NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: Safety and Operations Council Members

Robert Brininger, Officer, City of Beachwood Police Department
Joseph Cattell, P.E., P.S., Geauga County Engineer
Andrew Conrad, P.E., P.S., County Engineer, Medina County
Andrew Cross, P.E., PTOE, Traffic Engineer, City of Cleveland
Michael Dever, Director of Public Works, Cuyahoga County
Lt. Alan Dunbar, Ohio State Highway Patrol
Leslie Farley, P.E., District 3, ODOT
Derek Feuerstein, Safety Service Director, City of Elyria
Kathryn Garvey, President, Safe Routes Chagrin
Gordon Holmes, Lieutenant, Cleveland Division of Police
Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering, CSU
Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer, Lorain County
Daniel Knecht, Service Director, City of Euclid
Allen Pennington, Civil Engineer – Traffic, City of Mentor
Michael Schipper, Deputy General Manager, Engineering & Project Management
Carmen Stemen, Environmental and Planning Specialist, FHWA
Bryce Sylvester, Director of Planning & Development, City of Lakewood
Jacob VanSickle, Executive Director, Bike Cleveland
Michael Warner, Central Communications Division Commander, Lake County Sheriff's Department
Keri Welch, Traffic Planning Engineer, District 12
Richard Wong, Planning & Development Director, City of Cleveland Heights

FROM: Gordon Holmes, Chair

DATE: February 14, 2020

RE: Safety and Operations Council
Friday, February 21, 2020 from 1:00 p.m. to 2:30 p.m.

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on Friday, February 21st, 2020 at 1:00 p.m. at the NOACA offices.
AGENDA

1. Approval of Minutes of SOC Meetings held on November 15, 2019  1-1

2. Public Comments on Current Agenda Items  Oral

3. Chair’s/Executive Director’s Report  Oral

4. Action Items

5. Presentation / Discussion Items
   a. Future Action/Discussion
      i. None
   b. Information/Discussion
      i. ODOT’s TSMO and TOAST Programs  5-1
      ii. 2018 NOACA Safety Priority Lists  5-3
      iii. Safe Routes To School Update  5-5
      iv. Older Driver Overview  5-9
      v. Distracted Driving Policy Scan  5-11
      vi. STOP Program Update  5-13
      vii. Safety Messaging Calendar and Upcoming Events  5-15
      viii. Focus Areas  5-17

6. Old Business

7. New Business

8. Adjournment

NEXT MEETING: Friday, May 15, 2020 – 1:00 p.m. - 2:30 p.m.
MINUTES
Present: Please see the attached attendance record.

Mr. Andrew Cross chaired the Safety & Operations Council (SOC) meeting that convened at 1:02 p.m.

Meeting Minutes of August 16, 2019
A motion was made by Mr. Allen Pennington to approve the meeting minutes of August 16, 2019. The motion was seconded by Mr. Richard Wong. The motion passed by voice vote.

Meeting Minutes of May 17, 2019
A motion was made by Mr. Pennington to approve the meeting minutes of May 17, 2019. The motion was seconded by Mr. Nick Gorris. The motion passed by voice vote.

Public Comments
Loh, Secretary, Coordinating Committee, Clevelanders for Public Transit, stated that safety regulations should be established for motorized scooters.

Chair's / Executive Director's Report
No report was presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Project Planning Review (PPR) / Intergovernmental Review and Consultation (IGRC); 3rd Quarter State Fiscal Year 2020 LOR-CR 658-00.00 (Cleveland Street Improvements)
Mr. Brian Blayney reviewed the project on Cleveland Street in Elyria (LOR SR 657) – PID 110986. He stated that the project involves converting Cleveland Street from 4 lanes to 3 lanes, with 5’ bike lanes and converting Cleveland Street/Gulf Road/East Bridge Street intersection from a traffic signal to a single-lane roundabout and adding new sidewalks, crosswalks, and curbs. The estimated total cost of the project is $7,206,891. Mr. Blayney stated that staff will coordinate with the sponsor accordingly.

Mr. Blayney read recommendations from NOACA staff and the following comments / questions from Mr. Shaun Duffala from Lorain County Engineer's Office:

1. The safety application varies from the proposed plan sheets in two areas. The first is that it shows a 4’ bike lane on both sides of the roadway, but may have been changed to 5' due to a curb being present. The second is a "non-circular" roundabout that is shown in the application, but a circular one is presented in the plan sheets.
2. Will the roundabout be a single lane or multiple lanes? The other approaches (specifically E Bridge and Gulf) that are not included in the road diet currently have multiple turning lanes for the left and right movements.

Mr. Cross asked if Mr. Duffala was complaining or pointing out the inconsistency. Mr. Blayney said the inconsistency and noted that 5’ is required against the curb. Mr. Cross recommended that the sponsor not go less than 5’ for the bike lanes.

Mr. Pennington suggested that a traffic analysis be done to determine whether left turn lanes are needed to get vehicles out of the thru flow of traffic and to see how that may conflict with NOACA staff’s recommendation for a center refuge island.

Ms. Leslie Farley stated that ODOT District 3 met with the City of Elyria this week. She said the City is working on the project scope to include more details and will be doing a feasibility study. She said it would be a good time to look at the 5’ sidewalks and the configuration of the roundabout, which has become more refined as the application has progressed. She noted that the bean-shaped option (shown on a diagram) is preferred and will be reviewed for the feasibility analysis.

Quarterly Report on Regional Crash Trends
Mr. Blayney stated that the SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies, programs, and with the long-term goal of reducing the number of fatalities and serious injuries by 50% by 2040. He noted that the SAVE Plan provides direction that will enable NOACA and others to work together, set goals and work on the vision for this region. Mr. Blayney reviewed the following:

- Strategies and targets
- Annual fatalities and serious injuries (2013-2018)
- SAVE Plan emphasis areas - total fatalities (2013-2018)
- SAVE Plan emphasis areas - fatalities, 5-year rolling averages (2013-2018)
- YTD fatality comparison, 2019 vs. 2018

Mr. Blayney stated that staff will track safety performance measures in support of the state targets and report on the performance to keep NOACA’s safety stakeholders informed of the region’s progress toward state goals.

Mr. Jacob VanSickle stated that the OH-1 Crash Report was updated. He asked if staff anticipates distracted driving crashes being reported more often. Mr. Blayney said he believed so, but noted that it was difficult to catch distracted drivers and document that data in the report.

Mr. Wong asked if there was a way to tell if there are more pedestrians or bicyclists on the road and the fatality rate is static or going down versus people who are not pedestrians. He said he wondered if there a counting methodology that could be used.

Mr. Blayney said he was not aware of a way to track that information at the national level; however, NOACA collects some information on pedestrians and bicyclists. He said once NOACA has more data, a broad correlation can be made (higher or lower), but getting the exact number could be challenging.
Mr. VanSickle stated that the League of American Bicyclists releases every other year the “Benchmarking Report” that includes a rate based on American Community Survey Data of people’s reporting of walking and biking to work, but it does not take into account people who bike or walk somewhere else.

Mr. Blayney said there may be an opportunity to mine some street light data going forward.

**Report on Safety Funding Applications**

Mr. Blayney reviewed two safety applications from ODOT District 12 for the funding cycle ended on September 30th:

- **City of Westlake** - This project involves eliminating I-90 westbound to Columbia Road northbound ramp and rerouting traffic to the westbound loop; aligning the I-90 westbound ramp with Sperry Road; adding exclusive left turn lanes and left turn phasing to all approaches; and widening the westbound loop ramp. The sponsor is requesting $3.09 million in safety funding.

  Mr. VanSickle asked if the sponsor has thought about drivers going the wrong way on I-90 because the entrance and exit ramps are close together.

  Mr. Blayney stated that the two safety projects have not been awarded funding yet and staff wanted to present the information to SOC to encourage other safety funding applications.

- **I-77 / Rockside Road Interchange Safety Study** - This project involves widening the northbound approach at the Rockside Road / I-77 northbound exit ramp to provide dual left and right turn lanes; reconstruct the traffic signal at the Rockside Road / I-77 northbound exit ramp; and widen the Rockside Road eastbound loop ramp onto I-77 northbound / I-480 to provide two travel lanes. The sponsor is requesting $1.4 million in safety funding.

  Mr. Cross stated that the eastbound movement from Rockside Road onto the loop ramp is a free flow movement now and there is a crosswalk that is lightly used. It is a simple maneuver for pedestrians who cross the single lane. He noted that when the sponsor changes the configuration to two lanes, it could be an adventure to cross since it is a free-flow movement that is unsignalized. He noted that there is never a time when eastbound traffic is stopped making it difficult for pedestrians to cross the street.

  Mr. Cross stated that the designers need to take a close look at how they are going to get the crosswalk across two lanes; think about the signing and advanced signing they are going to use; and look at sight lines from the crosswalk back to the west under the bridge; check for sight obstructions; and possibly use RRFBs with advanced warning signs. He said pedestrians may see drivers in the first lane, but not the second lane. He mentioned that there is poor lane utilization eastbound because drivers tend to stack up in the right lane and there is not much use of the center and left lanes in the area (eastbound under I-77). He noted that the sponsor cannot overlook the crosswalk and a simple two lines and a ped crossing sign will not get it done.

**Signal Timing and Optimization Program (STOP) Update**

Mr. Blayney reviewed the selection process for choosing a consultant for STOP. He noted that the selection committee chose Albeck Gerken, Inc. to do the signal timing work on Chester and
Euclid Avenues (East 13th Street to the University Circle area). The project will be completed using CMAQ funding allocated in the 2019 and 2020 Overall Work Programs (OWPs). Next year’s project will commence on or around January 1, 2020, will be completed by January 2021, and will not exceed $439,438. He stated that Part II, if the option is authorized, will commence by January 2021 at locations to be determined.

Mr. Blayney stated that pending Board approval, NOACA will enter into a contract with Albeck Gerken, Inc.; NOACA Executive Director will execute the option for Part II; and staff will work with the local communities and the consultant team to implement STOP.

Mr. Cross stated that Albeck Gerken has done a good job, its customer service has been accommodating and cooperative, and the City of Cleveland is happy with the improvements.

Mr. Wong asked if there has been any sacrifice to bicyclist s or pedestrian comfort in exchange for timings.

Mr. Cross stated that the City of Cleveland told Albeck Gerken early in the process that it did not want any longer cycle lengths for the vast majority of the project. He said there is nothing that negatively impacts cyclists or pedestrians. Albeck Gerken is looking at leading pedestrian intervals in a targeted way and is going to analyze all the intersections and make recommendations to the City of Cleveland. He said there will be overall improvements for pedestrians.

Mr. VanSickle asked if Albeck Gerken is looking to see if the HealthLine is meeting its performance standards in terms of arriving on time.

Mr. Cross stated that the scope does not include the performance standards of the HealthLine and noted that the system is operational. He said Albeck Gerken has not been asked to disable the hardware that allows buses to have priority treatment and noted that there will not be a downgrade to transit service. However, if Albeck Gerken discovers any hardware problems while field testing, they will let the City of Cleveland know so repairs can be made.

Mr. Blayney stated that for the final report, Albeck Gerken is planning to look at GPS data from buses to find out the impact on bus travel time. He said buses will continue to have transit priority.

Mr. Blayney talked about the challenges for buses traveling between MLK to East 123rd Street.

Mr. Cross talked about the City of Cleveland receiving complaints from pedestrians about their wait to cross Euclid Avenue. He said the priority system works well for buses and continually holds the green light along Euclid Avenue, but anyone who wants to cross the street waits longer and they get frustrated from the needless delay. He said there is a balance between prioritizing the transit operation and getting everyone else across the street.

Safe Routes to School Update
Mr. Blayney stated that Safe Routes to School (SRTS) is an international, national and state program that focuses on improving safety, access, and conditions for kids and families to walk and bike to school.

Mr. Blayney stated that funding is provided for planning, infrastructure, and non-infrastructure projects. He mentioned that ODOT awards up to $4 million annually in SRTS funding to K-8 schools for education, training, and support materials. He noted that in the NOACA region, there are 72 school districts that cover 799 public and non-public schools, 28 with school travel plans.
developed representing 168 schools, and over $10 million has been awarded to NOACA communities (2007-2018).

Mr. Blayney provided the following update on work related to the SRTS program:

- Four communities are currently developing new SRTS School Travel Plans
- Map reflecting school districts with STPs 5 years or older – updates are needed to maintain ODOT application requirements
- Rocky River, Euclid and Willoughby-Eastlake are in the last year of eligibility
- Schoolpool pilot programs were implemented in 2 schools with expansion expected in 2020

Mr. Blayney stated that the SRTS application round will open on January 6, 2020 and close on March 6, 2020 (tentative). He mentioned that NOACA can provide application support (crash and proximity maps and support letters).

Mr. Blayney announced that ODOT/LTAP will be hosting an informational webinar on December 12, 2019, 2-3 p.m. He noted that communities interested in SRTS assistance can register at https://register.gotowebinar.com/register/594956447243427610. He said staff will continue to update and engage the Council on SRTS planning initiatives.

**ITS Architecture Update and Strategic Plan**

Mr. Blayney stated that the ITS Architecture Update and Strategic Plan have been completed and links to the following documents and websites will be available on NOACA’s website:

- 2019 NOACA ITS Architecture Report
- NOACA ITS Architecture website
- User’s Guide for ITS Architecture website
- Northeast Ohio ITS Strategic Plan
- Drive Ohio CV/AV fact sheet

Mr. Blayney mentioned that the statewide ITS Architecture is in the process of being updated. Once the update has been completed, it will be posted on DriveOhio’s website.

**TLCI Program Update**

Mr. Jim Thompson provided background on the TLCI program. He stated that NOACA received 7 requests totaling $1.1 million for planning studies and 16 requests totaling $4.8 million for implementation projects. He mentioned that applicants made presentations on their implementation projects at NOACA offices on October 23-24. He stated that the TLCI program annual budget is $2 million (up to $500,000 for planning studies and the remaining amount for implementation projects). Mr. Thompson presented lists of planning studies and implementation projects being considered for funding this round. He noted that NOACA is going to do three regional planning studies totaling $600,000 and will use TLCI planning funds.

Mr. Thompson stated that TLCI project recommendations will be presented to the Planning and Programming Committee in January 2020 and the Board of Directors is anticipated to make final recommendations in March 2020.

**ACTIVATE Plan Survey**
Ms. Katie Sieb stated that NOACA is in the process of working on its Pedestrian and Bicycle Plan and has launched the ACTIVATE Plan Survey. She encouraged members to go to NOACA.org/ACTIVATE, complete the survey, copy the survey link and share it with people in their networks. Ms. Sieb mentioned that feedback from the survey will be used to form the basis of NOACA’s plan. She said follow-up materials will be made available.

Mr. Joseph Beno asked Ms. Sieb if she attended the Lakewood Alive Public Forum: Transportation in Lakewood yesterday. Ms. Sieb said no, but noted that Ms. Gallucci spoke at the event.

**ODOT/OSHP Safety Calendar**
Ms. Sieb announced the following federal and statewide safety messages:

- November is Impaired/Buzzed Driving Month
- December is National Drunk/Drugged Driving Prevention Month
- January is New Year’s Resolutions: Walking & Biking
- February 2 is Super Bowl-Impaired Driving

Ms. Sieb mentioned that support materials can be found at the following links:

- NHTSA Support Calendar: [https://www.trafficsafetymarketing.gov/calendars](https://www.trafficsafetymarketing.gov/calendars)
- Campaign Materials: [https://www.trafficsafetymarketing.gov/get-materials](https://www.trafficsafetymarketing.gov/get-materials)

- ODOT Your Move Campaign Toolkit
  [http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/Pages/choose.aspx](http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/Pages/choose.aspx)

Ms. Sieb announced the following upcoming LTAP webinars:

- Driver Familiarity/Unfamiliarity at Roundabouts: Case Study, November 20, 2019, 10-11 a.m. (Register on LTAP website)

- 2020 Safe Routes to School Funding Program Overview Webinar, December 12, 2019, 2-3 p.m. (Register on LTAP website)

Ms. Sieb asked SOC members to follow NOACA on social media (Facebook, Twitter, and LinkedIn) and ‘like’ its safety posts. She stated that the Safety & Operations unit will continue to provide the Council with quarterly updates on upcoming messages, campaigns, workshops and events.

**Old Business**
No old business was discussed at this meeting.

**New Business**
No new business was discussed at this meeting.

**Adjournment**
The next SOC meeting will be held at the NOACA offices on February 21, 2020 at 1:00 p.m. There being no further business, the meeting was adjourned at 2:00 p.m.
## Attendance Record

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### Member Sign-in Sheet

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<tr>
<td>Keith Hamilton, Traffic Planning Engineer, District 12 Gary Benesh, Alternate</td>
<td>Keith Hamilton</td>
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**Greater Cleveland Regional Transit Authority**

| Michael Schipper, Deputy General Manager & Project Management Michael Lively, Alternate | |

**Federal Highway Administration (FHWA)**

| Carmen Stemen, Environmental/Planning Specialist | Carmen Stemen |

**Local Law Enforcement**

<table>
<thead>
<tr>
<th>Robert Brininger, Officer City of Beachwood Police Department</th>
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<tr>
<td>Lt. Alan Dunbar, Ohio State Highway Patrol</td>
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<tr>
<td>Michael Warner, Central Communications Division Commander, Lake County Sherriff’s Office</td>
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**Community Representatives**

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<tr>
<th>Kathryn Garvey, President Safe Routes Chagrin</th>
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<tr>
<td>Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering Cleveland State University</td>
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<td>Jacob VanSickle, Executive Director Bike Cleveland</td>
<td>Jacob VanSickle</td>
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Agenda Item
No. 2

PUBLIC INVOLVEMENT
CHAIR’S/EXECUTIVE DIRECTOR’S REPORT
Agenda Item No. 4

ACTION ITEMS
PRESENTATIONS/DISCUSSION ITEMS
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council
FROM: Kathleen Sarli, Director of Planning
DATE: February 14, 2020
RE: ODOT’s TSMO and TOAST Programs

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION
Transportation Systems Management and Operations (TSMO) is a set of integrated strategies to optimize the performance of operations on existing infrastructure through implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of a transportation system. Recently ODOT has completed its statewide TSMO plan, with the goal of maximizing the efficiency and safety of the current transportation network.

In an effort to make data-driven decisions and determine operationally sensitive corridors throughout the state, ODOT has developed the Traffic Operations Assessment Systems Tool (TOAST). Routes are segmented into the State Priority System with breaks at the urban area boundaries, interchange center points, and road functional class changes. Multiple Data Categories make up TOAST. For each category, data ranges were normalized into values of 0-10, then multiplied by a weighting factor. The total score for a route is calculated as a percent based on the score for each category divided by the total possible maximum score. In general, the higher the percent, the better the route is performing; whereas, the lower the percent, the more likely a route is to benefit from application of TSMO strategies.

The data categories on which segments are evaluated are broken into the following seven areas:

- **Travel Time Performance**: Percent of time motorists can travel at or near (90%) of the reference speed (free-flow/ uncongested speed defined by data provider)
- **Bottlenecks**: A potential bottleneck is detected when speeds on a segment drop to 65% of reference speeds and cause at least a two-minute delay.
- **Incident Clearance**: The time from report of an incident until the entire scene is cleared.
- **Secondary Crashes**: Percent of crashes that occurred as a result of a previous incident.
- **Volume Per Lane**: Calculated based on a weighted average for each segment.
• **Freight Corridors**: Weighted average of percent trucks (avg. daily truck volume ÷ avg. daily total volume).

• **Safety Performance**: A route’s potential for safety improvement by density based on its peer group.

Several other potential future TOAST categories include Weather Resilience, Work Zone Delay, Work Zone Crashes, and Signal Timing.

TOAST Reports for high-ranking locations for urban and rural roadway segments for freeways and non-freeways can be found at these links for District 3 and District 12.

**FINANCIAL IMPACT**
There is no financial impact.

**CONCLUSION/NEXT STEPS**
The Safety and Operations Council will continue to be updated on TSMO projects and TOAST rankings to promote regional awareness and to allow an opportunity for Council input on priorities and recommendations.

KS/bmb/8497c
TO: NOACA Safety and Operations Council
FROM: Kathleen Sarli, Director of Planning
DATE: February 14, 2020
RE: 2018 NOACA Safety Priority Lists

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION
One of the important elements of each year’s Regional Safety Program is the identification of regional safety priority lists. NOACA safety priority locations were developed by evaluating historical crash performance at intersections and along roadway corridors. The safety priority lists consider the total number of all crashes and the combined number of just fatalities and serious injuries (FSI’s) that have occurred at intersections or along one-mile defined-length corridors that make up the region’s non-freeway road network.

Emphasis is placed on prioritizing safety at locations that experience fatalities and serious injuries, in order to align NOACA’s priorities with the safety performance measures established under the current federal transportation funding bill (the FAST Act), which requires states to measure progress in reducing the numbers of fatalities and serious injuries.

Priority lists were developed in five specific areas on review of crashes occurring during the five-year period from 2014 to 2018:

1. Intersection FSI (based on a minimum of 4 or more FSI crashes)
2. Intersection Frequency (based on all intersection-related crashes)
3. Corridor FSI (based on a minimum of 5 or more FSI crashes over a one-mile defined length)
4. Corridor Frequency (based on all non-intersection related crashes over a one-mile defined length)
5. Pedestrian and Bicycle Corridors (based on a minimum of 4 or more FSI crashes over a one-mile defined length) (Still under review.)

The locations identified on these safety priority lists can be viewed in a map-based format from the GIS Portal on NOACA’s website and by selecting the “Safety” layer. The full list will be made available in PDF format on NOACA’s website.
FINANCIAL IMPACT
There is no financial impact.

CONCLUSION/NEXT STEPS
Staff will continue to prepare regional safety priority lists on an annual basis to identify intersections and road segments that exhibit a high need for improvement due to the frequency and severity of crashes within the NOACA region.

KS/bmb/8498c
MEMORANDUM

TO: NOACA Safety and Operations Council
FROM: Kathleen Sarli, Director of Planning
DATE: February 14, 2020
RE: Safe Routes To School Program Update

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION
The Safe Routes to School (SRTS) Plan is designed to achieve the NOACA SAVE Plan Pedestrian, Bicycle and Intersection Emphasis Area goals. This program elevates NOACA programs and initiatives that support goals in safety, active transportation and air quality, encourages partnerships with state and regional organizations also working to improve transportation safety, and strives to attract state and federal funding to our region to improve safety and multimodal access.

A school travel plan (STP) is a local planning document outlining infrastructure and non infrastructure actions to improve safety for students traveling to and from school through active transportation, such as walking or biking. An STP is a valuable resource to guide local community investment, pursue state, regional and national funding, identify actions through public input and stakeholder engagement, and develop community partnerships to achieve goals.

NOACA assisted four school districts with the developing STPs in 2019, increasing the number of communities with STPs in our region to 32 school districts. However, 19 of these STPs are older than 2014, and are not eligible to apply for ODOT SRTS Funding until their plan is updated, or they have a “STP-like” plan that includes schools as destinations. Updating and resubmitting STPs to ODOT for approval will enable local agencies to apply for funding administered through ODOT to implement recommendations benefitting schools in grades K-8. Communities can apply for STP Development Assistance in the 2020 ODOT SRTS Application funding round now open through March 6, 2020. A letter of support from NOACA is required.

Attached is a map indicating school districts that have plans approved in 2015 or older, which will need to be updated to meet 2021 funding application requirements.

The NOACA Safe Routes to School Assistance program also supports air quality goals through the promotion and implementation of Schoolpool, a program within the Gohio Commute platform. Schoolpool is a free, secure service that connects families who want to share the school commute. NOACA has implemented Schoolpool pilot programs in two schools in Lorain County, with the expansion of the program to more schools expected in 2020. Safety and Operations Council members are encourage to share this information with schools that may benefit. Contact Kate Moening at kmoening@mpo.noaca.org for more information.
FINANCIAL IMPACT
There is no financial impact.

CONCLUSION/NEXT STEPS
Safety and Operations Council members are asked to share with communities that they can apply for STP Development Assistance in the 2020 ODOT SRTS Application funding round now open through March 6, 2020. Contact Kate Moening at kmoening@noaca.org to request the required letter of support from NOACA.

Safety and Operations Council members are encouraged to share Schoolpool information with schools that may benefit. The Council will continue to be updated.

KS/km/8499c
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: February 14, 2020

RE: SAVE Plan: Older Driver Emphasis Area Update

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION
SAVE: NOACA’s Plan for Transportation Safety was adopted in May, 2019 to achieve safety goals for the region. The SAVE Plan incorporates a “6 E’s” approach into the safety planning process, acknowledging the key roles that engineering, education, enforcement, emergency response, evaluation, and equity all play in preventing severe crashes and saving lives. After evaluating 10 years of crash data to identify trends, ten emphasis areas (EAs) associated with fatal and serious injury crashes were identified.

One EA is Older Driver. The number of Older Drivers (65 and over) are expected to increase dramatically over the next decade. By 2030, more than 20% of U.S. residents are projected to be 65 years of age or older, compared with 13% in 2010 and 9.8% in 1970. In 2015, there were 40 million licensed older drivers, a 50% increase from 1999.

As the population ages, our transportation system must be prepared to address safety issues specific to older adults. As we age, our vision, cognitive abilities, reflexes and other physical health conditions can influence our ability to drive safely. In addition, people 65 years old and over and involved in crashes are more susceptible to serious injuries and medical complications that can have fatal results.

As with all EAs in the SAVE Plan, there are performance measures, targets that align with plan goals, strategies and actions identified to assist with achieving overall plan goals. To support regional groups and organizations offering older driver education programs, NOACA is partnering with AAA East Central to bring Carfit Technician and Event Coordinator training to the region, to assist local communities with providing education and resources to older adult driving populations.

Carfit is an educational program that offers older adults the opportunity to check how well their personal vehicles "fit" them. The CarFit program also provides information and materials on community-specific resources that could enhance their safety as drivers, and/or increase their mobility in the community. Carfit
events require an Event Coordinator to work with AAA staff to coordinate events, and Technicians to work with each older driver to ensure they “fit” their vehicle properly for maximum comfort and safety. There has been active interest in providing this service in our region, particularly by Safe Community Coalitions, departments of aging, and health departments. The Ohio Department of Transportation and Ohio Department of Aging support Carfit as a resource through the statewide “Stay Fit to Drive” campaign.

Currently, the NOACA five-county region has only three AAA-certified Technicians and two Event Coordinators. By partnering with AAA to host a local Technician and Event Coordinator training, our goal is to increase the number of certified technicians to 30, and have one event coordinator in each county, ideally attached to the Safe Communities program in each county.

The Carfit Technician and Event Coordinator training will be held on Monday, April 6, 2020 at the AAA offices in Independence, Ohio. Registration for the training will open soon. Safety and Operations Council members are asked to promote this opportunity with interested parties in their communities. Please contact Kate Moening at kmoening@mpo.noaca.org for more information for with questions.

FINANCIAL IMPACT
There is no financial impact.

CONCLUSION/NEXT STEPS
Safety and Operations Council members are asked to promote this opportunity with interested parties in their communities. Please contact Kate Moening at kmoening@mpo.noaca.org for more information for with questions. The Council will continue to be updated.
TO: NOACA Safety and Operations Council
FROM: Kathleen Sarli, Director of Planning
DATE: February 14, 2020
RE: Distracted Driving Policy Scan of NOACA Member Communities

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION
The purpose of SAVE: NOACA’s Plan for Transportation Safety (aka the “SAVE Plan”) is to save lives in the NOACA region by identifying actions to reduce the most severe crashes that too often result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040.

One important emphasis area identified in the SAVE Plan is Distracted Driving. Given its growing significance at the state and national level, Distracted Driving is recognized by NOACA as an evolving safety issue in the region, exerting a harmful negative influence on traffic safety by itself and in other emphasis areas such as Roadway Departure, Younger Driver, and Pedestrian. It is believed that distracted has been historically under-reported; however, with heightened awareness by law enforcement and throughout society in general, reported incidents are expected to increase. In 2019, the Ohio Department of Public Safety made additional changes to its crash reporting form (OH-1) to enable enforcement officers to better categorize the types of driver distraction, providing safety officials with more data to guide policy decisions.

One of the strategies set forth in the SAVE Plan related to Distracted Driving is to support appropriate changes in policy that address the prevailing attitudes and behaviors related to this form of “cognitive impairment,” acknowledging that strong legislative action coupled with enforcing laws and sentencing offenders to meaningful penalties is likely the only way to cut down on the unnecessary use of electronic devices by drivers. Ohio law passed a state law prohibiting “driving while texting” in 2012, but primary enforcement is limited to temporary instruction permit holders under the age of 18 and probationary license holders, and is secondary for all other drivers. (“Secondary enforcement” means that law enforcement cannot pull over motorists for that violation alone; they must be stopped for a primary offense as the cause for the stop.) Some local jurisdictions have chosen to enact regulations that are stricter than the state law (by making it a primary offense) and more severe (by increasing maximum fines, allowing for possible jail time, and assigning points.)
To this end, NOACA staff conducted a policy scan of the member jurisdictions throughout the NOACA region to identify what type of municipal laws exist related to “driving while texting” bans, whether enforcement is primary or secondary, what type of minimum penalties are levied against offenders to allow for a better understanding of local regulations in place around the NOACA region in order to promote an active discussion about what can be done and what should be done in order to deter one of the most common forms of distracted driving.

The existing state law ORC 4511.204 Driving While Texting has been amended in attempt to improve its effectiveness, including broadening the definition of “driving while text” to include “…using a handheld electronic wireless communications device to write, send, or read a text-based communication,” while identifying 10 exceptions, including “…using a handheld electronic wireless communications device in conjunction with a voice-operated or hands-free device feature or function of the vehicle.”

Some broad observations about existing texting and driving are presented as follows:

- Thirty-one municipalities passed more strict ordinances than state law, including changing enforcement from secondary to primary. Twenty-eight of those thirty-one are located in Cuyahoga County.
- Seven municipalities designate driving while texting to be a more serious crime than state law. (It is a minor misdemeanor under state law.)
  - Four communities have increased maximum fines to $1000 and added possible jail time up to 180 days. Two communities have increased maximum fines to $250 and added possible jail time up to 30 days. (The maximum fine under state law is $100.)
  - Seven municipalities assess two points on an offender’s license.
- Some of the municipal laws enacted before the state law contain fewer specifics about definitions and exceptions than the state law and other, more recently passed local ordinances.

**FINANCIAL IMPACT**

There is no financial impact.

**CONCLUSION/NEXT STEPS**

Safety and Operations Council members are asked to support safety messaging campaigns and support the enforcement of existing state and local laws prohibiting driving while texting.

KS/bmb/8501c
TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: February 14, 2020

RE: STOP Program Update

ACTION REQUESTED
This item is included for information and presentation.

BACKGROUND
In fiscal year 2017, NOACA implemented a pilot Signal Timing & Optimization Program (STOP). After the successful completion of optimizing two corridors (Cedar Rd. and Pearl Rd.), the Board of Directors approved continuing the program, expanding the program to include traffic signals along Warren Road/West 150th Street, SOM Center Road, and most recently, the Chester/Euclid Avenue corridor.

Improved signal timings have been implemented in the Chester/Euclid Avenue corridor identified in Part II of the second STOP contract and results will be presented at the meeting. Briefly, the benefits of retiming are summarized as follows for each corridor:

- Chester Avenue from East 13th Street to Euclid Avenue; Euclid Avenue from East 105th Street to East 123rd Street; Carnegie Avenue from East 105th Street to MLK Drive; Cedar Avenue from Stokes Boulevard to Murray Hill Road (66 traffic signals)
  - Emissions Savings of 2,500 metric tons CO2
  - Fuel Savings of 283,300 gallons
  - Delays Savings of 344,000 hours

The FY2020-FY2021 STOP project consists of Part I and Part II with Part II being “if authorized”.

Part I consists of two corridors:

- Bagley Road (from Lindbergh Rd. to Pearl Rd. 3.56 miles, 25 signalized intersections) in the cities of Berea and Middleburgh Heights.
- Ridge Road (from Pearl Rd. to Denison Ave., 3.47 miles, 20 signalized intersections) in the cities of Parma, Brooklyn, and Cleveland.

Part II, if authorized, will consist of a two corridors/grid of similar length and number of intersections, with the scope to be developed by NOACA, to begin in January 2021 after Part I has been finalized. Potential corridors for the STOP III project will be evaluated based on operational criteria and estimated air quality benefits.
FINANCIAL IMPACT
The funding for the STOP program is provided from the Congestion Mitigation and Air Quality (CMAQ) program.

CONCLUSION/NEXT STEPS
Work on corridors identified for Part I of next STOP contract will begin this spring, with a kickoff meeting tentatively scheduled for March 12. The Council will be updated as that project progresses.

KS/bb/8502c
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council
FROM: Kathleen Sarli, Director of Planning
DATE: February 14, 2020
RE: Safety Messaging Calendar and Upcoming Events

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Ohio Department of Transportation announced Safety funding expansion to 100% fully funded applications, and dedicate an additional $10 million dollars to the Pedestrian Safety Improvement Program.

A NOACA Safety Webinar Series will be launch in March, 2020. Potential topics include the SAVE Plan, distracted driving, walk and bike to school day support, teen/young driver safety, older adult driving safety, and State of Safety reports and priority lists. Registration and date information will be coming soon.

The 2020 Ohio Township Safety Signage Grant is now accepting applications from eligible townships through Friday, June 5, 2020. This grant program provides up to $50,000 per township in safety sign materials (signs, posts and hardware) for townships that meet specific requirements. A list of eligible townships can be found here. All Townships who plan to submit an application during this funding cycle must complete the three eLearning modules. The modules take two hours to complete and there is no cost to complete them. If you have any questions concerning the Township Safety Signage Grant program, please contact Debbie Cox at 614-387-7359 or Debbie.cox@dot.ohio.gov.

The Ohio Traffic Safety Office (OTSO) and ODOT work together to develop a rolling calendar of safety campaign messaging to raise public awareness on specific emphasis areas and initiatives promoted by the National Highway Traffic Safety Administration (NHTSA). Typically these campaigns involve messaging pushed out via social media and press releases, supported with messaging by ODOT on freeway message boards, and often coupled with increased enforcement.

NOACA encourages local public safety partners to be aware of broad safety campaign messaging and to use campaign materials provided by Traffic Safety Marketing and ODOT to educate and encourage road users in their jurisdictions to obey traffic laws and practice safer behaviors.
Upcoming events prior to next Safety and Operations Council meetings are as follows:

- March 17, 2020 (St. Patrick’s Day) – Impaired Driving
- April 1-30, 2020 - National Distracted Driving Awareness Month
  - April 6-13, 2020 – “U Drive, U Text, U Pay” – Distracted Driving Campaign
- April 1, 2020 (National Walking Day) – Pedestrian Safety
- May 1-31, 2020 - National Bicycle Safety Month
  - May 6, 2020 (Bike to School Day) – Bicycle Safety
- May 1-31, 2020 – Motorcycle Safety Awareness Month
- May 11-31, 2020 (Click It or Ticket) – Seat Belt Usage

Continuing support of education and outreach programs is necessary to make and continue positive changes in behavior of the traveling public. At the national level, significant reductions have been made in reducing the rate of fatalities for unbelted motorists (reduced from 54% to 48% between 2007 to 2016) and alcohol-impaired driving fatalities (reduced from 32% to 28% between 2007 to 2016); however, both emphasis areas still comprise a large fraction of all crash fatalities. (Source: Terry Shelton, Associate Administrator, National Center for Statistics and Analysis, “2016 Fatal Crash Overview” presented on December 14, 2017.)

**FINANCIAL IMPACT**
There is no financial impact.

**CONCLUSION/NEXT STEPS**
Agencies within the NOACA region are encouraged to assist the Ohio Traffic Safety Office with maximizing impact of statewide message campaigns by cross-promoting these messages at the community level.

KS/bmb/8503c
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: February 14, 2020

RE: Focus Areas for 2020

ACTION REQUESTED
No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION
As the parent Committee to the Safety and Operations Council and Transportation Subcommittee, The Planning and Programming Committee discussed and approved the Transportation Subcommittee focus areas for 2020 at its January meeting. The focus areas are:

<table>
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<th>2020 Focus Areas</th>
<th>Status</th>
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<tr>
<td>SAVE Plan Implementation</td>
<td>New for 2020</td>
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<tr>
<td>Long Range Transportation Plan</td>
<td>Ongoing</td>
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<tr>
<td>Development</td>
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<tr>
<td>Bicycle and Pedestrian Plan Update</td>
<td>Ongoing</td>
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<tr>
<td>Functional classification recommendations</td>
<td>Ongoing</td>
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Focus areas for all the Committees and Subcommittees are developed at the beginning of each calendar year. Since the Councils support the work of the Transportation Subcommittee, specific focus areas for the Councils are not designated, but agendas are developed emphasizing the Transportation Subcommittee’s focus areas.

FINANCIAL IMPACT
There is no financial impact for this decision.

CONCLUSION/NEXT STEPS
Meeting agendas and materials will be crafted to accomplish the identified focus areas for the Council.

KS/8504c
Agenda Item
No.       6

OLD BUSINESS
NEW BUSINESS
AGENDA Item
No. 8

ADJOURN