

# EFFECT OF THE COVID-19 CRISIS ON TRAFFIC CRASHES IN NORTH CAROLINA

*Monday, September 14, 2020*

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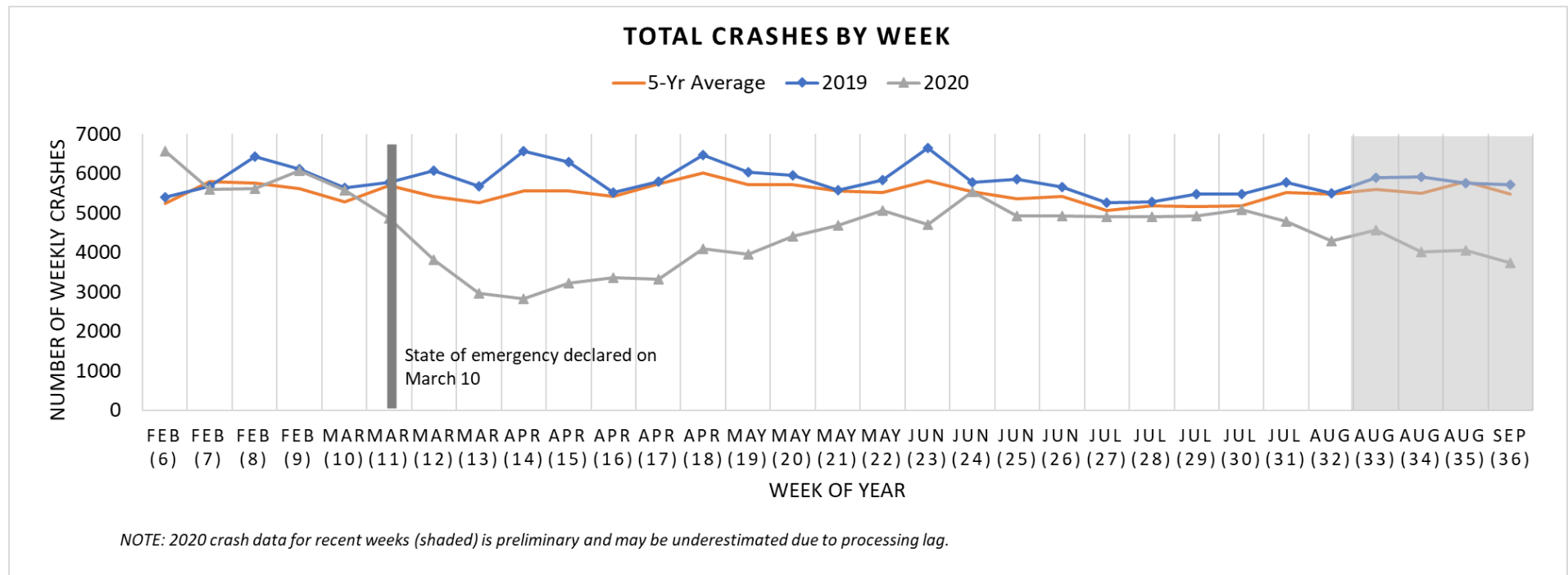
This report provides the most up-to-date information on the effect of the COVID-19 crisis on traffic crashes. This report will be updated regularly (currently monthly) throughout the crisis.

The data in the graphs below is based on current crash data in the North Carolina Crash Database as reported by the NC State Highway Patrol and municipalities throughout the state. Due to the COVID-19 situation and resulting effects on the work environment at the NCDMV, there is a lag in processing crash data, particularly data from municipalities who submit crash reports by paper form. Shaded sections on the graphs below indicate the time period where the crash numbers are considered preliminary and may represent an undercount of the true crash totals. The NC State Highway Patrol and some municipalities submit crash data entirely electronically; the data from these agencies is considered reasonably accurate to the current week.

Although the response to the COVID-19 situation was a gradual increase in closures and restrictions over a multiweek time period, the graphs include a vertical line showing when Governor Cooper declared a state of emergency, effectively marking the beginning of the major effects of the COVID-19 situation on daily life in North Carolina.

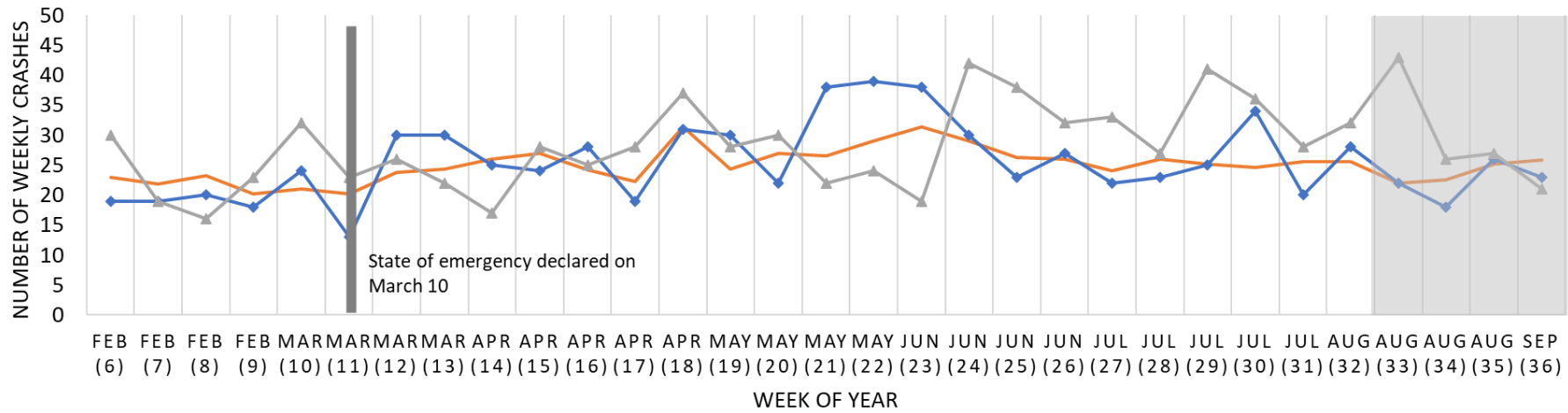
# STATEWIDE

Statewide crashes include both urban and rural crashes. Due to the fact that some of these data originate from cities who submit via paper form, the numbers are significantly affected by the data processing lag. Due to this, there is a relatively large time period when crashes are still considered preliminary, as indicated by the shaded area in the graphs below.



### FATAL CRASHES BY WEEK

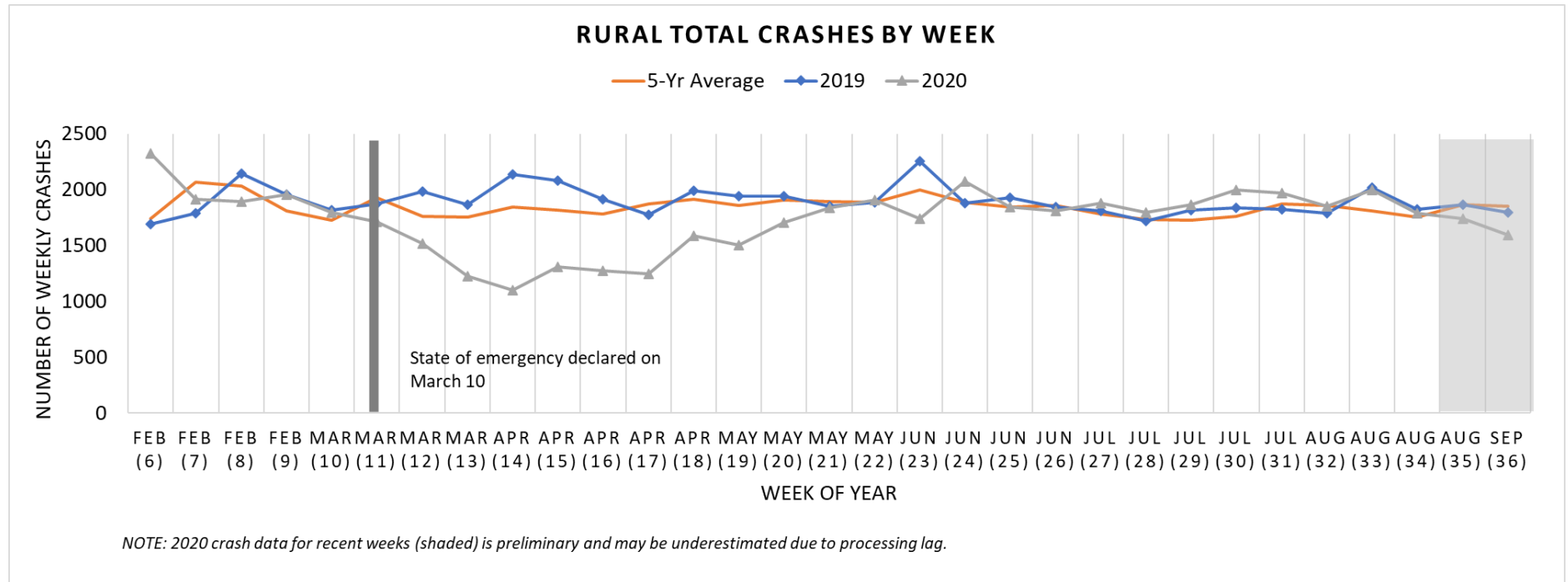
— 5-Yr Average — 2019 — 2020



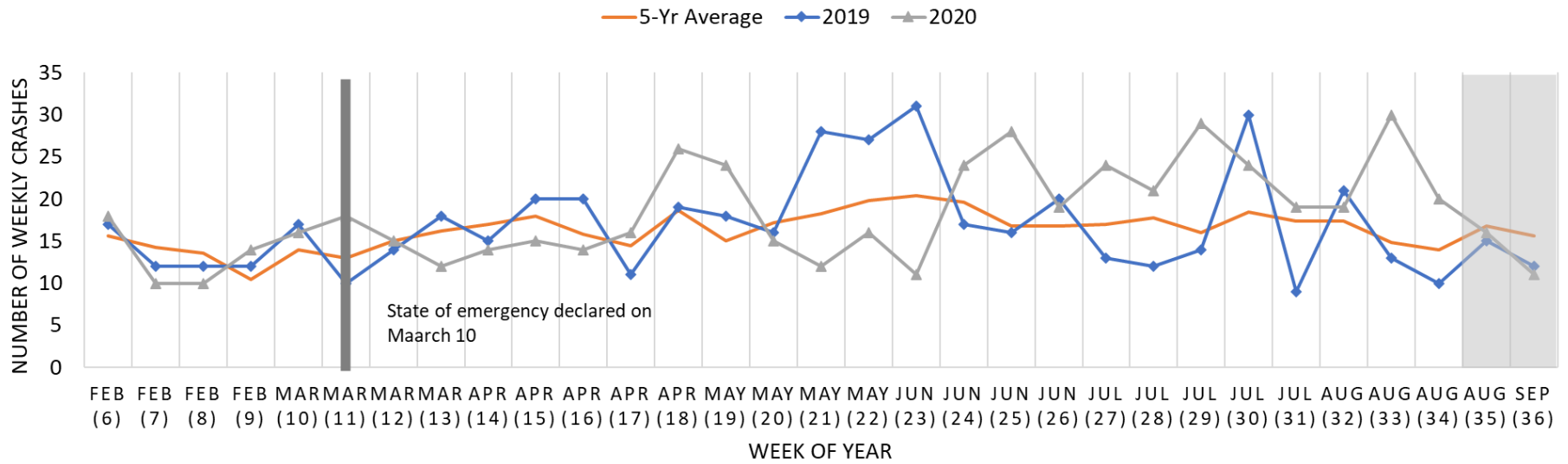
NOTE: 2020 crash data for recent weeks (shaded) is preliminary and may be underestimated due to processing lag.

# RURAL

Rural crash data is submitted primarily by the NC State Highway Patrol. Due to the fact that these data are submitted electronically, the crash data is more up-to-date and the time period when crashes are considered preliminary is shorter than for statewide crashes.



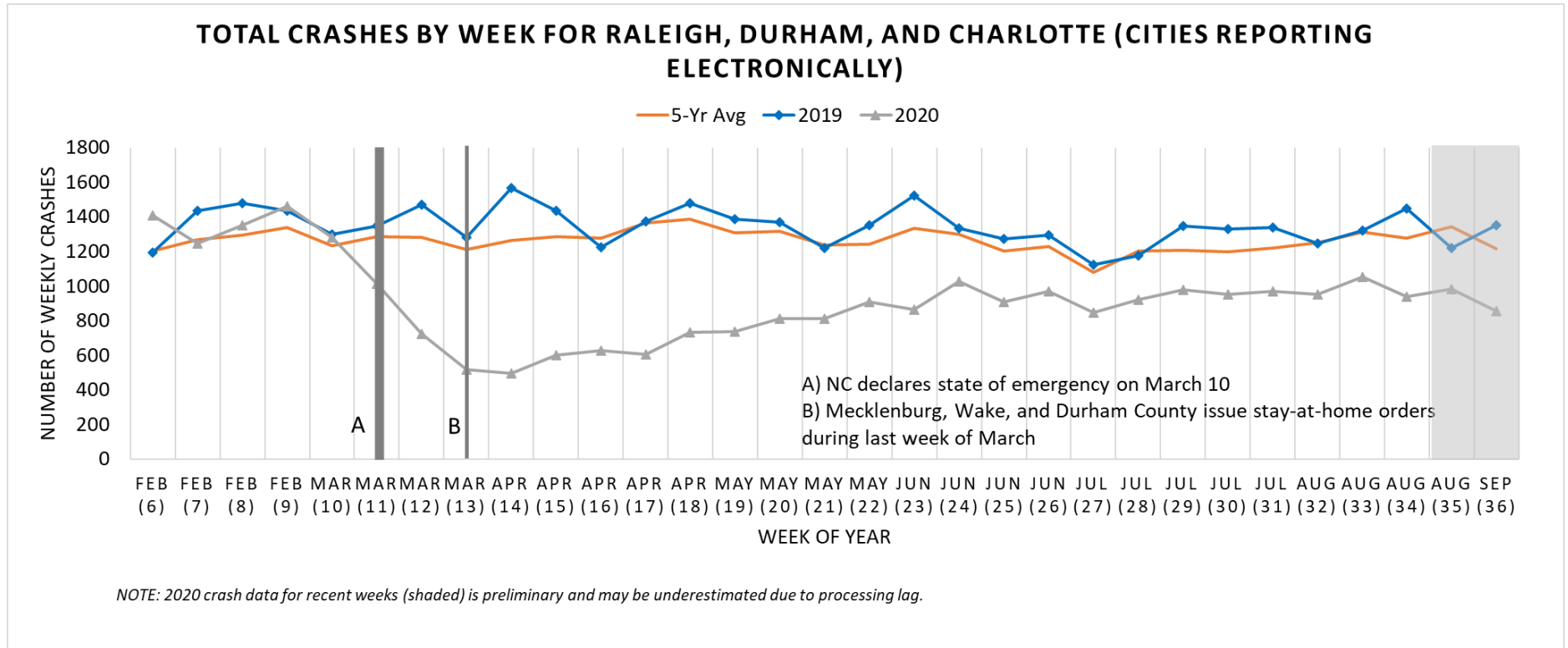
### RURAL FATAL CRASHES BY WEEK



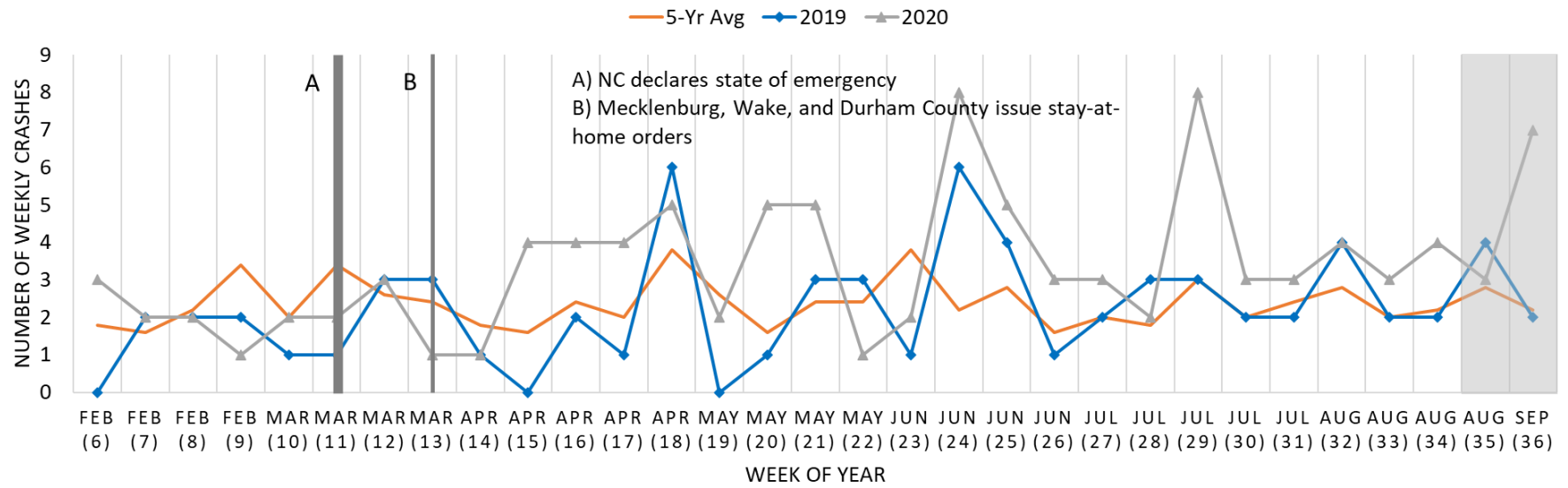
NOTE: 2020 crash data for recent weeks (shaded) is preliminary and may be underestimated due to processing lag.

# URBAN

The data in the graphs below represents crashes in three of the largest cities – Charlotte, Raleigh, and Durham. These cities submit crash data fully electronically, so these graphs provide a good indication of the most current knowledge of the COVID-19 effect on urban crashes. It should be noted that the graph of fatal crashes consists of small values which can fluctuate greatly.



## FATAL CRASHES BY WEEK FOR RALEIGH, DURHAM, AND CHARLOTTE (CITIES REPORTING ELECTRONICALLY)



*NOTE: 2020 crash data for recent weeks (shaded) is preliminary and may be underestimated due to processing lag.*

# ROAD CLASS

The following graph shows the effect on crashes by road class, including Interstate, US, NC, SR (secondary route), and local (non-state owned) roads.

