



TOWN OF CHAPEL HILL

Town Council Meeting Agenda

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Mayor Pam Hemminger
Mayor pro tem Michael Parker
Council Member Jessica Anderson
Council Member Allen Buansi

Council Member Hongbin Gu
Council Member Tai Huynh
Council Member Amy Ryan
Council Member Karen Stegman

Wednesday, September 29, 2021 6:30 PM

Virtual Meeting

Virtual Meeting Notification

Town Council members will attend and participate in this meeting remotely, through internet access, and will not physically attend. The Town will not provide a physical location for viewing the meeting.

The public is invited to attend the Zoom webinar directly online or by phone. Register for this webinar:

*https://us02web.zoom.us/webinar/register/WN_vkkgDKmYQoqr2AR2BSAnxw
After registering, you will receive a confirmation email containing information about joining the webinar in listen-only mode. Phone: 301-715-8592,
Meeting ID: 898 0166 0127*

View Council meetings live at <https://chapelhill.legistar.com/Calendar.aspx> – and on Chapel Hill Gov-TV (townofchapelhill.org/GovTV).

OPENING

ROLL CALL

ANNOUNCEMENTS BY COUNCIL MEMBERS

AGENDA ITEMS

1. Staff Response to Recommendations from the Reimagining Community Safety Task Force. [\[21-0734\]](tel:21-0734)

PRESENTER: Christopher C. Blue, Police Chief and Executive Director for Community Safety
Shenekia Weeks, Diversity, Equity, and Inclusion Officer

The purpose of this item is to provide the Council with staff's

response to the Reimagining Community Safety Task Force's recommendations and a proposed implementation plan. The report also provides an update on action items.

2. American Rescue Plan Update.

[\[21-0735\]](#)

PRESENTER: Maurice Jones, Town Manager
Sarah Poulton, Downtown Special Projects Manager
Amy Oland, Business Management Director

The purpose of this item is to provide Council with an update on the American Rescue Plan Act (ARPA), share information on allowable uses for the funds, discuss the Town's engagement approach, and close with next steps in the process.

3. Receive Update and Provide Guidance on Vision Zero.

[\[21-0736\]](#)

PRESENTER: Bergen Watterson, Transportation Planning Manager
Jordan Powell, Complete Streets Specialist

The purpose of this item is for the Council to provide feedback on the proposed Vision Zero resolution.

**REQUEST FOR CLOSED SESSION TO DISCUSS ECONOMIC DEVELOPMENT,
PROPERTY ACQUISITION, PERSONNEL, AND/OR LITIGATION MATTERS**



TOWN OF CHAPEL HILL

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Item Overview

Item #: 1., **File #:** [21-0734], **Version:** 1

Meeting Date: 9/29/2021

Staff Response to Recommendations from the Reimagining Community Safety Task Force.

Staff:

Loryn B. Clark, Deputy Town Manager
Christopher C. Blue, Police Chief and Executive Director for Community Safety
Sarah O. Vinas, Interim Director
Shenekia Weeks, Diversity, Equity, and Inclusion Officer

Department:

Manager's Office
Police
Housing and Community
Manager's Office

Overview: In June 2021, Council received the [Reimagining Community Safety Task Force Report <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4990634&GUID=8A08437C-0B5C-4F31-AA47-59784AD0C9B4>](https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4990634&GUID=8A08437C-0B5C-4F31-AA47-59784AD0C9B4) and referred the recommendations to the Manger. This report provides the Council with staff's response to the Reimagining Community Safety Task Force's recommendations and a proposed implementation plan. The report also provides an update on action items.



Recommendation(s):

That the Council receive the report.

Fiscal Impact/Resources: The attached action plan provides an estimate of resources needed for implementation.



Attachments:

- Draft Staff Presentation
- Staff Report
- Draft Action Plan

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Christopher C. Blue, Police Chief and Executive Director for Community Safety
Shenekia Weeks, Diversity, Equity, and Inclusion Officer

The purpose of this item is to provide the Council with staff's response to the Reimagining Community Safety Task Force's recommendations and a proposed implementation plan. The report also provides an update on action items.




Reimagining Community Safety Progress Update

Chief Chris Blue
Shenekia Weeks, DEI Officer

**Council Work
Session**
September 29, 2021

HERD





Agenda

-  Recommendation
Overview
-  Implementation Plan
-  Action Plan
-  Progress to Date
-  Next Steps



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Background

-  June 2020 Resolution on Developing New Community Approaches to Improve Racial Equity and Public Safety in Chapel Hill to improve racial equity and public safety in Chapel Hill adopted.
-  September 2020 Council Reimagining Community Safety Task Force established concrete, actionable recommendations to increase public safety, eliminate structural inequities in Town public safety systems, and enable all in the community to thrive.
-  October 2020 Council appointed 13 members and 2 alternates to the Task Force, they held 16 meetings to carry out their charge.
-  June 2021 The Reimagining Community Safety Taskforce presented its 28 recommendations to the Council.



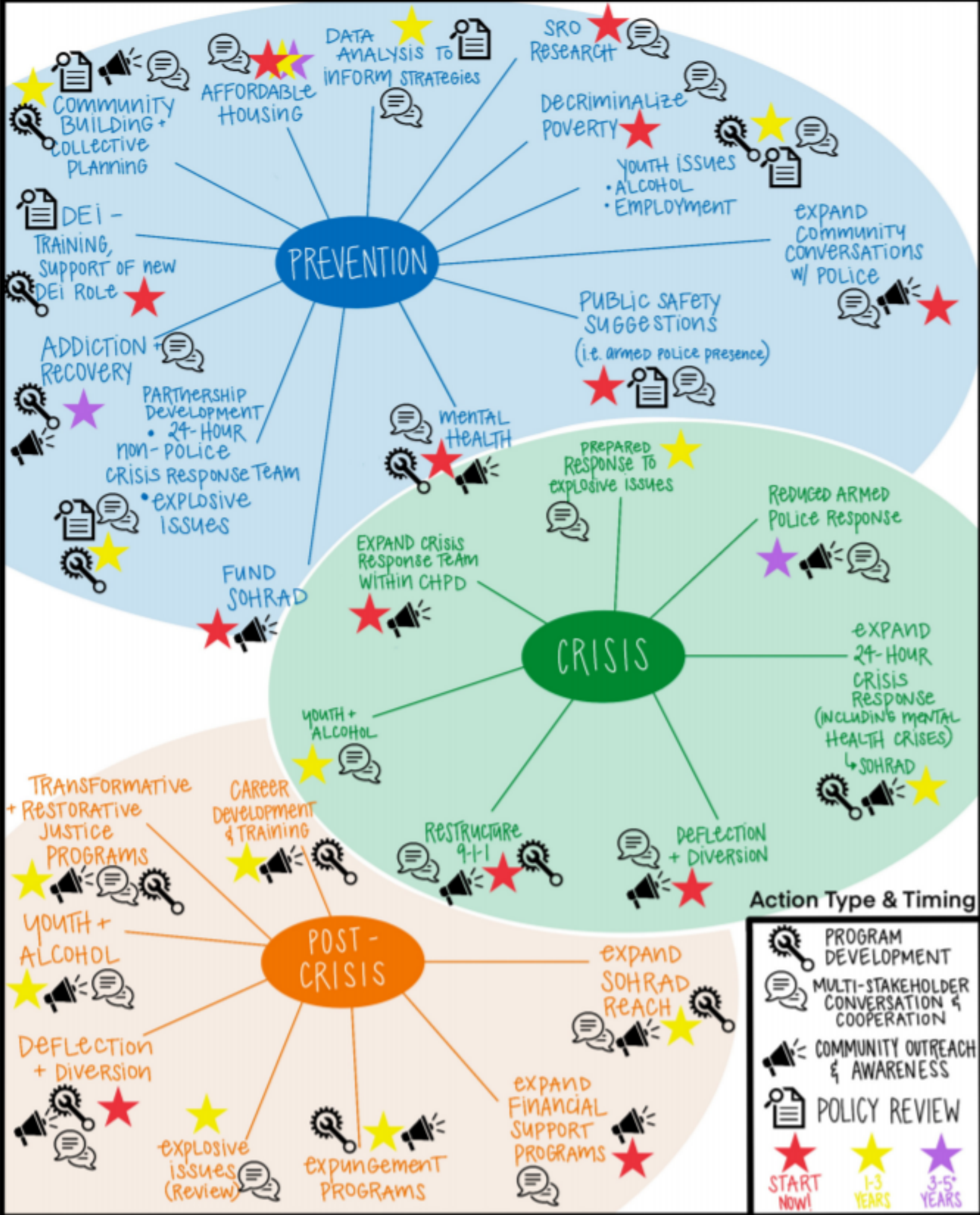
Reimagining Community Safety Task Force Report

☀️ 28 Recommendations
☀️ 31 Action items

Categories

1. Prevention
2. Crisis
3. Post-crisis

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Task Force Recommendations



Top 5

Action 1

INCREASE COMMUNITY
COLLABORATIONS

Action 2

EXPAND EXISTING
POLICING ALTERNATIVES

Action 3

INCREASE AFFORDABLE
HOUSING OPPORTUNITIES

Action 4

RESTRUCTURE 911

Action 5

FUND SOHRAD

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Suggested Implementation Strategies

9

Action Type & Timing		
	PROGRAM DEVELOPMENT	
	MULTI-STAKEHOLDER CONVERSATION & COOPERATION	
	COMMUNITY OUTREACH & AWARENESS	
	POLICY REVIEW	
		
START NOW!	1-3 YEARS	3-5 YEARS

Concurrent Processes

Re-Imagining
Community Safety

TOCH Racial Equity & Public
Safety Recommendations



LOCAL AND REGIONAL
**GOVERNMENT ALLIANCE ON
RACE & EQUITY**

TOCH Race & Equity
Training

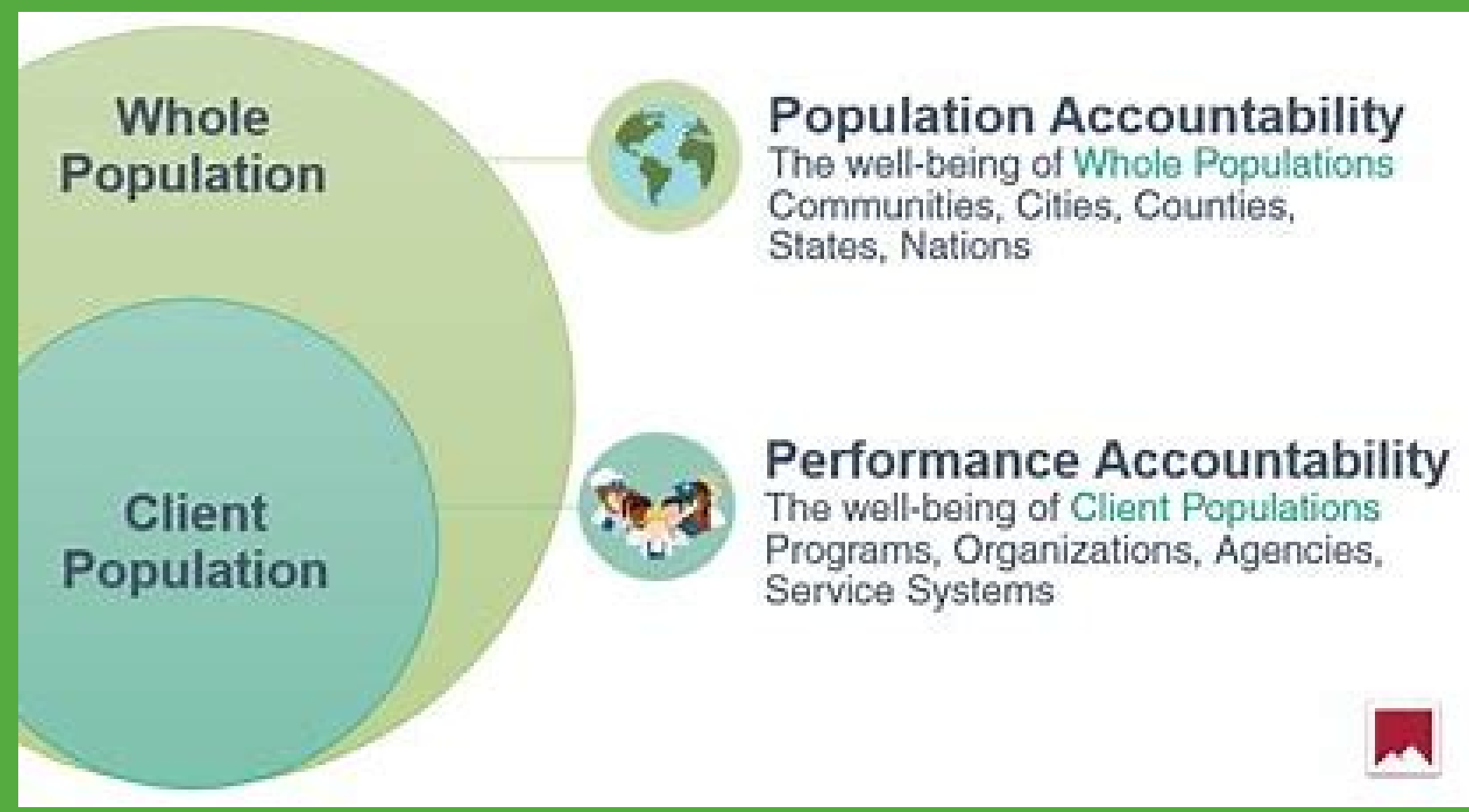
ONEORANGE

CARRBORO · CHAPEL HILL · HILLSBOROUGH · ORANGE COUNTY

One Orange Countywide
Racial Equity Plan

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Results-Based Accountability



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Action Plan

Concern	Action Items	Strategies	Indicators	Timeframe	Progress to Date
Community Building and Collective Planning	Council adopt a Community Building Collective Planning approach when considering new development	Planning/ Housing/ Community/Development Services	Number of CBCP Processes Held Number of Concerns Addressed with the CBCP	Short-Term	Initial Planning Meeting with DEI Officer and Housing and Community staff to discuss framework and processes.
DEI Training & Support of New DEI Role	Town provide robust Diversity, Equity and Inclusion training for all employees and that the Town provide additional resources/staff to support the recently hired DEI Officer	SDS Global International	Staff Participation Rate	Short-Term	DEI Training Contract in place, training plan and design in progress. Internal organizational infrastructure planning (Training Team, Core Group, Work Groups, and Employee Resource Groups) in progress.
Expand CHPD Crisis Unit	Town Council should allocate funding to expand the Crisis Unit as necessary to be able to operate 24/7	County Partnership To End Homelessness, DSS,	LE Budget on Training	Short-Term	Coonditional job offer to new Crisis Unit member. Conducted interviews for Crisis Lead position. Initiated the development of 2 Peer Support positions.
	CHPD should modify it's operations to make the Crisis Unit a corresponding unit, going out on calls with uniformed officers immediately rather than waiting to be called by responding officers.	CHPD	Response Type	Short-Term	Initiated research for online, virtual, and phone reporting options.
Support persons formerly involved in the criminal justice system.	Town Council should use funding to incentivize second chance employment and ban the box employment for private businesses, to create more job opportunities for individuals with criminal records. (Expungement Program)	CPAC, Non-Profit, CAPA, Housing and Community, Criminal Justice Resource Department	Employment Rate	Medium-Term	Outreach to UNC's Law School the Critical Race Lawyering Civil Rights Clinic
	Town Council should look into creating a master leasing program, where the town is the leaseholder for residencies, to increase access to housing for individuals with criminal records.	CPAC, Non-Profit, CAPA, Housing and Community, Criminal Justice Resource Department	% of Community Members with Permanent Housing	Medium-Term	Pending Mult-stakeholder collaborations.

Multi-Stakeholder Conversation and Cooperation
Community Outreach and Awareness
Program Development
Policy Review
Resources Needed \$=50K
Short= 1-Year
Medium=1-3Years
Long= 3-5 years

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A condition of well-being for children, adults, families, or communities.

Results

1. Increase public safety;
2. Eliminate structural inequities in Town public safety systems; and
3. Enable all in the community to thrive.

A measure which helps quantify the achievement of a result.

Indicators

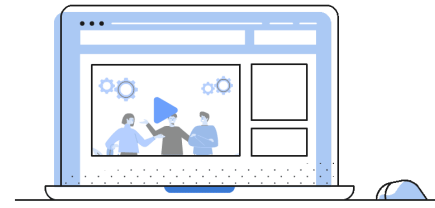
- Disaggregated Crime Statistics
- LE Training Calendar
- Number of Programs Addressing Youth Alcohol and Drug Use
- % of Community Members with Permanent Housing

A measure of how well a program, agency, or service system is working.

Performance Measures

- TBD by data-driven program development and agency collaborations.

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June 2021 01

July-August 2021 02

August-September 2021 03

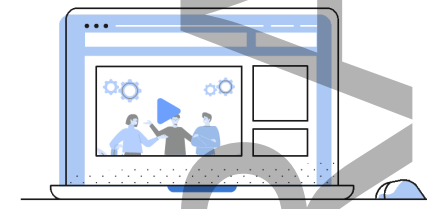
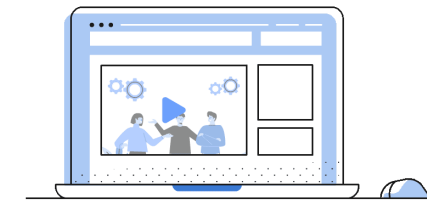
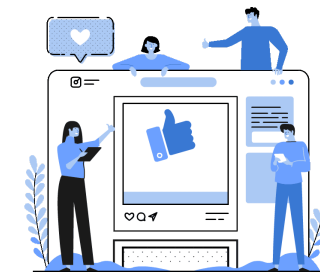
September 2021 04

Reimagining Community Safety Recommendation Received by Council

Internal Organizational Scan, Recommendation Alignment, & Policy Revision

Develop Frameworks & Tools

Share Initial Action Plan with Council



October-January 2022 05

Quarter 3 2022 06

February-March 2022 07

Spring 2022 08

External Partner Meetings Recommendation Socialization, GARE Framework Training & Planning

Share Plan Updates with Council

Program Development & Implementation

Share Updated Action Plan and Progress with Council

Implementation Plan



Questions

Are we moving in the right
direction?

Does our timeline for
providing updates meet your
interests?

STAFF REPORT: RESPONSE TO REIMAGINING COMMUNITY SAFETY TASK FORCE RECOMMENDATIONS

OVERVIEW

The purpose of this report is to share our plans for implementing the recommendations of the Reimagining Community Safety Task Force. This report will also share progress to date and proposed next steps.

BACKGROUND

On [September 9, 2020](#)¹, Council established the Reimagining Community Safety Task Force with a mission to bring forth concrete, actionable recommendations to the Town Council that will increase public safety, eliminate structural inequities in Town public safety systems, and enable all in the community to thrive. On October 7, 2020, Council appointed 13 members and 2 alternates to the Task Force, representing segments of the population most impacted by inequities in public safety approaches.

In a parallel process, a team of staff members completed the Government Alliance on Racial Equity (GARE) Cohort Training. Staff continues participating in the County-Wide Racial Equity Framework group, also based on the [GARE Framework](#)².

On June 23, [2021](#)³, the Reimagining Community Safety Task Force presented 28 recommendations and 31 action items to Council organized into three broad categories of prevention, crisis, and post-crisis. The Council received the report and referred the recommendations to the Manager.

The Task Force suggested that implementation strategies include Community Outreach & Awareness, Program Development, Multi-Stakeholder Communication & Collaboration, and Policy Review and timeframe for implementation. The recommendations and action items provided by the Task Force are data-informed, thoughtful, and crafted to address complex community challenges. Effective implementation will require data-driven and strategic plans co-created with additional community input and across multiple systems. Moreover, internal and external paradigm shifts must occur to identify, uncover, and address structural inequities perpetuated by “business as usual” in program design, development, implementation, and evaluation.

¹ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4633761&GUID=FA79CCDB-E273-43F7-8BB6-AB1EDBC97556&Options=&Search=>

² <https://www.racialequityalliance.org/about/our-approach/>

³ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4990634&GUID=8A08437C-0B5C-4F31-AA47-59784AD0C9B4>

PROGRESS TO DATE

On June 30th, 2021, 13 former Task Force members debriefed their experience and received the Mayor's Salute of Appreciation. An internal team staffed by Chief Blue, Loryn Clark, Sarah Vinas, and Shenekia Weeks met to begin development of an action plan, discuss how to begin using the GARE Framework to organize the Town's process and design of the attached draft Action Plan.

Highlights of progress to date are:










Since June 2021, we have made progress in implementing several key recommendations of the Task Force, as described below. Additional details are outlined in the attached Action Plan.

- Hired Shenekia Weeks as the Town's first Diversity, Equity and Inclusion (DEI) Officer;
- Design of Town-wide DEI training is underway;
- Street Outreach and Harm Reduction and Deflection program funding approved by the Orange County Commissioners;
- Made changes to Police Department Policies;
- Initiated the data collection and analysis of local ordinances that could be presented to Council for decriminalization;
- Initiated review of Police Department data sets in collaboration with outside experts;
- Expanded staffing for the Town's Crisis Unit; and
- Advanced plans to create affordable housing oppoutnities on Town-owned land.

PROPOSED NEXT STEPS

We propose the following next steps:

1. Convene community partners to review the recommendations from the Reimagining Community Safety Task Force, receive training on the GARE Framework and tools;
2. Continue the Police Department's analysis and data gathering efforts;
3. Socialize the action plan and GARE Framework with Town staff and appropriate advisory boards for feedback (Justice in Action, Community Policing Advisory Committee, Housing Advisory Board, Human Services Advisory Board);
4. Work with advisory boards to identify action items as their next steps;
5. Provide an update on our progress to the Council in winter of 2022; and
6. Present a strategic plan to the Council in the spring of 2022.

Concern	Action Items	Strategies	Indicators	Timeframe	Progress to Date				
Community Building and Collective Planning	Council adopt a Community Building Collective Planning approach when considering new development	Planning/ Housing/ Community/Development Services					Number of CBCP Processes Held Number of Concerns Addressed with the CBCP	Short-Term	Initial Planning Meeting with DEI Officer and Housing and Community staff to discuss framework and processes.
DEI Training & Support of New DEI Role	Town provide robust Diversity, Equity and Inclusion training for all employees and that the Town provide additional resources/staff to support the recently hired DEI Officer	SDS Global International				\$	Staff Participation Rate	Short-Term	DEI Training Contract in place, training plan and design in progress. Internal organizational infrastructure planning (Training Team, Core Group, Work Groups, and Employee Resource Groups) in progress.
Affordable Housing Opportunities	Town Council should use funds to incentivize private landlords to “ban the box,” allowing tenants with criminal records to rent.	Orange County/Housing and Community Development/ Human Rights				\$	Town of Chapel Hill Budget	Medium-Term	a. Initial discussions with the workgroup. b. Combine 1st & 2nd qtr. for 1st report. c. Combine 3rd & 4th qtr for 2nd report.
	Town Council should create a policy removing criminal records as a barrier to public housing.						% of Community Members with Permanent Housing	Long-Term	Pending Mult-stakeholder collaborations.
Data Analysis to Inform strategies	Town Council should allocate funding to allow Chapel Hill Police Department (CHPD) to consult with outside experts on data sets to report on and frequency of reporting.	Police/ CAPA/ Performance Measure- Housing Potentially, CPAC/ Center for Policing Equity/ UNC				\$	Disaggregated Crime Statistics	Medium-Term	Data is published and updates every six-months is planned. PD is discussing data analysis changes with CPAC and an outside expert.
	CHPD should provide Town Council with a report on policing data every six months. Report must be publicized to the local community and request the Community Police Advisory Committee (CPAC) and the Town Council to respond.						Disaggregated Crime Statistics	Medium-Term	Data is published and update every six-months is planned.
	CHPD should provide data aggregated by race, ethnicity, and gender.						Disaggregated Crime Statistics	Medium-Term	a. Process in place to review quarterly reports ensuring they encompass the requested data aggregated by demographics. b. Inclusion of Orange County-Pre Arrest Diversion eligible non-referrals & explanations planned.
	An annual independent audit should be conducted to: review implementation of the Reimagining Community Safety Task Force recommendations and action items; test the efficacy of actions taken in response to the recommendations, and support continuous improvements to public safety resulting from the recommendations.						% Action Items Addressed		Conducted Task Force Recommendation presentation to CPAC.

Multi-Stakeholder
Conversation and
Cooperation













Community
Outreach and
Awareness





Program
Development








Policy Review











Resources Needed
\$=50K

Short= 1-Year
Medium=1-3Years
Long= 3-5 Years

Concern	Action Items	Multi-Stakeholder Conversation and Cooperation	Community Outreach and Awareness	Program Development	Policy Review	Resources Needed \$=50K	Indicators	Timeframe	Progress to Date
Diversion and Deflection	CHPD should have a concrete diversion policy to deflect drug charges from the criminal system.	DA's Office, Criminal Justice Resource Department				\$=50K	Diversion Rates	Short-Term	a. Initiated OCPAD Advisory Board discussions b. Misdemeanor Possession of Marijuana included in policy***
	CHPD should have a diversion policy to deflect non-safety traffic violations, such as headlamp violations, other equipment issues, and license and registration violations.						Crime Statistics	Short-Term	a. Addressed low level misdemeanor in policy 2.18 b. Disallowed traffic stops/citations for equipment violations/registration violations i. Driving offenses not eligible for OCPAD
	CHPD should expand existing diversion policies to include non-first time offenders in eligibility standards.						Diversion Rates	Short-Term	Amendments of policy 2.18 low level misdemeanors in progress
	CHPD should provide justification for why any eligible individual is not diverted.						NA	Short-Term	Inclusion of narrative notes for each OCPAD charged offense in progress.
	CHPD should include diversion data in its data reporting, including numbers, demographic data on who is and is not being diverted.						Diversion Rates	Short-Term	a. Implemented supervisor Quarterly traffic stop data and narrative review process. b. To be included in quarterly/designed public report
Decriminalize Poverty	Town Council, in conjunction with CHPD and other criminal justice stakeholders, should identify a list of town ordinances that tend to target vulnerable communities and can be decriminalized (i.e. noise violations, open container, public urination, and panhandling).	County Health Department, Homelessness Outreach				\$\$	Number of Ordinances Modified or Removed	Short-Term	Initiated decriminalization policy research for: panhandling, begging, sleeping/eating/storing/washing in public, use of public bench, tables, and bus stops.
	CHPD should conduct community conversations on when to call the police, with the goal of reducing calls that criminalize poor or marginalized individuals.					\$\$	Rate of Calls for Service	Short-Term	Pending Coommunity Conversations
	Continue to enhance training for Police on racial equity.					\$\$	Number of additional Racial Equity Trainings Offered and Attended by LEOs	Short-Term	DEI Training Contract in place, training plan and design in progress. Internal organizational infrastructure planning (Training Team, Core Group, Work Groups, and Employee Resource Groups) in progress.

Concern	Action Items	Multi-Stakeholder Conversation and Cooperation	Community Outreach and Awareness	Program Development	Policy Review	Resources Needed \$=50K	Indicators	Timeframe	Progress to Date
Expand Community Police Conversations	CHPD should Engage CPAC, Justice in Action, and community partners in regular conversations between police and various communities.	CPAC, Justice in Action, Third Sector Alliance				\$	Community Group Engagement Rate	Short-Term	<p>Justice in Action: has formed the following 2 sub-committees and will collaborate with CPAC to engage police and community.</p> <p>SMART Goal for 2021/22 Host or co-sponsor a minimum of 4 events annually to include community listening sessions, speaker series etc.</p> <p>Planned Community Engagement</p> <ul style="list-style-type: none"> -Communication with non-profit organizations, governmental service entities, affinity group, neighborhood, faith communities and others. -Communication with individuals of the community; invite to JIAC meeting, listen to concerns, <p>Events & Actions</p> <ul style="list-style-type: none"> -Monitor and seek out opportunities for hosting, co-hosting, or attending community events -Brainstorm and respond to needs for actions, drafting memos, letters, etc. For review by JIAC.
Mental Health	Town Council should allocate funding for Crisis Intervention Training for all law enforcement officers.	CHPD					LE Budget Allocated for Crisis Intervention Training	Short-Term	Initiated crisis intervention training best practices research for new officers. Crisis Intervention Trainers on staff.
Mental Health	All Police recruits, sworn officers, and other emergency personnel should receive enhanced Crisis Intervention Training. In this effort, CHPD should seek out or develop a police training model that prioritizes problem-solving, crisis intervention, mediation and basic mental health triage as its core competencies.	County Criminal Justice Resource Department (Collaborative, UNC, National Alliance On Mental Illness, Manager's Office				\$	Staff Participation Rate in Crisis Intervention Training	Short-Term	Initiated crisis intervention training best practices research for new officers.
Expand Street Outreach, Harm Reduction and Deflection Program	Town Council should consider the use of American Rescue Plan Act (ARPA) funding, or other available funds, to expand SOHRAD by creating a 4th position.	County Criminal Justice Resource Department (Collaborative, UNC, National Alliance On Mental Illness, Manager's Office				\$	ARPA Budget	Immediate	Research on use of ARPA Funds is underway
24-hour non-police crisis response team	Town Council should allocate funds to, in conjunction with the County and other Orange County stakeholders, fully fund a 24-hour non-police crisis response unit, with teams consisting of paramedics and mental health clinicians.	County Criminal Justice Resource Department Orange County				\$	Stakeholders Contributing to 24-Hour Non-Police Crisis Response Unit	Long-Term	Pending Mult-stakeholder collaborations.
Community Policing	The Community Police Advisory Committee (CPAC) should function to monitor the implementation of Task Force recommendations, as well as furthering of the initiatives that are brought forth by the Task Force recommendations.						Action Items Addressed by CPAC	Short-Term	Conducted Task Force Recommendation presentation to CPAC.

Concern	Action Items	Strategies	Indicators	Timeframe	Progress to Date				
Oversight and Implementation of Reimagined Safety Task Force Recommendations	CPAC should function as a place to coordinate community conversation around policing and safety.	Multi-Stakeholder Conversation and Cooperation Community Outreach and Awareness Program Development Policy Review Resources Needed \$=50K		Number of Community Conversations Hosted by CPAC	Short-Term	SMART Goal for 2021/22 Host or co-sponsor a minimum of 4 events annually to include community listening sessions, speaker series etc.			
	In the event that the Town is authorized to create a Citizen's Review Board, CPAC would evolve into covering that role as well.					CPAC, and Citizen Review Boards (Civil Service Board)	NA	Short-Term	Pending Mult-stakeholder collaborations.
	The name of CPAC should be changed to "Community Safety Advisory Committee" to reflect a holistic approach to community safety beyond Policing.					CPAC, and Citizen Review Boards (Civil Service Board)	NA	Short-Term	Conducted Task Force Recommendation presentation to CPAC.
Addiction Recovery	Town Council should fund and otherwise encourage affordable inpatient and outpatient treatment for any Chapel Hill residents in need of treatment.	County Partnership To End Homelessness		\$\$\$	Number of Addiction Recovery Petitions and Town Council Agenda Items	Long-Term	Pending Mult-stakeholder collaborations.		
Youth Issues	Town work to ensure that community youth have access to substance use treatment programs.	JCPC, Third Sector Alliance, CHCCS		\$	Youth Services Providing SA Treatment	Long-Term	Outreach to Juvenile Crime Prevention Council (JCPC) to expand program priorities for upcoming JCPC Grant Cycle & to share County-Wide Racial Equity Framework.		
Youth Issues	Town support programs and activities to attract local youth to employment and service with the Town, including making existing programs more accessible to all youth.	JCPC, Third Sector Alliance, CHCCS, Parks & Recs, Library, Teen Center, and Youth Provider Network, Public Housing		\$	Working Permits Issued Youth Participating in Town Sponsored Youth Recreation, Enrichment, or Employment Programs	Immediate	Outreach to TOWN Parks & Recs, Public Housing, Housing and Community to identify and prioritize Summer Youth Applicants. Exploring Youth Community Engagement with CHCS for guidance on enhancing Parks and Recs and the Town Library youth programs.		
Expand CHPD Crisis Unit	Town Council should allocate funding to expand the Crisis Unit as necessary to be able to operate 24/7	County Partnership To End Homelessness, DSS,		\$\$\$	LE Budget on Training	Short-Term	Have made conditional job offer to new Crisis Unit member. Conducted interviews for Crisis Lead position. Initiated the development of 2 Peer Support positions.		
	CHPD should modify it's operations to make the Crisis Unit a corresponding unit, going out on calls with uniformed officers immediately rather than waiting to be called by responding officers.	CHPD		\$\$\$	Response Type	Short-Term	Initiated research for online, virtual, and phone reporting options.		
Restructure 9-1-1	Emergency Call Center/9-1-1 Operators should be trained to identify community needs that may be handled by non-law enforcement personnel and to redirect callers to the appropriate service provider.	County Criminal Justice Resource Department (Collaborative, UNC, National Alliance On Mental Illness, Manager's Office			Response Type	Long-Term	Pending Mult-stakeholder collaborations.		
Police Response	Town Council and CHPD should conduct a risk assessment of police activities to determine the need for and effectiveness of having all officers carry firearms at all times.	SOHRAD, County Criminal Justice Resource Department, Orange County		\$	Response Options	Medium-Term	Pending Mult-stakeholder collaborations.		

Concern	Action Items	Strategies	Indicators	Timeframe	Progress to Date
Reduce Armed Response to Explosive Issues	Town Council and CHPD should develop a policy for when officers can and should respond in an unarmed manner within 12 months of the Reimagining Community Safety Task Force report being submitted.	   	Response Type	Long-Term	Initiated research for online, virtual, and phone reporting options.
Prepared Response to Explosive Issues	The Town should be prepared to respond to explosive issues.		LE Training Calendar	Short-Term	Policy in place, review TBD.
Alcohol and Youth	Establish program outside the criminal justice system to deal with youth involved with alcohol and other drugs		Number of Programs Addressing Youth Alcohol and Drug Use	Medium-Term	Initiated outreach to JCPC about funding priorities for upcoming JCPC Grant Cycle. Outreach to Volunteer For Youth, Teen Court and Restitution Program to encourage and support restorative practices as a core programmatic strategy
Support persons formerly involved in the criminal justice system.	Town Council should use funding to incentivize second chance employment and ban the box employment for private businesses, to create more job opportunities for individuals with criminal records. (Expungement Program)		Employment Rate	Medium-Term	Outreach to UNC's Law School the Critical Race Lawyering Civil Rights Clinic
	Town Council should look into creating a master leasing program, where the town is the leaseholder for residencies, to increase access to housing for individuals with criminal records.		% of Community Members with Permanent Housing	Medium-Term	Pending Mult-stakeholder collaborations.
Expand diversion and deflection practices.	Town Council should commit funding toward a Mental Health Crisis Facility, in conjunction with the County and other stakeholders, to provide a resource for people diverted away from the criminal system or in need of additional crisis support.	 	% of Committed Funds to the Mental Health Crisis Facility	Long-Term	Outreach to UNC Medicine's Formerly Incarcerated Transition (FIT) Program



TOWN OF CHAPEL HILL

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Item Overview

Item #: 2., **File #:** [21-0735], **Version:** 1

Meeting Date: 9/29/2021

American Rescue Plan Update.

Staff:

Maurice Jones, Town Manager
Sarah Poulton, Downtown Special Projects Manager
Amy Oland, Director

Department:

Manager's Office
Business Management

Overview: The Town of Chapel Hill has been awarded \$10,668,497 in American Rescue Plan Act (ARPA) funds. The Town received the first allocation in May 2021 and expects to receive the second allocation in May 2022.

Preliminary guidance from the U.S. Treasury outlines five areas where funds can be spent to help offset the impacts of the COVID-19 pandemic:

1. Support public health
2. Address negative economic impacts
3. Replace lost Town revenue
4. Provide premium pay for essential workers
5. Investment in water, sewer, and broadband infrastructure

Next steps for the Town include community partner identification, outreach planning, and development of a funding application process.



Attachments:

- Draft ARPA Staff Presentation
- ARPA Infographic

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Maurice Jones, Town Manager
Sarah Poulton, Downtown Special Projects Manager
Amy Oland, Business Management Director

The purpose of this item is to provide Council with an update on the American Rescue Plan Act (ARPA), share information on allowable uses for the funds, discuss the Town's engagement approach, and close with next steps in the process.

AMERICAN RESCUE PLAN

Council Work Session September 29, 2021

DRAFT

American Rescue Plan Act of 2021

- Enacted March 11, 2021
- Town will receive a total of \$10,668,497
 - Half received May 2021 (\$5,334,248.50)
 - Second half expected May 2022
- Must be committed by Dec 31, 2024 and spent by Dec 31, 2026
- Currently held in multi-year special revenue fund

DRAFT

1

Support
public health

2

Address
negative
economic
impacts

3

Replace lost
Town revenue

4

Provide
premium pay
for essential
workers

5

Invest in
water, sewer
and
broadband
infrastructure

Where we can use funding

DRAFT

1 – SUPPORT PUBLIC HEALTH

- COVID-19 mitigation efforts
- Medical expenses
- Behavioral healthcare needs
- Public health & safety payroll



2 – Address Negative Economic Impacts



- Offset economic harm to:
 - Workers
 - Households
 - Small businesses
 - Impacted industries (tourism, travel & hospitality)
 - Public sector

DRAFT

3 – Replace Lost Town Revenue

- Funding to provide government services up to extent of reduction in revenue experienced due to pandemic (U.S. Treasury defined formula)
- Allowable Uses:
 - Maintenance of existing capital
 - Pay Go capital
 - Vehicles
 - Streets & sidewalks
 - General local government programs & services



3 – Lost Town Revenue Calculation

- **Step 1:** Identify revenues collected in most recent fiscal year prior to pandemic (FY 2019 = base year revenue)
- **Step 2:** Estimate counterfactual revenue – base year revenue * $((1+\text{growth rate})^{(n/12)})$
- **Step 3:** Identify actual revenues collected over last twelve months (2020 calendar year)
- **Step 4:** Reduction in revenue = counterfactual revenue – actual revenue

FY 19 base year revenue \$84,936,472

Growth factor = 5.55%

Counterfactual revenue \$87,260,317

Actual 2020 revenues \$83,085,019

Reduction 2020 revenues \$ 4,175,298

DRAFT

4 – Premium Pay For Essential Workers

- Additional support for those who have borne greatest health risks because of their service
- Critical infrastructure sectors



5 – Water, Sewer, & Broadband Infrastructure



- Projects eligible through EPA's Clean Water State Revolving Fund:
 - Clean drinking water
 - Support vital wastewater & stormwater infrastructure
- Expand access to broadband internet (*not allowed in NC*)

DRAFT

Where we
cannot use
funding

- Build Town's savings reserves
- Fund pension liabilities
- Offset loss in tax revenues due to regulatory changes
- Direct payments to individuals
- Provide free public broadband

DRAFT

Unknown Parameters

- Final rule from U.S. Treasury is not expected until late fall – guidance could change
- Revenue loss calculation will be required for the next three years – future losses aren't yet known
- Stormwater infrastructure spending ability is currently unknown – waiting for guidance in final rule

DRAFT

Important Considerations

- Take the time needed to create a well-developed and strategic spending plan
- Address systemic needs exacerbated by pandemic
- Long-term investments in community to aid stability & growth
- Leverage state dollars when possible
- One-time money (not intended for recurring expenses)
- Balance Town needs and community needs to maximize the benefits of these funds

DRAFT

Equity is Everything

- Equity will be woven into all aspects of Town spending
- Community engagement will be crucial to learn where money can do the most good within ARPA parameters
- Manager's Office & BMD will work closely with DEI Officer

DRAFT

Engagement Approach



- Transparency
- Consistent updates
- Outreach based on what audiences are most relevant and priority categories
- Focus on who has been most affected by the pandemic
- Work closely with community partners on outreach

DRAFT

Engagement Message



- Dedicate funding to address the Town's revenue loss during the pandemic
- Allocate some funding for a community-decided project list in other four categories:
 - Health care
 - Economic impact
 - Essential worker salaries
 - Infrastructure improvements
- Remainder would be department-identified priority projects with community input

DRAFT



DETAILED ENGAGEMENT
PLAN



IDENTIFIED COMMUNITY
PARTNERS



APPROVAL PROCESS

Next Conversation at November 17
Council Meeting

DRAFT



TOWN OF CHAPEL HILL

Calendar Jobs News Contact Us Translate

How can we help you today?

SERVICES RESIDENTS BUSINESSES GOVERNMENT THINGS TO DO



- ◀
- COVID-19
- TRANSIT COVID-19 UPDATES
- JOBS
- TRASH & RECYCLING
- ARPA FUNDING
- ▶



AMERICAN RESCUE PLAN ACT

SEPTEMBER 2021 UPDATE & NEXT STEPS

ARPA FUNDS CAN BE USED TO...



Support public health



Address negative economic impacts



Replace lost Town revenue



Provide premium pay for essential workers



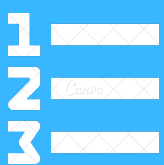
Invest in water, sewer and broadband infrastructure

ARPA FUNDS CANNOT BE USED TO...



- Direct payments to individuals
- Build Town's savings reserves
- Fund pensions
- Offset tax revenue from legal interpretations
- Provide free public broadband

WHAT'S NEXT FOR THE TOWN...



Community partner identification



Outreach planning



Funding application process



TOWN OF CHAPEL HILL

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Item Overview

Item #: 3., **File #:** [21-0736], **Version:** 1

Meeting Date: 9/29/2021

Receive Update and Provide Guidance on Vision Zero.

Staff:

Colleen Willger, Director
Bergen Watterson, Transportation Planning Manager
Jordan Powell, Complete Streets Specialist

Department:

Planning

Overview:

Chapel Hill has a history of working on pedestrian safety initiatives, through the work of the internal bike and pedestrian team, the Mobility and Connectivity Plan, and the Pedestrian Safety Action Plan. Town staff recommends organizing these existing structures under the umbrella of Vision Zero by adopting a Vision Zero resolution. Town Council can set the tone and direction for Vision Zero through an official commitment to policies and practices that prioritize the safety of all road users in Chapel Hill, with town-wide, organizational support to this commitment.

Vision Zero considers traffic deaths and serious injuries to be preventable, and that policy and street design should prioritize safety rather than vehicular speed and efficiency in order to lessen the severity of crashes. Safety of vulnerable road users would be integral in transportation decision-making, from Traffic Impact Analyses and road restriping to intersection design and traffic signal phasing.



Recommendation(s):

That the Council provide feedback on the proposed Vision Zero resolution.

Key Issues:

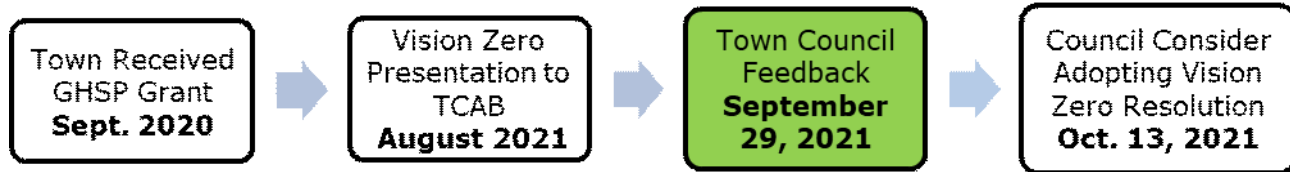
By adopting a Vision Zero resolution, Chapel Hill would:

- Establish a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
- Join Apex, Charlotte, Durham, Greenville, Greensboro, Mooresville, Raleigh, Robeson, Wilmington, and the State of North Carolina. Involvement in this [initiative <https://ncvisionzero.org/>](https://ncvisionzero.org/) will make the Town's commitment even stronger.
- Be part of a larger movement. Currently 20% of American cities with a population larger than 20 ,000 are considering or have adopted Vision Zero, and advocates are pushing for a national Vision Zero Resolution. The acceleration of adoptions will speed up, as will the collective power and voice of the Vision Zero Coalition.
- Enhance work on three key Vision Zero priorities: managing speed, centering equity, and engaging the community. In the past year, the Town received a grant to fund a Complete Streets Specialist, whose work has centered on these priorities.
- Make a statement to the community that Town leadership recognizes the power imbalance wielded historically in street design and the commitment to work toward more equitable streets.

Fiscal Impact/Resources: There are no fiscal impacts associated with adopting this Vision Zero resolution. The Town has grant funding from the Governors Highway Safety Program (GHSP) to support

Vision Zero activities - \$67,000 in FY20-21 and \$64,450 in FY21-22.

Where is this item in its process?



Attachments:

- Draft Resolution
- Draft Staff Presentation
- Staff Memorandum
- Annual Crash Report

A RESOLUTION ADOPTING A VISION ZERO STRATEGY TO HELP ELIMINATE TRAFFIC DEATHS AND SERIOUS INJURIES BY 2031 (XXXX-XX-XX/R-#)

WHEREAS, according to data from the National Highway Traffic Safety Administration, each year approximately 40,000 people are killed in traffic collisions in the United States; and

WHEREAS, from 2016 to 2020, three people died, five suffered severe injuries, and 135 experienced minor injuries while walking or biking on streets in Chapel Hill; and

WHEREAS, one death on Town streets is one too many, and Town and departmental leadership are dedicated to strategies that aim to eliminate deaths and serious injuries on streets in Chapel Hill; and

WHEREAS, seniors, children, people of color, people with disabilities, people in low-income communities, and vulnerable road users such as pedestrians and bicyclists face a disproportionate risk of traffic injuries and fatalities; and

WHEREAS, Vision Zero is a public health-based traffic safety strategy to reduce and eventually eliminate traffic deaths and serious injuries using a data-driven, multi-disciplinary and safe systems approach that also increases safe healthy equitable mobility for all; and

WHEREAS, the Vision Zero strategy is a tool to unite stakeholders such as Transportation, Police, Public Health, UNC, Transit, neighboring municipalities, NCDOT, developers, and others.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Town of Chapel Hill hereby adopts a goal of eliminating traffic deaths and serious injuries by 2031; and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

BE IT FURTHER RESOLVED that the Town declares that Vision Zero is the town-wide guiding principle for transportation, planning, the design of streets and sidewalks, the maintenance of public rights-of-way, and traffic enforcement.

BE IT FURTHER RESOLVED that the Town Council requests that the Town Manager establish an interdepartmental staff Vision Zero Executive Committee charged with establishing a shared understanding of Vision Zero, reviewing progress on the Town's Vision Zero goals, as established in the Town's Pedestrian Safety Action Plan (2019), and updating this Action Plan with proposed safety projects and associated cost estimates for the Town to reach the goal of zero deaths and serious injuries by 2031.

BE IT FURTHER RESOLVED that the Town Council accepts the [National Association of City Transportation Officials \(NACTO\) guides <https://nacto.org/publications/design-guides/>](https://nacto.org/publications/design-guides/) as nationally accepted best design practices, and that the Planning Department and Public Works Department shall evaluate and recommend modifications to existing roadway standards and policies.

BE IT FURTHER RESOLVED that Vision Zero will be implemented in an equitable manner accounting for historic inequities in transportation and safety investments across the Chapel Hill community.

BE IT FURTHER RESOLVED that the safety of all road users shall take priority over vehicular level of service and throughput, and safety of vulnerable road users shall be given top priority in transportation decisions.

This the _____ day of _____, 2021.

Item #: 3., File #: [21-0736], Version: 1

Meeting Date: 9/29/2021

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Bergen Watterson, Transportation Planning Manager
Jordan Powell, Complete Streets Specialist

The purpose of this item is for the Council to provide feedback on the proposed Vision Zero resolution.



DRAFT

Vision Zero in Chapel Hill

Town Council Work Session
September 29, 2021

DRAFT



Vision Zero in Chapel Hill

- Background
- Vision Zero
- Draft Resolution and Feedback

DRAFT



Background

VISION ZERO

2018 Petition

Outcome: Concerns about resources available to implement and what level of commitment was being asked.

ROAD TO ZERO

2018 Pilot Program

Outcome: Pedestrian Safety Action Plan (2019)

DRAFT



Background, continued

ROAD TO ZERO

2020-2021 GHSP GRANT

Outcomes:

- Traffic safety analysis
- Crash Report
- Crosswalk Enforcement
- Task Force
- Pedestrian Safety Interventions

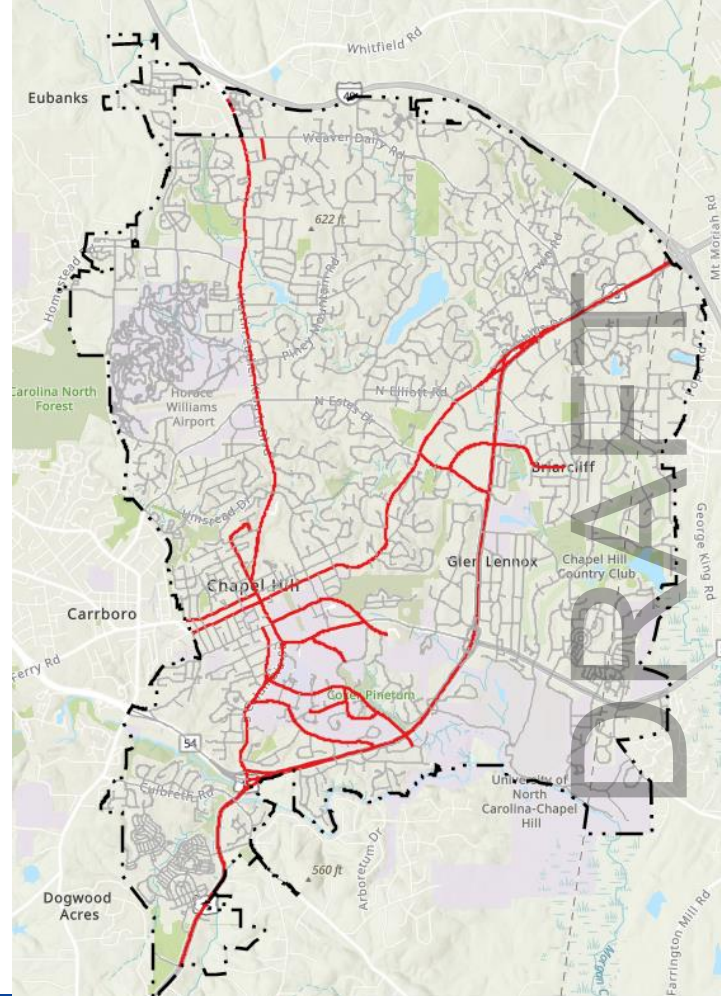


Background, continued

TRAFFIC SAFETY ANALYSIS

High Crash Network

- Streets with a high concentration of pedestrian and bicyclist-involved crashes over a five-year period (2016-2020)
- These 19 streets account for 15% of streets in Chapel Hill
- 58% of crashes occur on these streets. 100% of fatalities.



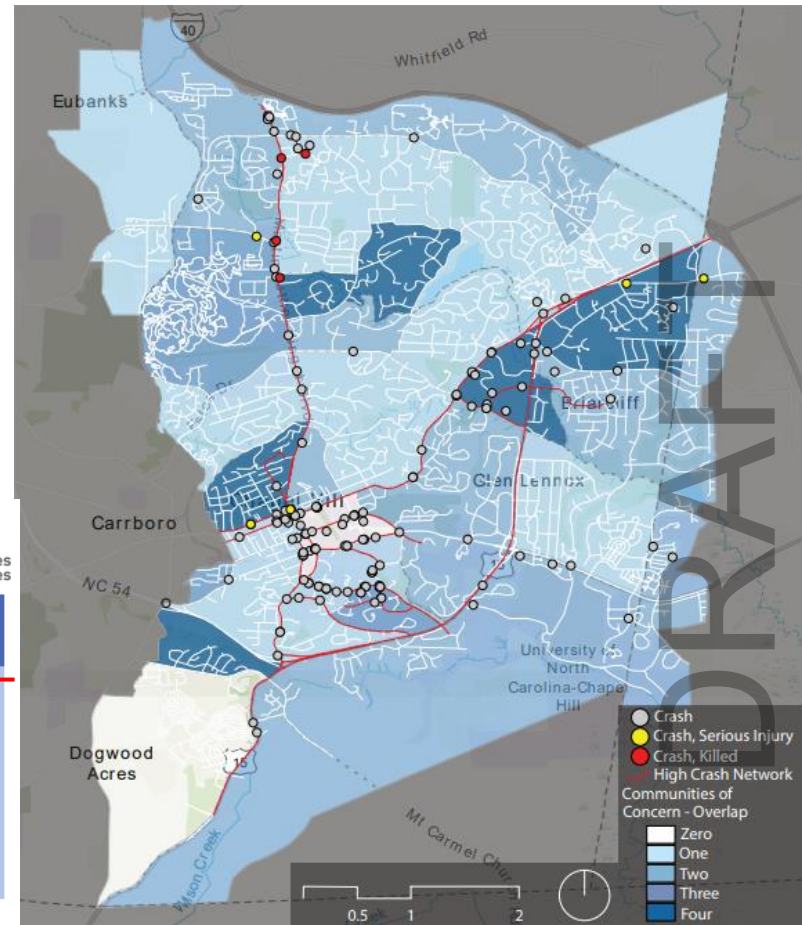
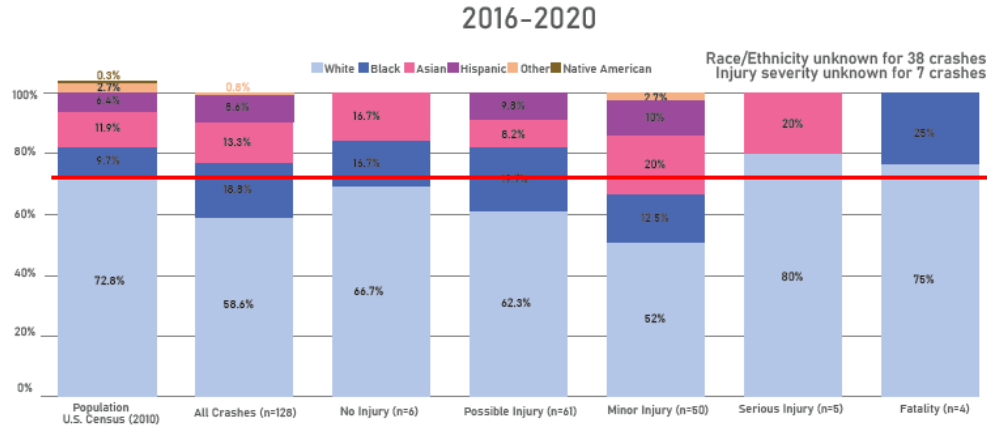
Background, continued

CRASH REPORT

Data-driven analysis of bicycle and pedestrian crashes

Communities of Concern

- Identified transportation "Communities of Concern (COC)": elderly, low income, non-White, and zero-car household.





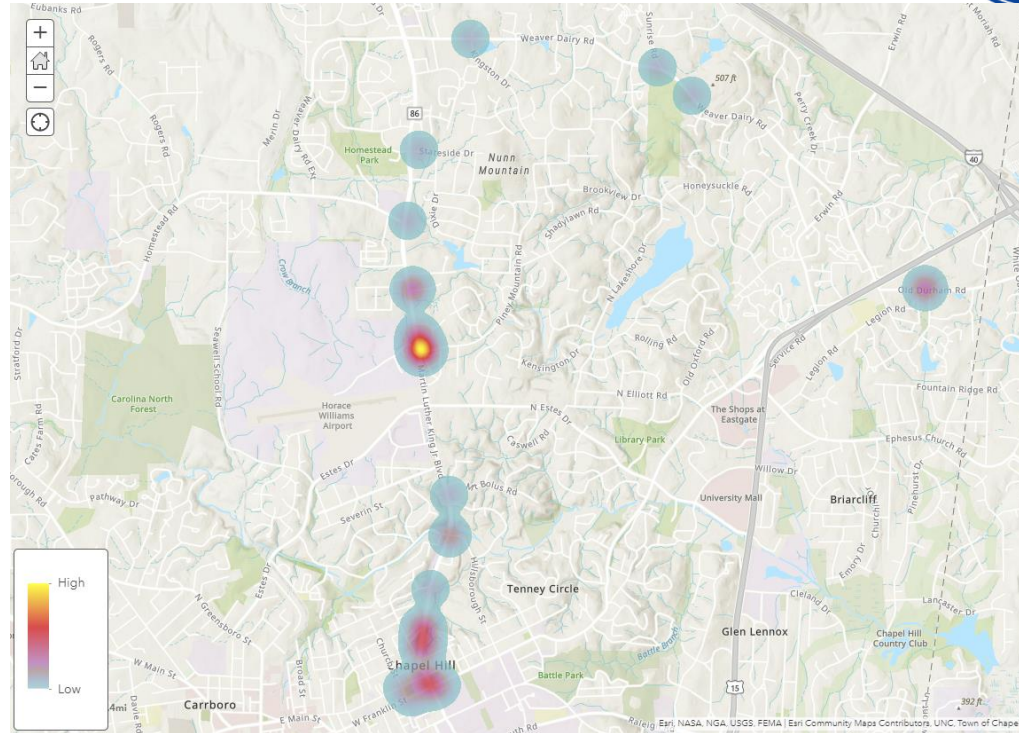
Background, continued

CROSSWALK ENFORCEMENT

113 stops

61% warnings

64 MPH



DRAFT



Background, continued

ROAD TO ZERO TASK FORCE

Bring the community together across agencies and organizations to use our collective resources, ideas, and knowledge to develop creative solutions for pedestrian safety and mobility and promote safety for all road users.

Public
Engagement

Equity

Technical
Review

DRAFT



Background, continued

SAFETY INTERVENTION PROPOSALS

MLK mid-block crossing gateway treatment



Not This

This

DRAFT



Vision Zero in Chapel Hill

What is Vision Zero

- Vision Zero is a firm commitment to eliminate traffic related fatalities and serious injuries.
- Started in large cities, spreading into cities 20K+
- Coalition of communities that work collectively
- Commitment to equity and sustainability

A Vision Zero Community meets the following minimum standards:

- Key city departments {including Police, Transportation and Public Health} are engaged
- Sets clear goal of eliminating traffic fatalities and severe injuries
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Mayor has publicly, officially committed to Vision Zero

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Why Vision Zero?

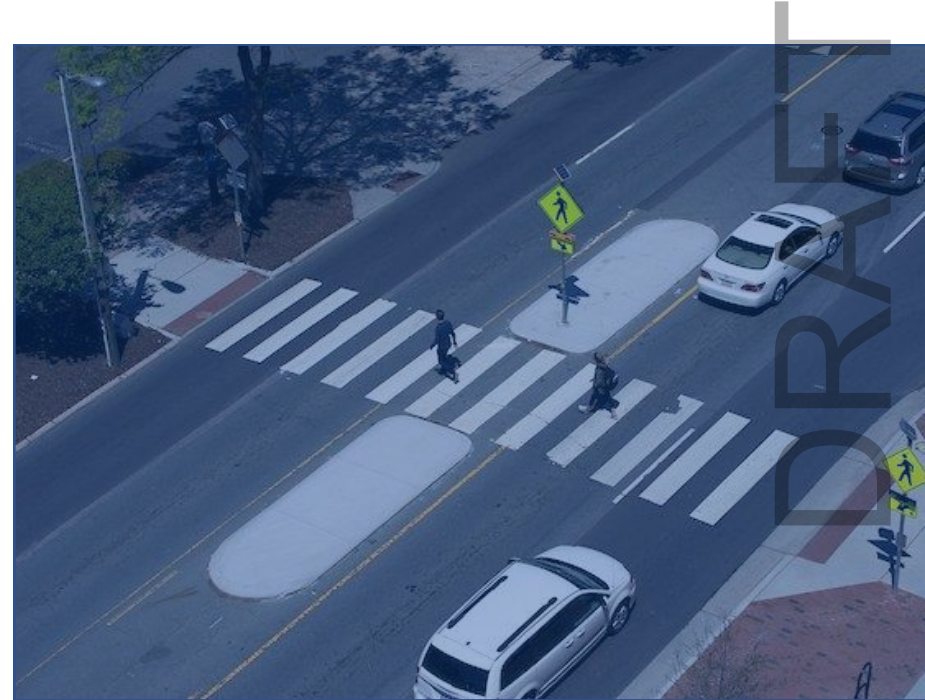
Organization-wide commitment to zero deaths on streets in Chapel Hill

Unites Chapel Hill goals

Provide renewed guidance and structure

Clarity around safety as a top priority

Opens opportunities for future funding





What would it mean in practice?

Adopting a Vision Zero Resolution establishes SAFETY of the MOST VULNERABLE as the top priority when balancing the competing needs for roadway space.

Speed Management

- Data shows that managing speeds is one of the best ways to make streets safer.
- Slower streets are more livable and inviting. (**Safe Community, Vibrant & Inclusive Community**)

Street Design

- Prioritizing the vulnerable user (through things like minimizing crossing distances and corner radii, assessing the need for on-street parking) makes a system that is connected and inviting (**Connected Community, Vibrant & Inclusive Community**)

Supportive Infrastructure

- Creating a system that encourages walking and biking will help greenhouse gas reduction goals and make Chapel Hill more climate resilient (**Environmental Stewardship**)

DRAFT



A Vision Zero Resolution

DRAFT



Be It Resolved That..

- Goal of **eliminating traffic deaths and serious injuries by 2031.**
- Vision Zero is the **town-wide guiding principle.**
- **Interdepartmental Vision Zero Executive Committee** charged with... **updating this Action Plan with proposed safety projects and associated cost estimates.**
- The National Association of City Transportation Officials (NACTO) guides used to **evaluate and recommend modifications to existing roadway standards and policies.**
- Equitable manner **accounting for historic inequities in transportation and safety investments**
- The **safety of vulnerable road users shall be given top priority** in transportation decisions.



Questions, Comments, Feedback

Jordan Powell

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Bergen Watterson

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Captain Donnie Rhoads

drhoads@townofchapelhill.org

DRAFT

Staff Memorandum

Council Work Session – 09/29/2021

Committing to Vision Zero as an organization will enhance collaboration among staff from across Town departments and external public agencies to work toward the goal of roadway safety. At this Council Work Session, staff will present a draft Vision Zero resolution and seek Council feedback.

Background: In April 2018 representatives from the Transportation and Connectivity Advisory Board and the Planning Commission presented a petition to Council requesting that it adopt a Vision Zero Policy. Council referred the petition to the Mayor and Town Manager and expressed concern about lack of resources to support the policy and uncertainty about what the policy entailed.

In fall of 2018, Chapel Hill was selected to participate in a pilot program through the National Safety Council (NSC) and AmericaWalks called Road to Zero. Staff participated in a series of workshops. With funding and support from the program, staff convened a Pedestrian Safety Task Force of representatives from public health, transit, police, injury prevention, eldercare, homeless services, youth services, emergency care, and more. The end-product of this Task Force was the Pedestrian Safety Action Plan, finalized in 2019. In 2020, Chapel Hill received a grant from the Governor's Highway Safety Program (GHSP) to hire a Complete Streets Specialist charged with implementing this Action Plan.

Over the last year the Complete Streets Specialist has created a robust pedestrian safety workplan, including projects such as:

- An analysis of traffic safety across the Town of Chapel Hill, analyzing street characteristics, crash characteristics and severities.
- An Annual Crash Report and online [dashboard¹](#), which analyzes demographics and overlays the High Crash Street Network with a Communities of Concern map, highlighting disproportionate impacts of traffic crashes.
- Reconvened the Road to Zero Task Force, a coalition comprised of Town staff from different departments, staff from external agencies, and residents. The task force is charged with advising the equitable and sustainable implementation of the Pedestrian Safety Action Plan.
- Proposed pedestrian safety interventions along NCDOT-owned streets.

Vision Zero: Vision Zero is an international movement, through which communities make a firm commitment to eliminate traffic related fatalities and serious injuries. Some key strategies included in a Vision Zero commitment are:

- Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, police, and community members;
- Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations;
- Prioritizing equity and community engagement;
- Managing speed to safe levels; and

¹ <https://townofchapelhill.maps.arcgis.com/apps/dashboards/0db2ea11d5024b929fc763d168d678d3>

Staff Memorandum

Council Work Session – 09/29/2021

- Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensures transparency on progress and challenges².

Town staff from Planning, Police, and Transit participated in a Vision Zero Leadership Institute that included other Vision Zero communities from across North Carolina, including Charlotte, Greensboro, Durham, Apex, Greenville, and Wilmington, and had guest speakers from Vision Zero cities across the country. The group of staff left this institute with the goal of recommending that Council adopt a policy to establish Chapel Hill as a Vision Zero community, for some of the reasons listed below:

- The Vision Zero resolution **establishes an organization-wide commitment to zero deaths and serious injuries on streets in Chapel Hill**. This resolution formalizes the commitment to data-driven, system-wide decision-making, but does not commit the Town to any specific programs, funding, or other obligations.
- Vision Zero **unites Town of Chapel Hill goals** around mobility, safety, equity and climate resilience under one structured Town-wide goal of eliminating traffic deaths and serious injuries.
- The Vision Zero movement **emphasizes equitable investment**. Adopting a Vision Zero resolution is a statement to the community that Town leadership recognizes the power imbalance wielded historically in street design and the commitment to work toward more equitable streets.
- Through the work done for the Governors Highway Safety Program grant since September 2020 the Town has a one-year proof of concept of the efficacy of dedicating staff resources to this work, and a Vision Zero resolution from Town Council will **recognize and formalize this effort**.
- Restructuring under a Vision Zero umbrella **will provide guidance and structure** to the existing Town working groups and resources and will elevate organization-wide goals to keep all Chapel Hill street users safe.
- Establishing a Vision Zero Executive Committee, comprised of Town staff from different departments, will **position Town staff to work effectively toward this goal, and will prioritize safety** in their provision of direction, authority, resources. This group will provide regular updates and issue occasional recommendations to the Council and oversee the publication of the Annual Vision Zero Report, which will track the Town's progress on goals.
- Under Vision Zero, the reconvened **Road to Zero Task Force would continue to function as the community lever for Vision Zero planning**, with more formalized mechanisms of reporting and monitoring.
- Being an official Vision Zero Community could **open opportunities for future funding** through the INVEST in America Act and other state and federal resources.
- Having the **backing of the Town leadership will make Chapel Hill's commitment to eliminating road deaths more resonant**. Joining with other Vision Zero communities in North Carolina, we can wield a powerful voice to address some state-wide roadblocks toward reaching out local goals.

Financial Impact: This resolution comes with no financial commitment. The Complete Streets Specialist position has been fully funded by the Governors Highway Safety Program grant for FY22. The resolution would charge staff with updating the Pedestrian Safety Action Plan with recommended safety projects and cost estimates that would help the Town reach the goal of zero deaths and serious injuries by 2031.

² <https://visionzeronetwork.org/about/what-is-vision-zero/>

Staff Memorandum

Council Work Session – 09/29/2021

Next Steps: Staff will take feedback from the work session and modify the Vision Zero resolution and bring it back for adoption on October 13th. If Council adopts the resolution, staff will continue to work with the community and stakeholders to assess and address pedestrian safety, will work with the Vision Zero Network and NC Vision Zero to ensure Chapel Hill is included in state and national discourse, will begin the process of restructuring existing efforts under the Vision Zero umbrella, and will create proposed updates and recommendations in line with nationally accepted safety standards.

Road To Zero

Annual Crash Report



WHAT IS THE ROAD TO ZERO?

The Road to Zero initiative, a program through the National Safety Council, is a coalition of communities committed to the belief that traffic injuries and deaths are not inevitable "accidents" but preventable crashes. The Road To Zero aims to eliminate traffic-related pedestrian fatalities by 2050.

In partnership with the Road to Zero initiative and AmericaWalks, Chapel Hill launched a Road to Zero Task Force and created a Pedestrian Safety Action Plan in 2019. Through this Action Plan, and with the guidance of the Road to Zero Task Force, Chapel Hill is working toward the goal of eliminating traffic-related pedestrian fatalities.

WHAT IS THE PROBLEM?

From 2016 to 2020, there were 166 pedestrian and bicyclist-involved crashes in the Town of Chapel Hill. In 2020, there were 38 pedestrian and bicyclist-involved crashes, five more than the 5-year average. Chapel Hill had two consecutive years with zero pedestrian and bicyclist traffic fatalities in 2016 and 2017. Chapel Hill renewed ongoing efforts around pedestrian and bicyclist safety in response to two deaths in 2018, but has still had one death in each of the previous two years.

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 key steps to improve road safety, connectivity, and accessibility for pedestrians of all ages and abilities.

This report provides data on crashes from the previous year (2020) as well as trends over a five-year period (2016-2020). Data analysis in this report focuses on circumstantial trends (time of day, day of week), demographic trends (race, age), and environmental trends (speed limit, street maintenance).

GOALS

The Town's Road to Zero Commitment establishes the goals to:

- Eliminate pedestrian road fatalities and serious injuries, and
- Make active transport safe, accessible, and enjoyable

The data presented in this report will inform policy, infrastructure, and education changes to reach these goals.

THE IMPACT OF COVID-19

COVID-19 had significant impacts on traffic patterns across the country. Many communities registered increased speeding and aggressive driving in 2020. Despite there being fewer vehicles and pedestrians on the road, Chapel Hill only had 5 fewer crashes from 2019 to 2020, and had a noticeable increase in crashes where the pedestrian or bicyclist was killed or seriously injured (from 1 to 3). The long-term impact of COVID-19 on traffic patterns and safety are still to be determined, but the Town is committed to continuing to highlight the connection between speed and safety.



2016-2020 Crash Snap Shot

67%

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

54%

OF PEDESTRIAN AND BICYCLIST CRASHES OCCUR ON STATE-OWNED STREETS

58%

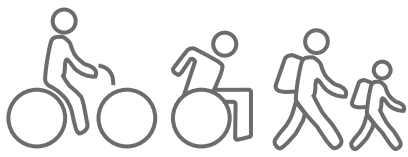
OF PEDESTRIAN AND BICYCLIST CRASHES OCCUR ON JUST 15% OF STREETS - THE HIGH CRASH NETWORK

41%

OF PEDESTRIAN AND BICYCLIST CRASH VICTIMS ARE NON-WHITE, EVEN THOUGH ONLY 27% OF THE TOWN'S POPULATION IDENTIFY AS NON-WHITE

39%

OF PEDESTRIAN AND BICYCLIST CRASHES OCCUR DURING PEAK TRAFFIC HOURS (6-9AM, 4-7PM)



Data-Driven Approach



The Town of Chapel Hill is implementing a data-driven approach to achieve its Road to Zero goals. Establishing the Town’s High Crash Network (HCN) and Communities of Concern (CoC) is an important first step in this approach.

The High Crash Network spotlights streets with a high concentration of pedestrian and bicyclist-involved crashes over a five year period (2016-2020). The Town identified streets in the 75th percentile of total crashes and crashes-per-mile (total crashes/length of street) over the 5-year period. The 75th percentile accounts for which streets are more dangerous (by total crashes or crashes-per-mile) than 75% of other streets. Streets with 1 crash over this period are not included in the HCN. This analysis identified 19 streets as the Town’s High Crash Network:

STREET NAME	LENGTH (MI.)	# CRASHES (5-YEAR)	CRASHES PER MILE	STREET NAME	LENGTH (MI.)	# CRASHES (5-YEAR)	CRASHES PER MILE
BANKS DR	0.17	2	11.6	PITTSBORO ST	0.44	6	13.7
COUNTRY CLUB RD	0.65	4	6.1	S COLUMBIA ST	3.18	6	1.9
E CAMERON AVE	0.40	4	9.9	S ESTES DR	0.61	3	4.9
E FRANKLIN ST	2.72	14	5.1	SKIPPER BOWLES DR	0.45	3	6.6
FORDHAM BLVD	8.29	3	0.4	SOUTH RD	0.66	4	6.0
MANNING DR	1.36	14	10.3	STADIUM DR	0.33	3	9.2
MLK, JR. BLVD	3.99	9	2.3	W FRANKLIN ST	0.57	4	7.0
MASON FARM RD	1.08	3	2.8	W ROSEMARY ST	0.58	5	8.6
N COLUMBIA ST	0.83	4	4.8	WILLIAM BLYTHE DR	0.30	2	6.7
				WILLOW DR	1.06	3	2.8

This High Crash Network of 19 streets accounts for 97 of the 166 pedestrian and bicyclist-involved crashes in Chapel Hill over the five year period, or 58.4%. These streets account for 45.1 of the 306.2 miles of street in Chapel Hill, or 14.7%. Establishing this HCN will help inform the Town’s forthcoming policies, programs, and engineering design toolkit to improve safety conditions on the Town’s most dangerous streets.

Communities of Concern are represented as any geographic area, analyzed by census block group, where the percentage of a vulnerable or under-served population is greater than the Town-wide threshold for that population. For example, if 50 % of the Town’s households have access to at least one car, any census block group with fewer than 50% of households having access to one car would be identified as a **zero-car household Community of Concern**.

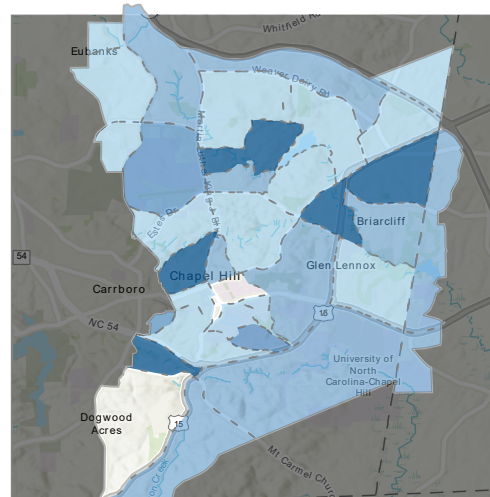
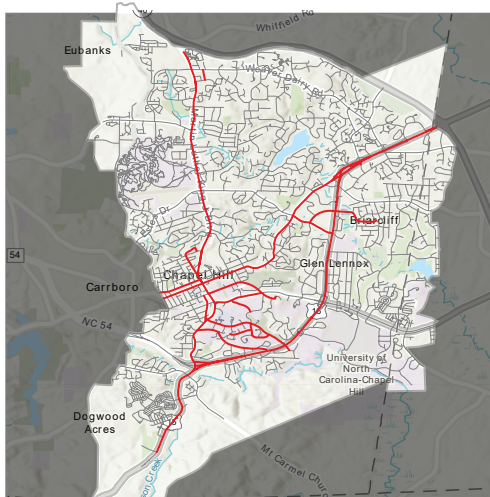
This approach was adapted from the regional metropolitan planning organization (DCHC MPO) 2020 Environmental Justice Report and analyzes four communities of concern: **racial minority population, elderly population, low-income household, and zero-car households**.

Represented in the darkest shade of blue in the map below (and larger on the next page), four census block groups exhibit all four of the analyzed Communities of Concern, including the Northside neighborhood and communities off Fordham and MLK Jr Blvds.

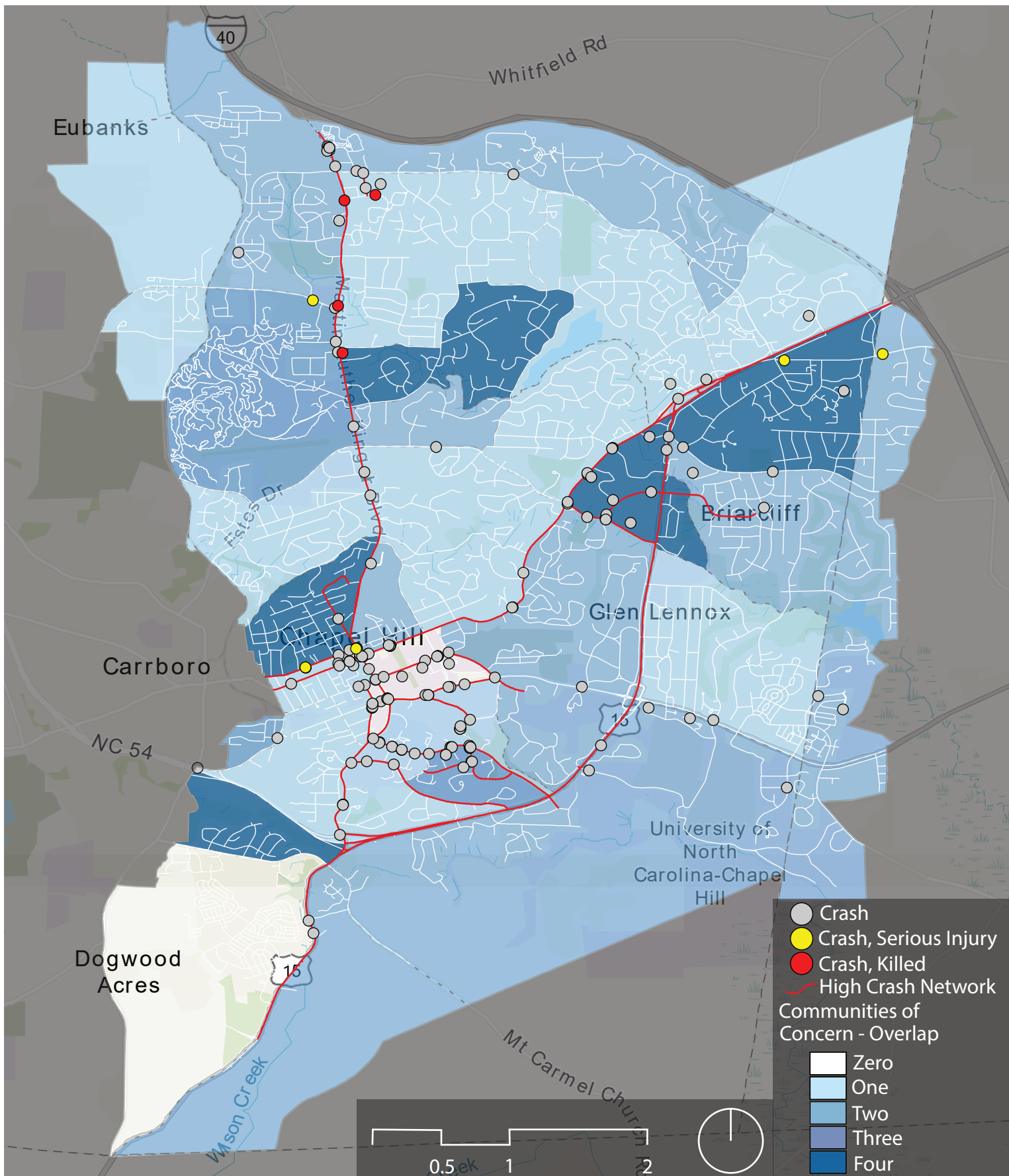
Analyzing the High Crash Network and Communities of Concern helps the TOWN prioritize and plan safety improvements in corridors where crashes are highest and the communities are most vulnerable.

Maps

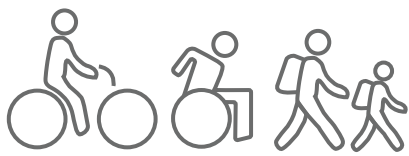
The HCN and CoC maps, displayed below, combined with 5-year crash data make up the Town’s Pedestrian and Bicyclist Crash Map. This map is displayed on the next page.



Chapel Hill Pedestrian and Bicyclist Crash Map



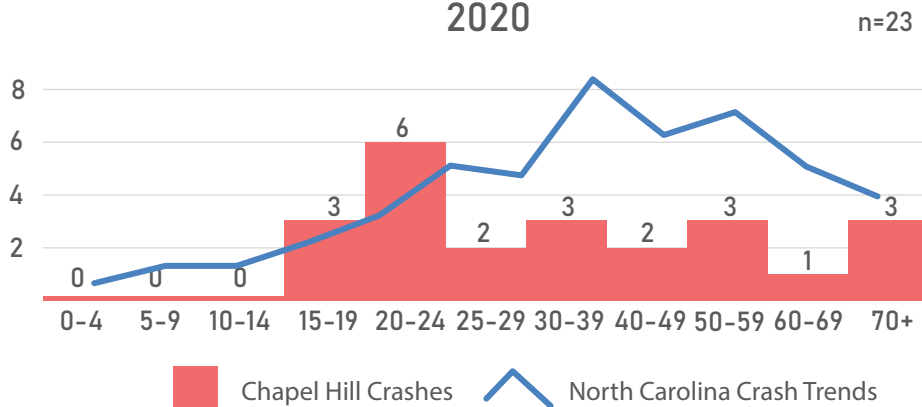
Scale: 1:58,397



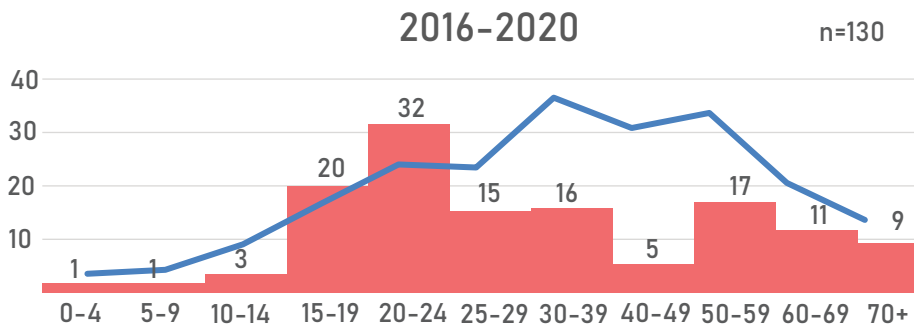
General Trends - Demographics



Crash Victims by Age Group 2020



2016-2020



AGE

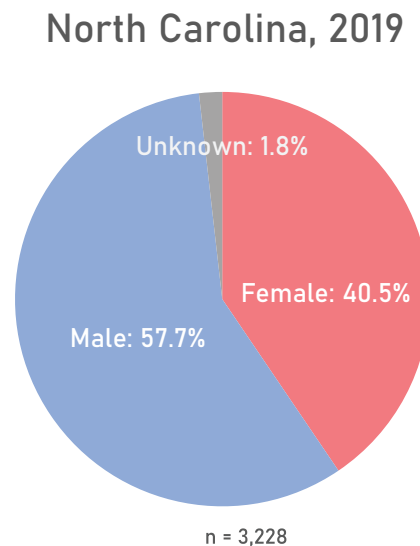
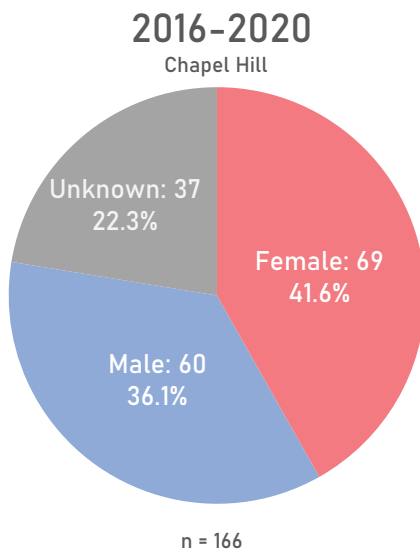
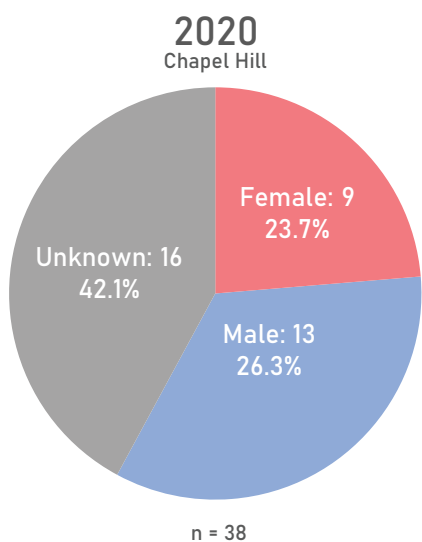
Pedestrians and bicyclists ages 15-29 consistently make up 45-55% of crash victims. As 41% of the Town's population, this age group is disproportionately involved in crashes. When scaled to Chapel Hill's crash numbers, the North Carolina Crash Trends show how crash victim ages in Chapel Hill would be distributed if they lined up with statewide trends

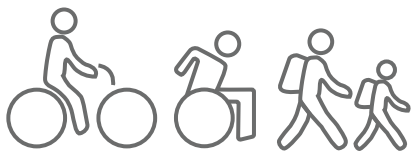
GENDER

In Chapel Hill, where females make up 53% of the population, males were more frequently involved as crash victims in 2020. This trend is inconsistent with the Chapel Hill five year period, but is consistent with North Carolina statewide trends.

*Crash Reports from UNC Police do not include gender and are listed as "unknown".

Crash Victims by Gender

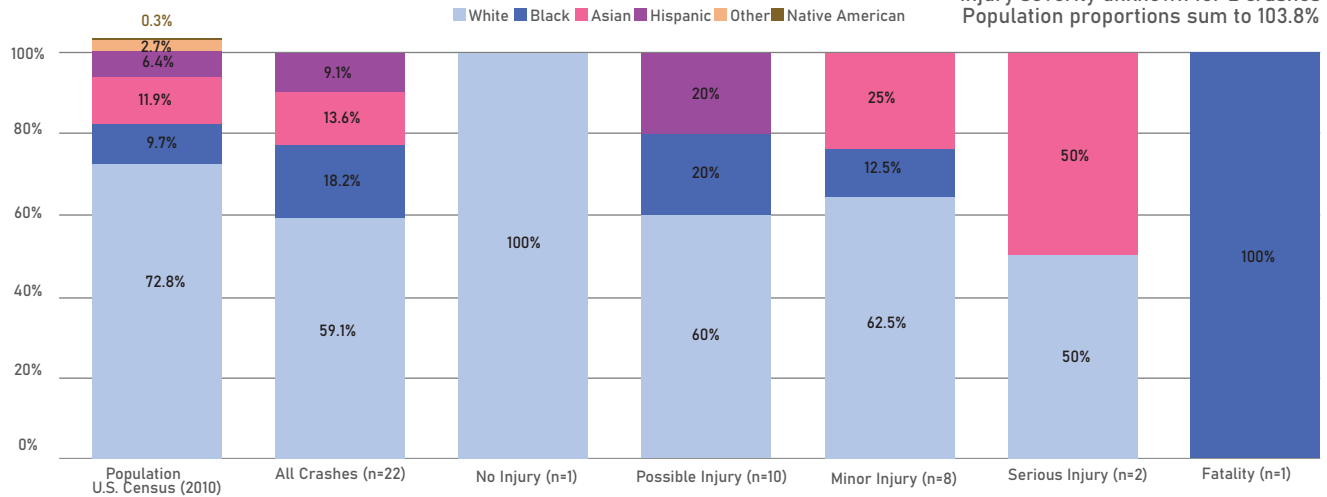




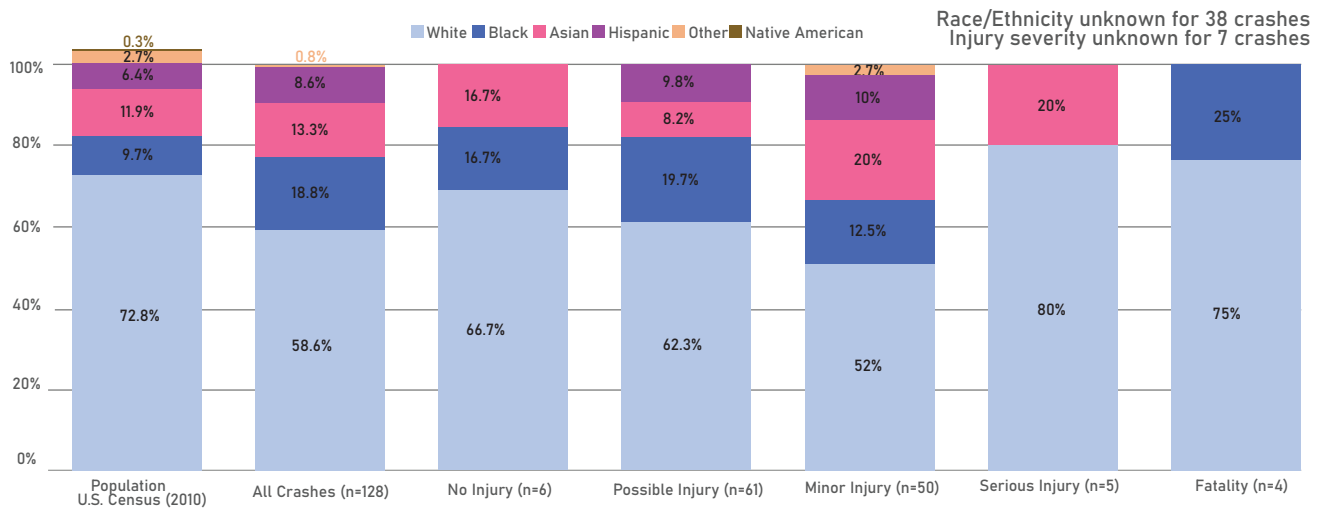
General Trends - Demographics (cont'd)

Crash Victim Injury Severity and Racial Demographics

2020



2016-2020



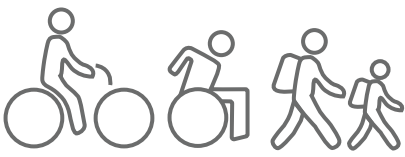
RACE
In 2020, 59% of all crash victims were identified as White, 18% Black or African-American, 14% Asian or AAPI, and 9% Hispanic or Latino. These percentages are relatively consistent with the Chapel Hill five-year crash data, as well.

Since 2016, 7 of 9 serious injuries and fatality victims (78%) in Chapel Hill have been White.

Per the 2010 US Census, 9.7% of Chapel Hill residents identify as Black. Since 2016, 18.8% of crash victims in Chapel Hill are Black.

Compared against the population of Chapel Hill, this data shows that, consistently, a **non-White person is nearly 2x as likely as a White person** to be the victim of a pedestrian or bicycle-involved crash in Chapel Hill.

The Town's High Crash Network (page 3) borders many racial minority communities in Chapel Hill.

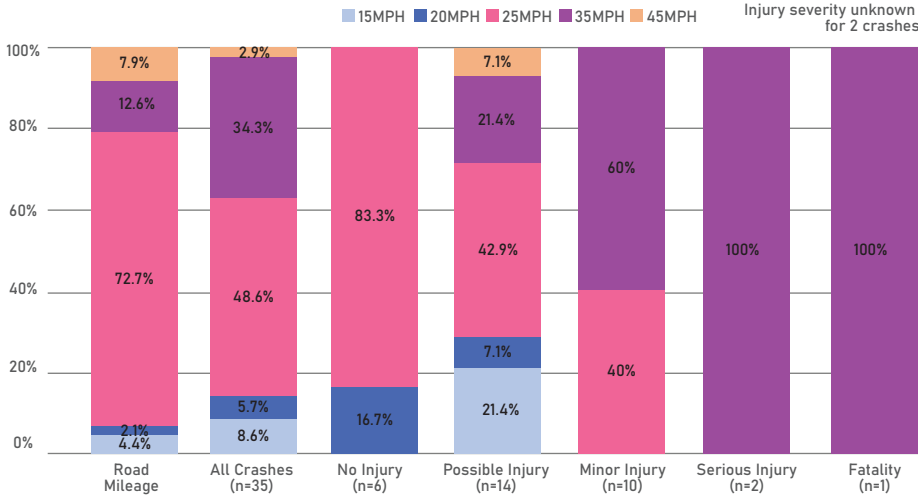


General Trends - Environment



Crashes by Speed Limit

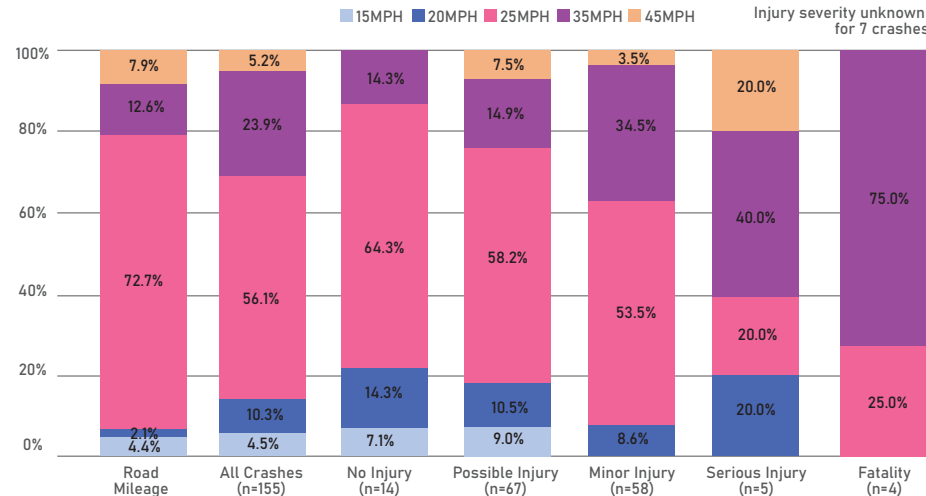
2020



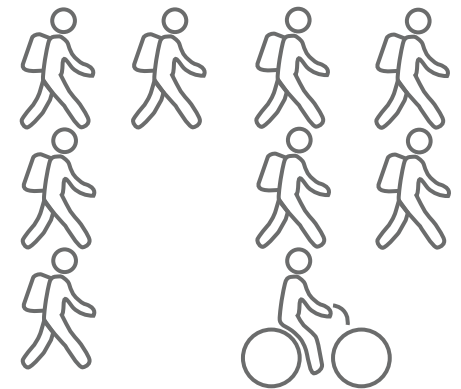
Crashes by Number of Lanes

	Crashes (2020)	% (2020)	Crashes (5-Year)	% (5-Year)
One Lanes	1	2.6%	3	1.8%
Two Lanes	12	31.6%	49	29.5%
Three Lanes	6	15.8%	26	15.7%
Four Lanes	6	15.8%	37	22.3%
Five Lanes	7	18.4%	30	18.1%
Six Lanes	2	5.3%	8	4.8%
Parking Lot/ # Lanes Unknown	4	10.5%	13	7.8%

2016-2020



Killed or Serious Injury Crashes 2016-2020



SPEED LIMIT

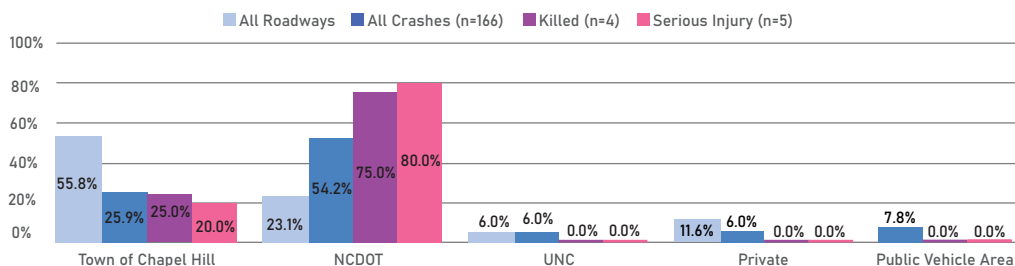
Twenty percent of Chapel Hill Streets have a speed limit of 35 or higher. In 2020, 37% of pedestrian and bicyclist-involved crashes occurred on these streets. One hundred percent of serious injury and fatal crashes occurred on 35 MPH streets. Over a five-year period, injuries consistently occur on faster streets.

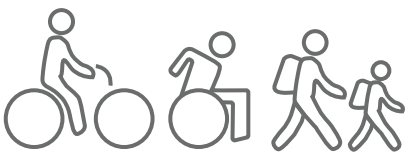
NUMBER OF LANES

Consistently, about 30% of pedestrian and bicyclist-involved crashes occur on two-lane streets. Two in every five crashes occur on streets with four or more lanes. Over the five-year period 56% of serious injury or fatal crashes occurred on streets with four or more lanes.

JURISDICTION

The Town owns 56% of roadways in Chapel Hill. From 2016 to 2020, 26% of crashes occur on these roadways. The other 74% of crashes in Chapel Hill occur on state-owned roadways, private roadways, or in public vehicle areas, such as parking lots. In Chapel Hill, a pedestrian or bicyclist-involved crash is 5 times more likely to occur on an NCDOT roadway than a Town of Chapel Hill roadway.





General Trends - Circumstance

Despite traffic and travel patterns being significantly altered by COVID-19, circumstance trends have stayed consistent since 2016.

DAY OF WEEK

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

TIME OF DAY

Peak traffic hours (6-9 AM, 4-7 PM) are the most dangerous times for pedestrian and bicyclist-involved crashes.

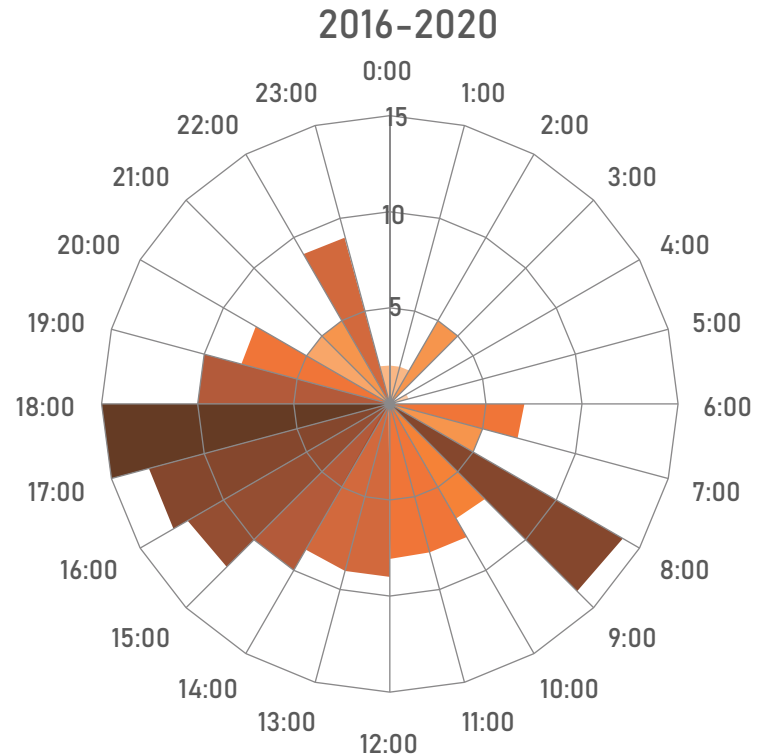
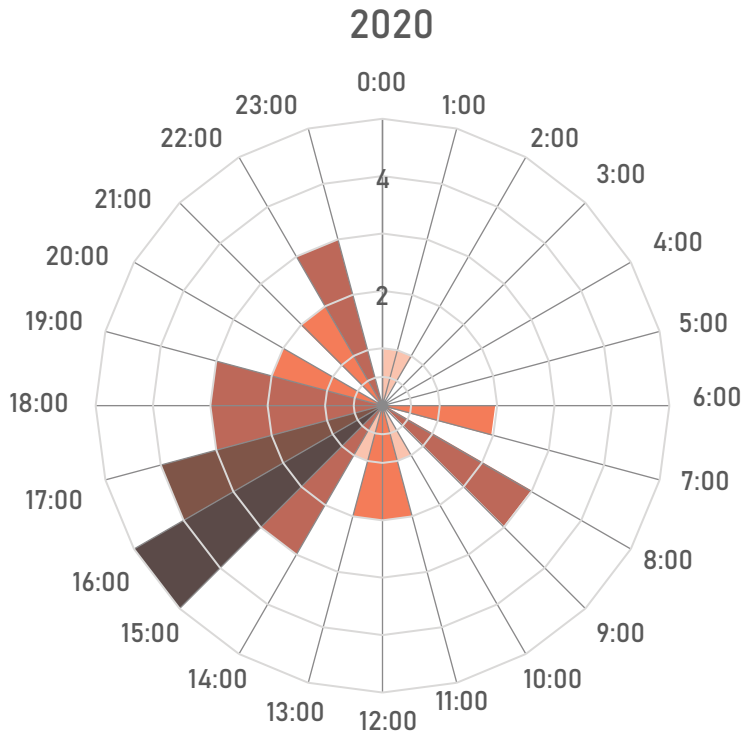
MONTH

November has the most pedestrian and bicyclist-involved crashes, while Spring and Summer see numbers dip.

Crashes by Day of Week

	SUN	MON	TUE	WED	THU	FRI	SAT
2020	5	7	7	11	3	2	3
5-Year	19	30	32	33	24	20	8

Crashes by Hour of Day



Crashes by Month

