CITY of CHARLOTTE

VISION ZERO ANNUAL REPORT

OUR STREETS | OUR RESPONSIBILITY

Vision Zero Guiding Principles

The following guiding principles, developed by the Vision Zero Task Force, serve as the foundation for the Vision Zero Action Plan and its implementation.

- *Traffic deaths and severe injuries are preventable and unacceptable.*
- *Protecting human lives takes priority over all other objectives of the road system.*
- *The transportation system should be designed so mistakes are not fatal.*
- *Solutions must be collaborative, equitable and data-driven.*
- *Safety on our streets is everyone's responsibility.*
- *Our community is accountable for implementing the Vision Zero Action Plan, measuring performance and responding accordingly.*

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In remembrance of the individuals we have lost on Charlotte streets this past year.

Traffic deaths and severe injuries are preventable and unacceptable.

Protecting human lives takes priority over all other objectives of the road system.

Vision Zero Task Force

Since 2019, Charlotte has committed to the Vision Zero concept that protecting human life comes before every other objective in our transportation system. We are steadfast in our goal to eliminate traffic fatalities and serious injuries on Charlotte's streets. These tragedies are preventable, and we refuse to accept them as inevitable. Every street in our city should support safe travel for all people, whether walking, biking, driving, riding transit, or using mobility devices. When mistakes happen, they should not cost anyone their life.

This report highlights Charlotte's recent accomplishments and challenges in pursuing our Vision Zero goals and outlines key priorities for the year ahead. Achieving Vision Zero is a long-term commitment, and each action we take moves us closer toward that goal.

This year marked significant progress on several fronts. City Council approved a pilot Red Light Camera Enforcement Program, a tool that directly targets the high-speed, angle-type crashes most likely to result in fatal or serious injuries; CDOT will select a consultant and finalize pilot intersections in FY 2027. We also strengthened requirements for contractors working within the public right-of-way, improving how work zones are planned and maintained to keep both workers and the traveling public safer. And we began work on a regional Comprehensive Safety Action Plan in partnership with the Charlotte Regional Transportation Planning Organization, extending Vision Zero's data-driven approach to safety across the broader region.

Although total fatal crashes were down, there were still a significant number of pedestrian and bicycle fatal crashes. During the coming year, understanding the circumstances behind these collisions, and identifying opportunities to reduce and eliminate fatal and serious injuries among vulnerable road users, will be a central focus for CDOT and the Vision Zero Task Force.

The Vision Zero Task Force, which began a refreshed structure this year to strengthen its role in guiding and holding this work accountable, will continue leading it in the year ahead. We encourage every member of our community to stay involved, stay informed, and stay safe. Together, we can ensure Charlotte's streets protect the lives of everyone who uses them.

Task Force Co-Chairs

Charles Jones

Deputy Director,
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Sustain Charlotte

Executive Summary

Charlotte's progress toward Vision Zero in FY 2026 reflects a year of measurable safety improvements, significant policy advances, continued infrastructure investment, and deeper regional collaboration. But the data also points to where the work is far from finished. Two findings stand out from the data, and one major policy step marks the year:

Fatal and serious injury crashes both declined significantly. Fatal crashes fell 16.7% and serious injury crashes fell 27.5% from FY 2025, the lowest serious injury total in five years.

Pedestrian and bicycle safety remains Vision Zero's central challenge. Pedestrian and bicycle crashes made up just 1.2% of all crashes citywide, but accounted for 37% of all fatal and serious injuries, the highest share in five years and a trend that has widened for five consecutive years.

The city took a significant step toward automated enforcement. On June 22, 2026, City Council approved a pilot Red Light Camera Enforcement Program, allowing Charlotte to bring back a proven safety tool at signalized intersections with a documented history of angle and red-light-running crashes.

Key Takeaways

- Fatal crashes fell 16.7% and serious injury crashes fell 27.5% from FY 2025, the lowest serious injury total in five years.
- Pedestrian and bicycle crashes made up just 1.2% of all crashes but accounted for 37% of fatal and serious injuries, the highest share in five years.
- City Council approved a pilot Red Light Camera Enforcement Program on June 22, 2026; consultant selection and final intersection locations will follow in FY 2027.
- CDOT completed new pedestrian hybrid beacons, RRFBs, pavement marking refreshes on the High Injury Network, expanded street lighting, and speed limit reductions citywide.
- CDOT and CRTPO launched the Charlotte urban area's first Comprehensive Safety Action Plan, which will inform the next update to Charlotte's Vision Zero Action Plan.
- The Vision Zero Task Force began a refreshed structure in FY 2026, strengthening community accountability for Action Plan implementation.
- 22 new traffic signals installed, including 9 Pedestrian Hybrid Beacons and 4 Rectangular Rapid Flashing Beacons
- 83 streets with lowered speed limits, including 5 on the High Injury Network
- 1,311 LED lighting fixtures upgraded, plus Charlotte's first solar-powered roadway lighting project
- 16.88 miles of new or upgraded sidewalk and 10.21 miles of new or upgraded bike facilities

Image: The Matheson Avenue Street Conversion project showing the change from four through lanes to one through lane in each direction, a two-way left-turn lane, and separated bike lanes.

Looking Ahead: FY 2027 Priorities

Building on FY 2026's work, Charlotte will carry four priorities into FY 2027:

- Update the Vision Zero Action Plan, in collaboration with CRTPO, embedding the Safe System Approach and aligning with the Strategic Mobility Plan.
- Revise the Vision Zero Dashboard to include not only collision data, but funded projects and before-and-after studies.
- Implement the Red Light Camera Pilot Program, selecting a consultant and finalizing up to 10 pilot intersections identified through collision data analysis.
- Implement updated fatal crash reviews, using this year's process improvements to identify quick-win maintenance activities and provide additional clarity on the circumstances of fatal collisions.

Introduction

Since 2019, the City of Charlotte has held to a commitment made by its Vision Zero Task Force: "As a community, it's our responsibility to eliminate traffic deaths and serious injuries for all who share Charlotte streets."

This year's data shows that fatal crashes fell 16.7% and serious injury crashes fell 27.5% from FY 2025, continuing a downward trend in severe crashes citywide. At the same time, people walking and biking continue to bear a disproportionate share of that risk: pedestrian and bicycle crashes made up just 1.2% of all crashes in FY 2026, but accounted for 37% of all fatal and serious injuries, the highest share in five years. That gap, and its concentration in specific communities and corridors across Charlotte, is the central safety challenge this report addresses.

Charlotte's Vision Zero Action Plan is built on the concept of shared responsibility. Eliminating traffic deaths and serious injuries requires the whole community, city departments, regional partners, advocates, and the people who use Charlotte's streets every day, working together. The Action Plan organizes that work into four strategies, each covered in this report: designing Safe Streets for All Users, building a Community Culture of Safety, using data to guide decisions in Analyze the Data, and advancing the Policy and Legislation that shapes what engineering and enforcement can accomplish.

The Vision Zero Task Force, co-chaired by CDOT and Sustain Charlotte, guides implementation of the Vision Zero Action Plan, and in FY 2026 began a refreshed phase of its own, expanding its structure and membership to strengthen the accountability described in the Action Plan's sixth Guiding Principle: that Charlotte's community is accountable for implementing the Vision Zero Action Plan, measuring performance, and responding accordingly. (See Community Culture of Safety, page 24.)

This work also comes at a moment of significant investment in Charlotte's transportation network. The PAVE Act, approved by Charlotte voters, will generate approximately $5.7 billion over 30 years for transportation investment citywide. As the city scales to deliver that investment, safety remains a foundational measure in how projects are prioritized, alongside factors like transportation disadvantage, community priorities, and project readiness. (See Analyze the Data, page 28.)

The sections that follow report on FY 2026 in full: what the data shows, what CDOT and its partners built and did this year, what the data revealed through deeper analysis, and what policy and legislative work is underway to support all of it going forward.

The Vision Zero “E’s”

Vision Zero must address the organizational, environmental and individual contributions to why fatal crashes are occurring. This is why the “E’s” of traffic safety – Engineering, Education and Enforcement – are crucial to our Vision Zero Action Plan. In addition to these three “E’s,” achieving zero also requires a focus on Engagement.

Engineering

Designing safer streets.

Engagement

Partnering with communities.

Enforcement

Protecting everyone on the road.

Education

Informing the public.

Image: Vision Zero Engagement at the 2025 “A Vibe Called Fresh” event at West Complex in the Historic West End.

FY 2026 Priorities in Review

The FY 2025 Vision Zero Annual Report identified four priorities for the year ahead: updating the Vision Zero Action Plan, expanding High Injury Network analysis, delivering SS4A-funded projects, and continuing to explore automated enforcement policy. The following is where that work stands:

Update Vision Zero Action Plan

CDOT is coordinating with CRTPO to update the Vision Zero Action Plan through a broader effort that includes the creation of the region's Comprehensive Safety Action Plan (CSAP). This collaborative effort will strengthen coordination across jurisdictions, align regional safety priorities, and advance a data-driven Safe System approach to reducing fatal and serious injury crashes. In conjunction with the regional CSAP, CDOT is evaluating and updating the Vision Zero Action Plan to ensure its strategies and actions remain aligned with current safety priorities, best practices, and implementation efforts. *(See Policy and Legislation, pages 40 and 41, for more updates on the CSAP.)*

Expand High Injury Network Analysis

CDOT conducted corridor-level Deep Dives on two High Injury Network corridors, Beatties Ford Road and Central Avenue, to better understand the factors contributing to fatal and serious injury crashes, incorporating crash trends, roadway characteristics, land use, transit activity, and multimodal infrastructure to identify safety countermeasures and prioritize future investment. *(See High Injury Network Deep Dive, page 32.)*

Deliver First SS4A Funded Projects Update

Delivery of the first phase of Safe Streets and Roads for All (SS4A) projects has taken longer than initially anticipated. All SS4A projects remain on track for completion by February 2028.

Continue to Explore Automated Enforcement Policy

CDOT continued developing a pathway to restore a Red Light Camera Enforcement Program in Charlotte, building the policy and legislative groundwork needed to pursue automated enforcement at intersections with a documented history of angle and red-light-running crashes. City Council approved a Red Light Camera Enforcement Pilot Program in FY2026. *(See Policy and Legislation, page 41, for the pilot program's design and planned FY 2027 launch.)*

Image: A CDOT crew installs new vertical elements as part of an ongoing evaluation, testing treatments before wider deployment.

Safety Update

CDOT's traffic safety program tracks, analyzes, and investigates crash trends citywide to measure progress toward Vision Zero and guide where the city invests in safer streets. In FY 2026, fatal crashes fell 16.7% and serious injury crashes fell 27.5% from FY 2025, when both had climbed year over year. At the same time, people walking and biking continue to carry a share of risk far beyond their share of crashes: pedestrian and bicycle crashes made up just 1.2% of all crashes citywide but accounted for 37% of all fatal and serious injuries, the highest share in five years. Closing that gap is the central safety challenge ahead for Vision Zero in Charlotte.

Year In Review

Figure 01: Fatal and Serious Injury Crashes (FY 2022 to FY 2026)*

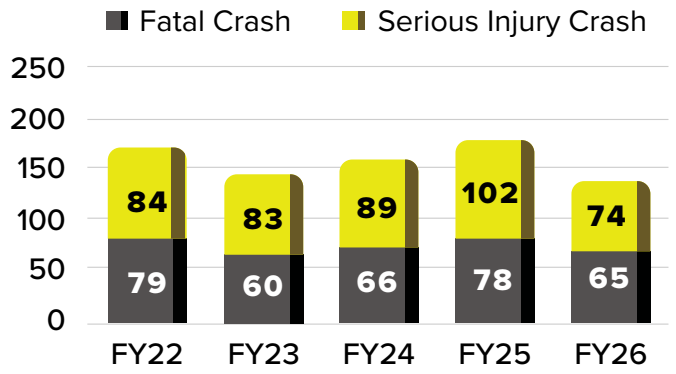
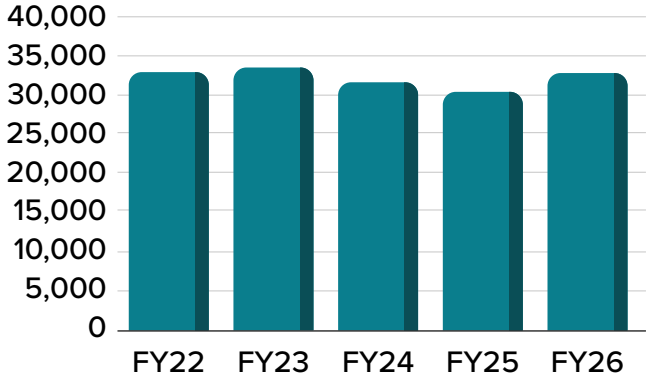


Figure 02: Total Crashes (FY 2022 to FY 2026)*

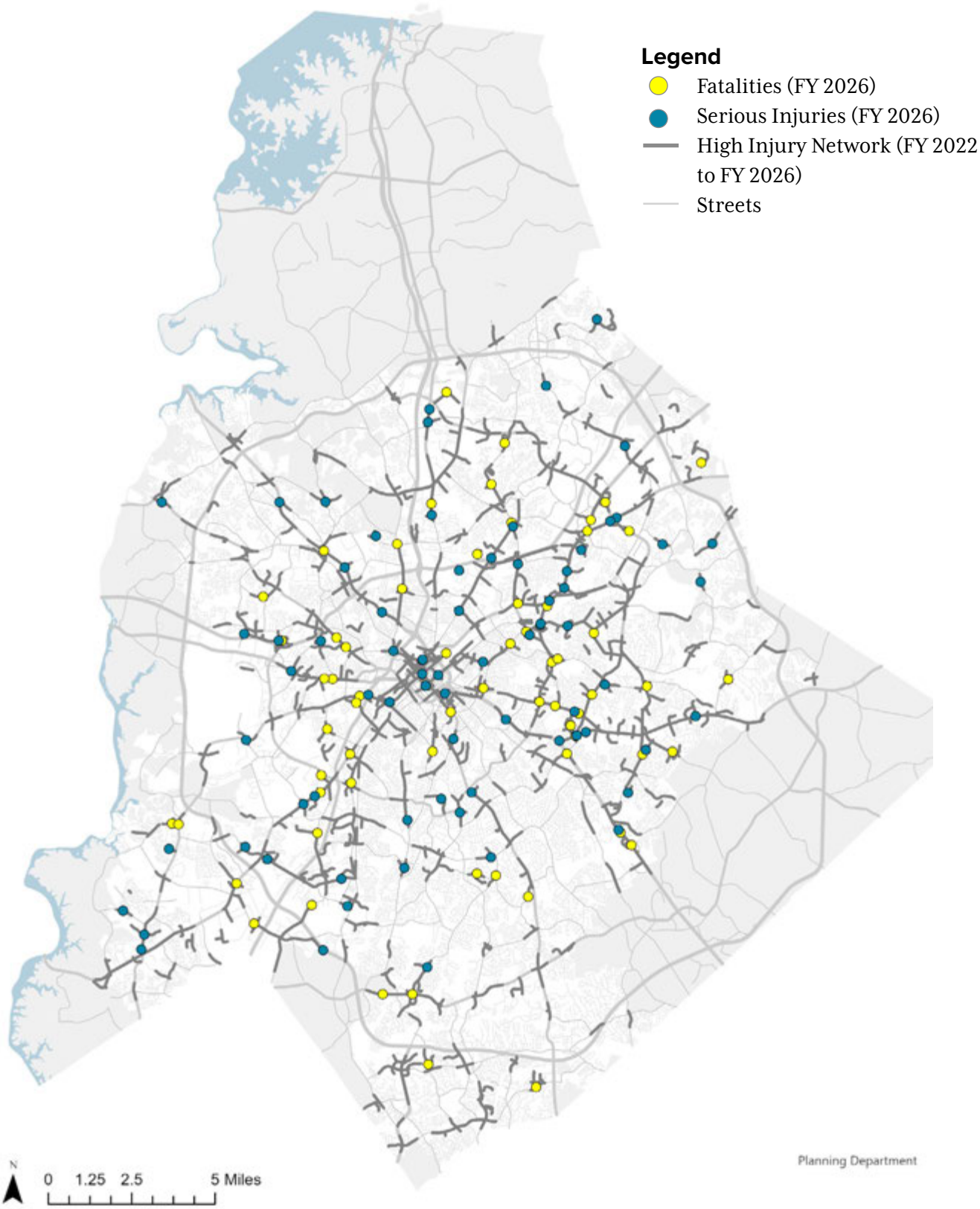


***A note on this year's data:** Starting with this report, CDOT excludes crashes on interstates and controlled-access highways, freight or rail incidents outside the street right-of-way, and crashes on private property, so the data reflects only publicly managed streets. All Fiscal Year data shown in this report and moving forward have been adjusted for consistent comparison.*

In FY 2026, fatal crashes fell 16.7% and serious injury crashes fell 27.5% from FY 2025. Looked at over the full five-year window, FY 2026 had the fewest serious injury crashes of any year since FY 2022, following a peak in FY 2025 and the second fewest fatal crashes, aside from FY 2023. This decline occurred even as total crash volume held steady, meaning a smaller share of all crashes in FY 2026 resulted in a fatality or serious injury than in FY 2025.

Progress matters, but as the Vision Zero Task Force affirms, traffic deaths and serious injuries remain preventable and unacceptable, and the 65 fatal crashes and 74 serious injury crashes this year are a reminder of how much work remains.

Figure 03: Location of Fatal and Serious Injury Crashes (FY 2026)



Fatal and Serious Injury Crashes Involving People Walking and Bicycling

Pedestrian and bicycle crashes made up just 1.2% of all crashes in FY 2026, but accounted for 37% of all fatal and serious injuries, up from 28% the year before and the highest share in the five-year data set. Fourteen percent of pedestrian-involved crashes and 9.4% of bicycle-involved crashes ended in a fatality or serious injury, compared with 0.3% for crashes involving only motor vehicles.

CDOT is evaluating this trend closely, including how the High Injury Network, the Pedestrian and Bicycle Frameworks of the Strategic Mobility Plan, and design standards can better protect Charlotte's most vulnerable street users. Serious injuries and fatalities on our streets are preventable, and this trend is a priority focus as those tools are applied and refined.

Figure 04: Pedestrian and Bicycle Percent of Total Crash Fatality and Serious Injury (FY 2026)

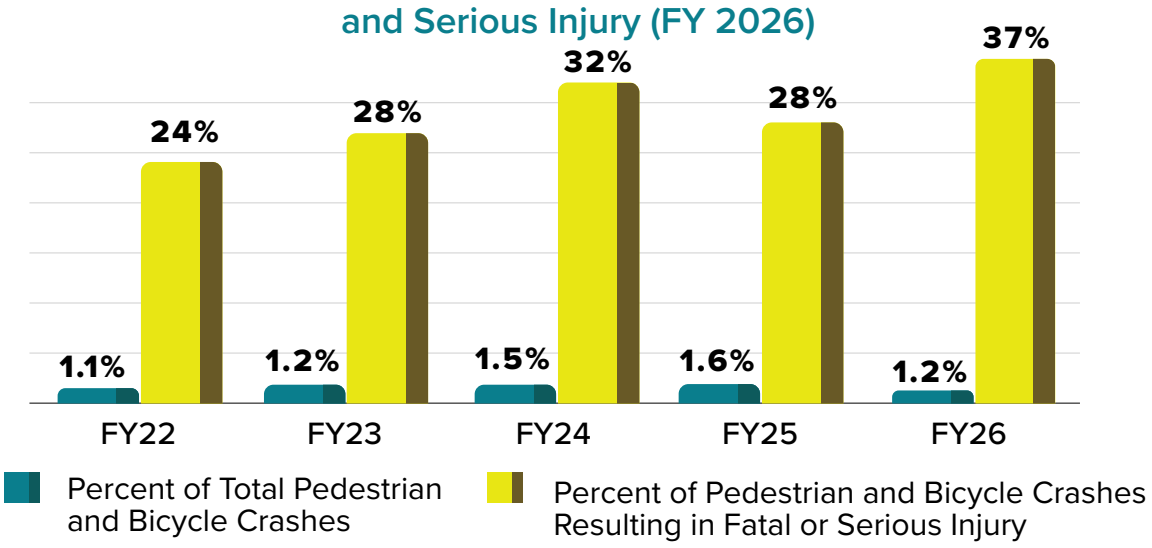
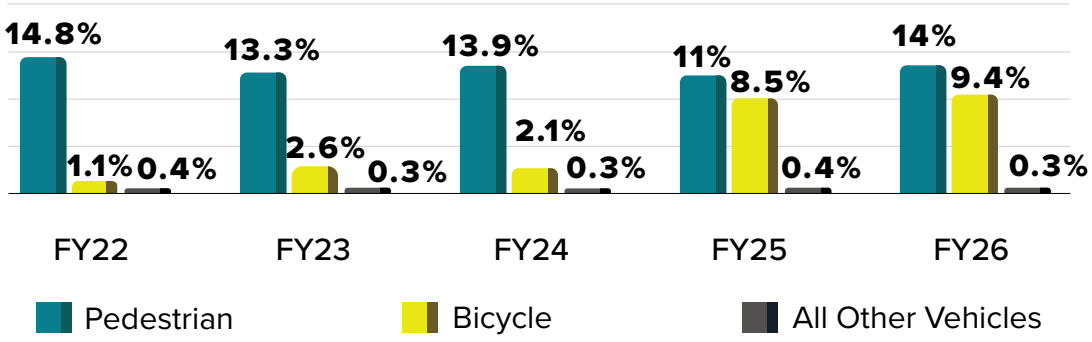


Figure 05: Percent of Crashes Resulting in Fatal or Serious Injury by Mode (FY 2026)



Disproportionate Impact

Fatal and serious injury crashes are not evenly distributed across Charlotte. Black residents make up 34% of the city's population but accounted for 44% of fatal and serious injuries in FY 2026, consistent with FY 2025.

This disproportionate impact is closely tied to place. Neighborhoods scoring 12 or higher on the North Carolina Department of Transportation's Transportation Disadvantaged Index (TDI), a tool that evaluates factors including race, income, personal vehicle access, mobility impairments, age, and Limited English Proficiency, are home to 54.4% of Charlotte's population (2020–2024 American Community Survey estimates). Yet in FY 2026, 70.5% of KSI (killed or seriously injured) crashes, 98 of 139, occurred within these areas. Among pedestrian and bicycle KSI crashes specifically, the concentration is even higher: 73.1%, or 38 of 52, occurred within TDI 12+ areas.

This geography closely tracks the Arc, the pattern of racial and economic disinvestment identified in the Strategic Mobility Plan and Charlotte Future 2040 Comprehensive Plan that extends around center city Charlotte to the east, north, and west. The overlap between crash severity, race, and transportation disadvantage, and its especially strong concentration among people walking and biking, reinforces the need to prioritize safety investment in these historically underserved areas.

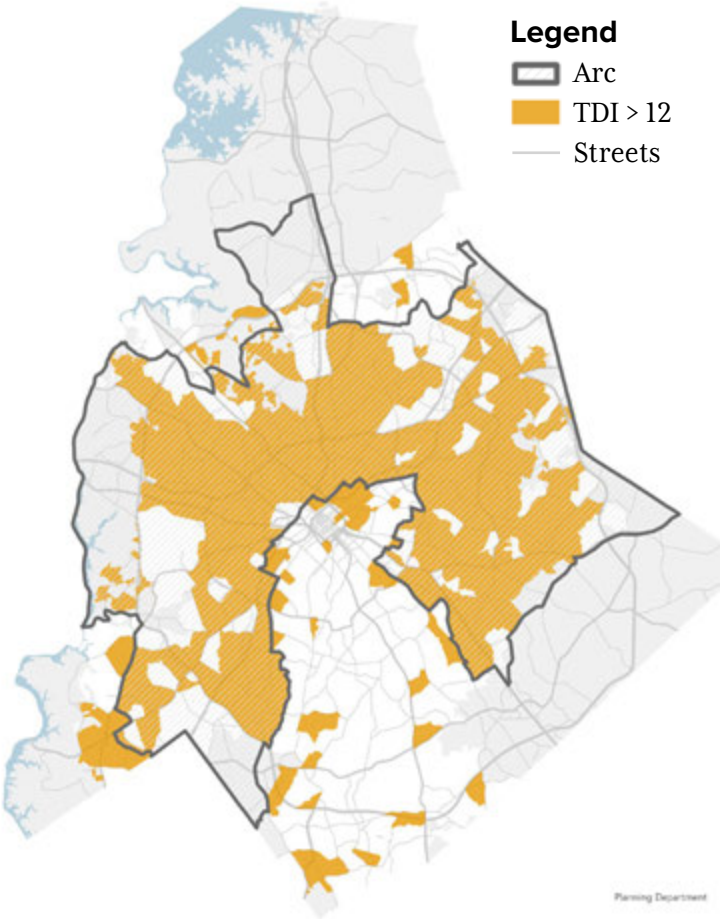
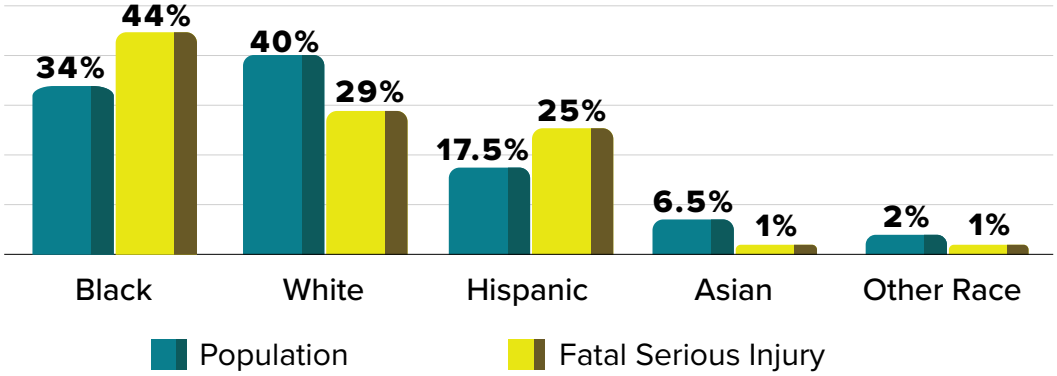


Figure 07: Traffic Crash Fatality and Serious Injury by Race and Ethnicity (FY 2026)



Contributing Factors

Speeding and improper vehicle operation remained the two leading identified factors in fatal and serious injury crashes in FY 2026, together accounting for 62% of such incidents: 35% for improper vehicle operation and 27% for speeding. Distracted driving rose to 15%, its highest share since FY2022, while failure to obey traffic control devices held steady at 10% and alcohol or drug involvement remained low at 3%.

Most Common Contributing Factors for Fatal and Serious Injury Crashes, FY 2022–FY 2026, below, shows the primary contributing factor identified for each fatal or serious injury crash, when known. Some crashes involved more than one contributing factor and are not included.

CDOT is already targeting these leading factors directly, including corridor speed management and reduced speed limits on High Injury Network streets. (See Safe Streets for All Users, page 19, for FY 2026 speed management investments, and Analyze the Data, page 32, for High Injury Network Deep Dive findings on speeding-related crashes.)

Figure 08: Most Common Contributing Factors for Fatal and Serious Injury Crashes (FY 2022 to FY 2026)

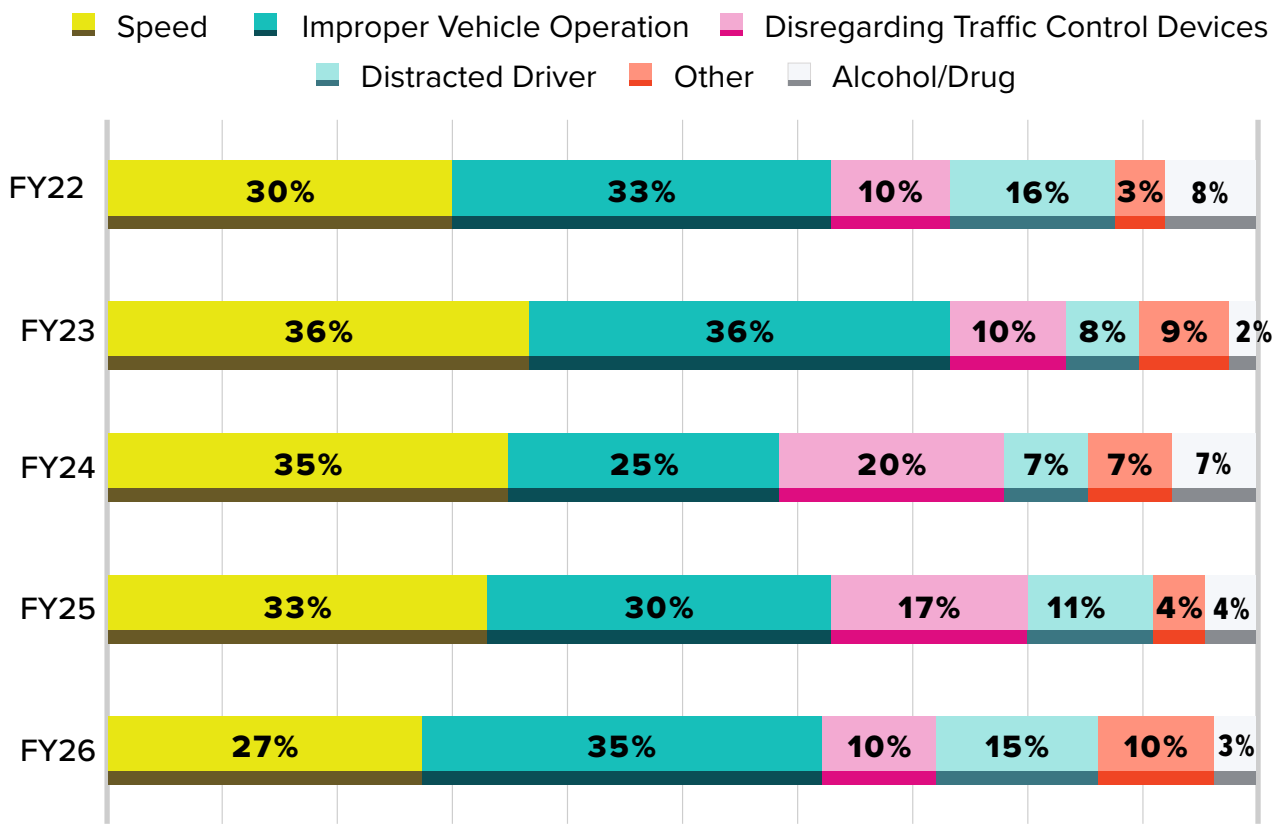


Image: Parkwood Avenue Streetscape, a FY 2026 project on a High Injury Network corridor. Reducing to one travel lane in each direction helps manage vehicle speeds and turning movements.

Action Plan Focus Area: SAFE STREETS FOR ALL USERS

Action Plan Strategy: We now plan and design for all ages to make our city accessible to all users. This is a change from the automobile-centric focus of the last 50 years, and it will take time to see the results of our efforts. Every year, we build miles of new sidewalks and bike lanes, and invest in pedestrian safety improvement projects, such as enhanced crosswalks.

Charlotte is continuing to design streets to address the safety challenges identified in this year's data, for everyone who travels the city's streets: people who walk, bike, roll, drive, or ride transit. Grounded in the Safe System approach and the engineering principles of Vision Zero, CDOT is prioritizing street designs that reduce risk for all road users, with particular attention to the city's most vulnerable users, where this year's data shows the greatest and most persistent gap.

Aligned with the Strategic Mobility Plan, safety is not the work of a single program at CDOT, it is a priority woven through the entire Capital Investment Plan (CIP). Programs including Bicycle, Sidewalk, Vision Zero, Strategic Investment Areas, Traffic Signals, and Intelligent Transportation Systems (ITS) each contribute toward a safer transportation network, and the projects highlighted in this section reflect funding and delivery across these programs working toward a shared safety outcome.

Safety Infrastructure by the Numbers

The FY 2026 investments listed here reflect this cross-program work.

Safer Crossings

New signals and pedestrian-priority upgrades give CDOT direct tools to manage conflict between vehicles and vulnerable road users. Leading Pedestrian Intervals give people walking a head start before vehicles get a green light, reducing the chance of a turning-vehicle conflict. All-Red Flash conversions are a low-cost operational change that reduces conflict at intersections with signal outages and helps manage speeds. PHBs and RRFBs give people a signalized or driver-yielding way to cross busy streets at locations that don't yet warrant a full traffic signal.

22
new traffic signals installed

9
new Pedestrian Hybrid Beacons (PHBs)

4
new Rectangular Rapid Flashing Beacons

12
Intersections enhanced with Leading Pedestrian Intervals

192
traffic signals converted to All-Red Flash

Reducing Speeds

Lower vehicle speeds reduce both the likelihood and severity of crashes, particularly for people walking and biking, who are far more likely to survive a crash at lower speeds. Speed cushions physically slow traffic on residential and neighborhood streets without obstructing emergency vehicle response. Speed limit reductions lower the target speed drivers are designed and signaled to travel, with reductions on the High Injury Network targeting the corridors where speed-related severity matters most.

76
speed cushions installed

83
streets with lowered speed limits: 74 local or collector and 9 arterial (5 on the High Injury Network)

Street Lighting

LED lighting increases visibility for drivers, pedestrians, and cyclists after dark, and the Strategic Mobility Plan prioritizes LED upgrades and new lighting specifically along the High Injury Network. LED fixtures also report outages automatically, helping keep lights working reliably, and are more energy-efficient than the lighting they replace. This year, CDOT also completed the city's first solar-powered roadway lighting project on Arrowood Station Drive in southwest Charlotte, extending lighting to the area near the Arrowood Blue Line station as part of the Strategic Investment Areas (SIA) program.

1,311
Vision Zero LED fixtures upgraded

59
new thoroughfare lights installed, plus 262 developer-installed lights

1st
solar-powered roadway lighting project on Arrowood Station Drive

Infrastructure

New sidewalks close gaps in the pedestrian network, giving people safe, direct routes to destinations that previously required a longer detour or a less comfortable path. Bike facilities give people a low-stress, separated way to travel that doesn't require riding in mixed traffic. ADA ramp remediation brings curb ramps into compliance so people using wheelchairs and other mobility devices can safely access sidewalks and crossings. Traffic cameras and fiber optic cable support real-time monitoring of traffic conditions and help CDOT respond quickly to incidents and signal issues.

16.88
miles of new or upgraded sidewalk

10.21
miles of new or upgraded bike facilities

321
accessible ramps remediated

57
new and upgraded traffic cameras

11.4
miles of fiber optic cable installed

Safety Project Highlights

Vision Zero is managed by CDOT, but it is not only a CDOT program. The Strategic Mobility Plan identifies safety as a citywide goal, embedded in how transportation projects are planned and funded across the city, not just through Vision Zero's own budget.The projects that follow were funded through the Vision Zero program, the Sidewalk Program, the Bicycle Program, the Strategic Investment Areas program, and others because they share a common purpose: safer streets for the people who use them, regardless of which capital program paid for them.

Parkwood Avenue Streetscape

The city completed the $11 million Parkwood Avenue Streetscape in FY 2026, reducing the corridor to one travel lane in each direction and adding buffered bike lanes, wider sidewalks and planting strips, planted medians, and additional traffic signals between the CSX Railroad bridge and North Davidson Street. The project, located on the Bicycle Priority Network, improves pedestrian, bicycle, and vehicular access to the Parkwood Avenue LYNX Blue Line station and the surrounding Optimist Park and Belmont neighborhoods. Parkwood Avenue remains on the current FY 2022–2026 High Injury Network.

Image: Parkwood Avenue Streetscape.

Matheson Avenue Street Conversion

The city converted Matheson Avenue from four through lanes to one through lane in each direction, a two-way left-turn lane, and separated bike lanes in December 2025. Located on the Bicycle Priority Network, the new facilities create an east-west connection between the future Shamrock Drive Complete Street project and the Cross Charlotte Trail connection at Jordan Place, while calming traffic and reducing vehicle speeds. The project also ties into the Matheson Avenue Bridge Streetscape project, on the High Injury Network and currently under construction. CDOT also installed a new traffic signal at Clemson Avenue and a Pedestrian Hybrid Beacon near Holt Street as part of the conversion, adding new crossing opportunities for people walking and biking.

Image: Matheson Avenue Street Conversion.

Harrisburg Road Shared Use Path

This project is part of the city's Strategic Investment Areas (SIA) Pilot Program, a $55 million voter-approved initiative launched in 2024 to test new approaches for delivering transportation projects more efficiently in the Far East-Harrisburg and Arrowood SIAs. Lessons from these pilot areas will inform future investment across all 22 SIAs citywide. Through the program, CDOT constructed 400 feet of new 12-foot shared-use path along Harrisburg Road between Timbertop Lane and Firehouse 40, including a planting strip and curb and gutter that buffer people walking and biking from moving traffic.

Image: The Strategic Investment Area sign along the Harrisburg Road Shared Use Path.

New Pedestrian Hybrid Beacons: The Plaza near 35th Street & The Plaza at Sweetbriar Street

CDOT installed two new Pedestrian Hybrid Beacons (PHBs) on The Plaza in FY 2026, one at 35th Street and one at Sweetbriar Street. Both locations are on the High Injury Network. At 35th Street, the new PHB creates a signalized crossing near Highland Mill Montessori Elementary and the Food Lion to the south. Before this project, the nearest signalized crossing was more than 600 feet away in either direction.

At Sweetbriar Street, the PHB provides a new signalized connection between the Shamrock neighborhood and destinations on the other side of The Plaza. The nearest crossing opportunity was previously more than 900 feet away.

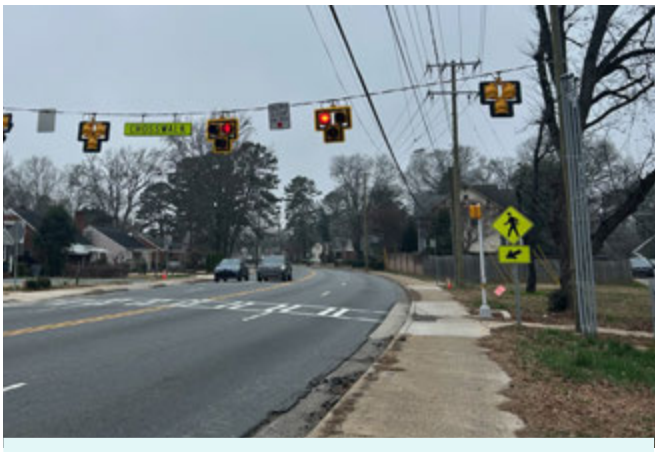


Image: A new Pedestrian Hybrid Beacon.

HIN Pavement Marking Refresh

CDOT's HIN Pavement Marking Refresh initiative targets corridors with a history of multiple fatal or serious injury crashes, refreshing lane delineation, crosswalks, stop bars, and other markings that have worn or faded outside of typical maintenance cycles. Clear, reflective markings improve nighttime and inclement-weather visibility for all road users. Through June 30, CDOT refreshed markings on 10 HIN streets totaling 17.88 miles.

Image: Refreshed pavement markings on Nations Ford Road.

Hawthorne Lane Bike Gap

CDOT closed a gap in the bike lane network on Hawthorne Lane, directly in front of Hawthorne Academy of Health Sciences. The approximately 0.1-mile addition completes an additional north-south bike connection and links to Parkwood Avenue, which is part of the Bicycle Priority Network, while also calming traffic and adding a buffer between moving vehicles and people walking.

Image: Hawthorne Lane Bike Lane connecting to Parkwood Avenue.

Vertical Elements Evaluation

In January 2026, CDOT began a Vertical Elements Evaluation to better protect separated bike lanes across the city. Staff identified existing bike facilities where residents had reported drivers illegally entering the bike lane, and began testing methods to physically separate bike lanes from parking and travel lanes and prevent that encroachment. The evaluation is being carried out in multiple phases and will inform how vertical elements are designed and installed on current and future bike facility projects citywide.

Image: CDOT crews installing vertical elements along The Plaza as part of the evaluation.

New Bicycle Traffic Garden at Walter G. Byers School

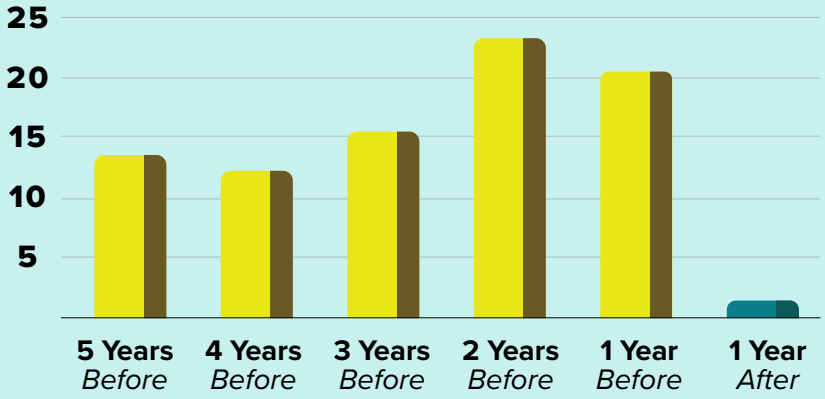
CDOT designed and installed a new bicycle traffic garden at Walter G. Byers School in the Greenville neighborhood, near Camp North End, a small-scale, car-free space with painted streets, signs, and intersections where children can practice bicycling and traffic skills before riding on real streets. Corridors of Opportunity provided 20 Strider Bikes to the school as part of Charlotte's growing All Kids Bike in-school program, and CDOT's E-Bike Program began conducting bicycle safety classes at the site this year, giving students hands-on bicycle safety education as part of their regular school experience and building safe riding habits early.

Image: Residents using the Bicycle Traffic Garden at Walter G. Byers School.

One-Year Update: N. Davidson Street & Belmont Avenue All-Way Stop

In FY 2025, CDOT installed an All-Way Stop at N. Davidson Street and Belmont Avenue, an intersection that had averaged approximately 19 crashes per year over the prior five years, with crash frequency trending upward in the two years before the change. In the year following installation, only three crashes were recorded at the intersection, and none resulted in injuries. This result demonstrates the impact a targeted, low-cost intersection change can have when applied at the right location.

Figure 09: Crashes Per Year at N. Davidson Street & Belmont Avenue, Before and After All-Way Stop Installation



Action Plan Focus Area: COMMUNITY CULTURE OF SAFETY

Action Plan Strategy: We all have a responsibility to each other to ensure we get to our intended destination safely, whether we choose to drive, bike, walk, take transit or ride an e-scooter. Vision Zero will continue to focus on community engagement and education around the issues highlighted by the data component of the plan.

Education, engagement, and enforcement are core parts of the Vision Zero framework alongside engineering. Throughout FY 2026, the Vision Zero outreach and engagement team met residents at events across Charlotte to build awareness of new safety measures and safe travel habits.

The Charlotte-Mecklenburg Police Department (CMPD) partners with CDOT on enforcement, targeting the high-risk behaviors most often linked to fatal and serious injury crashes, including speeding, running red lights, distracted driving, and impaired driving. The forthcoming Red Light Camera Pilot program, funded through Vision Zero, will use synchronized cameras and sensors to enforce red-light compliance at identified intersections, supplementing CMPD's existing enforcement.

Education, Engagement, and Enforcement by the Numbers

CDOT and CMPD reached residents through direct outreach and targeted enforcement throughout the year.

2
signature events (World Day of Remembrance and Mobility Safety Fest)

1,600+
people reached across 24 engagement events

7,400+
CMPD traffic stops and 48 CMPD enforcement operations

15
CMPD Motorcycle Unit community engagement events attended

In addition to in-person outreach, Vision Zero content reached more than 125,000 people across digital media platforms this year. CMPD also ran two education campaigns, including a Teen Drunk & Drugged Driving presentation series, extending enforcement partners' reach beyond traffic stops and into direct education.

Vision Zero Task Force Refresh

In FY 2026, the Vision Zero Task Force began a refreshed phase of work under Co-Chairs from CDOT and Sustain Charlotte. The Task Force brings together representatives from public health, transportation, law enforcement, fire services, policymakers, and community advocates to support implementation of the Vision Zero Action Plan.

The refreshed structure sets a two-year membership commitment (2026–2028) and establishes two Working Groups: Community & Culture, which strengthens public understanding of Vision Zero and advances engagement and safety-culture partnerships, and Safe Systems Implementation, which reviews data, proposed initiatives, and funding priorities to inform the city's safety investments and design standards. Both Working Groups begin meeting monthly starting in FY 2027, alongside the Task Force's quarterly full meetings.

This refreshed structure strengthens the Task Force's role in one of Vision Zero's founding principles: that Charlotte's community is accountable for implementing the Vision Zero Action Plan, measuring performance, and responding accordingly.

Engagement Highlights

World Day of Remembrance for Road Traffic Victims

City leaders, community partners, and residents gathered at the Mint Museum Randolph for Charlotte's World Day of Remembrance, honoring lives lost to traffic violence. CDOT and CMPD leaders spoke alongside family members who shared testimonies about the people they lost.

Their stories reinforced the human impact behind the crash data reported throughout this document, and the shared responsibility to protect every life on Charlotte's streets.

Image: World Day of Remembrance, the Mint Museum Randolph, 2025.

Fourth Annual Mobility Safety Fest

Vision Zero's fourth annual Mobility Safety Fest brought hands-on educational activities for all ages to The Green at Prosperity Village, with a focus on pedestrian and bicycle safety. Residents connected with safety programs from the City of Charlotte and partner organizations, and learned practical ways to stay safe while walking, biking, rolling, driving, or riding transit.

CDOT and its partners are planning the Fifth Annual Mobility Safety Fest for the year ahead.

Image: Mobility Safety Fest at The Green at Prosperity Village, 2025.

Advancing Vision Zero Through Bicycle Education

CDOT's Vision Zero and Bicycle Program partnered throughout FY 2026 to deliver bicycle education and community events, building bicycling skills and confidence for residents at every stage, from children learning to ride to adults commuting by bike.

Bike Month 2026

Charlotte's 26th annual Bike Month featured a refreshed look this year, alongside free rides, classes, workshops, and community events across the city. Residents explored Charlotte's growing network of protected bike lanes, neighborhood bikeways, and greenways while building confidence through hands-on learning.

Image: A guided e-bike ride included a stop at The Pearl to learn about the area's transportation investments.

Image: Participants explore Uptown by shared e-bike while experiencing Charlotte's existing bicycle infrastructure.

Image: Hands-on instruction helped participants build confidence in bicycle handling skills.

Image: The Bikes on a Train class introduced participants to combining bicycling and transit for everyday travel.

Free Bicycle Education

Programs included hands-on bicycle skills classes, bike commuter workshops, guided community rides with shared mobility operators Lime and Bird, and experiences combining bicycling with everyday tasks like riding transit and grocery shopping. These programs gave participants practical experience navigating Charlotte's bike lanes, bikeways, and greenways as part of daily life, not just recreation.

Community Partnership

Bike Month concluded with a community celebration at the Walter G. Byers Traffic Garden. In partnership with Mecklenburg County and Trips for Kids Charlotte, families participated in a youth bicycle rodeo, received free helmets, and entered raffles for bicycle giveaways.

Image: Bike Month branded materials at the Bike Month celebration.

Action Plan Focus Area: ANALYZE THE DATA

Action Plan Strategy: We have a comprehensive traffic safety program that includes data collection, evaluation and monitoring of crash trends and implementation of safety countermeasures. We have developed a High Injury Network to better understand system factors that contribute to fatal and serious injury crashes and ensure that safety improvements will have direct impacts on eliminating these crashes.

Charlotte continues to rely on a strong, data-driven foundation to guide its Vision Zero efforts. By consistently collecting and analyzing crash information, the city can better understand where severe and fatal collisions are happening and what factors contribute to them, allowing CDOT to target safety interventions where they will have the greatest impact.

A key component of this work is the High Injury Network (HIN), which maps the corridors with the highest concentrations of fatal and serious injury crashes, using five fiscal years of collision records. These insights direct resources and improvements to the places that need them most, supporting the city's long-term goal of eliminating traffic deaths and serious injuries.

High Injury Network: FY 2022–FY 2026

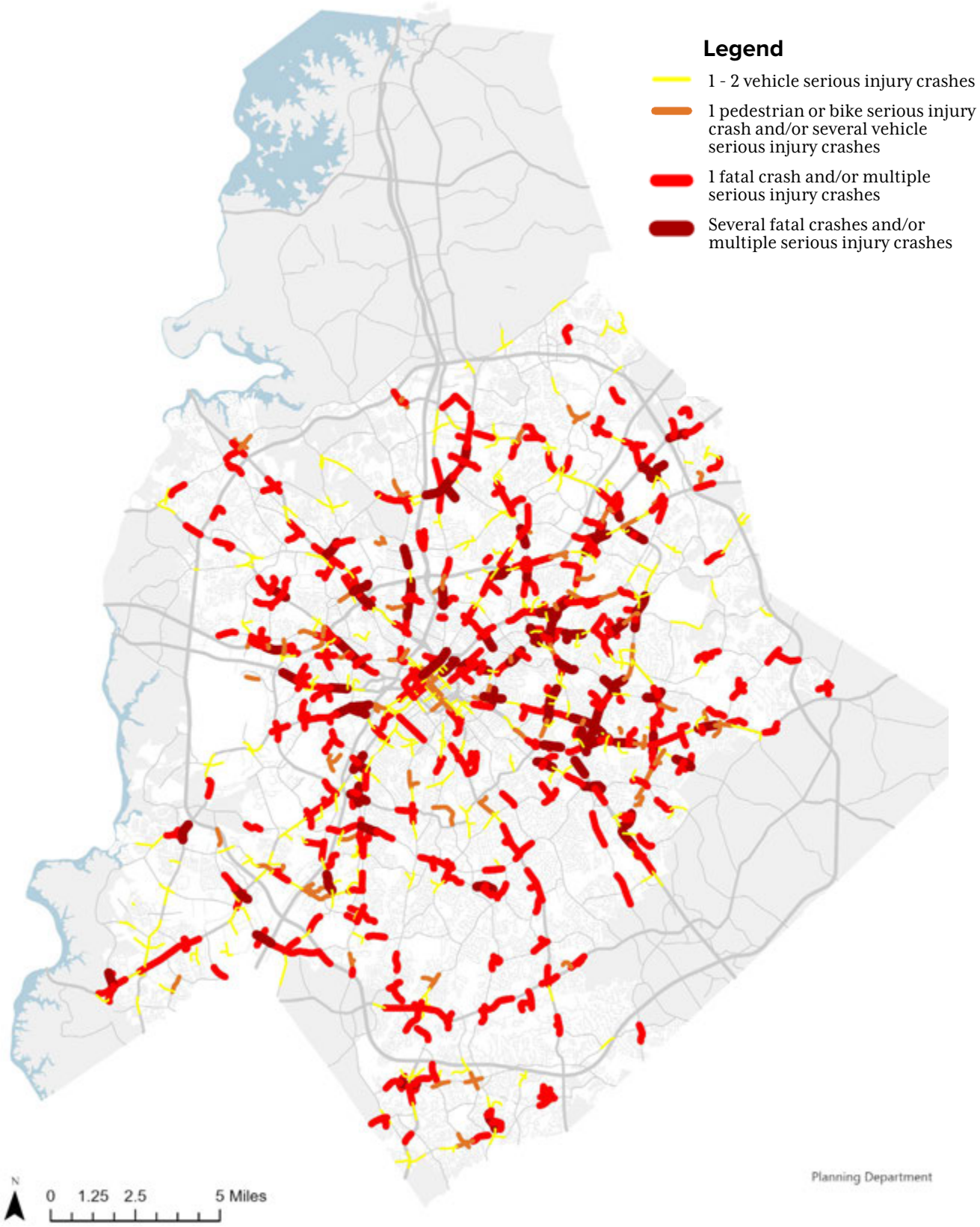
The newest edition of the HIN is based on data from FY 2022 through FY 2026. Starting this year, HIN crash data is reported on the same fiscal year calendar used throughout this report, keeping reporting consistent across CDOT programs and divisions.

To sharpen the accuracy of this year's HIN, CDOT refined the crash inclusion process. The updated HIN excludes crashes on interstates and their ramps, collisions on controlled-access highway segments, railroad-related crashes outside the city street grid, and crashes on private property, so the network reflects only publicly managed streets. (See the data note on page 12 for how this change affects year-over-year comparisons.) Figure 10: High Injury Network, FY 2022–FY 2026.

The HIN in Citywide Project Prioritization

The HIN is one of the quantitative criteria CDOT uses to prioritize transportation investment across all its programs, not just those dedicated specifically to Vision Zero, targeting locations with the highest concentrations of fatal and serious injury crashes to advance the city's Safe, Connected, and Equitable mobility goals. As Charlotte scales to deliver $5.7 billion in infrastructure investment under the PAVE Act, the city continues refining how it prioritizes projects citywide, with safety remaining a key measure alongside factors like community priorities and project readiness.

Figure 10: High Injury Network Map (FY 2022 to FY 2026)



PUSH
BUTTON TO
TURN ON
WARNING
LIGHTS

Image: A pedestrian-activated crossing signal in Charlotte. Findings from CDOT's crash review process help guide where these and other safety treatments are installed.

Fatal Crash Reviews

CDOT engaged a consulting firm to assess and strengthen its fatal crash review process as part of the city's broader Vision Zero work.

The review found that CDOT's prior process was generally straightforward and consistent, but not fully documented, and relied heavily on a small number of staff to carry out key steps. Informed by best practices from NCDOT and other agencies across the country, the consultant team documented existing procedures, identified opportunities for improvement, and provided in-person training and implementation guidance.

The consultant team also provided:

- Documentation tools for consistent review of crash information and location details
- An action plan for continued process improvements, including better coordination with CMPD and more consistent tracking of recommendations and work orders
- A framework for identifying when more complex or multidisciplinary reviews may be appropriate

During the coming year, CDOT will update and formalize its crash review process based on the consultant's recommendations. Once fully implemented, this work will help CDOT maintain a consistent, action-oriented approach to reviewing severe crashes.

High Injury Network Deep Dive

The FY 2025 Vision Zero Annual Report identified a corridor-level Deep Dive analysis as a coming FY 2026 priority. In FY 2026, CDOT completed this work.

To select corridors for deeper analysis, CDOT reviewed ten years of crash data to identify where fatal and serious injury crashes have concentrated most consistently. Using the same methodology behind the High Injury Network, CDOT calculated a cumulative Killed or Seriously Injured (KSI) crash score for each corridor, highlighting the locations that have contributed most to the city's severe crash history since the HIN's inception. The two city-maintained corridors selected for further study, Beatties Ford Road and Central Avenue, have both routinely appeared on the HIN's rolling five-year crash window, and CDOT prioritized city-maintained streets specifically to enable improvements without external delays.

The Deep Dive confirmed the value of this approach in two ways: both corridors already had improvement projects underway, validating the KSI score as a way to identify genuine priorities, and the same locations overlap with sites under consideration for Red Light Camera deployment. The analysis also surfaced a finding beyond infrastructure alone: both corridors would benefit from operational changes, such as signal timing, crossing policy, and speed management, that reduce conflict with vulnerable road users without requiring new construction. Each corridor's findings and recommended actions follow, with citywide policy work described on page 38.

Image: An unmarked crossing along Beatties Ford Road, one of two corridors studied in this year's High Injury Network Deep Dive.

Beatties Ford Road: Holly Street to LaSalle Street

Beatties Ford Road is one of Charlotte's most important north-south connections on the city's west side, carrying high vehicle volumes alongside frequent pedestrian activity tied to transit stops, West Charlotte High School, and a nearby shopping center. The corridor sits within the Beatties Ford Road and Rozzelles Ferry Road Corridors of Opportunity initiative, an effort to revitalize historically underinvested communities, where 19% of households lack access to a personal vehicle and median household income is approximately $47,000.

Corridor Profile: Avenue classification | 19,078 Annual Average Daily Traffic | 30 mph posted limit | 3 fatal and 4 serious injury crashes (2016–2026)

Key Findings: Crashes concentrate near intersections and unmarked crossing locations, particularly where people cross to reach transit stops, schools, and shopping. Turning-movement conflicts are common at intersections and driveways, and vehicle speeds along the corridor exceed the posted limit. This pattern reflects the two leading contributing factors identified citywide in FY 2026: improper vehicle operation and speeding. The more than 1,900-foot gap between signalized intersections at Gilbert Street and LaSalle Street leaves long stretches without a controlled crossing.

Potential Improvements

Funded and In-Progress Improvements

- ***Beatties Ford Road & LaSalle Street:*** Pedestrian improvement project in development with upgraded ramps, signal improvements, and backplates. Anticipated completion early 2027.
- ***Beatties Ford Road & Catherine Simmons Avenue:*** New traffic signal project underway with accessible ramps, pedestrian signals, and crosswalks. Anticipated completion early 2027.
- ***Beatties Ford Road & Gilbert Street:*** Funded project to install Accessible Pedestrian Signals. Funded, underway.
- ***Pilot Red Light Camera at LaSalle Street:*** Three KSI crashes at this intersection resulted from angle/red-light-running crashes. Pilot planned to begin early 2027.

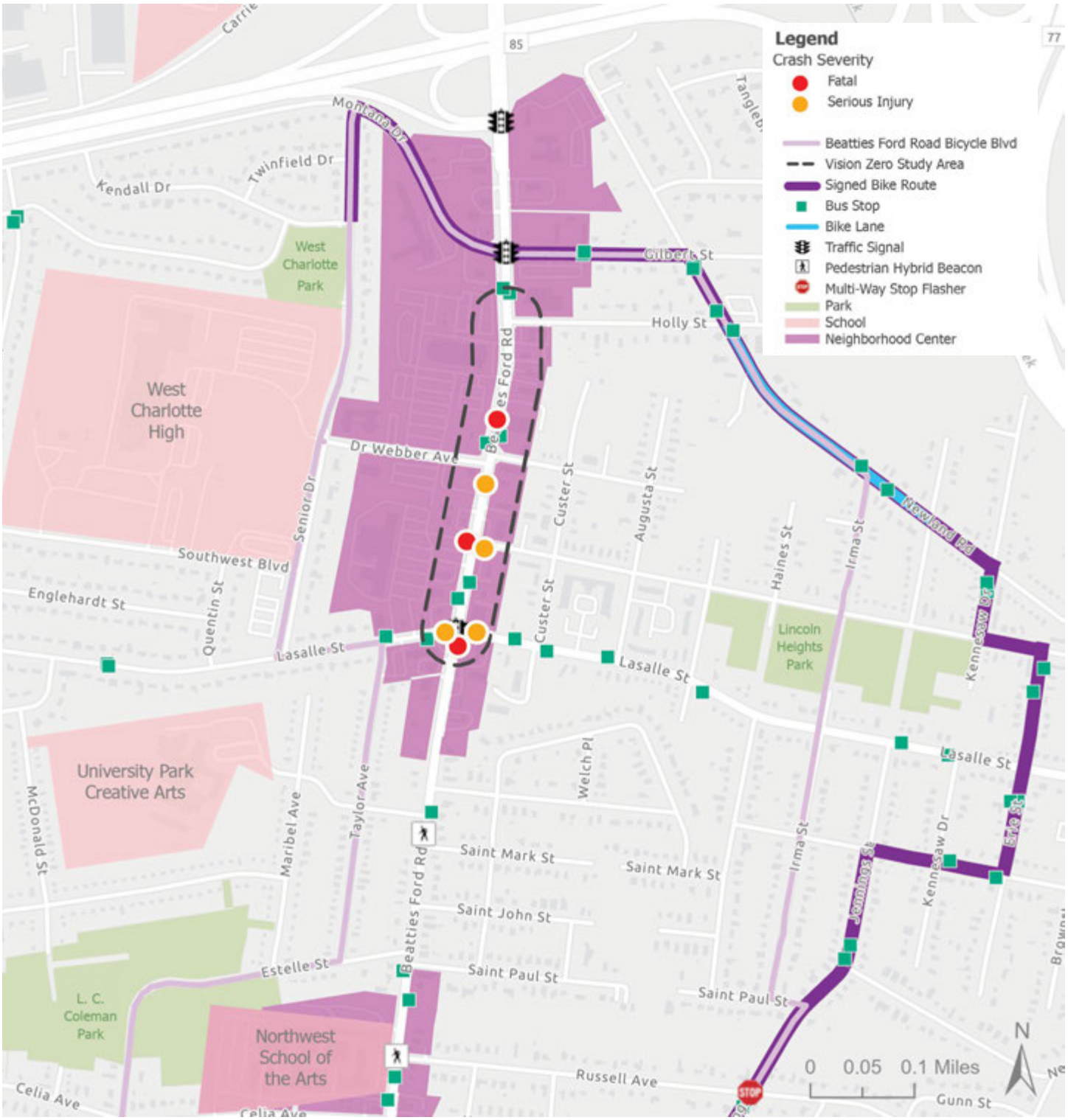
Areas for Further Evaluation

- ***Pedestrian Crossing Improvements:*** Add marked crosswalks with required accessible infrastructure at three locations: south of Holly Street, north of Dr. Webber Avenue, and between LaSalle Street and Catherine Simmons Avenue. Evaluation underway.
- ***High-Visibility Crossing Treatments:*** Evaluate RRFBs or other high-visibility treatments at crossings with existing pedestrian refuges, prioritizing locations near transit stops and other high-pedestrian-demand generators. Evaluation underway.
- ***Center Median Extension, north of Dr. Webber Avenue:*** Evaluate extending the center median to reduce conflicts between u-turning vehicles and pedestrians crossing at this location. Evaluation underway.

Policy and Planning Reviews

See Crossing Treatment Policy, Charlotte Pedestrian Activity Zone Crossing Policy, and Speed Management Plan, page 38.

Figure 11: Beatties Ford Road: Holly Street to LaSalle Street Fatal and Serious Injury Crashes (2016 to 2026)



Central Avenue: Sharon Amity to Progress Lane

Central Avenue is a vital corridor connecting residential neighborhoods and retail destinations on Charlotte's east side, carrying high vehicle volumes alongside substantial pedestrian and bicycle activity. The corridor sits within the Central Avenue/Albemarle Road Corridor of Opportunity initiative, where median household income is approximately $65,000 and 13% of households lack access to a personal vehicle.

Corridor Profile: Avenue classification | 26,200 Annual Average Daily Traffic | 35 mph posted limit | 5 fatal and 3 serious injury crashes (2016–2026)

Key Findings: Crashes concentrate near both signalized intersections, particularly Central Avenue & Sharon Amity Road, and unsignalized ones, including Glenn Hollow Apartments Drive. Turning-movement conflicts are common throughout the corridor, and a roadway curve between Rosehaven Drive and Winterfield Place has produced several run-off-road fatalities tied to speeding. As on Beatties Ford Road, this pattern reflects the two leading contributing factors identified citywide in FY 2026: improper vehicle operation and speeding. The roughly 1,500-foot gap between the pedestrian hybrid beacon near Progress Lane and the signal at Rosehaven Drive exceeds the preferred block length for the corridor's Neighborhood Center place type.

Potential Improvements

Funded and In-Progress Improvements

- ***Central Avenue & Rosehaven Drive:*** Funded pedestrian signal project underway, with an evaluation of converting the existing signal to a Flashing Yellow Arrow (FYA) configuration for clearer left-turn guidance. Current phase: pre-planning.
- ***Central Avenue & Rosehaven Drive:*** ADA compliance review of curb ramps underway as part of the signal project. Current phase: pre-planning.
- ***Pilot Red Light Camera at Central Avenue & Sharon Amity Road:*** 3 KSI crashes at this intersection resulted from angle/red-light-running crashes. Pilot planned to begin early 2027.

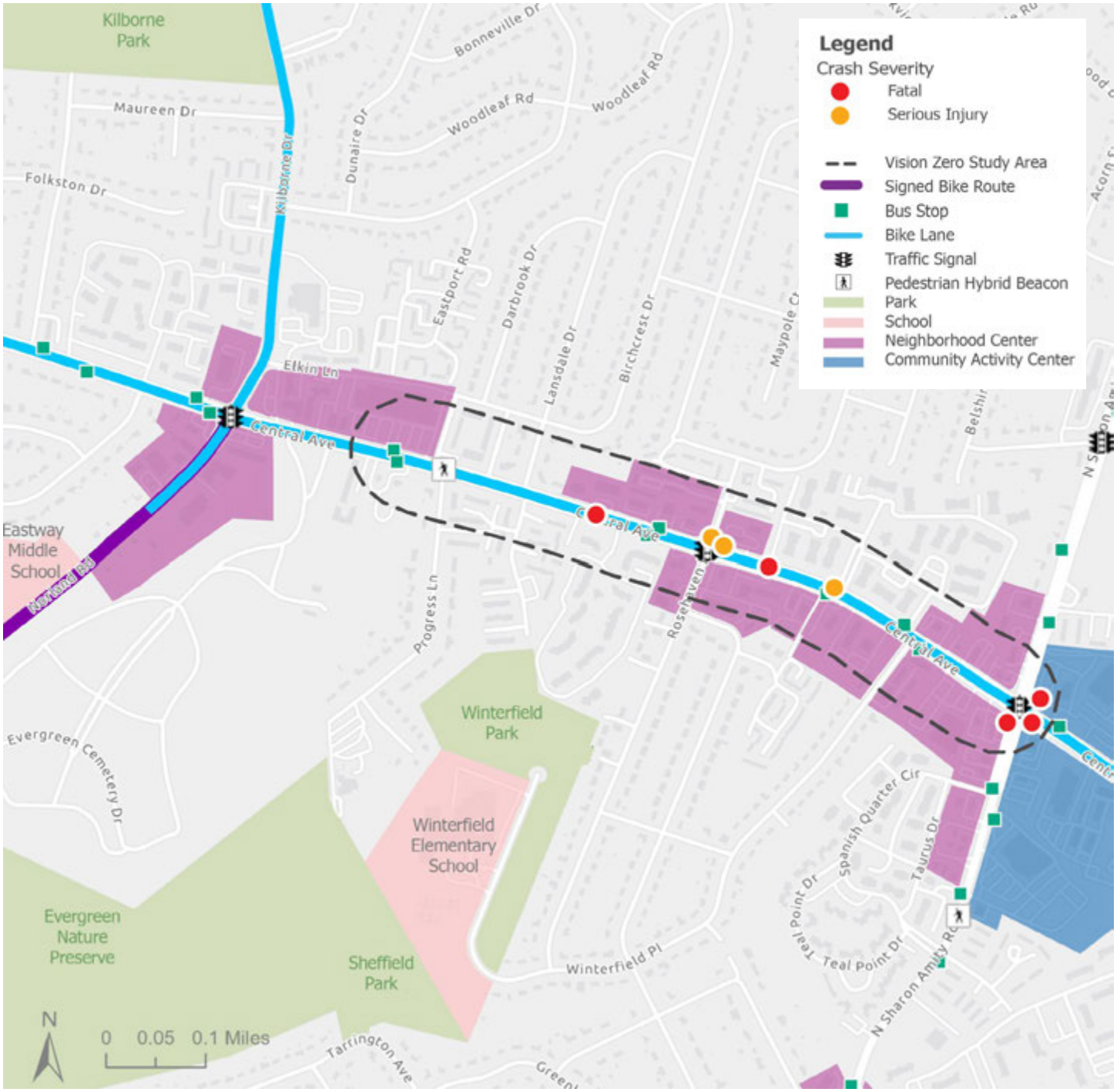
Areas for Further Evaluation

- ***New Pedestrian Crossing, Willow Park Drive to Lansdale Drive:*** CDOT will review the feasibility of a new pedestrian crossing at this location. Evaluation underway.
- ***Curb Radius Reduction, Central Avenue & Rosehaven Drive:*** Evaluate tightening the intersection's large curb return radii, which encourage higher-speed turning movements, to slow turns and improve pedestrian visibility. Consider paint and post tactical improvements. Evaluation underway.

Policy and Planning Reviews

See Crossing Treatment Policy, Charlotte Pedestrian Activity Zone Crossing Policy, and Speed Management Plan, page 38.

Figure 12: Central Avenue: Sharon Amity to Progress Lane
Fatal and Serious Injury Crashes (2016 to 2026)



Findings Driving Three Citywide Policy Reviews

The FY 2026 High Injury Network Deep Dive corridors surfaced three policy evaluations that CDOT can address beyond any single corridor.

Crossing Treatment Policy.

Both Deep Dive corridors have unmarked crossings near transit stops and neighborhoods, but the gap looks different on each one. On Beatties Ford Road, several unmarked crossings already have supporting infrastructure, like pedestrian refuge islands and curb ramps, the kind of treatment national guidance says should be paired with a marked crosswalk. On Central Avenue, similar crossings near transit stops don't have that supporting infrastructure at all. CDOT is reviewing when crossings should be marked and what should come with them, so the policy better accounts for nearby transit stops, schools, and other places that draw foot traffic. This review will shape a more consistent, context-aware approach to marked crossings citywide, not just on these two corridors.

Status:
Planned, long-term.

Charlotte Pedestrian Activity Zone Crossing Policy.

CDOT will begin evaluating a citywide policy for restricting permissive left- and right-turn movements in areas with high pedestrian activity, consistent with Pedestrian Activity Zones and the Charlotte Future 2040 Comprehensive Plan's Center Place Types (Neighborhood, Community Activity, Regional Activity). This review will also look at how the city places Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons, and how it sets standards for Leading Pedestrian Intervals and Accessible Pedestrian Signals, within these Pedestrian Activity Zones.

Status:
Planned, long-term.

Speed Management Plan.

On both Deep Dive corridors, a large share of drivers were going faster than the posted speed limit, and some of that speed data is as old as 2022. CDOT is looking at whether a citywide speed management plan is needed, in line with the Strategic Mobility Plan's Speed Mitigation policy. That would mean updating speed data on High Injury Network corridors, weighing whether to lower posted limits where it makes sense, and timing traffic signals to match the speeds the city wants drivers to travel. Lowering the speed limit alone won't change how people drive; this plan pairs speed management with the physical crossing and refuge improvements identified for each corridor.

Status:
Planned, long-term.

Future HIN Deep Dive Analysis Work

The FY 2026 Deep Dive covered two of the corridors that most consistently appear on Charlotte's High Injury Network, but many more remain. CDOT intends to continue this corridor-level analysis in future years, applying the same KSI-score methodology to identify the next priority locations for deeper study. Findings from future Deep Dives will continue to inform both site-specific recommendations and the citywide policy reviews already underway.

Image: Matheson Avenue after its FY 2026 conversion. Findings from corridors like this one, and from this year's High Injury Network Deep Dive, are shaping citywide policy reviews described on this page.

Action Plan Focus Area: POLICY AND LEGISLATION

Action Plan Strategy: We understand that organizational processes and policies can have a significant impact on the safety of our streets. We will continue to work with policy makers to ensure that local and state policies support safe walking, biking and driving and address violations that contribute to fatal and serious injury crashes.

Engineering improvements alone cannot achieve Vision Zero. The policies and legislation that govern how streets are designed, how speeds are set, and how violations are enforced shape what engineering and enforcement can accomplish. This section covers a regional safety planning partnership, policy work identified through this year's High Injury Network Deep Dive, progress toward automated enforcement, and updates to the Work Area Traffic Control Handbook.

Vision Zero Action Plan Update:

CRTPO Comprehensive Safety Action Plan

CDOT continues to partner with the Charlotte Regional Transportation Planning Organization (CRTPO) on the region's first Comprehensive Safety Action Plan (CSAP), "Safety is Everyone's Business," funded by a $3.15 million federal Safe Streets and Roads for All (SS4A) grant. In FY 2026, CRTPO-selected consultant teams began work on the CSAP's data analysis, plan development, and public outreach services. This regional plan, covering Mecklenburg, Iredell, and Union counties, will identify high-crash locations and contributing factors across the region and will directly inform the update to Charlotte's own Vision Zero Action Plan, ensuring it aligns with the Safe System Approach and regional safety priorities.

Citywide Policy Reviews

CDOT's FY 2026 High Injury Network Deep Dive surfaced policy gaps common to corridors studied, prompting three citywide policy reviews now underway:

Crossing Treatment Policy, reviewing when uncontrolled crossings are marked, to more directly account for proximity to transit stops, schools, and other high-activity generators.

Charlotte Pedestrian Activity Zone Crossing Policy, evaluating how permissive turning movements, RRFB and PHB placement, and LPI/APS standards should apply within the Charlotte Future 2040 Comprehensive Plan's high-activity pedestrian zone place types.

Speed Management Plan, updating speed data on High Injury Network corridors and evaluating posted speed limit reductions consistent with the Strategic Mobility Plan's Speed Mitigation policy.

(See High Injury Network Deep Dive, page 32, for the corridor findings that prompted these reviews.)

Red Light Camera Enforcement Pilot Program

Automated enforcement requires state legislative authority, and CDOT has developed a pathway to restore a Red Light Camera Enforcement Program in Charlotte. The pilot, authorized by Charlotte City Council in FY2026 and planned for implementation in spring 2027, will use synchronized cameras and sensors to enforce red-light compliance and will:

- Prioritize High Injury Network intersections
- Use crash type, frequency, and severity to guide deployment
- Align with Vision Zero goals using a data-driven approach
- Maintain data transparency and report frequently

Two of the pilot's likely locations, Beatties Ford Road & LaSalle Street and Central Avenue & Sharon Amity Road, were identified independently through this year's High Injury Network Deep Dive, where angle and red-light-running crashes were found to be a specific, documented safety concern.

Success will be measured by tracking angle and left-turn/different-roadway collisions, and fatal and serious injury collisions, at the pilot locations. The pilot program is anticipated to begin in early 2027 and run for one year.

CRTPO Comprehensive Safety Action Plan Update

The CRTPO Comprehensive Safety Action Plan (CSAP) project team is developing data analysis tools, performance measures, and identifying high crash locations for road safety audits in early 2027 to inform a regional safety workplan and local safety action plans for every CRTPO member jurisdiction by early 2028. A technical Transportation Safety Task Force of local planners, engineers, public health staff, first responders, and researchers, including City of Charlotte Department of Transportation staff, has held two meetings to affirm the plan's policy statement, crash reduction goals, and high injury network methodology.

This fall, staff will launch its first of three Community Outreach Windows with a public survey, digital and print advertisements, and presence at community events to educate the public about the Safety Action Plan. In addition, a new Safety Advisory Group will weave the lived experiences of different types of road users into the plan, with Advisory members tasked to connect the project team with communities across the planning area, including participants from the City of Charlotte's Vision Zero Task Force.

Learn more about the Comprehensive Safety Action Plan by visiting www.safestreetsforus.com, or looking out for posts on the CRTPO's Instagram (www.instagram.com/crtpo.nc/) and Facebook (https://www.facebook.com/crtpo/) pages.

WATCH Update

The 2026 Work Area Traffic Control Handbook (WATCH) tells contractors and work crews how to keep people safe when they're working in Charlotte's streets, sidewalks, and bike lanes. It's the rulebook CDOT uses to review and approve traffic control plans for construction and maintenance projects citywide, so every update to it changes how work zones actually get built.

This is a major update to Charlotte's 2014 version, bringing it in line with the Strategic Mobility Plan and the safety principles of Vision Zero and the Safe System approach, which focus on separating people from danger through physical barriers, timing, and lower speeds. The updated handbook also matches the 2023 national Manual on Uniform Traffic Control Devices and adds more detailed diagrams to help work crews manage traffic safely. It replaces the old "short-duration" rule with a clearer "short-term stationary" rule and adds new guidance for automated flagging devices and temporary traffic signals. Together, these changes continue a shift away from a car-centered approach toward treating the street as a shared space for everyone.

The biggest changes support Charlotte's Vision Zero goal of eliminating severe crashes, especially for people walking and biking. For people walking, the handbook now requires detectable pedestrian channelizing devices, so people with disabilities can find their way safely through a work zone. It also requires full compliance with the Americans with Disabilities Act and federal accessibility guidelines for public right-of-way, including proper ramps, detectable edges, and smooth, continuous paths. For people biking, the handbook adds a full bicycle section for the first time, requiring safe detours or temporary paths whenever a project affects a bike lane or cycle track. Two-way cycle tracks must stay two-way, and cyclists are no longer routed into fast-moving traffic; new diagrams show how to guide bikes through shifts, detours, and temporary shared paths that meet minimum width and safety standards. Together, these changes create safer, more predictable routes through work zones for the city's most vulnerable travelers.

Image: A temporary, protected bike lane detour around active construction, an example of the safe routing WATCH now requires whenever a project affects a bike lane.

Looking Ahead

Charlotte will build on FY 2026's work by strengthening regional coordination, expanding enforcement tools, and improving how safety information is delivered to the public. The following priorities carry this work into FY 2027.

FY 2027 Priorities

Update Vision Zero Action Plan

Continue working on the update to the Vision Zero Action Plan in collaboration with the Charlotte Regional Transportation Planning Organization (CRTPO), embedding the Safe Systems Approach and aligning with the Strategic Mobility Plan.

Revise the Vision Zero Dashboard

Revise Vision Zero dashboard to not only include collision data, but identify funded projects, and before and after studies.

Implement Red-Light Camera Pilot Program

Implement a pilot red-light camera enforcement program at up to 10 intersections identified for high numbers of collisions correctable by this technology. Red-light cameras directly target the high-speed, angle-type crashes most likely to result in fatal or serious injuries.

Apply Strengthened Fatal Crash Reviews

Building on this year's crash review process improvements (see Analyze the Data, page 30), CDOT will use the updated process to identify quick-win maintenance activities and provide additional clarity on the circumstances of fatal collisions, supporting further countermeasures to reduce fatal collisions involving vulnerable road users.

Image: A painted bicycle marking at the Walter G. Byers Traffic Garden. Vision Zero's work continues into FY 2027 and beyond.

Sources

Figure 1	Fatal and Serious Injury Crashes (FY 2022 - FY 2026). City of Charlotte, 2026.
Figure 2	Total Crashes (FY 2022 - FY 2026). City of Charlotte, 2026.
Figure 3	Location of Fatal and Serious Injury Crashes (FY 2026), City of Charlotte, 2026
Figure 4	Pedestrian and Bicycle Percent of Total Crash Fatality and Serious Injury (FY 2026). City of Charlotte, 2026.
Figure 5	Percent of Crashes Resulting in Fatal or Serious Injury by Mode. City of Charlotte, 2026.
Figure 6	The Arc, City of Charlotte Equity Atlas, Charlotte Future 2040 Comprehensive Plan. Transportation Disadvantaged Index, North Carolina Department of Transportation. Population data, U.S. Census Bureau, American Community Survey, 2020–2024 5-Year Estimates.
Figure 7	Traffic Crash Fatality and Serious Injury by Race and Ethnicity (FY 2026). Population data, U.S. Census Bureau, American Community Survey, 2020–2024 5-Year Estimates.
Figure 8	Most Common Contributing Factors for Fatal and Serious Injury Crashes (FY 2022 - FY2026). City of Charlotte, 2026.
Figure 9	Crashes Per Year at N. Davidson Street & Belmont Avenue, Before and After All-Way Stop Installation. City of Charlotte, 2026.
Figure 10	High Injury Network Map, FY 2022–FY 2026. City of Charlotte, 2026.
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Acronyms

AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
APS	Accessible Pedestrian Signal
CATS	Charlotte Area Transit System
CDOT	Charlotte Department of Transportation
CIP	Capital Investment Plan
CMPD	Charlotte-Mecklenburg Police Department
CRTPO	Charlotte Regional Transportation Planning Organization
CSAP	Comprehensive Safety Action Plan
FYA	Flashing Yellow Arrow
HIN	High Injury Network
ITS	Intelligent Transportation Systems
KSI	Killed or Seriously Injured
LPI	Leading Pedestrian Interval
MUTCD	Manual on Uniform Traffic Control Devices
PHB	Pedestrian Hybrid Beacon
PROWAG	Public Rights-of-Way Accessibility Guidelines
RRFB	Rectangular Rapid Flashing Beacon
SIA	Strategic Investment Areas
SMP	Strategic Mobility Plan
SS4A	Safe Streets and Roads for All
TDI	Transportation Disadvantaged Index
UDO	Unified Development Ordinance
WATCH	Work Area Traffic Control Handbook

VISION ZERO

CITY of CHARLOTTE