



Charlotte City Council
Safe Communities Committee
Meeting Summary
November 9, 2021

COMMITTEE AGENDA TOPICS

- I. Vision Zero and Traffic Safety – Informational and Feedback

COMMITTEE INFORMATION

Committee Members Present: Larken Egleston (Chair), Dimple Ajmera (Vice-Chair), Renee Johnson, Greg Phipps, Victoria Watlington

Staff Resource: Emily Kunze, Assistant to the City Manager

Meeting Duration: 11:36 a.m. – 12:40 p.m.

ATTACHMENTS

1. Agenda
2. Traffic Safety Solutions: Keep the Charlotte Momentum

DISCUSSION HIGHLIGHTS

The meeting was called to order at 11:36 a.m., by Chairperson Larken Egleston. Chairperson Egleston stated that the meeting topic was a follow up to the two previous months discussions. He stated that the meeting would cover strategies being considered to address traffic concerns.

Vision Zero and Traffic Safety

Debbie Smith, Deputy Director for the Charlotte Department of Transportation (CDOT), noted that the presentation would include “Keep the Momentum” efforts underway, as well as a Vision Zero Pilot Project using new data collection tools.

Keep the Momentum

Ms. Smith said CDOT will continue to build “complete streets”. They will also continue to address high injury locations and top safety priorities with the installation of Pedestrian Hybrid Beacons, Leading Pedestrian Intervals and identifying low-cost safety solutions in the way of signs and pavement markings. Driver feedback signs are also used to alert the community when they are driving faster than the speed limit. Ms. Smith also told the Committee members that CDOT participates in associations at national and state levels to influence changes for improved traffic safety.

Vision Zero Pilot Project: Speed Corridors

Ms. Smith said there are 30 corridors on the High-Injury Network. The High-Injury Network is a network of streets that have a higher incidence of severe and fatal injury collisions. The 30 corridors represent 9% of the total City street system. CMPD deploys its Transportation Unit to focus on seatbelt checks, saturation control, DWI checkpoints and radar in these corridors. CDOT wants to use a new approach to data analysis to see where other speeding problems exist in Charlotte.

Ms. Smith provided an overview of RITIS, a data model that CDOT uses to consider all the data being collected in the transportation network. The data comes from users, as well as incidents that happen on the street, including weather data and transit and CATS routes. RITIS data can be extracted to analyze traffic congestion or locations where speeding is a problem. CDOT will be using a new approach to analyze the data that is collected. The RITIS data will be compared to established speed limits on corridors to identify speeding and then compared with the High-Injury Network to identify accidents. Based on the data, CMPD will conduct targeted enforcement; in addition, before and after studies will be conducted to see if the enforcement made a difference.

Ms. Smith said CDOT desires to use connected technology to improve traffic safety. She spoke about Glance TravelSafely, a new smart phone application that combines Smart City solutions with connected vehicle technology. It creates a network of knowledge that make the streets safer. Users are made aware of what is happening at a traffic signal or when they enter a school zone. It works collectively with drivers, pedestrians, cyclists, and transit users. Users receive an audible warning/alert of a potentially hazardous situation, such as alerting a driver who is speeding that a light is changing or a cyclist or pedestrian about a speeding vehicle on the roadway. The more users of the application, the better the data. This application serves to add a layer of awareness and provides the opportunity to *prevent* potential crashes or other traffic safety hazards. Ms. Smith said the Town of Cary, North Carolina has recently acquired this solution and is in the implementation phase of their project. The City of Charlotte will analyze Cary's operations to study the effectiveness of their rollout in the community and subsequent impact on traffic safety.

Ms. Smith also announced that CDOT will use the Numetric Crash Analysis application, a new revolutionary, robust and powerful data query system. CDOT can use the Numetric crash analysis tool to identify crash types. Using the Numetric crash analysis they can identify geographies to encourage download of the application and carryout an intensive education and awareness campaign and then add enforcement. An evaluation would be conducted using before and after crash data. Ms. Smith said CDOT anticipates having sufficient data collection to present additional information in January to help identify other speeding corridors.

The committee asked questions and provided feedback, including the following:

1. Traffic safety should be included in the conversation about Transportation Mobility Network (TMN) - to address the funding gap.
2. Address TravelSafely application questions regarding privacy, liability, impact on distracted driving, budget impact, timeline for pilot, and request for demonstration of application.
3. Examine if red light cameras and speed cameras should be added to the State legislative agenda

The meeting was adjourned at 12:40 p.m.