



TRIANGLE WEST
Transportation Planning Organization

Triangle West TPO's
2ND ANNUAL
REGIONAL SAFETY SUMMIT

Thursday, November 20, 2025
Chapel Hill Public Library
Chapel Hill, NC

WELCOME

The Triangle West Transportation Planning Organization would like to thank the Town of Chapel Hill and its staff for helping coordinate the safety summit, for providing meeting space in the Chapel Hill Public Library to hold the event, and for providing support and e-bikes for the tour of Chapel Hill on two wheels. Triangle West would also like to thank its guest speakers for providing their insights and expertise, and its TPO members and partners participating in the summit's local safety expo to share the important safety planning work they are prioritizing.

Triangle West would also like to give a special thank you to our attendees for supporting and attending our 2nd annual regional safety summit. **We are excited that you are here and look forward to continuing to work together to create a safer transportation system for all individuals in our region and beyond.**



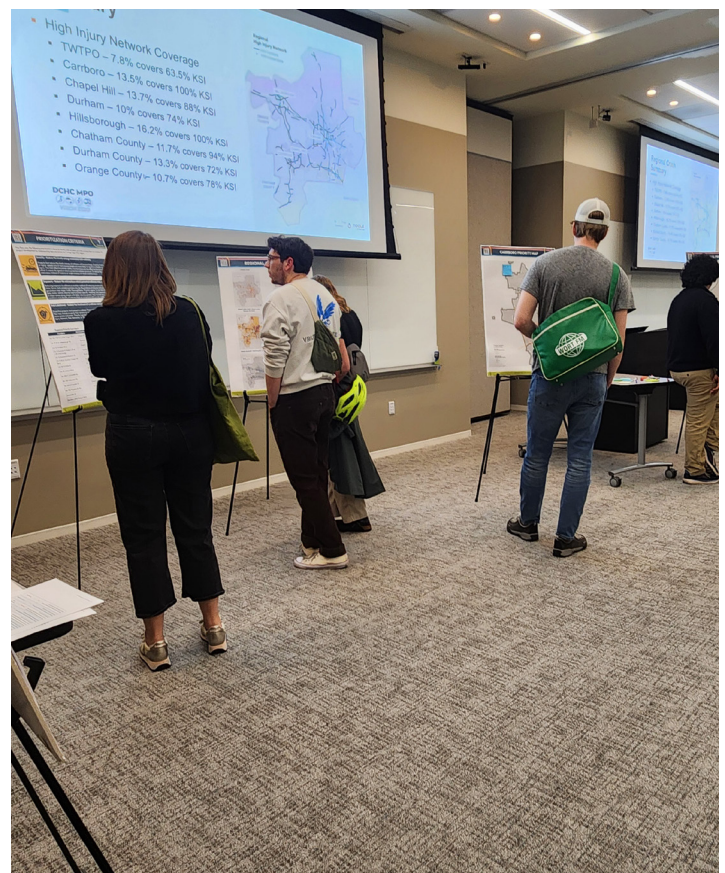
Triangle West TPO's 2024 Regional Safety Summit, North Carolina Central University, Durham, NC, October 2024

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Road Safety Audit, City of Durham, November 2025



Triangle West TPO / Town of Carrboro Safety Action Plan Event, Drakeford Library Complex, March 2025

AGENDA

| | | |
|--|-------------------------|------------------------------------|
| Registration and Sign-in | 9 - 9:30 am | Lobby |
| Opening Remarks and Welcome | 9:30 - 9:40 am | Meeting Room B |
| Opening Remarks Jess Anderson – Mayor, Town of Chapel Hill | | |
| Welcome and Introduction Doug Plachcinski, AICP – Executive Director, Triangle West TPO | | |
| Keynote Speaker | 9:40 - 10:10 am | Meeting Room B |
| Veronica O. Davis, PE US Practice Director for Planning & Environment at AtkinsRéalis, author | | |
| In her new book, “Inclusive Transportation: A Manifesto for Repairing Divided Communities,” Veronica lays out her vision to bring about a new era of transportation planning. During the keynote, Veronica will explain why centering people in transportation decisions requires a great shift in how planners and engineers are trained, how they communicate, the types of data they collect, and how they work as professional teams. She’ll explain how centering people can create something safer, better, and more useful for all people. Veronica will conclude with a call to action to planners and engineers to reconnect with and help shape communities. | | |
| Break and Networking | 10:10 - 10:20 am | |
| Breakout Sessions | 10:20 - 11:20 am | Meetings Rooms A, B, and D |
| The Triangle West TPO’s regional Vision Zero Action Plan serves as a guide to increasing roadway safety. With a clear goal of eliminating fatal and serious injury crashes, supporting strategies provide support for operational changes that impact how roadway safety can be increased in a variety of ways—from project selection to roadway restriping, to land use policy and resource development. Staff at the University of North Carolina Highway Safety Research Center will facilitate breakout sessions focused on safety strategies outlined in the regional Vision Zero Action Plan to generate ideas and come away with clear steps forward for improving roadway safety in Triangle West communities. | | |
| Technical Session #1: Traffic Calming on Local Streets | Meeting Room B | Seth LaJeunesse David Miller |
| Technical Session #2: Multimodal Safety Along Multilane Arterials | Meeting Room B | Colleen McGue Filmon Fishastion |
| Technical Session #3: Safe Routes to School | Meeting Room A | Stephen Heiny Samad Rangoonwala |
| Policy & Procedures Session #1: Land Development Practices and Procedures | Meeting Room A | Monet Moore Madeline Galliano |
| Policy & Procedures Session #2: Behavior and Distraction | Meeting Room D | McKenzie Hellman Elyse Keefe |

AGENDA

| | | |
|---|---------------------|------------------------------------|
| Break and Networking | 11:20 - 11:30 am | |
| Local Safety Planning Expo | 11:30 am - 12:30 pm | Meeting Room A |
| Safety updates and initiatives will be shared by Triangle West TPO and its partners: Town of Chapel Hill, Durham County, Town of Carrboro, Town of Hillsborough, City of Durham, SHIFT, Bike Durham, Central Pines Regional Council, and the Capital Area MPO. | | |
| NCDOT Traffic Safety Unit Updates | 12:30 - 12:45 pm | Meeting Room B |
| Brian Murphy, PE Traffic Safety Systems Engineer, NCDOT | | |
| The North Carolina Department of Transportation is a key partner in creating safer roads throughout the state. Transportation planners, MPO member jurisdictions, and community partners can help plan for transportation safety by understanding the planning efforts being undertaken, and the data and support NCDOT can provide. To help with this effort, the NCDOT Traffic Safety Unit will share updates on the North Carolina Strategic Highway Safety Plan, safety resources, and data and trends. Attendees will come away with an understanding of how NCDOT can support their transportation safety planning efforts. | | |
| Breakout Session Shareout | 12:45 - 12:55 pm | Meeting Room B |
| Closing Remarks | 12:55 - 1:00 pm | Meeting Room B |
| Colleen McGue, AICP Planning Manager, Triangle West TPO | | |
| Lunch and Networking | | |
| Stay in Chapel Hill for lunch (on your own) and networking after the Safety Summit ends. | | |
| Chapel Hill E-Bike Tour (Optional) | 2:00 - 3:30 pm | Meet at Chapel Hill Public Library |
| <p>The Town of Chapel Hill and Triangle West TPO staff will offer an optional E-Bike tour of the recently completed Estes Drive Connectivity Project, ongoing transit-oriented development, and the future NS BRT corridor. The tour will depart from the Chapel Hill Public Library.</p> <p>A limited number of Town e-bikes have been set aside for individuals who reserved one during summit registration. Those who wish to participate in the tour but were unable to register and reserve a Town E-Bike may join by bringing their own bicycle and helmet.</p> | | |

Triangle West TPO's 2nd Annual Regional Safety Summit has been confirmed for 2.25 AICP CMs (#9318681)

BREAKOUT SESSIONS GUIDE

Staff from UNC's Highway Safety Research Center and Injury Prevention Research Center, and Triangle West TPO, will facilitate breakout sessions for attendees. The breakout sessions will explore 5 of the 12 strategies that were identified in Triangle West's Regional Vision Zero Action Plan, with emphasis on immediate and short-term actions. (Explore all strategies in the Plan [here](#)).

The breakout sessions will use Mentimeter to engage, share, and discuss amongst each small group. Each group will nominate a peer to provide a brief, 2-minute share-out to all attendees at the conclusion of the Safety Summit to highlight insights and takeaways. A summary report of the results from each breakout session will be shared with and emailed to all attendees after the Safety Summit, and it will be posted on Triangle West's website.

Attendees have been assigned to the breakout session they selected during online pre-registration, which will be shared with each attendee during sign-in. Details for each breakout session and strategy, and the visual guide, are found on the following pages.

How to Use the Action Item Tables

A. Strategy Category

Strategies are overarching changes that may be operational, contextual, or mode-specific to systematically address the factors that lead to fatal and serious injury crashes and promote a culture of safety.

B. Action Items

Each action item is a discrete, specific effort that can be advanced by the Triangle West TPO, member agencies, supporting agencies, or NCDOT.

C. Systemic Actions

Items followed by an asterisk represent systemic safety countermeasures that can be installed on the High-Injury Network (HIN) or proactively across the region where similar conditions exist for crashes to potentially occur.

D. Timeframe

Action items are assigned general timeframes to help action leaders prioritize their efforts. Although the timeframes note several years, these timeframes align with the level of effort for completing these actions.

Timeframes include:

- Immediate: Within 1 year;
- Short-term: 1-5 years; or
- Mid-term: 5-10 years.

E. General Cost

Although costs vary over time and by jurisdiction, the following cost ranges were used to assign a high-level estimate for each action:

- \$ - low (less than \$250k)
- \$\$ - medium (between \$250k-\$1M)
- \$\$\$ - high (\$1M and above)

F. Action Leaders and Partners

Each action item may have several agencies that can take the lead, and those along with agencies/organizations that can provide support are noted. This is not an exhaustive list, and each action may create opportunities for partnerships in each community and across the region.

G. Focus of Regional Safety Summit Breakout Sessions

Each breakout session will focus on selected **immediate** and **short-term** actions for each strategy. (All strategies and actions can be found in the Plan [here](#)).

BREAKOUT SESSIONS GUIDE

TECHNICAL SESSION #1

MEETING ROOM B



Traffic Calming on Local Streets

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

| Action | Timeframe | Cost | Action Leaders and Partners |
|---|-----------|--------|-----------------------------|
| Implement road diets/lane removals to provide space for walking, bicycling, transit, green space, and/or on-street parking | Short | \$\$\$ | NCDOT, Municipalities |
| Develop a neighborhood slow streets program to support community requests for low vehicular traffic residential streets that emphasize slow and safe speeds and support a variety of uses and activities beyond driving | Immediate | \$ | Municipalities |
| Create a neighborhood traffic calming program to manage community traffic safety requests in a transparent, consistent, and equitable manner | Short | \$ | Municipalities |
| Deploy mini traffic circles, speed cushions, chicanes, neck downs, hardened centerlines, and curb extensions on residential streets to reduce vehicle speeds and cut through traffic | Short | \$\$ | Municipalities |

BREAKOUT SESSIONS GUIDE

TECHNICAL SESSION #2

MEETING ROOM B



Multimodal Safety Along Multilane Arterials

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

| Action | Timeframe | Cost | Action Leaders and Partners |
|---|-----------|--------|-----------------------------|
| Construct separated pedestrian and bicycle facilities-detached sidewalks, sidepaths, separated bike lanes | Short | \$\$\$ | NCDOT, Municipalities |
| Install speed feedback signage | Short | \$ | NCDOT, Municipalities |
| Set/reduce speed limits for multilane arterials based on context | Short | \$\$\$ | NCDOT, Municipalities |
| Conduct regular Road Safety Audits on high-risk arterials | Immediate | \$ | NCDOT, Municipalities |

BREAKOUT SESSIONS GUIDE

TECHNICAL SESSION #3

MEETING ROOM A



Safe Routes to School

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

| Action | Timeframe | Cost | Action Leaders and Partners |
|--|-----------|------|---|
| Install high-visibility crosswalks within a one-mile travelshed of all schools | Immediate | \$ | School Districts, Municipalities |
| Install separated bikeway facilities—separated bike lanes or shared use paths—along corridors that are within a half-mile of schools | Short | \$\$ | NCDOT, Municipalities, School Districts |
| Install speed feedback signage along with RRFBs/PHBs for mid-block crossings within a half mile of all schools | Short | \$\$ | NCDOT, Municipalities, School Districts |
| Conduct targeted/automated enforcement of handheld device bans, distracted driving, yielding, and speeding within school zones | Short | \$ | Law enforcement |
| Develop a resident/ambassador program to support local SRTS programs (i.e., counts, safety audits, infrastructure project review) | Immediate | \$ | TPO, School Districts, Municipalities, SRTS |

BREAKOUT SESSIONS GUIDE

POLICY AND PROCEDURES SESSION #1

MEETING ROOM A



Land Development Practices and Procedures

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

| Action | Timeframe | Cost | Action Leaders and Partners |
|--|-----------|--------|-----------------------------|
| Integrate the High-Injury Network (HIN) into project and development reviews | Immediate | \$ | TPO, NCDOT, Municipalities |
| Update, adopt, and implement land use, Transportation Demand Management (TDM), and street design policies that increase safety, reduce Vehicle Miles Travelled (VMT), and decrease dependence on single-occupancy vehicles (SOV) trips | Short | \$ | TPO, CPRC, Municipalities |
| Review and update land use policies and development standards to prioritize the safety of all road users (e.g., block size, crosswalk spacing, access management) | Immediate | \$\$\$ | Municipalities |
| Update local and regional plans and policies to be inclusive of all modes and ensure safety is a primary priority. Plans include comprehensive plans, land use plans, mode-specific plans, etc. | Immediate | \$ | Local Government Agencies |

BREAKOUT SESSIONS GUIDE

POLICY AND PROCEDURES SESSION #2

MEETING ROOM D



Behavior and Distraction

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

| Action | Timeframe | Cost | Action Leaders and Partners |
|--|-----------|------|---|
| Establish county metrics for seatbelt and car seat public education campaigns | Short | \$ | TPO, Law enforcement, NCDOT, Municipalities, Health Departments |
| Promote and implement safe driving and anti-distraction messaging and policies | Short | \$ | TPO, Law enforcement, NCDOT, Municipalities |
| Host community conversations about roadway safety | Short | \$ | TPO, Municipalities, Trauma-Centers, Local advocacy groups |
| Develop a program for emergency responders to tell their stories about roadway safety that can be shared with communities to emphasize the impact of fatal and serious injury crashes have on people | Short | \$ | TPO, Trauma Centers, Law enforcement, Local advocacy groups |

BREAKOUT SESSIONS GUIDE

Street Safety Features: A Visual Guide

The following images of street safety features - as documented in Triangle West TPO's Regional Vision Zero Plan - will be referenced during the breakout sessions.



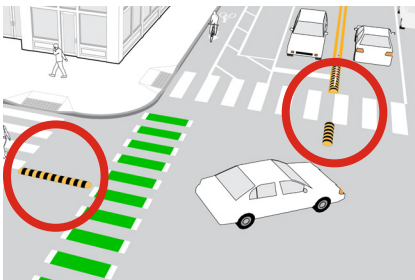
Chicane



Curb Extension



Daylighting



Hardened Centerline



High Visibility Crosswalk



Leading Pedestrian Intervals (LPIs)



Median Refuge Island



Mid-Block Trail Crossing



Mini Traffic Circle



No Turn On Red



Pedestrian Hybrid Beacon (PHB)



Protected Left Turn

BREAKOUT SESSIONS GUIDE

Street Safety Features: A Visual Guide

The following images of street safety features – as documented in Triangle West TPO’s Regional Vision Zero Plan – will be referenced during the breakout sessions.



Raised Crossing



Rectangular Rapid Flashing Beacon (RRFB)



Road Diet



Roundabout



Separated Bike Lane (SBL)



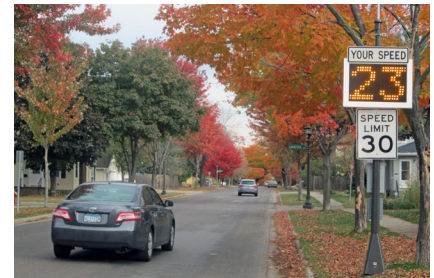
Sidepath



Slip Lane



Speed Cushions



Speed Feedback Sign



Truck Apron



Turning Radii



Turn Wedge

GUEST SPEAKERS



Mayor Jess Anderson

Town of Chapel Hill

Jessica Anderson was elected to serve as Chapel Hill's mayor in November 2023 after serving two terms on the Chapel Hill Town Council. During that time, she served as Mayor Pro Tempore from 2017–2019, chaired the Council Committee on Economic Sustainability from 2021–2023, and represented the Town on the Orange County Partnership to End Homelessness board.

Ms. Anderson is a Professor of the Practice at UNC in the Public Policy Department. Previously, she worked as a Senior Policy Analyst at the SERVE Center at UNC Greensboro, where she conducted needs assessments for school districts in North Carolina and provided technical assistance to communities around the country working to end youth homelessness. She holds a Master's degree in Public Policy (concentration in social policy) from Duke University's Sanford School of Public Policy and has spent her professional career immersed in education policy at the national and state levels.



Veronica O. Davis, PE

US Practice Director for Planning & Environment at AtkinsRéalis

Veronica O. Davis, PE is a self-described transportation nerd and author of "Inclusive Transportation: A Manifesto for Repairing Divided Communities." She believes everyone should have access to safe, reliable, and affordable transportation. She is currently the US Practice Director for Planning & Environment at AtkinsRéalis. She has over twenty years of experience in civil engineering and planning. Under the Mayor Turner Administration, she was the Director of Transportation & Drainage Operations for the City of Houston. She is also the co-founder and former Managing Partner at Nspiregreen LLC. She is one of the co-founders of Black Women Bike (BWB). She was the Vice President and City of Houston representative on the National Association of City Transportation Officials.

She earned her dual Master's degrees (Engineering Management and Regional Planning) from Cornell University. She has a Bachelor's degree in civil engineering from the University of Maryland. In July 2012, the White House recognized her as a Champion of Change and Transportation Innovator for her professional accomplishments and community advocacy in transportation. She currently lives in Baltimore, MD with her husband and child, and has spent her professional career immersed in education policy at the national and state levels.



Seth LeJeunesse

Senior Research Associate at the UNC Highway Safety Research Center

Seth joined the UNC Highway Safety Research Center as a Research Associate in 2010. Seth evaluates behavioral interventions designed to enhance bicycle and pedestrian safety and access, and designs studies that draw from psychology, sociology, and systems science. He primarily focuses on studying youth traffic safety and discerning ways to accelerate the diffusion of effective road safety practice.

Seth serves as the principal investigator of several state and federally funded research endeavors, including projects funded by the North Carolina Department of Transportation, North Carolina Governor's Highway Safety Program, the Collaborative Sciences Center for Road Safety—a National University Transportation Center funded by the U.S. Department of Transportation, and the U.S. Department of Agriculture. Across all research projects, he aims to advance safe, equitable access to physical activity and community life.

Seth has a certificate of advanced graduate studies in school psychology from Duquesne University and a master's degree in city and regional planning from the University of North Carolina at Chapel Hill.

GUEST SPEAKERS



Elyse Keefe

Project Manager at the UNC Injury Prevention Research Center

As a Project Manager at the Injury Prevention Research Center, Elyse contributes to a variety of projects and programs focused on advancing Safe Systems approaches to road safety using a public health framework. Currently, she coordinates the North Carolina Vision Zero project, which provides technical assistance and leadership development efforts for Vision Zero communities across North Carolina, funded by the North Carolina Governor's Highway Safety Program, as well as a project to build capacity for states to integrate public health principles and strategies to road safety, funded by NHTSA. Elyse holds master's degrees in Public Health and Social Work from UNC Chapel Hill.



McKenzie Hellman

Injury & Violence Prevention Project Manager at the UNC Injury Prevention Research Center

McKenzie joined the UNC Injury Prevention Research Center in June 2024. In her role, she supports Vision Zero initiatives and projects around harm reduction and opioid overdose prevention. Much of her work involves statewide approaches and capacity building across communities in North Carolina. She holds a degree in Health Promotion and is obtaining her Master's in Public Health from East Carolina University. McKenzie has a professional background in higher education programming as well as experience in rural public health.



Stephen Heiny

Research Associate at the UNC Highway Safety Research Center

Stephen Heiny joined the Highway Safety Research Center in 2016. He works within the Health and Community Science team supporting projects on safety for active travel. His work focuses on youth active travel safety, Vision Zero, and the Safe System approach, supporting safety efforts in North Carolina and across the United States. He has performed work evaluating speed reduction countermeasures, provided technical assistance for Safe Routes to School programs, supports the annual Walk, Bike & Roll to School Day events, and works on coalition building for Vision Zero communities in North Carolina.

Stephen holds a Master's degree in City and Regional Planning from the University of North Carolina at Chapel Hill where he specialized in transportation planning. He completed his Bachelor's degree in psychology and sociology at the University of Notre Dame.



Brian Murphy, PE

Traffic Safety Systems Engineer at the North Carolina Department of Transportation

Brian Murphy serves as the Traffic Safety Systems Engineer in the Traffic Safety Unit within the North Carolina Department of Transportation. Brian earned both a Bachelor's and a Master's degree in Civil Engineering from North Carolina State University.

MEET OUR TPO TEAM



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Amaya Bauldwin
Planning Intern
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TRANSPORTATION, PARKING & FACILITY MAP

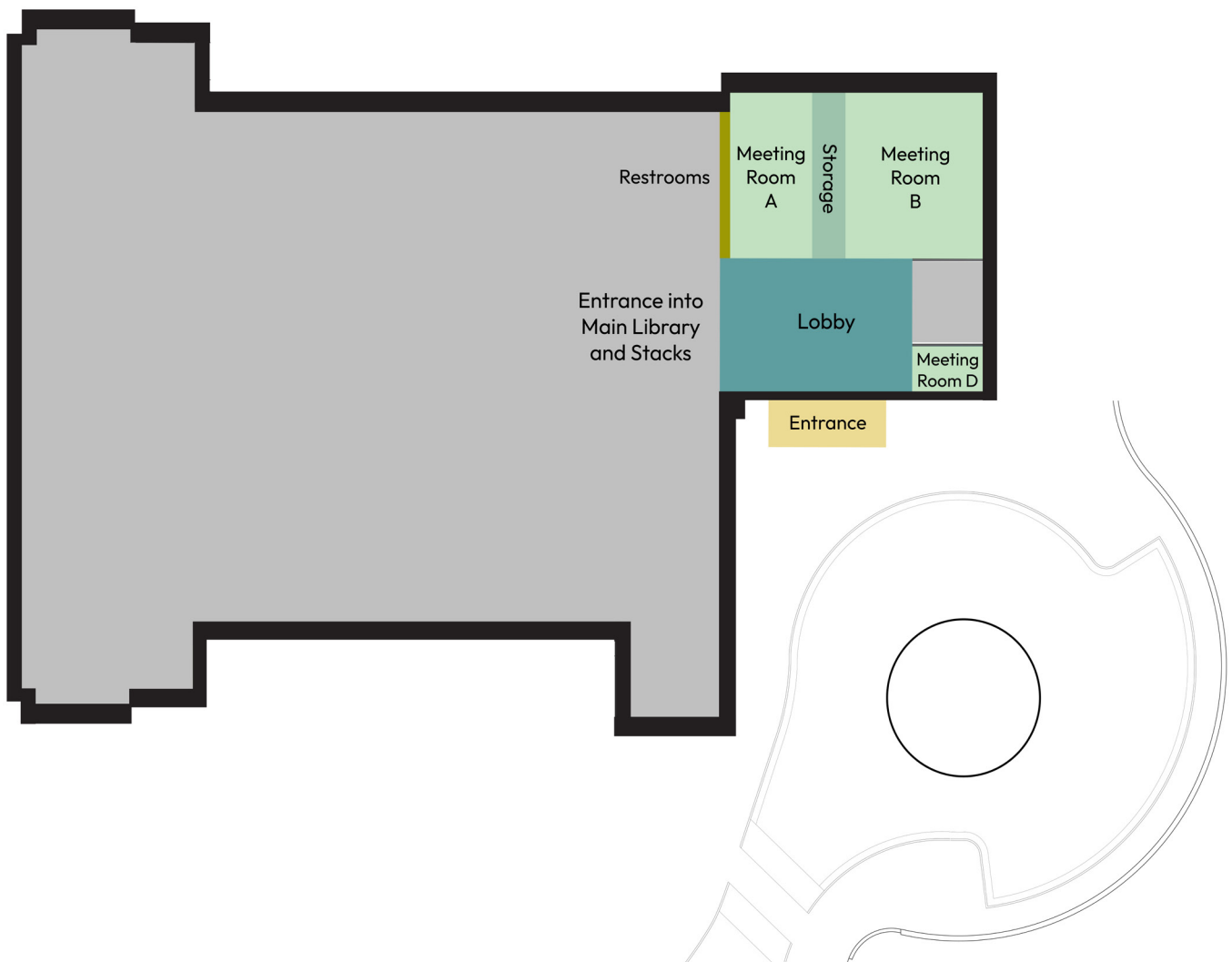
Transportation to the Summit

- **Carpool:** Carpool with friends and colleagues with easy coordination. Use [Share the Ride NC](#) to be a driver or passenger to the event.
- **Transit:** Transit stops are nearby and within a short walking distance of the library. Consider planning your trip using [GoTriangle's trip planner](#) or viewing options through [Chapel Hill Transit](#).
- **Active Transportation:** The Town of Chapel Hill has many options for active transportation. View the [Town's bicycle and pedestrian maps](#) to help plan your walk or bicycle trip in Chapel Hill.

Parking Options

- **Bicycles:** Bicycle racks are available outside the library.
- **Motor Vehicles:** Ample parking for motor vehicles can be found along Library Drive.

Facility Map: The Regional Safety Summit will utilize Meeting Rooms A, B, and D for presentations, breakout sessions, the local safety planning expo, and networking.



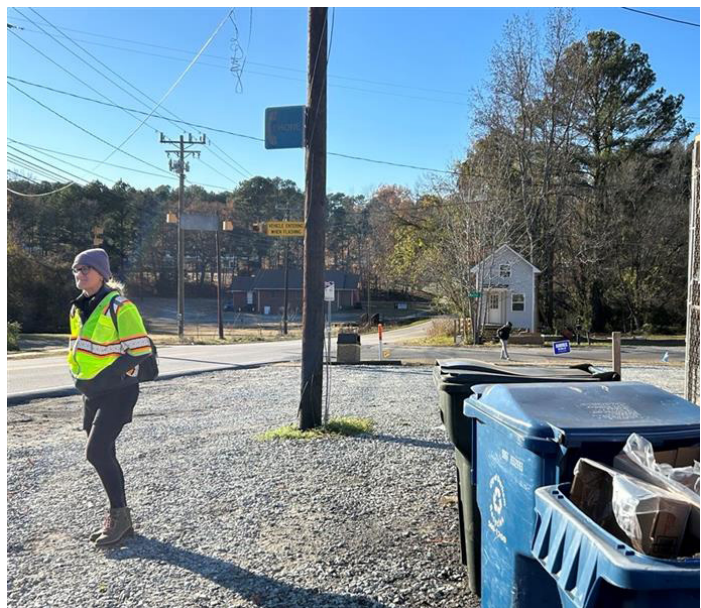
SAFETY RESOURCES

The following non-exhaustive list of resources is included as reference and for further exploration.

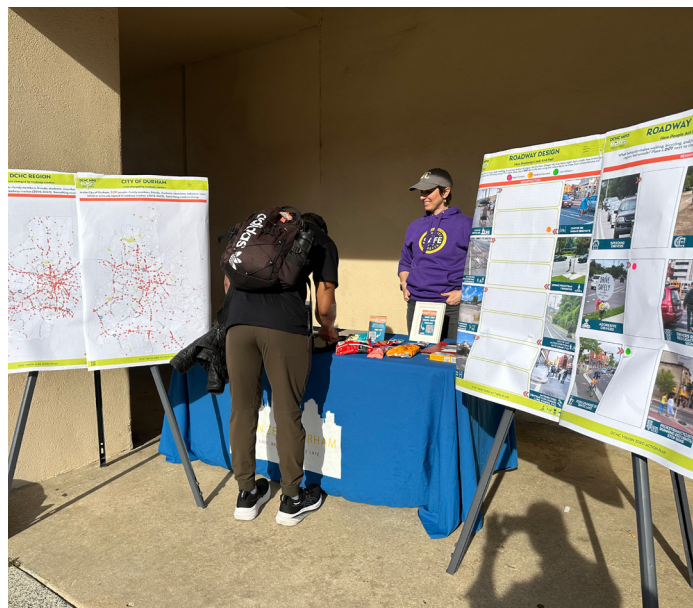
- [Triangle West TPO Regional Vision Zero Action Plan \(2025\)](#)
- [Triangle West TPO Safety Countermeasure Toolkit \(2025\)](#)
- [Triangle West TPO Vision Zero Data Dashboard](#)
- [Triangle West TPO Vision Zero Action Plan GIS Dataset](#)
- [USDOT's Safe Streets and Roads for All \(SS4A\) Grant Program](#)
- [NC Vision Zero Safety Dashboard](#)
- [UNC Highway Safety Research Center](#)
- [NCDOT North Carolina Strategic Highway Safety Plan Update \(2024\)](#)
- [Capital Area Metropolitan Planning Organization's \(CAMPO\) Blueprint for Safety](#)



**Scan to access
Triangle West's
Safety
Webpage**



Road Safety Audit, Bragtown Community, Durham, NC, December 2024



World Day of Remembrance Event, Durham, NC, November 2024

LOCAL RESTAURANTS

Stay after the Safety Summit and enjoy lunch with others. Below is a select list of local restaurants listed by proximity to the Chapel Hill Public Library.

Tandoor Indian Restaurant

1301 E. Franklin St. #100, Chapel Hill, NC 27514
0.6 miles

Alpaca Peruvian Charcoal Chicken

237 S. Elliott Road, Chapel Hill, NC 27514
0.7 miles

Bartaco

201 S. Estes Dr., Suite E3, Chapel Hill, NC 27514
0.7 miles

Hawkers Asian Street Food

201 S. Estes Dr. #400A, Chapel Hill, NC 27514
0.7 miles

Caffe Driade

1215-A, E. Franklin St., Chapel Hill, NC 27514
0.7 miles

TRU

114 Henderson St., Chapel Hill, NC 27514
2.1 miles

Zayka Indian Grill

105 E. Franklin St., Chapel Hill, NC 27514
2.2 miles

Momo's Master

110 N. Columbia St., Chapel Hill, NC 27514
3 miles

Roots Natural Kitchen

133 W. Franklin St., Suite A-115, Chapel Hill, NC 27516
2.3 miles



Triangle West TPO's Wildlife Crossings Plan Engagement Event, Carrboro Farmer's Market, Carrboro, NC, October 2024



Triangle West TPO's 2024 Regional Safety Summit, North Carolina Central University, Durham, NC, October 2024



Safetoberfest, UNC Chapel Hill, October 2024



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