

# MEETING MINUTES

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May 5, 2026

Project #30423

Project Name: WMPO SS4A Safety Action Plan

Meeting Location: 525 N 4th St, Wilmington, NC 28401

Submitted By: Zachary Bugg, PhD, PE

Subject: Safety Action Plan Steering Committee Meeting #1

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1. Attendees:

- Shawn Spencer, UNCW, Transportation Operations Manager
  - Walter Sellers, Brunswick County Sheriff's Office, Traffic Unit
  - Paul Divitantonio, Brunswick County Sheriff's Office, Aggressive Driving Force
  - Linda Painter, City of Wilmington, Director of Planning and Engagement
  - Ben Andrea, Town of Leland, Planning and Inspections Director
  - Jeremy Hardison, Town of Carolina Beach, Planner
  - Kirstie Dixon, Brunswick County, Director of Planning
  - Denys Vielkanowitz, City of Wilmington, City Traffic Engineer
  - Debbie Trafton, New Hanover County Schools, Director of Transportation
  - Michael Taylor, Pender County Schools, Director of Transportation
  - Greer Templer, WMPO, Senior Transportation Planner
  - Abby Lorenzo, WMPO, Deputy Director
  - Beth King, WMPO, Assoc. Transportation Planner
  - Krysdyn Burden, WMPO, Grants Coordinator
  - Carolyn Caggia, WMPO, Assoc. Transportation Planner/Go Coast Coordinator
  - Rosemary "Rosie" Guendner, Cape Fear Workforce Development Board
  - Bryan Murphy, NCDOT TSU, Traffic Safety Systems Engineer
  - Adrienne Cox, NCDOT Division 3, Planning Engineer
  - Dylan McDonnell, New Hanover County, Long Range Planner
  - Wendy Giannini-King, Wilmington Fire Department, Community Risk Reduction Coordinator
  - Jonathan Dodson, WAVE, Deputy Director
  - Landin Holland, Town of Navassa, Town Planner
  - Toni Scollins, Novant Health, Injury & Violence Prevention Coordinator
  - Zachary Bugg, Kittelson & Associates
  - Sarah Brown, Kittelson & Associates
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- Andrew Ooms, Kittelson & Associates
  - Bastian Schroeder, Kittelson & Associates
  - Adrienne Harrington, Smart Moves Consulting
2. Current activities and recent plans:
- NHC schools: community stops (not into neighborhoods)
    - Community stops, no longer busing to house. Fear of vehicles passing stopped bus. Need stop-arm enforcement. Encourage students to use multiuse paths and sidewalks to walk to the stop and walk to schools.
    - Tracked two bus stops that in one month gave out 100 tickets. These partnerships such as "safe stop day" are contingent upon funding.
  - Denys:
    - Looking for school crossing guard training/funding
  - Shawn UNCW:
    - Crossing College Road. Explore grade separated crossing.
    - UNCW as research resource
  - Wilmington
    - Downtown Plan nearing completion with safety transportation focus
    - Awaiting award of asphalt art grant at schools/park
  - Carolina Beach
    - Reduce conflicts, micromobility safety, youth
  - WFD prioritized roadway safety as risk
    - NC VZ since COVID
    - Stop, Look, Go
    - Wendy seems to be great advocate

3. Community Coalition ideas:

- HOA Boards
- Coastal Horizons
- WDI,
- Kid's Making it,
- MLK
- DSS, Housing task force
- Disability Resource Center
- Good Shepherd

4. Ideas for Public Engagement strategies:

- Go to where the people are, tabling at a community event (interactive, understandable)
- Online/Electronic through big social media people with lots of followers
- Brunswick Co electronic/survey
- School events
- Send home in schools requires effort
- UNCW e.g. Latino and church events
- CFCC ESL classes

5. Close out/next steps:

- Landin is working on comp plan for Navassa, how do we stay integrated on efforts
- Rosemarie- is there a way track tourists in crash data
- Brian Murphy – asked to include Brian Mayhew in the steering committee

Attachments:

- Meeting Slides

# MEETING MINUTES

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August 7, 2025

Project #30423

Project Name: WMPO SS4A Safety Action Plan

Meeting Location: 525 N 4th St, Wilmington, NC 28401

Submitted By: Sarah Brown and Zachary Bugg, PhD, PE

Subject: Safety Action Plan Steering Committee Meeting #2

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## 1. Attendees:

- Shawn Spencer, UNCW, Transportation Operations Manager
  - Travis Henley, City of Wilmington, Project Manager, Comprehensive Planning and Urban Design
  - Ben Andrea, Town of Leland, Planning and Inspections Director
  - Jeremy Hardison, Town of Carolina Beach, Planner
  - Kirstie Dixon, Brunswick County, Director of Planning
  - Denys Vielkanowitz, City of Wilmington, City Traffic Engineer
  - Debbie Trafton, New Hanover County Schools, Director of Transportation
  - Michael Taylor, Pender County Schools, Director of Transportation
  - Greer Templer, WMPO, Senior Transportation Planner
  - Beth King, WMPO, Assoc. Transportation Planner
  - Krysdan Burden, WMPO, Grants Coordinator
  - Carolyn Caggia, WMPO, Assoc. Transportation Planner/Go Coast Coordinator
  - Amanda Halbert, WMPO, GIS Analyst
  - Rosemary "Rosie" Guendner, Cape Fear Workforce Development Board
  - Kelly Becker, NCDOT TSU, Safety Planning Engineer
  - Wendy Giannini-King, Wilmington Fire Department, Community Risk Reduction Coordinator
  - Haynes Brigman, Town of Wrightsville Beach, Town Manager
  - Jonathan Dodson, WAVE, Deputy Director
  - Britney Melvin, New Hanover County Fire Rescue, Community Risk Reduction Coordinator
  - Marcy Waters, Pender County, Long Range Planner I
  - Steven Zinder, WMPO BPAC, Chairman
  - Zachary Bugg, Kittelson & Associates
  - Sarah Brown, Kittelson & Associates
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- Andrew Ooms, Kittelson & Associates
- Catherine Suria, Kittelson & Associates
- Beyah Baylor, Kittelson & Associates

## 2. Introductions – Safety Concerns

- Attendees shared top concerns, including:
  - Ongoing concerns about a lack of safety culture, inadequate facilities, and unsafe behaviors.
  - High-crash areas/corridors of concern include Market Street, College Road, 3rd Street, Randall Parkway, and the Monkey Junction area.
  - Since January 1, 46 emergency responses related to crashes in Wilmington
    - Crashes have a ripple and traumatic effect on staff and on the community.
  - Population growth is increasing pressure on the transportation system.
  - E-bike use is rising, adding complexity to road safety.
  - Need to improve sight distance at intersections.
  - Approximately 100 school bus stop-arm violations occur daily in New Hanover County.
  - Community tension: desire for uninterrupted driving vs. increasing pedestrian presence.

## 3. Existing Conditions

- KAI provided an update on crashes
  - i. Link to interactive map with crash data: [WMPO SS4A Steering Committee Map](#)

## 4. Safety Group Activity

- Attendees marked up maps in-person and online (compiled comments are attached)

## 5. Community Engagement Update

- KAI provided an update on strategy
- Round 1 is running now through September 2025
- Link to online website to find more information, take surveys, and sign up for email updates <https://www.wmpo.org/safetyactionplan/>
- Project team to consider meeting space at City of Wilmington Fire Department in round 2
- Project team to consider more ways to advertise, such as radio adds

## 6. Closing Discussion and Next Steps

- Steering Committee is invited to add any additional comments to [online map](#) by end of day Friday
- Project team to send out outreach toolkit to advertise engagement Round 1
- Engagement event list
  - Belville Movie Night on August 15th from 6:30 PM – 8:30 PM
  - Open Air Market at the Grove on August 20th from 10:00 AM – 12:00 PM
  - Northside Food Co-Op on August 28th from 6:00 PM – 8:00 PM
  - Carolina Beach Farmers Market on August 30th from 8:00 AM – 10:00 AM
  - UNCW Market Day on September 10th from 11:00 AM – 1:00 PM
  - New Hanover County open house at WMPO Office on September 11th from 5:30 PM – 7:30 PM
  - Brunswick County open house at Navassa Town Hall on September 17th from 4:00 PM – 6:00 PM
  - Pender County open house at Pender County Library (Hampstead Branch) on September 25th from 4:00 PM – 6:00 PM
  - Brunswick Heritage Ride on September 27th from 10:00 AM – 11:30 AM
- Project team will send summary of map exercise comments to Steering Committee the week of 8/11

### Attachments:

- Meeting Slides
- Summary of map exercise comments (online and in person):
  - [WMPO SS4A Safety Action Plan](#)

# MEETING MINUTES

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December 8, 2025

Project #30423

Project Name: WMPO SS4A Safety Action Plan

Meeting Location: 525 N 4th St, Wilmington, NC 28401

Submitted By: Sarah Brown and Zachary Bugg, PhD, PE

Subject: Safety Action Plan Steering Committee Meeting #3

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## 1. Attendees:

- Shawn Spencer, UNCW, Transportation Operations Manager
  - Toni Scollins, Novant Health, Trauma and Injury Prevention Coordinator
  - Travis Henley, City of Wilmington, Project Manager, Comprehensive Planning and Urban Design
  - Jeremy Hardison, Town of Carolina Beach, Planner
  - Kirstie Dixon, Brunswick County, Director of Planning
  - Denys Vielkanowitz, City of Wilmington, City Traffic Engineer
  - Debbie Trafton, New Hanover County Schools, Director of Transportation
  - Greer Templer, WMPO, Senior Transportation Planner
  - Landin Holland, Town of Navassa, Town Administrator / Planner
  - Chad Staradumsky, Town of Belville, Planning Director
  - Carolyn Caggia, WMPO, Assoc. Transportation Planner/Go Coast Coordinator
  - Rosemary "Rosie" Guendner, Cape Fear Workforce Development Board
  - Kelly Becker, NCDOT TSU, Safety Planning Engineer
  - Brian Murphy, NCDOT TSU, Traffic Safety Systems Engineer
  - Stonewall Mathis, NCDOT Division 3, Division Traffic Engineer
  - Adrienne Cox, NCDOT Division 3, Division Planning Engineer
  - Haynes Brigman, Town of Wrightsville Beach, Town Manager
  - Steven Zinder, WMPO BPAC, Chairman
  - Zachary Bugg, Kittelson & Associates
  - Sarah Brown, Kittelson & Associates
  - Andrew Ooms, Kittelson & Associates
  - Catherine Suria, Kittelson & Associates
  - Cesar Hirschy-Reyes, Kittelson & Associates
  - TJ Doane, Kittelson & Associates
  - Adrienne Harrington, Smar Moves Consulting
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## 2. Introductions

- Attendees shared what their top safety solution was, including:
  - Awareness and education campaigns
    - Youth-focused safety programming
    - Public messaging and communication strategies
  - Multimodal investments
    - Crosswalk improvements, including lighting, vertical deflection, and safer conflict-area design
    - Sidewalk expansion and maintenance, including shared-use paths (SUPs) and off-street paths
    - Curb extensions (bulb-outs)
  - Reduced-conflict intersections (RCIs)
  - Distracted driving countermeasures
  - Traffic calming strategies
  - Land-use planning that supports safety
  - E-bike policy on multi-use paths (MUPs)
  - Roundabouts, including interest in case studies and best practices
  - Appropriate use of all-way stops based on context
  - Signage, markings, and MUTCD best practices
  - Transportation barriers to workforce access, including ride-share / TDM considerations
  - Quick-build treatments, such as “No Turn on Red” treatments and related policies
  - Physical barriers for protection (e.g., vertical deflection)
  - Stricter enforcement and general enforcement emphasis
    - Stop-arm devices enforcement
  - Sidewalk safety near pickups/drop-offs

## 3. Project Recap

- KAI provided an update on the project including:
  - Project schedule
  - Community engagement
  - Existing conditions
  - Elected official small group meetings and agency focus groups

#### 4. Priority Location Development

- KAI provided an overview of project location development
- Locations are made up of:
  - 54 Segment (Corridor) Locations
  - 35 Intersection Locations
- [WMPO SS4A Project Locations SC | Kittelson & Associates, Inc.](#)
- Project scoring and prioritization will move in parallel with round 2 of community engagement to integrate participant feedback

#### 5. Countermeasures Toolbox and Activity Safety Group Activity

- Attendees worked through four case studies representing typical roadway and intersections sections across the WMPO region. Feedback on safety challenges and countermeasures were collected:
  - *Case Study 1: Market Street, Wilmington*
    - Key safety issues/behavior contributing factors
      - 6-lane, barely divided cross section (long, continuously uncontrolled distance for bike/ped crossings)
      - Few signalized intersections to provide crossing opportunities
      - High Traffic Volume corridor & roadside development/signage/activity can be distracting to motor vehicle drivers
      - Too many driveways/areas of conflict
      - Lots of activity (signage, businesses, & cars)
    - General and/or specific countermeasures to address issues
      - Raised Center Median (for pedestrian crossing refuge) and elimination of Two-Way-Turn-Lane.
      - Also, due to the recent eastbound lane use assignment modification at Gingerwood, consider reducing eastbound between New Center to Gingerwood to 2 travel lanes with dedicated left and right turn storage bays
      - Same consideration for westbound between Gingerwood and Lennon
      - The lane reductions would shorten pedestrian roadway exposure
      - Reduce number of driveways
      - Dedicated right turn lanes and signals
      - Curb extensions
      - Enhancing signal timing
      - Add midblock crosswalks (signalized)
      - Enhance driver awareness/education for yielding to peds/bikes
  - *Case Study 2: US 17, Hampstead*

- Key safety issues/behavior contributing factors
  - High speeds from wide roadway/lanes
  - No sidewalks or crossing facilities
  - No lighting
  - Lack of bicyclist facilities, but demand is prevalent
  - Several driveways and turning movements
  - Too many driveways/too many points of contact
- General and/or specific countermeasures to address issues
  - Reduced conflict intersection with mountable curbs
  - Reducing the speed (enforcement, posted speed)
  - Reduce number of driveways
  - More rumble strips
  - Access management - do all the median openings need to be open?
  - There will be a crossing at the school
- *Case Study 3: River Road, Belville*
  - Key safety issues/behavior contributing factors
    - Blind curves
    - No signalized intersections
    - High speeds
    - Increased multimodal activity due to SUP and riverwalk extensions
  - General and/or specific countermeasures to address issues
    - Lowering the speed limit to 35; coordinate enforcement with Brunswick County Sheriff
    - Signalized crossing for the school
    - Keep documenting the need for safety improvements
    - Promote the area as a densifying area you to work against perceptions that NC 133 is a speedway/cut through
    - Widen road
      - There may be a future study on widening NC 133 south of WMPO boundary
    - Add/improve shoulders
- *Case Study 4: US 421, Carolina Beach*
  - Key safety issues/behavior contributing factors
    - Heavy traffic/congestion during peak hours
    - Lots of pedestrians
  - General and/or specific countermeasures to address issues
    - LPI has helped
    - No right run on red

- Protective left turns
- Raised 3D crosswalks
- Town is doing pilot project of 100 block of Cape Fear Blvd as one-way so that could impact the safety
- Piloted 4-3 road diet 10+ years ago but it led to too much traffic congestion
- Similar areas in Kure Beach need signalized crosswalks (RRFB not viewed as effective).

## 6. Stakeholder & Community Engagement Update

- KAI provided an update on strategy
- Round 2 will launch mid-December and go through mid-February 2026
  - Online feedback opportunities available beginning in December, in-person events will start in the new year
- Link to online website to find more information, take surveys, and sign up for email updates <https://www.wmpo.org/safetyactionplan/>

## 7. Closing Discussion and Next Steps

- Steering Committee is invited to add any additional comments by end of day Friday
  - Comment map for Steering Committee [WMPO SS4A Project Locations SC | Kittelson & Associates, Inc.](#)
  - Survey for steering committee for case study activity - <https://www.surveymonkey.com/r/PJQDC3D>
- Project team to send out outreach toolkit to advertise engagement Round 2

### Attachments:

- Meeting Slides

# MEETING MINUTES

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March 23, 2026

Project #30423

Project Name: WMPO SS4A Safety Action Plan

Meeting Location: 525 N 4th St, Wilmington, NC 28401

Submitted By: Sarah Brown and Zachary Bugg, PhD, PE

Subject: Safety Action Plan Steering Committee Meeting #4

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## 1. Attendees:

- Mike Kozlosky, WMPO, Executive Director
  - Abby Lorenzo, WMPO, Deputy Director
  - Beth King, WMPO, Associate Transportation Planner
  - Ben Andrea, Town of Leland Planning & Inspections
  - Liam Mikeal, Town of Leland Transportation Planning Engineer
  - Jon Dodson, WAVE Transit Deputy Director
  - Dylan McDonnell, New Hanover County Long Range Planning
  - Shawn Spencer, UNCW, Transportation Operations Manager
  - Toni Scollins, Novant Health, Trauma and Injury Prevention Coordinator
  - Jeremy Hardison, Town of Carolina Beach, Planner
  - Denys Vielkanowitz, City of Wilmington, City Traffic Engineer
  - Greer Templer, WMPO, Senior Transportation Planner
  - Chad Staradumsky, Town of Belville, Planning Director
  - Carolyn Caggia, WMPO, Assoc. Transportation Planner/Go Coast Coordinator
  - Rosemary "Rosie" Guendner, Cape Fear Workforce Development Board
  - Matt Albee, NCDOT TSU
  - Wendy Giannini-King, City of Wilmington
  - Linda Painter, City of Wilmington Director of Planning and Development
  - Lt. Daniel Little, Brunswick County Sheriff Deputy
  - Adrienne Cox, NCDOT Division 3, Division Planning Engineer
  - Zachary Bugg, Kittelson & Associates
  - Sarah Brown, Kittelson & Associates
  - Andrew Ooms, Kittelson & Associates
  - Catherine Suria, Kittelson & Associates
  - Jakob Wiegand, Kittelson & Associates
  - Adrienne Harrington, Smart Moves Consulting
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## 2. Introductions

- Attendees shared what low-cost safety improvements that have had success, including:
  - Bollards
  - Modular roundabouts
  - Curb extensions
  - Lead pedestrian intervals
  - PHB/HAWK signals
  - Education and enforcement
  - Carpooling/transportation demand management
  - No turn on red signage
  - All way stop control
  - Signal backplates
  - Speed limit reductions
  - Vehicle safety features
  - Roundabout education
  - Lighting
  - High visibility crosswalks
  - Speed humps

## 3. Project Recap

- Kittelson provided an update on the project including:
  - Project schedule
  - Community engagement Round #2 feedback

## 4. Location-Specific Countermeasures Scoring

- Kittelson provided an overview of project location scoring categories and weights
- General treatments consisted of:
  - Systemic signals/visibility
  - Signalized crossings
  - Unsignalized crossings
  - Speed management
- The group discussed the highest-scoring recommendations and results
- Kittelson also presented the project cut sheet locations for implementation:
  - Denys mentioned that most of the top 20 locations already had projects identified in the STIP / MTIP / CIP
  - Those projects would be kept in the ranking in order to support implementation, should funding not be committed through construction.

## 5. Non-Location Specific Strategies and Activity

- Attendees worked in five small groups to discuss the non-infrastructure strategies, with the goal of identifying which were the most effective strategies and which could be removed/deprioritized
  - *Agency coordination*
    - Participants discussed agency coordination strategies with mixed feedback. While there was general agreement that coordination across jurisdictions is already occurring to some extent and could be beneficial if expanded, concerns were raised about potential unintended consequences.
      - a. Specifically, the Town of Belville noted that a more regionalized coordination approach could risk overshadowing the unique needs and challenges of smaller jurisdictions.
      - b. There was interest in continuing coordination efforts, but with consideration for maintaining local context and ensuring equitable representation across jurisdictions.
    - Multiple stakeholders expressed interest in participating in coordinated regional efforts. For example, Wave Transit indicated willingness to support systemic safety project delivery, including coordination with bundled project approaches and the LAPP prioritization process.
    - There was also interest in coordinating transit-related planning efforts. A participant noted that conducting a regional transit service gap and feasibility assessment aligns with ongoing efforts to address transportation as a barrier to employment.
    - Participants supported incorporating EMS coordination and emergency response considerations into project development, particularly for speed management strategies.
    - Additional coordination opportunities included collaboration between WMPO, NCDOT, and local jurisdictions to integrate safety design practices into development ordinances and site design standards.
  - *Policy*
    - Policy-related strategies received generally positive feedback.
    - There was strong support for implementing speed zone enforcement measures, particularly the use of cameras on or near school buses.
    - Retesting requirements for older drivers also received strong approval from participants.
    - Participants supported updating TIP and MTP prioritization processes to more explicitly incorporate safety considerations, including High Injury Network (HIN) data and proven safety countermeasures.

- Establishing a regional framework for incorporating Complete Streets principles into transportation projects was viewed as a beneficial policy direction.
- Developing regional safety analysis guidance for Traffic Impact Analyses (TIAs), in coordination with NCDOT and local jurisdictions, was also identified as a valuable policy-level improvement.
- Some policy ideas, such as strengthening coordination with the District Attorney's office to prioritize transportation safety-related judgments, were viewed as beneficial in theory but potentially challenging to implement in practice.
- *Education*
  - Education strategies were the most favorably received category overall.
  - Participants expressed strong support for initiatives focused on work zone safety and improving right-of-way understanding, particularly for new drivers.
  - General consensus indicated that education-based approaches are both impactful and feasible to implement at the regional level.
  - Temporary demonstration projects and public engagement events (e.g., open streets, pop-up traffic gardens) were also supported as effective tools for increasing public awareness and understanding of transportation safety.
- *Enforcement*
  - Enforcement strategies were generally supported, though some concerns were raised regarding implementation and cost.
  - The concept of driver work incentive programs was well received; however, participants noted concerns about the estimated funding levels required.
  - Additional enforcement-related tools, such as a self-reporting application to capture near misses and non-reported incidents, were viewed as potentially valuable but raised questions about cost, maintenance, and long-term feasibility.
  - Encouraging public use of self-reporting tools was seen as beneficial for supplementing traditional crash data, particularly for pedestrian and bicyclist incidents that are often underreported.
- *Other Strategies*
  - Participants supported developing and promoting local traffic calming programs, including guidance, best practices, and quick-build toolkits, with coordination across jurisdictions.
  - There was interest in advancing systemic safety project delivery through the use of project inventories, bundling approaches, and alignment with existing prioritization processes.
  - Overall, participants emphasized the importance of aligning implementation strategies with existing regional efforts while ensuring feasibility, funding clarity, and jurisdictional flexibility.

## **6. Draft Safety Action Plan Components**

- Kittelson presented the required components of the safety action plan and recapped progress on each
- Recommended progress and transparency monitoring strategies were presented
- Draft safety action plan is due to FHWA on April 20, with the final draft due in August 2026, adoption deadline is October 2026.

## **7. Closing Discussion and Next Steps**

- Draft document will be shared with WMPO for review by March 30.
- Kittelson will share document with steering committee before WMPO submits the draft to FHWA.

### **Attachments:**

- Meeting Slides