT)

The NCDOT SPOT process is the methodology that North Carolina uses to develop transportation projects. As part of this statewide process, Triangle West TPO coordinates with its member jurisdictions to determine which projects are submitted into the scoring competition. These projects are submitted by Triangle West's member agencies, where they are scored according to a number of factors. Projects receive additional points in the competitive scoring process if they are on the High Injury Network, allowing those road segments with the worst crashes occurring to compete for needed infrastructure investment.

Triangle West TPO's Federal Funding Policy

Triangle West's current [Federal Funding Policy](#) states that roadway projects are not eligible to apply for funding through its call for projects. Rather, eligible submittals are reserved for bicycle, pedestrian, and transit projects. Non-roadway safety projects are also eligible, but only for projects that have a documented safety concern. Project submittals receive a variable score from 0-15 points based on the relative number of bicycle and pedestrian crashes within

the previous five (5) years within a ¼ mile buffer of the project, or an alternate corridor if the project is on a new facility. Future updates to this policy will be recommended from Triangle West's forthcoming Mobility Forward study, which is anticipated to kick off in the Fall 2026.

Destination 2055 Metropolitan Transportation Plan (MTP)

The MTP is Triangle West's long range transportation plan that lists the highway, public transportation, bicycle, pedestrian, and other transportation projects to be implemented over the next twenty years to address expected travel demand. The MTP is guided by a series of goals and objectives. Goal #4 in Triangle West's MTP is to "Promote Safety, Health and Well-being" through the following objectives:

- Achieve zero deaths and serious injuries on our transportation system.
- Provide all residents with active transport choices.
- Improve project design and traffic operations to minimize human error.
- Increase accessibility via universal design.



The Research Triangle Foundation organized a Bike to Work Day.

Regional Severe Traffic Crash Analysis for 2024

Triangle West’s transportation planning and coordination aims to eliminate all fatalities and serious injuries on each road in its planning area. The goal of reducing all fatalities and serious injuries by half by 2035, moving towards zero by 2050, aligns with Triangle West’s Regional Vision Zero Action Plan, NCDOT’s SHSP, and their shared annual safety target setting. To track progress towards Triangle West’s safety goals and to help develop safety countermeasures, an analysis of severe crashes in our planning area (those that are known as fatal and serious injury crashes) has been developed. The analysis also shed light on how the COVID-19 pandemic impacted severe crashes between 2021 and 2022. According to the [AAA Foundation for Traffic Safety](#) and the [Vision Zero Network](#), the first few months of the pandemic saw a reduction in severe crashes nationwide, but then surpassed pre-pandemic numbers.

Notes on Crash Data

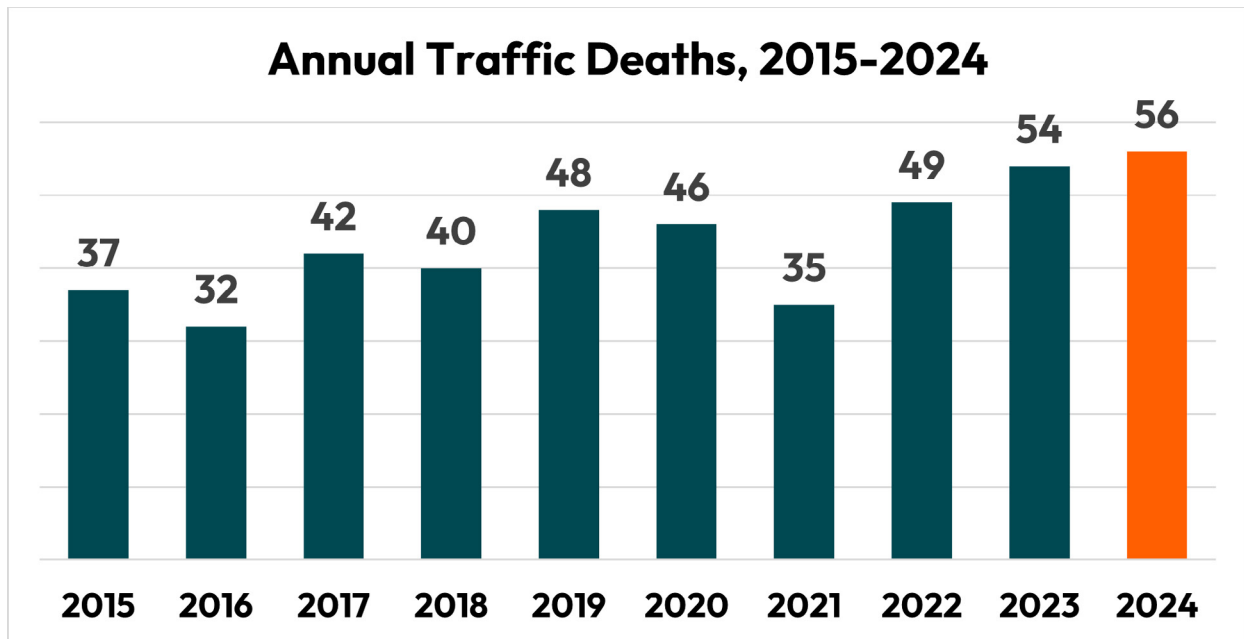
Crash data is generated by law enforcement as part of their reporting process, which is then provided to the state of North Carolina’s Department of Transportation (NCDOT) and Division of Motor Vehicles (DMV) before it is made available to the public. Crash data is reviewed and revised by the state periodically to ensure accuracy. Due to this ongoing Quality Assurance / Quality Control (QA/QC) process, crash data analyzed in this report may look slightly different than what may be posted online and elsewhere. The data analyzed in this report was received in September 2025.

THE ECONOMIC IMPACTS OF SEVERE CRASHES

Severe crashes not only impact families and survivors’ quality of life, they have financial implications as well. According to NCDOT’s [2024 Standardized Crash Cost Estimates for North Carolina](#), the reported **50 fatal crashes and 99 serious injury crashes in the Triangle West area in 2024 resulted in an estimated crash cost of \$719,940,000**. Cost estimates consider expenses for medical and emergency services, victim work loss, property damage, and quality of life.

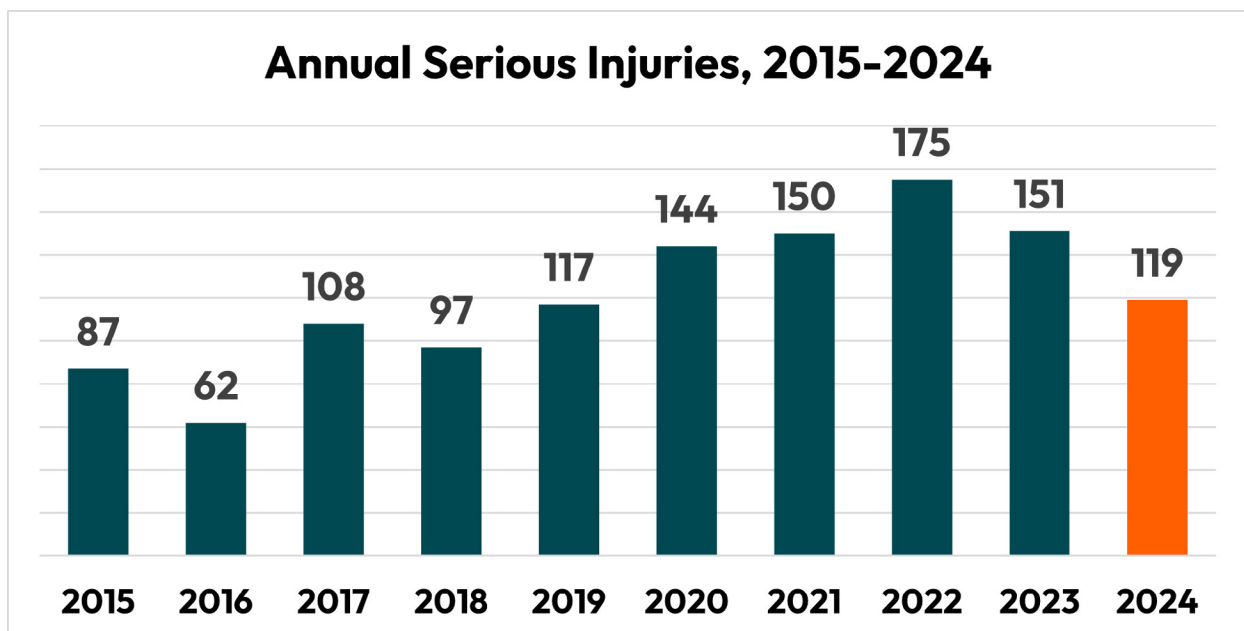
Traffic Deaths Continue to Rise and Remain Above Pre-Pandemic Levels

The Triangle West area experienced 56 traffic deaths in 2024. With the exception of 2021 (during the COVID-19 pandemic), the number of traffic deaths has been increasing each year since 2020.



Reported Serious Injury Crashes Continue to Decline Since 2022, Yet Still Above Pre-2020 Levels

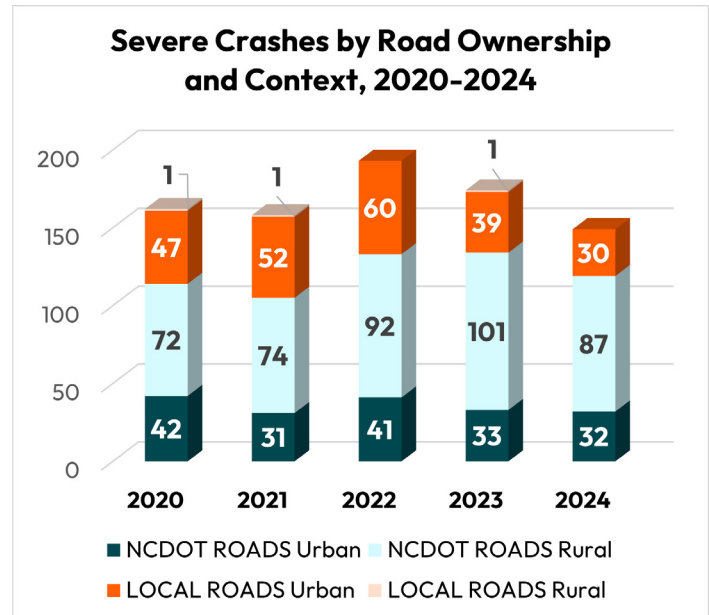
A total of 119 serious injuries occurred on roads in the Triangle West area in 2024. Contrary to the increase in the number of fatalities on our roads, the number of serious injuries has been declining since 2022, showing progress.



80% of Severe Crashes Occur on State-Owned and Maintained Roads, Though the Vast Majority Occurred in Rural Locations

In 2024, 80% of fatal and serious injury crashes occurred on roads owned and maintained by NCDOT, whereas 20% occurred on locally owned roads. This breakdown of severe crashes by road ownership has been largely consistent since 2020.

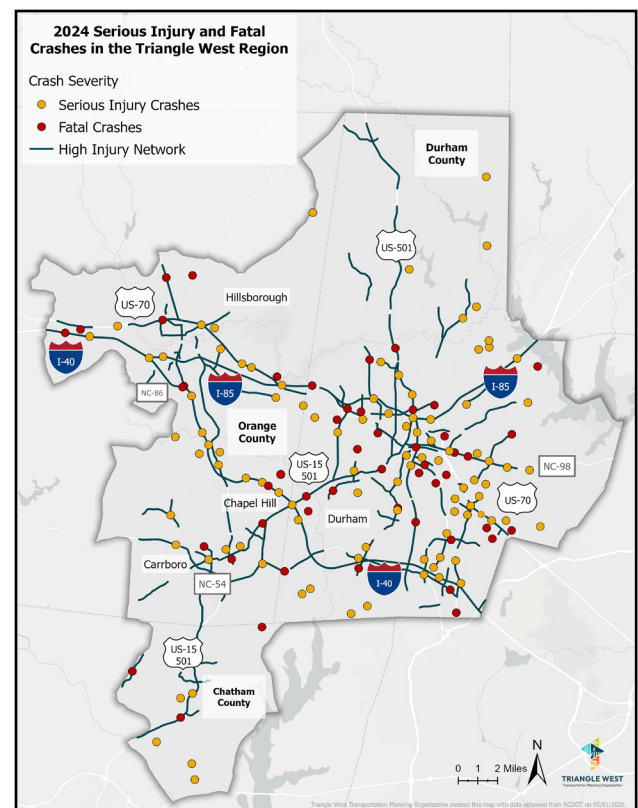
When considering context (urban vs. rural roads), 58% of severe crashes in 2024 occurred on NCDOT rural roads, yet 42% occurred on urban roads at almost an equal share of NCDOT and locally owned roads. Both types of roads have safety challenges. Rural roads tend to be straight and wide – design elements that encourage high vehicle speeds and distracted driving – while urban streets tend to have more pedestrian-vehicle interactions due to more people walking and crossing streets despite relatively lower posted vehicle speed limits.



Road ownership and context matter when planning for safer roads, as they determines which entity is responsible for funding, designing, and maintaining infrastructure, which directly impacts the types of safety measures to incorporate. For example, NCDOT needs to approve of countermeasures on their facilities, but locals can implement countermeasures on their own facilities without having to go through the same level of approvals knowing the owner is essential for implementing critical improvements like traffic-calming, speed management, and repairs on high-risk, high-speed arterials.

Where Severe Crashes Occurred in 2024

Traffic crashes resulted in 56 deaths and 119 serious injuries throughout the Triangle West area in 2024. Many of these crashes were on corridors identified as part of the High Injury Network (HIN), which are the 7.82% of roadway miles across the Triangle West region, and also account for 63.5% of the total killed or serious injury crashes. The HIN was developed in part using crash data between 2016-2023; the map on the right shows where severe crashes occurred during 2024 in the Triangle West area.

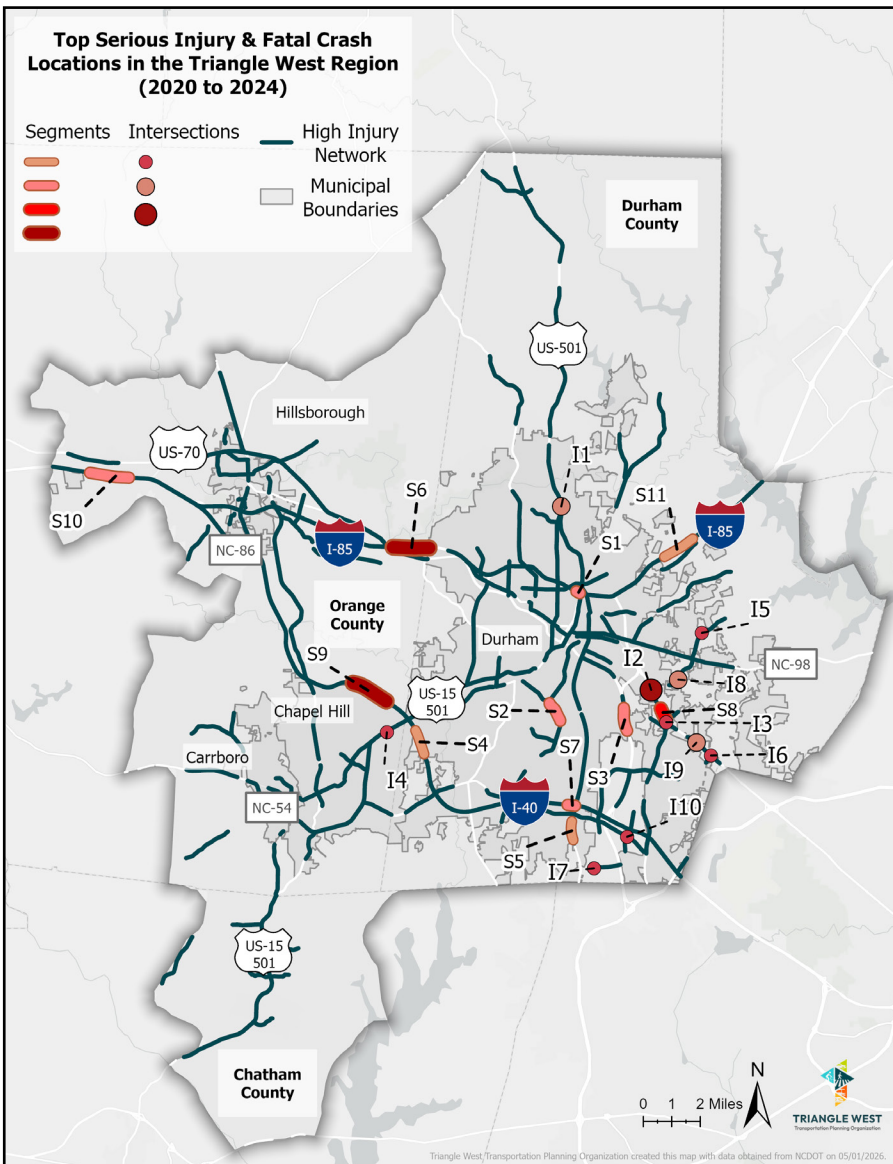


Road Segments and Intersections with the Highest Frequency of Severe Crashes

One way to go beyond the traditional hot-spot crash analysis is to identify road segments and intersections with the highest concentration of the worst crashes in the region. Analyzing the fatal and serious injury crashes that occurred **between 2020 and 2024** helps identify these trends and locations. Below is a list and map of the road segments and intersections with the highest frequency of severe crashes presented, which align with Triangle West’s High Injury Network (HIN). Identifying these frequent, high severe crash locations helps us plan for changes to the roadway to prevent similar crashes from happening in the future.

Road Segments

ID	Road	County	Total Severe Crashes
S 1	I-85 N	Durham	4
S 2	Fayetteville St.	Durham	4
S 3	N Durham Fwy	Durham	4
S 4	I-40 E	Durham	3
S 5	NC 55 Hwy	Durham	3
S 6	I-85 N	Orange	6
S 7	I-40 E	Durham	4
S 8	S Miami Blvd	Durham	5
S 9	I-40 E	Orange	6
S 10	I-85 N I-40 E	Orange	4
S 11	I-85 N	Durham	3



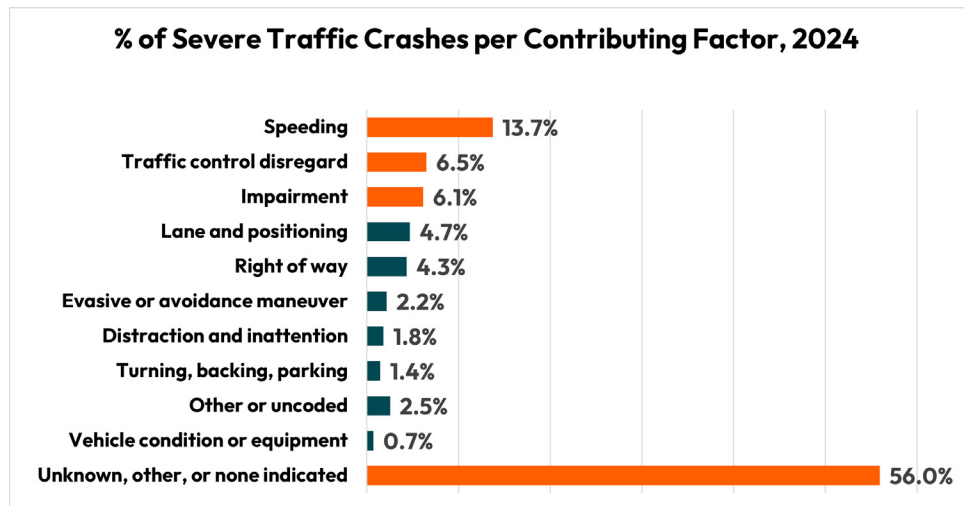
Intersections

ID	Cross Street	County	Total Severe Crashes
I 1	US-501 at Monk Rd	Durham	4
I 2	S Miami Blv at Pleasant Dr	Durham	5
I 3	US 70 at S Miami Blvd	Durham	3
I 4	Old Durham Rd at Sage Rd	Orange	3
I 5	N Mineral Springs Rd at Freeman Rd	Durham	3
I 6	E US 70 at Page Freeman Rd Exit	Durham	3
I 7	Louis Stephens Dr at Hopson Rd	Durham	3
I 8	S Mineral Springs Rd at Holder Rd	Durham	4
I 9	New Raleigh Rd (US 70) at Angier Ave	Durham	4
I 10	NC 54 at Davis Dr	Durham	3

Vehicle Speed Is the Top Known Behavioral Indicator of Crash Severity

Vehicle speed is the top contributing factor in reported fatal and serious injury crashes in 2024. Speed can be the difference between a fatal crash and a lower severity crash, and the risk varies by the speed of impact and who is involved in the crash. A crash between a person walking (or riding a bicycle) and a vehicle has a much higher fatality risk than a crash between two vehicles. In either case, the risk of fatality increases as the speed of the vehicle involved increases. Data indicates that some individuals drive at the speed at which they feel comfortable, regardless of the posted speed limit, which suggests that how we design roads should be reevaluated, and that implementing traffic calming features that safely slow drivers and vehicle speed should be explored.

Disregarding traffic control refers to not obeying traffic signals. Impairment pertains to a crash where a driver was intoxicated as a result of consuming alcohol, drugs, or prescription medicine, all of which can reduce reaction times and the ability to safely operate a motor vehicle. It is important to note that this behavior-related crash data is generated by law enforcement. Crash reports do not always indicate a behavior or driving factor. However, both infrastructure and behavioral factors can contribute to the occurrence of a crash, and how severe a crash can be.



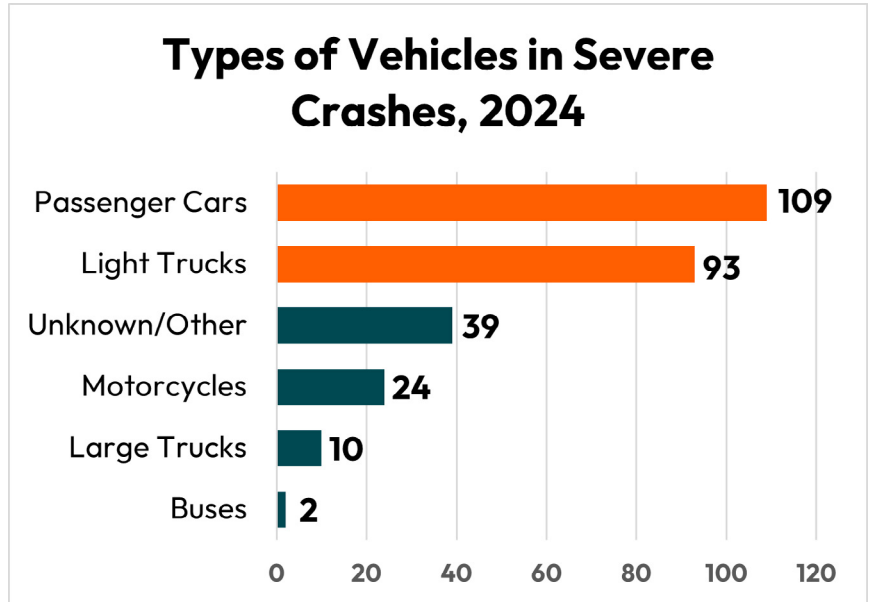
Risk of a Pedestrian Fatality Increases as Vehicle Speed Increases



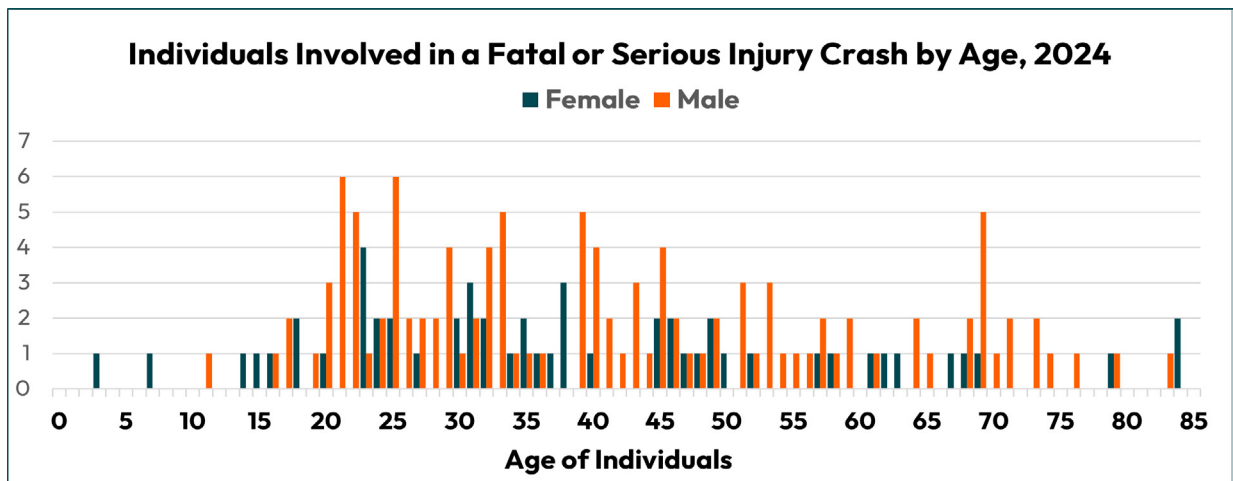
Passenger Cars and Light Trucks Are the Most Common Vehicle Types in Severe Crashes

Triangle West TPO analyzed severe crash data to understand the relationship between crash severity and vehicle types. Crashes that occur at higher speeds and at more severe angles are more likely to result in a fatality or serious injury, and when combined with larger vehicle types and associated weight, the likelihood of a severe crash increase. Larger vehicles also tend to have reduced blind spots, which can put pedestrians, bicyclists, motorcycles, and individuals in smaller vehicles at risk if visibility is diminished.

In the Triangle West region, passenger cars – which include vehicles like sedans and convertibles – were involved in 109 severe crashes (or about 39% of severe crashes). This is about 7% above the national average. Additionally, light trucks were involved in 33% of severe crashes, which is 10% lower than the 43% of national crashes with light truck involvement. This reflects how the Triangle West region sees a reversal of national trends when it comes to vehicle type and severe crashes.



68% of Individuals Involved in Severe Crashes Are Men. 42% of Individuals Involved in Severe Crashes Are Between the Ages of 18-35.



During 2024, 68% of men were involved in a fatal or serious injury crash, compared to 32% of women. Individuals between the ages of 18-25 and 26-35 were each involved in the highest frequency of severe crashes at 21% each – or 42% of all individuals involved in a severe crash when combined. Individuals between the ages of 36-45 made up the next highest frequency of severe crashes at 17%.

Age, sex, and traffic behavior are important details of a crash. Data on drivers and passengers when a severe crash occurs, and what behaviors contributed to its severity, can help identify high-risk populations, improve traffic safety messaging and interventions.



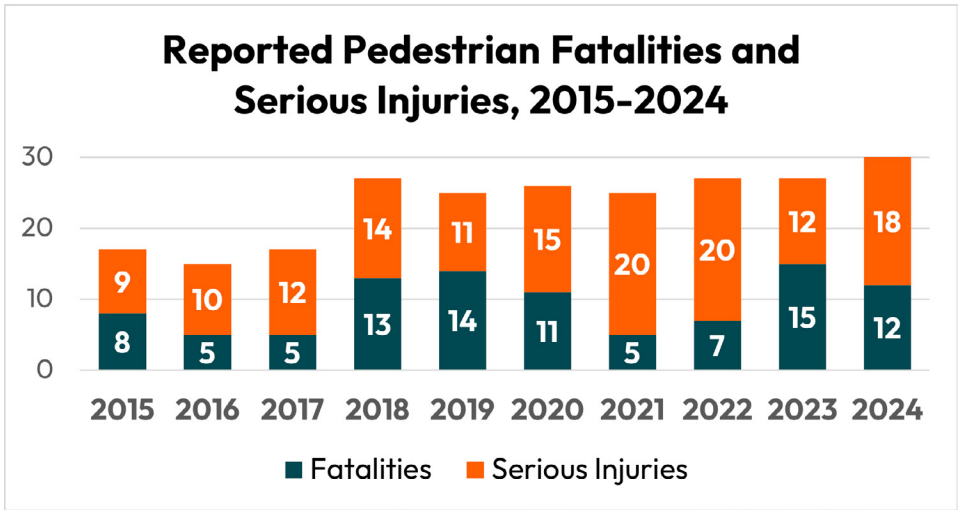
Bike Durham organized the annual Ride of Silence in May 2025. The Ride of Silence honors bicyclists killed and injured motorists, promotes sharing the road, and provides awareness of bicycling safety.

Pedestrian Severe Crashes are the Highest On Record, While Bicycle Severe Crashes Remain the Same as the Previous Year

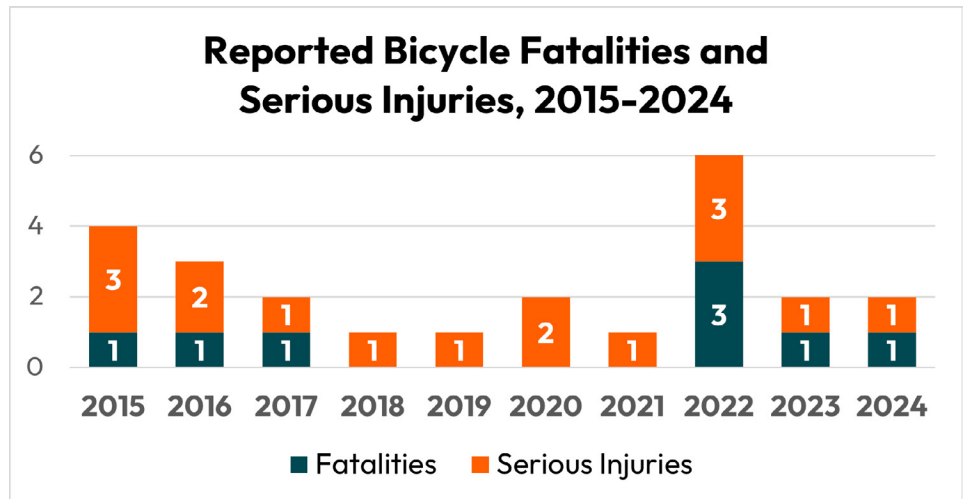
Non-motorized fatal and serious injury crashes are those involving individuals who walk, bike, or roll. In 2024, there were 30 severe crashes reported that involved a pedestrian, which included 12 fatalities. This is the highest number of severe crashes involving pedestrians since 2015. Two severe crashes involving bicyclists occurred in both 2024 and 2023, down from 6 in 2022.

Bicyclists and pedestrians are our most Vulnerable Road Users (VRUs). It is important to consider the needs of those most at risk of a severe crash with a motor vehicle.

Reported Pedestrian Fatalities and Serious Injuries, 2015-2024



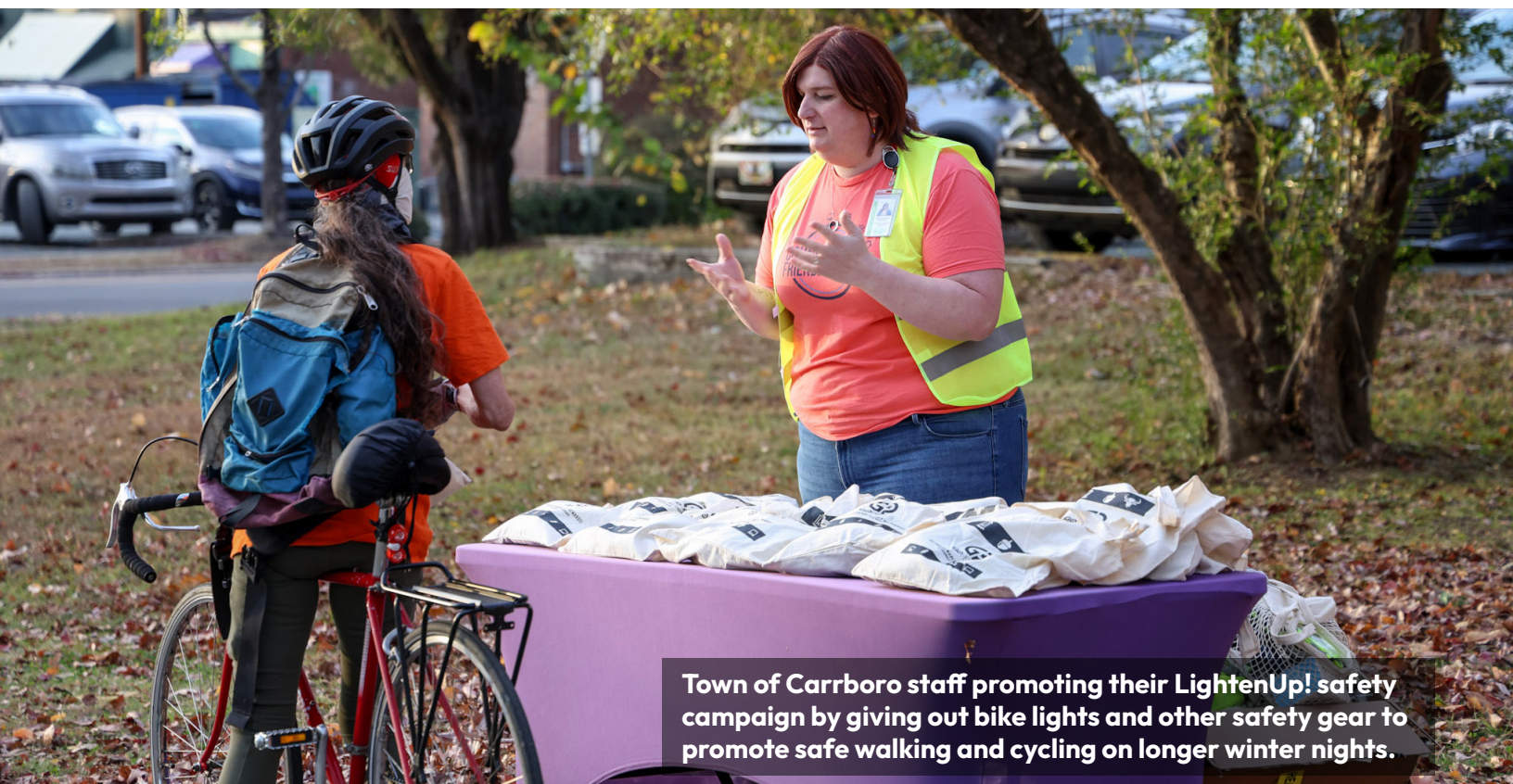
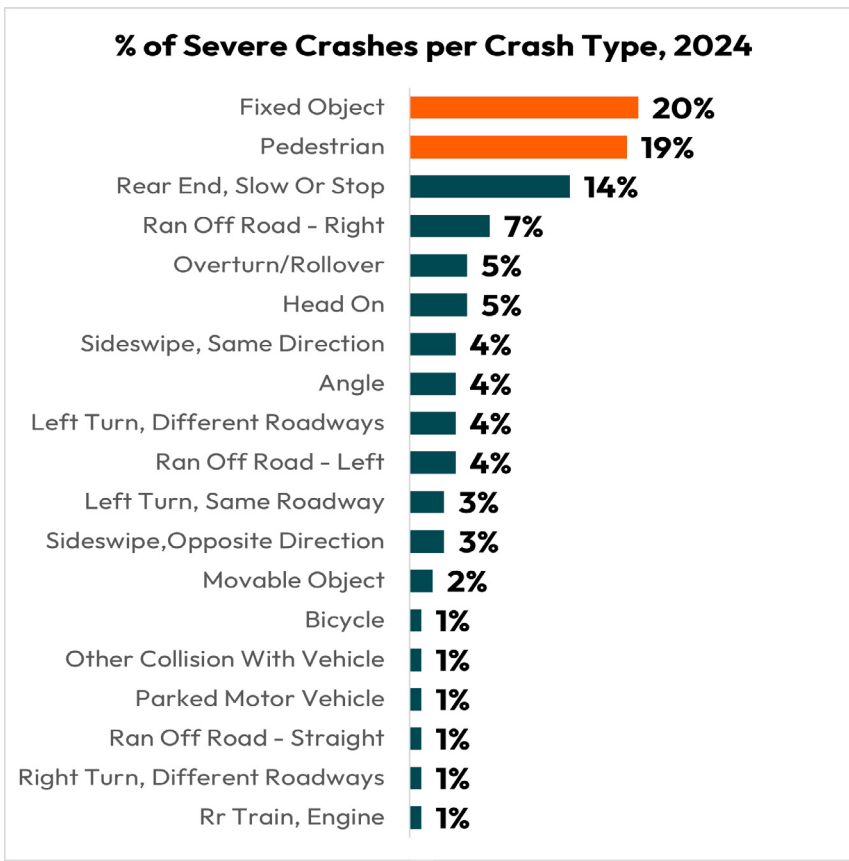
Reported Bicycle Fatalities and Serious Injuries, 2015-2024



Crashes Involving Pedestrians and Fixed Objects Are the Most Common Types of Severe Crashes, with Pedestrian Crashes Being the Most Common Among Fatal Crashes

The most common crash type among combined fatal and serious injury crashes in the Triangle West area is “Fixed Object,” which refers to any collision involving a motor vehicle in transport and any non-movable object such as a tree, utility pole, guardrail, ditch, or signage.

The second most common crash type is “Pedestrian,” referring to any crash involving a moving motor vehicle and a pedestrian. **Among fatal crashes on their own, “Pedestrian” is the most common, making up 19% of these most severe crashes** that have occurred in the Triangle West area in 2024. Reducing motor vehicle speeds, designing roads that prevent collisions with roadside stationary objects, and creating separation between vehicles and vulnerable road users are vital strategies to address both fixed object and pedestrian crashes.



Town of Carrboro staff promoting their LightenUp! safety campaign by giving out bike lights and other safety gear to promote safe walking and cycling on longer winter nights.



The Town of Chapel Hill organizes Road Safety Audits alongside its Vision Zero Task Force and community partners. Staff from Town of Chapel Hill, Triangle West TPO, and community partners are conducting an RSA and observing low sight lines at Grant Street and Merritt Mill Road.

Demographic Analysis of Severe Crashes

Triangle West’s Vision Zero Action Plan analyzed and identified vulnerable and transportation-disadvantaged populations to understand safety disparities and guide future investments that dismantle systemic inequities and repair historical harms. This analysis uses eight key demographic populations that face transportation and socioeconomic disparities. The identification of these populations was informed by the Triangle West TPO 2020 Environmental Justice Report, NCDOT Transportation Disadvantage Index, and the Indicators of Potential Disadvantage methodology. Learn about Triangle West’s demographic analysis and environmental justice planning [here](#).

In 2024, 69% of severe crashes occurred in areas having average or well above average populations that have historically faced transportation and socioeconomic disparities, while 28% of severe crashes occurred in areas having above average to well above average (shown in purple in the map below) – or areas known to have the most historically disadvantaged populations.

The map on the next page details Triangle West TPO’s demographic analysis for severe crashes in its area that were reported in 2024.

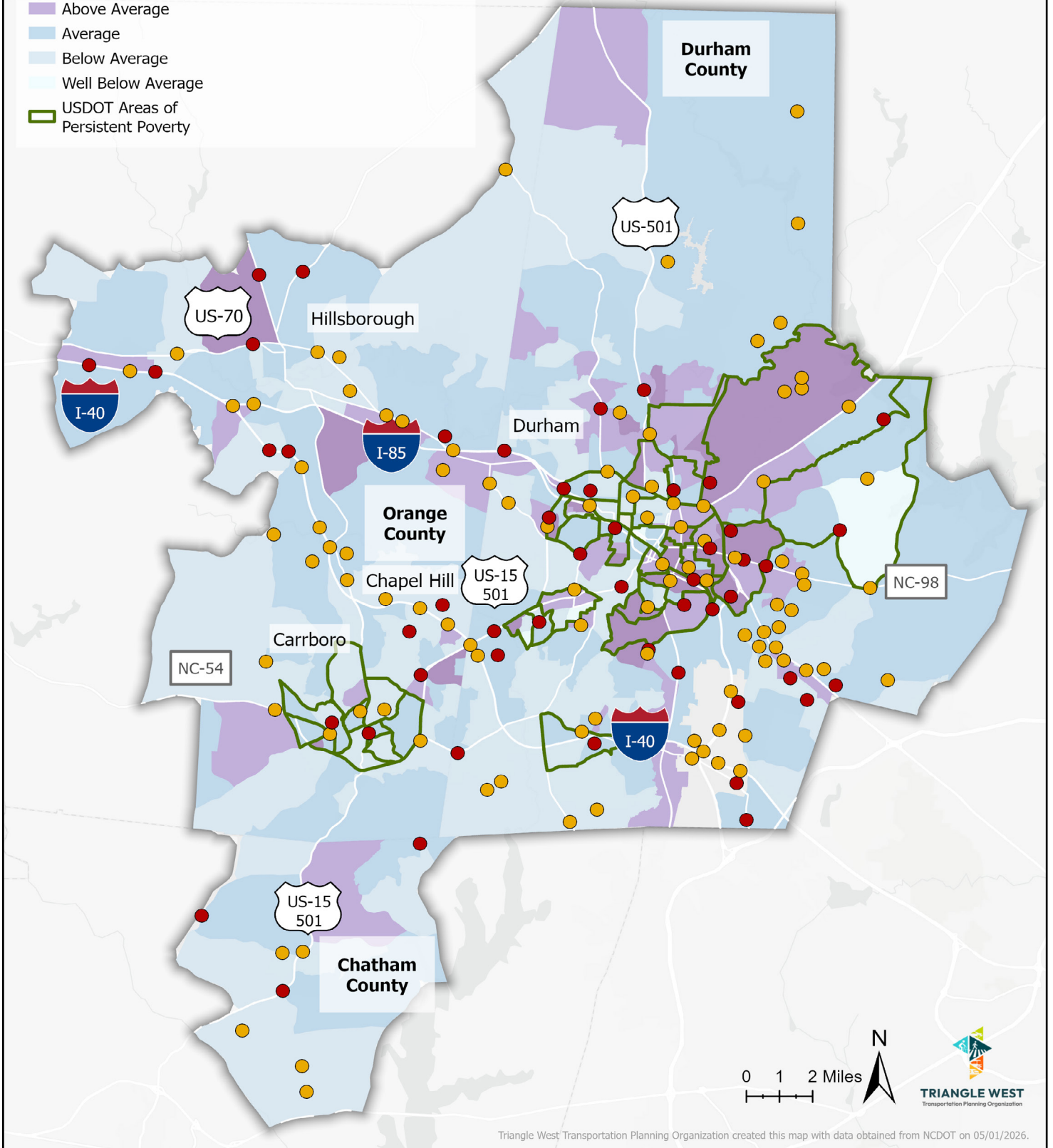
Demographic Analysis of 2024 Serious Injury and Fatal Crashes in the Triangle West Area

Concentrations of Eight Key Populations

- Well Above Average
- Above Average
- Average
- Below Average
- Well Below Average
- USDOT Areas of Persistent Poverty

Crash Severity

- Serious Injury Crashes
- Fatal Crashes

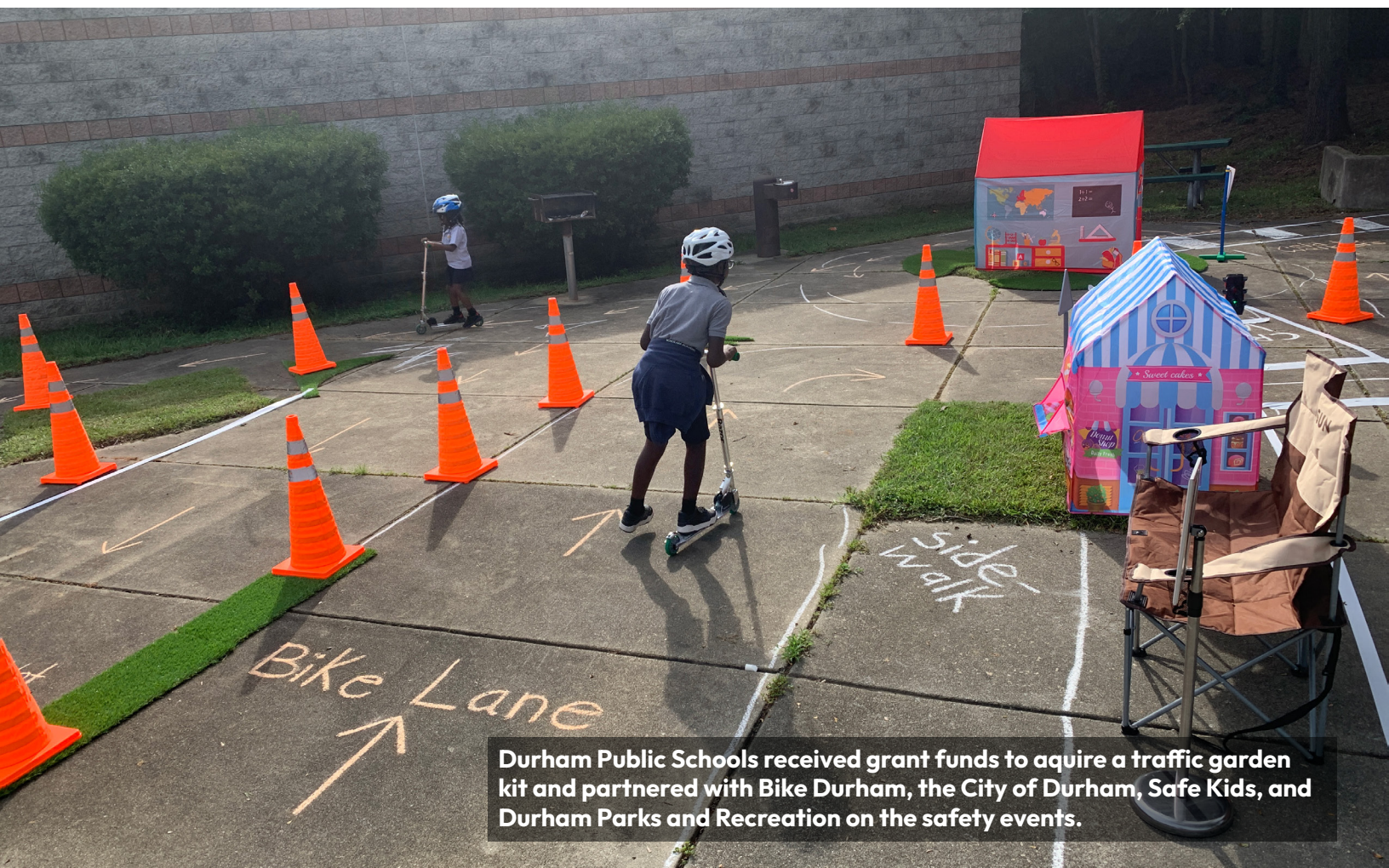


Triangle West Transportation Planning Organization created this map with data obtained from NCDOT on 05/01/2026.

STRATEGIES AND ACTIONS UPDATE SUMMARY

The Triangle West TPO's Vision Zero Action Plan includes twelve overarching roadway safety strategies consisting of 87 actions that can be pursued by Triangle West TPO, NCDOT, municipalities, counties, law enforcement, school districts, health departments, trauma centers, hospitals, local advocacy groups, Safe Routes to School, regional agencies, transit agencies, and railroad companies. The following summary in this section of the report includes key safety updates submitted by Triangle West TPO and its members and partners that have been planned for, are in progress, or have been completed between January 2025 and April 2026. This start date reflects when the TPO's Vision Zero Action Plan was being developed, and the end date coincides with the one-year anniversary of the adoption of the Triangle West Vision Zero Action Plan.

Additional safety reports from Triangle West TPO members and partners include NCDOT, Town of Chapel Hill, and City of Durham.



Durham Public Schools received grant funds to acquire a traffic garden kit and partnered with Bike Durham, the City of Durham, Safe Kids, and Durham Parks and Recreation on the safety events.

Safe Streets and Roads for All (SS4A) Grants Awarded to Triangle West TPO Members

The U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) competitive grant program awards funding for the development of safety actions plans, planning and demonstration projects, and implementation of plans. Triangle West TPO received a FY2022 SS4A grant for the development of its regional Vision Zero Action Plan. The following details the TPO members who have also been awarded SS4A grants to support their safety work.

FY2023 SS4A Grant Award

The Town of Chapel Hill received a FY2023 SS4A Demonstration Grant in the amount of \$200,000 for their "Transforming MLK From Fatal to Livable" project. This project will fund quick build safety improvements along Martin Luther King Jr. Blvd., the Town's most severe crash corridor. The project will install and evaluate proven countermeasures such as enhanced crossings, pedestrian refuges, and speed management treatments. Findings will serve as a test case for effective safety interventions on multi lane arterial streets and guide future permanent improvements. At present, NEPA is complete and the grant agreement is in its final stage with signatures anticipated Spring 2026.

FY2024 SS4A Grant Award

The Town of Chapel Hill received a FY2024 SS4A Planning and Demonstration Grant in the amount of \$800,000 to fund two supplemental planning and two demonstration activities. The Planning Grant will focus on a Traffic Impact Analysis (TIA) policy rewrite, which will analyze the Town's current approach to TIAs, study best practices, and rewrite the TIA process with a new process that moves away from measuring level of service instead prioritizes safety and multimodal mobility. The Planning Grant will also focus on Goals and Action Alignment for Organizational Change, which will entail a series workshops to bring Town Departments together to identify roles, responsibilities, and resources for each Department and how to collectively move our community from the resolution into action.

The Demonstration Grant will focus on East Franklin Street safety and mobility improvements, including lane reallocation on a multi-lane arterial, high crash corridor that will add bike infrastructure, reduce vehicle speeds, and improve safety for all users. The Demonstration Grant will also focus on Safe Routes to School Demonstration Projects, which will entail implementing pilot projects from the Town's SRTS Action Plan at multiple Chapel Hill-Carrboro City Schools schools. At present, the project has not yet started.

FY2025 SS4A Grant Awards

The Town of Carrboro received a FY2025 SS4A Planning and Demonstration Grant in the amount of \$624,000 for its "Testing the Right Approach in Navigating to Schools" project. This project will install two rectangular rapid-flashing beacons, two painted pedestrian refuge islands, and buffered bike lanes, and to evaluate effects on bicyclist and pedestrian travel to local schools. The project will collect baseline and one-year post-implementation data, update the Safe Routes to School Action Plan covering Carrboro's five public schools, and deliver recommendations for future implementation. At present, the project has not yet started.

Durham County and Orange County received a FY2025 SS4A Planning and Demonstration Grant in the amount of \$1,567,786 for its "A Regional Approach to Enhancing Post-Crash Care and Supplemental Planning" project. This award will be used by Durham County to implement a regional prehospital whole blood program, provide high-fidelity simulation-based training for emergency medical services and fire responders, and expand the Triangle West Transportation Planning Organization Vision Zero Action Plan to all of Orange County. Deliverables include a pilot deployment, training for 800 participants, a before-and-after evaluation report, and an updated Action Plan that informs long-term post-crash protocols and regional scaling through demonstration activities and supplemental planning activities. At present, the project has not yet started.

Strategy 1: Roadway Safety Resources and Guidance

There are numerous resources that can support roadway safety across the region. Member agencies are consistently developing new policies and programs that can be useful to other communities. These actions identify opportunities to create resources that can be hosted by the TPO and shared among its members.

1.1 - Create and adopt a regional Complete Streets Design Guide as a resource for the region

No Update

1.2 - Convene a standing Transportation Safety Committee or Vision Zero Task Force to review crash and safety audit reports, coordinate efforts between jurisdictions, and track progress toward Vision Zero goals

ONGOING

Triangle West TPO surveyed its members and partners to determine if a Transportation Safety Committee could be beneficial amongst other similar committees. The TPO is reviewing feedback received and developing next steps.

The City of Durham Transportation Department, City of Durham Police Department, and NCDOT meet monthly to review fatal and serious injury crashes.

1.3 - Develop a region-wide safety campaign to share information with the community about traffic safety for all modes

ONGOING

Triangle West TPO shares safety information and campaigns pertaining to its members and NCDOT through social media, e-newsletters, and in-person engagement events on a regular basis.

FORTHCOMING

The Town of Chapel Hill is planning to use radio ads as a base for expanding into other media utilizing region-wide data.

1.4 - Develop an annual program budget to support the Triangle West TPO region's Vision Zero Program

ONGOING

Triangle West TPO requests funding through its annual program budget (UPWP) to support Vision Zero safety planning.

1.5 - Ensure that asset management and maintenance programs reflect Vision Zero priorities

ONGOING

The Town of Chapel Hill is actively engaging with their Public Works department on resurfacing projects to add multi-modal safety upgrades to Town streets.

1.6 - Publish annual reports for measuring progress with Vision Zero implementation, including crash data and other safety metrics for transparency and accountability

IN PROGRESS

Triangle West TPO is developing a safety dashboard that will include crash data and safety targets to help track the implementation of its regional Vision Zero Action Plan and short-, mid-, and long-term safety goals.

The City of Durham's first Vision Zero Annual Report is under review and anticipated to be presented to Durham City Council in May 2026.

ONGOING

Triangle West TPO develops an annual regional safety report.

The Town of Chapel Hill releases an annual progress report. The first report was published in 2022.

1.7 - Adopt a Vision Zero Quick Build/Interim Design Policy that identifies interim design solutions with proven safety countermeasures that can be installed for safety projects while the more permanent solution is in the design and pre-construction processes

IN PROGRESS

The Town of Chapel Hill is working **NCDOT Division 7** to produce a joint traffic calming and Quick Build/Interim Design Guide for their area.

The City of Durham has identified 7 quick-build projects on the High Injury Network which are in design.

1.8 - Develop and adopt a regional framework for developing annual safety targets that are focused on aggressively reducing fatal and serious injury crashes in the Triangle West TPO region

ONGOING

Triangle West TPO coordinates with **NCDOT** to develop its annual safety targets for consideration. The CY2026 targets received TPO Board approval in January.

1.9 - Develop a region-specific traffic calming guide that identifies best practices and applications for specific design elements

ONGOING

The Town of Chapel Hill and **Triangle West TPO** are working with the **NCDOT** on its State Highway Safety Plan policy working group to produce a statewide traffic calming guide.

IN PROGRESS

The City of Durham is developing a local Traffic Calming Policy and Toolkit to address safety on neighborhood streets. Adoption of this policy is expected in 2026.

Strategy 2: Walking and Biking in Urban/Downtown Contexts

Increasing safety for people walking and biking—the most vulnerable road users—is paramount for municipalities across the region. As the downtowns in our region continue to increase in density and attract more people, roadway safety is critical. The following actions identify opportunities to prioritize pedestrian and bicyclist mobility in the core of the communities that experience high volumes of daily trips.

2.1 - Install No Turn on Red signs at all signalized intersections

COMPLETE

The Town of Chapel Hill has installed an estimated 20 intersections with No Right Turn on Red restrictions, and recently installed an additional No Right Turn on Red restriction at the intersection of Mt. Carmel and US 15-501.

ONGOING

The Town of Chapel Hill is identifying locations with high pedestrian volumes where a Leading Pedestrian Interval may be paired with a No Right Turn on Red prohibition to maximize safety benefits.

2.2 - Install Leading Pedestrian Intervals (LPIs) on auto recall at all signalized intersections

ONGOING

The Town of Chapel Hill continuously installs Leading Pedestrian Intervals at high-risk intersections.

COMPLETE

The City of Durham has installed Leading Pedestrian Intervals at High Injury Intersections where they have conducted Road Safety Audits.

2.3 - Construct curb extensions (interim solutions or concrete curbing) to daylight mid-block and intersection crossings along with formalizing parking/loading locations

COMPLETE

The Town of Chapel Hill installed quick build bulb-outs at the intersection of Country Club Rd. and Ridge Rd. in December 2025. This quick build project formalized a daylight area next to parallel parking and a high-volume crosswalk.

ONGOING

The City of Durham constructs curb extensions to provide daylighting at certain intersections.

FORTHCOMING

The Town of Chapel Hill plans to implement a streetscape plan on W. Rosemary St. that will include a narrower road, bulb-outs at crosswalks, interrupted parking, and other safety-promoting design features.

2.4 - Deploy protected left turn signal phases (removing permissive left turns during active pedestrian crossing phases) in downtown areas and along high-volume pedestrian and bicycle corridors

ONGOING

The City of Durham implements protected left turns where signal equipment is already in place.

FORTHCOMING

The Town of Chapel Hill will be prioritizing turn signal updates in the coming year.

2.5 - Create a sidewalk gap program to fill short segments outside of the private development or Capital Improvement Program (CIP) processes

COMPLETE

The Town of Carrboro added a new sidewalk near the Drakeford Library on Roberson St.

Durham County helped lead the Durham Bike + Walk Plan update which included identifying priority projects to close sidewalk gaps across both the City of Durham and Durham County, and developing a county sidewalk maintenance policy to ensure safe, accessible pedestrian infrastructure.

The City of Durham's Environmental and Street Services Department has a sidewalk gap program and addressed 12 miles of sidewalks in 2025.

FORTHCOMING

The Town of Chapel Hill will initiate a sidewalk gap project that was funded through Triangle West TPO's Call for Projects.

2.6 - Host Complete Streets design trainings/workshops for local government staff, elected officials, NCDOT project managers, consultants, etc.

IN PROGRESS

Triangle West TPO will host Complete Streets training for members with NCDOT IMD in Fall 2026 using updated Complete Streets training materials and guidance.

2.7 - Consider rest in red phase for downtown signals in off-peak, late night, or early morning periods

ONGOING

The Town of Chapel Hill has implemented Rest on Red on its roads, and will prioritize additional speed risk areas as potential places for a rest on red in the coming year.

2.8 - Deploy hardened centerlines and turn wedges for motor vehicle turning movements at intersections

FORTHCOMING

The Town of Chapel Hill has received approval to install hardened centerlines in two locations: W. Franklin St. and Seawell School Road. Installation is anticipated in May 2026.

The City of Durham is working to incorporate hardened centerlines in both their Road Safety Audit and Quick-Build projects.

Strategy 3: Multimodal Safety Along Multilane Arterials

Roadway safety is a key concern along corridors where people are walking, bicycling, using transit, and driving in conditions with high motor vehicle volumes and numerous travel lanes. Safety action items for these corridors must elevate the Safe System principles and framework to ensure that users are separated wherever possible, and design emphasizes slower speeds where conflicts occur. The following actions can impact project development and policy decisions, as well as encourage additional evaluation and study to understand key characteristics that impact local safety on multimodal multilane arterials.

3.1 - Construct separated pedestrian and bicycle facilities-detached sidewalks, sidepaths, separated bike lanes

COMPLETE

The Town of Carrboro constructed a median refuge island near Inara Court as part of a road repaving and improvement project that also added buffers to the bike lanes on Fidelity Street between West Main St. and Davie Rd.

ONGOING

The Town of Chapel Hill is working on multiple large capital bicycle and pedestrian projects which are in various phases of design and pre-construction.

The City of Durham actively implements these types of bicycle and pedestrian infrastructure.

FORTHCOMING

The Town of Chapel Hill anticipates construction of the following projects in FY2027: Cameron Avenue cycle track, Fordham side path, Ephesus Church sidewalks, and Bolin Creek greenway extension.

3.2 - Install speed feedback signage

ONGOING

The City of Durham is installing speed feedback signage.

FORTHCOMING

The Town of Chapel Hill is planning to rotate speed feedback signage throughout the town as a traffic calming measure.

3.3 - Set/reduce speed limits for multilane arterials based on context

COMPLETE

The Town of Hillsborough worked with **NCDOT** to reduce speed limits on U.S. 70 through town from 45 mph down to 35 mph.

The City of Durham worked with **NCDOT** to reduce speed limits on 3 corridors in 2025.

ONGOING

The City of Durham partners with **NCDOT** to review speed limits on other corridors.

3.4 - Conduct regular Road Safety Audits on high-risk arterials

ONGOING

Triangle West TPO, the City of Durham, the Town of Carrboro, and the Town of Chapel Hill conduct Road Safety Audits.

The City of Durham organized its first round of Road Safety Audits in November 2025 at 8 High Injury Intersections that were identified in Triangle West TPO's Regional Safety Action Plan. The second round of Road Safety Audits will begin in May 2026 with an additional 7 intersections.

The Town of Chapel Hill and NCDOT Division 7 hold crash site investigation meetings.

FORTHCOMING

Triangle West TPO is scheduling a Road Safety Audit Course for TPO members and partners with support from the NCDOT Traffic Safety Unit.

3.5 - Remove permissive left turns during active pedestrian phases at intersections starting with intersections that include trail crossings and are adjacent to transit stops

No Update



The Town of Carrboro organizes Road Safety Audits.

3.6 - Develop corridor studies for HIN corridors, including crash types, speeds, multimodal facilities, crossings, and lighting/ visibility

ONGOING

Triangle West TPO is leading the US 70 East Corridor Study Phase II with partners in Durham and NCDOT.

FORTHCOMING

Triangle West TPO will lead planning studies for both NC 54 and US 15-501, both anticipated to start in FY27.

3.7 - Narrow travel lane widths on multilane arterials to support traffic calming and identify opportunities for repurposing existing roadways for multimodal facilities/amenities

FORTHCOMING

The Town of Chapel Hill was awarded a 2024 SS4A demonstration grant to reallocate lanes on E. Franklin St.

The Town of Chapel Hill and NCDOT are partnering to implement two road diets in 2026 which include narrowing private vehicle travel lanes and adding bicycle lanes on two roads: Homestead Rd. And N. Estes Dr.

The City of Durham's recommendations from their Road Safety Audit reports support reduced travel lane widths. Based on the City's report recommendations, NCDOT will reduce the width of travel lanes on NC 55 (from NC 147 to T.W. Alexander Dr.) from 13' - 14' down to 11' through restriping as part of a resurfacing project.

The City of Durham implemented safety improvements downtown near City Hall Plaza.



Strategy 4: Rural High-Speed Corridors

Roadway safety and context must be considered together to eliminate fatal and serious injury crashes. In the rural context, roadway design should consider how lane departures on high-speed corridors can be mitigated along high injury corridors, as well as deploy proactive countermeasures to increase roadway safety. The list below includes specific actions related to curvature and speeds while also noting the need for thoughtful intersection control/design and trail crossing enhancements.

4.1 - Install enhanced delineation for horizontal curves for corridors along the HIN or HRN

IN PROGRESS

NCDOT Traffic Safety Unit is participating in a systematic program to improve safety by enhancing delineation for horizontal curves for corridors along the HIN and HRN.

4.2 - Install wider edge lines on high-speed rural roadways

IN PROGRESS

NCDOT Traffic Safety Unit is participating in a systematic program to improve safety, including a lane departure systemic review and wider edge lines as potential countermeasures.

4.3 - Create a policy, procedure, and multi-agency team to conduct a Road Safety Audit for rural corridors along the HIN and in response to future fatal and serious injury crashes

No Update

4.4 - Review speed limits on the rural HIN, evaluate the speed limit change process, and explore rural corridors for design and signal improvements and speed limit reduction

IN PROGRESS

Durham County has engaged with **NCDOT** about potential speed limit reduction on Junction Rd.

NCDOT Traffic Safety Unit is participating in a systematic program to improve safety that includes reviewing 1,000 miles of rural roads with statutory 55 mph statewide.

4.5 - Consider a roundabout-first policy to address speeds and dangerous intersections along rural high-speed corridors

No Update

4.6 - Install high visibility and enhanced trail crossings (i.e., high visibility crossings, Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), raised crossings, neck-downs) along rural corridors

COMPLETE

The City of Durham implemented 103 high visibility crosswalks in the Fiscal Year 2025.

ONGOING

The City of Durham installs high visibility crosswalks as a standard.

IN PROGRESS

NCDOT Traffic Safety Unit is participating in a systematic program to improve safety that includes reviewing trail crossing warning signage.

4.7 - Create and adopt an intersection control/design selection policy

IN PROGRESS

Triangle West TPO is procuring a consultant to develop an Intersection Control and Evaluation Policy.



Triangle West TPO conducted site assessments, primarily along rural, high-speed corridors, as part of its wildlife crossings planning process. Triangle West's Wildlife Crossings Plan, which was adopted in November 2024, includes project recommendations that both improve roadway safety and enhance wildlife connectivity.

Strategy 5: Safe Routes to School

Increasing safety for students is an opportunity to protect one of the most vulnerable populations in each community and provide opportunities to educate children about mobility in the built environment. These actions are focused on changing infrastructure at and approaching schools to create safer and more intuitive infrastructure for all roadway users.

5.1 - Install high-visibility crosswalks within a one-mile travel shed of all schools

COMPLETE

The City of Durham improved two school zones with School Zone Flashing Beacons and high-visibility crosswalks.

ONGOING

The Town of Chapel Hill is installing new high visibility crosswalks with Rectangular Rapid Flashing Beacons (RRFBs) on N. Estes and Halifax as a part of an **NCDOT** resurfacing project near Estes Hills Elementary and Phillips Middle. A new high visibility crosswalk will be striped on Kildaire Rd. within a 1-mile zone of Scroggs Elementary as part of recent resurfacing project.

The City of Durham installs high visibility crosswalks as a standard.

5.2 - Construct curb extensions and median refuge islands for street crossings within a half mile of all schools

COMPLETE

Durham Public Schools completed the sidewalk in front of Lyons Farm Elementary on Scott King Road. They also constructed a mid-block crosswalk with a refuge island and Rectangular Rapid Flashing Beacons (RRFBs).

5.3 - Install separated bikeway facilities—separated bike lanes or shared use paths—along corridors that are within a half-mile of schools

IN PROGRESS

Durham County, as part of the Durham Bike + Walk Plan update they co-led with the **City of Durham**, included recommendations for separated bike lanes and shared-use paths, and four of the five County priority corridors identified in the plan are within a quarter mile of schools.

IN PROGRESS

The Town of Chapel Hill is including its local schools in its Everywhere-to-Everywhere Greenways Feasibility Study feasibility study to meet this goal.

5.4 - Install speed feedback signage along with RRFBs/PHBs for mid-block crossings within a half mile of all schools

COMPLETE

The Town of Chapel Hill installed an RRFB at a trail crossing near Northside Elementary.

ONGOING

The Town of Chapel Hill is installing new high visibility crosswalks with Rectangular Rapid Flashing Beacons (RRFBs) on N. Estes and Halifax as a part of an NCDOT resurfacing project near Estes Hills Elementary and Phillips Middle.

5.5 - Provide raised crosswalks at mid-block crossings and at intersections used for walking and bicycling to/from schools

No Update

5.6 - Conduct targeted/automated enforcement of handheld device bans, distracted driving, yielding, and speeding within school zones

ONGOING

The Chapel Hill Police Department conducts an estimated 312 hours of targeted enforcement per year with a focus on school zones and areas along the High Injury Network.

5.7 - Implement a comprehensive crossing guard program

ONGOING

Chapel Hill-Carrboro City Schools have a crossing guard program with guards in place at designated schools. The Town of Chapel Hill is collaborating with the schools to highlight this work in Fall 2026.

The City of Durham piloted the contracting of crossing guard services at 4 Durham Public School locations in addition to the currently serviced 15 locations covered by the Durham Police Department.



The City of Durham installed a flashing beacon to slow vehicular traffic on Hargrove St. near the Central Park School For Children Upper School.

5.8 - Develop a resident/ambassador program to support local Safe Routes to School (SRTS) programs (i.e., counts, safety audits, infrastructure project review)

FORTHCOMING

The Town of Chapel Hill is in the early stages of planning an ambassador program.

5.9 - Create a walking and bicycling school bus leader guide and program development information

ONGOING

Durham Public Schools facilitates peer exchange meetings for parents currently leading walking or biking groups. The DPS SRTS page also provides a high-level planning document.

The Town of Chapel Hill held a Bike to School roundtable event in April 2026 to work with parents interested in leading Bike to School Day events. The Town also shares guides developed by the UNC Highway Safety Research Center and others on its Safe Routes to School engagement webpage.

5.10 - Create a traffic playground pop-up toolkit that can be used at local events to teach walking and bicycling in a playful manner

ONGOING

Durham Public Schools received grant funding from the American Trauma Society to Duke Medical in partnership with DPS SRTS for a traffic playground pop-up toolkit that was been used at two events in May and October of 2025, including the Move-A-Bull City Open Streets event. This kit is housed by the DPS SRTS office and is available for use by Durham Partners.

Central Pines Regional Council's Safe Routes to School Program, in partnership with Chatham County Schools, Safe Kids Chatham, Chatham County Parks & Recreation, and Chatham County Planning, is hosting Bicycle Safety Week programs with 160 students in the Triangle West area, including safe biking and helmet wearing demonstrations.

The Town of Chapel Hill has a stencil set and supplies for constructing traffic gardens.

FORTHCOMING

The Town of Chapel Hill aims to install a temporary traffic garden at its Community Center Park in May 2026.

5.11 - Identify locations for permanent traffic playgrounds and asphalt art locations that can support education and speed management

ONGOING

Chapel Hill-Carrboro City Schools are working with the Town of Chapel Hill to find a permanent location for a traffic garden while a temporary one is in place at a local school in the district.

Bike Durham is working with parents and staff at EK Powe Elementary School and the surrounding neighborhood on an asphalt art implementation to complement a closed slip lane at a corner of the school.

FORTHCOMING

The Town of Chapel Hill has received funding for a pilot asphalt art project that will be installed by early 2027

5.12 - Adopt a Safe Routes to School Action Plan

COMPLETE

Orange County updated its Safe Routes to School Plan in November 2024.

The Town of Chapel Hill adopted its Safe Routes to School Plan in June 2025.

IN PROGRESS

The Town of Carrboro is updating its Safe Routes to School Action Plan for adoption in 2026.

Additional Actions - Organize bike rodeos to teach children safe commuting skills

COMPLETE

Chatham County conducted a Bike Rodeo in the Summer 2025 where helmets from NCDOT's Bike Helmet Initiative were distributed.

FORTHCOMING

Central Pines Regional Council's Safe Routes to School Program will host bicycle safety week programs with kindergarten classes at six schools across Chatham County, including North Chatham Elementary and Chatham Grove Elementary.



Strategy 6: Traffic Calming on Local Streets

Reducing speed on local streets creates safer and more livable places for residents in communities across the region. Traffic calming actions emphasize changing streets to allow for shared spaces for a variety of users that are comfortable because of slower moving vehicles along streets and at intersections.

6.1 - Implement road diets/lane removals to provide space for walking, bicycling, transit, green space, and/or on-street parking

COMPLETE

The Town of Chapel Hill removed parking lanes along Bolinwood Dr. to make space for new bicycle lanes from Hillsborough St. to Bolin Creek Trail in April 2026. The Town also reallocated parking lanes for striped bicycle lanes as part of a resurfacing project on Pinehurst Dr.

FORTHCOMING

The Town of Chapel Hill will be adding bicycle lanes along N. Estes Dr. in Summer 2026 through an NCDOT resurfacing project.

6.2 - Develop a neighborhood slow streets program to support community requests for low vehicular traffic residential streets that emphasize slow and safe speeds and support a variety of uses and activities beyond driving

COMPLETE

The Town of Chapel Hill is discussing with local street safety advocacy organizations to partner on a slow zone pilot program.

6.3 - Create a neighborhood traffic calming program to manage community traffic safety requests in a transparent, consistent, and equitable manner

COMPLETE

The Town of Chapel Hill revamped its traffic calming request program in 2024 to be more inclusive, is using the Open Forms request tool and Vision Zero engagement HQ website.

Bike Durham developed a report in January 2026 recommending that the **City of Durham** create a community-led quick build traffic calming program.

ONGOING

The Town of Chapel Hill uses data from the Vision Zero Action Plan to prioritize locations with safety needs in combination with the adopted traffic calming policy.

IN PROGRESS

The City of Durham is developing a Traffic Calming Policy and Toolkit to address safety on neighborhood streets. The policy is anticipated to be presented for Council approval in 2026.

6.4 - Deploy mini traffic circles, speed cushions, chicanes, neck downs, hardened centerlines, and curb extensions on residential streets to reduce vehicle speeds and cut through traffic

COMPLETE

The Town of Hillsborough installed speed tables on Rainey Ave.

The Town of Chapel Hill installed a curb extension to address high vehicle turning speeds and high-volume crosswalk areas with flex posts at the intersection of Ridge Rd. and Country Club Rd. in January 2026.

IN PROGRESS

The City of Durham is developing a Traffic Calming Policy and Toolkit to address safety on neighborhood streets. The policy is anticipated to be presented for Council approval in 2026.

FORTHCOMING

The Town of Chapel Hill plans to implement additional local traffic calming projects in the summer and fall of 2026.

6.5 - Install a network of bicycle boulevards/neighborhood slow streets to expand existing bicycle networks and reduce motor vehicle speeds

ONGOING

The Town of Chapel Hill's ongoing Everywhere-to-Everywhere Greenways Feasibility Study includes neighborhood connectors and bike boulevards to connect greenways.

The City of Durham is working towards this strategy through their Neighborhood Bike Routes strategy.

6.6 - Narrow travel lane widths along local streets at the corridor level or at strategic locations

ONGOING

The Town of Chapel Hill has a policy in place which narrows travel lane widths along local streets in coordination with resurfacing schedules.

The City of Durham plans to narrow travel lanes during quick-build projects on city-owned streets on the High Injury Network.



Strategy 7: Trail and Railroad Crossings

Similar to unsafe intersections, trail and railroad crossings impact the experience of roadway users and can present barriers to accessing key destinations. These actions identify opportunities to change crossing locations that prioritize trail users and coordinate with the railroad companies to create strategic plans for future changes.

7.1 - Daylight intersections (removing obstacles that impair sight lines) for all trail and railroad crossings

No Update

7.2 - Construct grade-separated crossings for trails at streets with posted speeds of greater than 45 mph

No Update

7.3 - Install crossing arms and enhanced warning devices at all uncontrolled railroad crossings

ONGOING

Durham County participates in discussions with rail partners about potential safety countermeasures, including installing crossing arms and enhanced warning devices, as they come up.

7.4 - Install lighting at all mid-block trail crossings

No Update

7.5 - Install RRFBs or PHBs for trail crossings on high-speed corridors until grade-separated crossing is constructed

COMPLETE

The Town of Chapel Hill installed Rectangular Rapid Flashing Beacons (RRFBs) at Tanyard Branch Trail and Meadowmont Trail crossings October 2025.

ONGOING

Durham County participates in discussions with rail partners about potential safety countermeasures, including installation of RRFBs or PHBs, as they come up.

7.6 - Coordinate with railroad companies to create a strategic plan to address crossing locations

IN PROGRESS

Durham County is under contract with a consultant to complete the East Durham Rail Crossings Study by mid-2029. The study's planning, environmental review, community outreach, and stakeholder engagement (including with railroad companies) will help identify a coordinated preferred alternative for three crossings in East Durham that have a history of crashes resulting in serious injuries and fatalities.

Strategy 8: Unsafe Intersections

Intersections are inherently locations where multimodal conflicts exist due to the confluence of people walking, bicycling, using transit, and driving. As all of these street users make decisions at an intersection, these actions provide guidance on how to reduce conflicts and exposure while creating a more intuitive design that prioritizes more vulnerable users.

8.1 - Implement systemic safety improvements at highest risk rural intersections annually

ONGOING

NCDOT Traffic Safety Unit is participating in a systemic program that is implementing safety improvements at the highest risk rural intersections annually.

8.2 - Implement daylighting at urban high risk and mid-block intersections with on street parking and near transit stops

No Update

8.3 - Add pedestrian countdown signals and LPIs at high risk signalized intersections and adjacent to transit stops

COMPLETE

Town of Carrboro installed three signalized pedestrian crossings along NC 54.

ONGOING

NCDOT Division 7 is adding Leading Pedestrian Intervals (LPIs) as part of a project in **Orange County**. **Town of Chapel Hill** is requesting additional intersections for LPIs with No Right on Red using data from the Vision Zero Action Plan risk data.

IN PROGRESS

NCDOT Traffic Safety Unit is participating in a systemic program that is focused on improving safety at high risk intersections with pedestrian accommodations.

8.4 - Study the implementation of automated enforcement for red light running in school zones

IN PROGRESS

The UNC Highway Safety Research Center and NCDOT are developing guidance and convening regional and statewide conversations for speed camera implementation in schools zones. North Carolina Senate Bill 391, signed into law in July 2025, authorizes municipalities to implement this safety countermeasure locally. **Triangle West TPO, Town of Chapel Hill, Town of Carrboro, City of Durham, and Central Pines Regional Council** have attended peer exchange meetings organized by **UNC HSRC**.

8.5 - Remove permissive left turns during active pedestrian phases

FORTHCOMING

The Town of Chapel Hill will be prioritizing signal updates in 2027.

ONGOING

The City of Durham actively identifies locations to remove permissive left turns during active pedestrian phases.

8.6 - Tighten turning radii to reduce turning speeds and include truck aprons on freight routes

ONGOING

The City of Durham, through its Road Safety Audit report findings, recommends tightening turning radii to reduce turning speeds.

8.7 - Consider a roundabout-first policy to address speeds and dangerous intersections along the HIN and high risk corridors

No Update

8.8 - Close slip lanes where applicable, starting with the HIN

ONGOING

The City of Durham actively identifies locations to close slip lanes along the HIN.

8.9 - Deploy protected intersections for pedestrians and bicyclists along multilane arterials, transit corridors, and where bikeways exist or are planned

No Update

8.10 - Use intersection control/design selection process to determine appropriate intersection treatments

No Update



The Town of Chapel Hill installed a bulb out on Country Club Rd. and Ridge Rd.

Strategy 9: Behavior and Distraction

Addressing behavior of roadway users is one part of increasing safety and aligns with the Safe Road User element of the Safe System Approach. These actions should be used alongside other actions that make physical changes to the streets.

9.1 - Establish county metrics for seatbelt and car seat public education campaigns

ONGOING

NCDOT's **Governor's Highway Safety Program** promotes efforts to reduce traffic crashes statewide and prioritizes safety awareness through a variety of grants and safe-driving initiatives, including seatbelt campaigns.

9.2 - Conduct High Visibility Enforcement for seatbelts and impaired driving

ONGOING

The **Chapel Hill Police Department** regularly participates in the statewide "Booze it or Lose it" campaigns and includes drugged driving in these campaigns. A "Place of Last Drink" survey is administered to DWI infractions and the Police follow-up with this business to offer counseling.

9.3 - Promote and implement safe driving and anti-distraction messaging and policies

COMPLETE

BikeWalkNC conducted North Carolina Friendly Driver training with **GoDurham** bus operators.

ONGOING

Chapel Hill Police Department promotes safe driving and anti-distraction messaging in Chapel Hill-Carrboro City School's drivers education courses.

FORTHCOMING

The **Town of Chapel Hill** will begin distracted driving radio announcements in May 2026.



9.4 - Host community conversations about roadway safety

COMPLETE

The City of Durham's Police Department hosted 25 educational events engaging 2,315 community members to discuss seatbelt use, car seat placement and drivers' education alongside other safety topics.

ONGOING

Triangle West TPO organizes an annual Regional Safety Summit, co-presents the annual Triangle Bicycle & Pedestrian Workshop, and presents safety planning updates to community organizations, advisory boards and commissions, and government bodies.

Durham County organizes a Welcome Baby's Car Seat Safety Program to help parents and caregivers learn how to properly install and use car seats to keep children safe at every stage of development. In 2025, 227 car seats were distributed to families, 50 car seat safety workshops were held and were attended by 257 caregivers. In 2026 through April, 82 car seats were distributed to families, 16 car seat safety workshops were held and were attended by 98 caregivers.

Bike Durham, the **City of Durham**, and **Durham County Public Health Department** hosted the Move-A-Bull City Open Streets event on October 2025, and plan to host the event again in 2026. **Triangle West TPO** participates in this annual event to share safety planning information with the public.

Bike Durham hosted the annual Ride of Silence in memory of those who, while riding their bikes, have lost their lives or been seriously injured in traffic crashes on May 21, 2025. **Triangle West TPO**, the **City of Durham**, **Durham County**, and **NCDOT** participate in this annual event.

Bike Durham co-hosted the annual World Day of Remembrance for Road Traffic Victims with **North Carolina Families for Safe Streets** on November 16, 2025.

The Town of Chapel Hill's Vision Zero team has held numerous focus groups, engagement events, and outreach to talk with residents about roadway safety.

FORTHCOMING

Bike Durham will host the 2026 World Day of Remembrance for Road Traffic Victims.

9.5 - Develop a program for emergency responders to tell their stories about roadway safety that can be shared with communities to emphasize the impact of fatal and serious injury crashes have on people

COMPLETE

The Town of Chapel Hill's Vision Zero team held a focus group with **Orange County** emergency responders to begin developing a program.

Strategy 10: Land Development Practices and Procedures

The Safe System Approach is grounded in the reality that increasing safety will require making changes to the system, not only individual parts. Land use impacts on the transportation network are important and the policies and plans that guide development are an opportunity to make transportation safety changes.

10.1 - Deploy access management strategies to combine driveways to adjacent properties, provide cross-access between developments, and construct medians to reduce conflicts near driveways and intersections

COMPLETE

The Town of Chapel Hill has revised its ordinance to remedy conflicting policies and support shared driveways on single-family lots.

10.2 - Incorporate into the Triangle West TPO Federal Funding Policy a regional Project Evaluation Framework to exclude undivided multi-lane highways from regional funding priorities. Every multilane road must have a median (preferred) and/or turn lane (at a minimum)

ONGOING

Triangle West TPO's Federal Funding Policy states that roadway projects are not eligible to apply for funding. Safety is promoted through the policy's alignment with the goals of the 2055 MTP and within the scoring criteria for new projects. Future updates to this policy will be recommended from the TPO's forthcoming Mobility Forward study.

10.3 - Develop guidance and coordinate with external stakeholders to ensure that access for people walking, bicycling, and using transit is maintained during roadway or site construction and special events

ONGOING

The Town of Chapel Hill works to provide continued bicycle, pedestrian, and transit access during construction projects, which is embedded into Town staff review.

10.4 - Integrate the HIN into project and development reviews

ONGOING

Triangle West TPO reviews local and regional HINs when reviewing and commenting on projects, including projects submitted to the TPO as part of the SPOT process.

Durham County reviews all proposed annexation and zoning map change applications, and as part of this process, staff identify whether the proposed development is located on the HIN.

The Town of Chapel Hill has integrated both high injury network and high risk data into project and development reviews.

The City of Durham Transportation Department is working with **Durham's Planning and Development Department** to create a multimodal development standard that considers the HIN as part of project and development reviews.

10.5 - Update, adopt, and implement land use, Transportation Demand Management (TDM), and street design policies that increase safety, reduce Vehicle Miles Travelled (VMT), and decrease dependence on single-occupancy vehicles (SOV) trips

COMPLETE

The Town of Carrboro hosted an event in Winter of 2025 to raise awareness of their TDM program and provide walking and biking safety gear.

The Town of Chapel Hill has built these strategies into its local land use management ordinance, comprehensive plan, and other regulating documents.

Durham County collaborated with the **Durham City-County Planning Department** throughout their Land Development Code update to support the development, adoption, and implementation of land use, TDM, and street design policies that advance safety, reduce VMT, and decrease reliance on single-occupancy vehicle trips.

IN PROGRESS

Triangle West TPO, alongside **NCDOT**, **Central Pines Regional Council**, and the **Capital Area MPO**, have incorporated safety into the forthcoming regional TDM Plan special study and plan update that is anticipated to begin in July 2026.

The City of Durham is developing a new Land Development Code to address safety in land development practices and procedures through street design that is closely aligned with NACTO's best practices.

ONGOING

GoTriangle is improving bus stops with pedestrian crossings and sidewalks to prevent sidewalk gaps and ensure ADA compliance.

Durham County evaluates zoning map change and annexation requests for consistency with the Comprehensive Plan and applicable transportation plans to ensure new development is aligned and supportive of safety goals.

10.6 - Review and update land use policies and development standards to prioritize the safety of all road users (e.g., block size, crosswalk spacing, access management)

ONGOING

The City of Durham is developing a new Land Development Code to address safety in land development practices and procedures through street design that is closely aligned with NACTO's best practices. **Durham County** has shared feedback that supports safer land use and development standards.

Durham County is collaborating with **Durham's Planning Department** on the early development of a new Durham multimodal transportation impact analysis (MMTIA) process, which will help ensure new development includes multimodal safety improvements.

The Town of Chapel Hill is revising their local Land Use Management Ordinance to add standards around block size and site access policies to improve safety.

FORTHCOMING

The Town of Chapel Hill anticipates updates to their Street Design Guide, Land Use plan, and Traffic Impact Analysis Policy to occur over the next year to improve safety.

10.7 - Update local and regional plans and policies to be inclusive of all modes and ensure safety is a primary priority. Plans include comprehensive plans, land use plans, mode-specific plans, etc.

COMPLETE

GoTriangle has updated their Bus Stops Guidelines, which were adopted in 2025. This includes important recommendations for making sure bus stops are ADA compliant and are well-connected to broader transportation networks in a safe manner.

Durham County advances multimodal transportation through several coordinated planning and policy efforts, including playing a key role in the Durham Bike + Walk Plan update which identifies five priority corridors in the county, and co-leading development of the Durham-to-Roxboro Rail Trail Plan alongside **Triangle West TPO, NCDOT's Integrated Mobility Division, the City of Durham, and the East Coast Greenway Alliance**, which is envisioned as a major regional trail spine.

ONGOING

GoTriangle is working on bus operations internally to choose bus route alignments that minimize difficult maneuvering in traffic and prevent hazardous traffic conditions.

The City of Durham is developing a new Land Development Code to address safety in land development practices and procedures through street design that is closely aligned with NACTO's best practices.

Durham County participates in the **Durham City-County Planning Department's** Multimodal Transportation Impact Analysis (MMTIA) process and is developing a sidewalk maintenance policy to ensure safe, accessible pedestrian infrastructure. During rezoning reviews, **Durham County** staff apply adopted land use and transportation plans to support safe, multimodal travel. Regionally, Durham County engages in initiatives such as the Triangle Bikeway and Triangle Trails Initiative to help build a connected, inclusive transportation network.

The Town of Chapel Hill is prioritizing safety through updates in their Land Use Management Ordinance and its Everywhere-to-Everywhere Greenways Feasibility Study that is underway.



The Town of Carrboro's Public Works Department repaved Roberson St. and installed a new sidewalk adjacent to the new Drakeford Library Complex in August 2025.

Strategy 11: Vulnerable Road Users at Night

Roadway safety should not be dependent on the time of day or the transportation mode of the person taking the trip. Across the Triangle West TPO region, there are opportunities to make changes that will increase visibility and reduce exposure for people walking and bicycling, no matter the trip purpose—i.e, commuting to/from work for a night shift, leaving a local evening event, or exercising early in the morning, etc.

11.1 - Install street lighting along high-frequency transit corridors, specifically at transit stops and crossings

IN PROGRESS

The Town of Hillsborough is working with **Duke Energy** to transition all streetlights to 3,000 Kelvin LED to have a consistent light pattern to improve visibility at low light times. This project is more than 50% complete.

The Town of Chapel Hill is working with **NCDOT** and **Duke Energy** to add lighting to the intersection of US 15-501 and Sage Rd. where a fatal crash occurred in June 2025.

11.2 - Deploy high visibility crosswalks

COMPLETE

The City of Durham implemented approximately 103 high visibility crosswalks in Fiscal Year 2025.

IN PROGRESS

The Town of Chapel Hill is planning new high visibility crosswalks with Rectangular Rapid Flashing Beacons (RRFBs) at two intersections: MLK Blvd. and Central Park Ave. in Summer 2026, and at Estes Dr. and Halifax Rd. by Fall 2026.

ONGOING

The City of Durham installs high visibility crosswalks as standard practice.

11.3 - Install RRFBs or PHBs to catch the attention of drivers, specifically at night

COMPLETE

The Town of Chapel Hill installed a new high visibility crosswalk with a median at the intersection of MLK Blvd. and Critz Dr. in September of 2025. This new installation included a Rectangular Rapid Flashing Beacon (RRFB).

FORTHCOMING

The Town of Chapel Hill plans to install a new high visibility crosswalk with a median at the intersection of MLK Blvd. and Central Park in Summer 2026

11.4 - Narrow lane widths to support traffic calming and reduce crossing distances for pedestrians and bicyclists

No Update

11.5 - Conduct night-time Road Safety Audits along key high-risk roadways and for fatal or serious injury crashes that involve a VRU at night

ONGOING

Triangle West TPO conducts night-time Road Safety Audits with the City of Durham, the UNC HSRC, and NCDOT.

The City of Durham conducts all of their Road Safety Audits twice: once during the day and once at night.

11.6 - Install pedestrian-scale lighting strategically along the HIN and high-risk roadways, especially at trail crossings and transit stops, to improve visibility to drivers

FORTHCOMING

The Town of Chapel Hill is planning for its future crosswalks along the HIN to have lateral pedestrian scale lighting included as standard practice.



The City of Durham conducts and organizes Road Safety Audits twice: once during the day and once at night. Participants also include representatives from NCDOT, Triangle West TPO, UNC HSRC and others.

Strategy 12: Post-Crash Care Resources and Programs

As a key element of the Safe System Approach, post-crash care should be prioritized across the region. The following actions highlight opportunities to increase the resources and support programs that can improve care and response time. Most importantly, these actions should be a catalyst for similar programming and resources that may be available in the future.

12.1 - Establish a regional whole blood program for critically injured trauma patients

IN PROGRESS

Durham County was awarded 2025 Safe Streets For All grant for post-crash care activities and will be led by **Durham County Emergency Medical Services** and will also include **Orange County Emergency Medical Services**.

12.2 - Increase EMS resources (ambulances, personnel) to improve response times and rapid hospital transport of post-crash patients

IN PROGRESS

Durham County was awarded 2025 Safe Streets For All grant for post-crash care activities and will be led by **Durham County Emergency Medical Services** and will also include **Orange County Emergency Medical Services**.

12.3 - Develop a regional training and education program for first responder and EMS care of post-crash patients

IN PROGRESS

Durham County was awarded 2025 Safe Streets For All grant for post-crash care activities and will be led by **Durham County Emergency Medical Services** and will also include **Orange County Emergency Medical Services**.

12.4 - Implement regional data measurement system into stakeholder review committees to assess post-crash EMS response and quality of care

ONGOING

Durham County Emergency Medical Services reviews response data for all traumas in their quarterly peer review committee, which includes local stakeholders from the community, public safety agencies and area hospitals.

