Virtual Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, September 9, 2020, 5:30 – 7:30 p.m.

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Public comments are welcome and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button.

Comments may also be provided before the start of the meeting by e-mail to reynoldsw@plancom.org

Written comments will be read into the record, if brief, and provided in full to the Committee members.

I. Call to Order
II. Public Comment - 3 minutes per speaker, please
III. Approval of Minutes – August 12, 2020
IV. Action Items
   A. Review State of Good Repair, Transit Asset Management & Level of Travel Time Reliability targets (Johnny Wong, MPO Staff)
V. Status Reports
   A. West Shore Blvd. Complete Street (Bob Campbell, Hillsborough County)
   B. Vision Zero Corridor Studies (Wade Reynolds, MPO Staff)
   C. CeVe Mobility and Vulnerable Users (David Aylesworth, CeVe)
VI. Old Business & New Business
VII. Adjournment
VIII. Addendum
   A. Vision Zero Corridor Studies Surveys
   B. MPO Meeting Summary & Committee Report
   C. FDOT Freight Mobility & Trade Plan Update
   D. Virtual 3rd Annual Gulf Coast Safe Streets Summit 2020
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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HILLSBOROUGH COUNTY
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
MINUTES OF AUGUST 12, 2020 MEETING

I. CALL TO ORDER

Vice Chair Shirk called the meeting to order at 5:32 p.m. The meeting was held via GoToWebinar and a quorum was present.


Others present: Wade Reynolds – MPO; Chris English, and Sharon Snyder - Planning Commission; Alex Henry and Margaret Kubilins – Florida Department Transportation (FDOT Elaine Illes – IPI; Mark Cuddy - Atkins; Mike Lamarca; Julie Bond – CUTR; David Aylesworth

II. PUBLIC COMMENT

Mr. Mike Lamarca spoke regarding his concerns regarding Fletcher Avenue. He stated the changes have made the roadway more dangerous for bicyclists and the data shows an increase in crashes, though they are less severe crashes. This is probably attributed to the reduction in speed. There is also less crosswalk compliance than before. Mr. Lamarca feels installing new signs with lower speed limits was all that was needed, not the study and the $5 million in improvements. He asks BPAC to send a recommendation to the MPO, Vision Zero, Public Works and CUTR asking them to stop promoting this as an improvement and the fatal flaws be fixed by the end of the year. He feels the MPO, Vision Zero and Public Works have to admit to their oversight of installing a bicycle lane with so many crosscuts to the road. He also requests that all other improvements be reviewed by someone “that actually cycles, not just someone sitting behind a desk.”

One of the improvements just completed at Balm Riverview and Big Bend Road also leaves the bicyclists vulnerable. The County didn’t make the improvements with bicyclists in mind and the cyclists are put it in a position where they will get hit. The County is building infrastructures that are putting bicyclists at risk and it needs to end.

Mr. Shirk thanked Mr. Lamarca and agreed a lot of the improvements are geared towards pedestrians and not cyclists. Mr. Reynolds stated the rate of severe and fatal injuries is down significantly but there is a slight increase in both bicyclist and pedestrian crashes; however, there was also an increase in the number of bicyclists and pedestrians from the first part of the study to the second. Mr. Reynolds will continue to report back on these items and the MPO will continue to make necessary adjustments. Mr. Kubicki stated the speed reduction caused by the RFBs will help create a slower traffic volume and helps with the reduction in injuries and fatalities. He also stated other things need to be done along with slowing speed to avoid severe crashes. Mr. Reynolds displayed portions of the crash analyses from the Fletcher Avenue study. Mr. Shirk suggested the MPO look at additional improvements, such as painting the bicycle lanes. Mr. Reynolds stated the MPO will continue to look at this roadway, but a lot of the improvements, such as mid-block crossing, lowering the speed limit, and narrowing the lanes, are the effective interventions that are normally made. He reminded members it takes time to bring the numbers down when retrofitting older roads.
III. MEMBERS’ INTERESTS

Mr. Shirk stated Floribraska is being redesigned from two lanes in each direction to three lanes with a center turn lane and bicycle lanes on either side. As it isn’t a heavily traveled street, he is wondering how it was prioritized. Mr. Reynolds thought there was a design project similar to Palm for Floribraska, but he doesn’t know the details. He’ll reach out to Jean Duncan at the City of Tampa and bring this information back to a future meeting.

Ms. Thompson stated the stop lights have been installed along Bayshore at Rome and Euclid; however, there are several complaints on social media regarding the crosswalks being one block away from the lights. She asked if the crosswalk at Dakota is going to be removed. Mr. Benson stated there are no plans to remove that crosswalk at this time.

IV. APPROVAL OF MINUTES

Motion: Approval of the June 17, 2020 Minutes, after making two small corrections (Thompson – Marsh). The motion passed unanimously.

V. ACTION ITEMS

There were no action items.

VI. STATUS REPORTS

A. TBNext Quarterly Update – Section 4 Aesthetics and WestShore SafeTRIP (Elaine Illes – IPI, Mark Cuddy – Atkins, and Margaret Kubilins - FDOT)

Mr. Cuddy presented the hardscape concepts for some of the interchanges under I-275 in the Westshore area and heading out towards the causeway. He gave a quick oversight of the five hardscape locations, which are: a gateway aesthetic treatment on the causeway approaching the water, and at North Reo Street, Occident, Westshore and Trask. FDOT is currently in the first round of development of ideas of what they want to do and where it can be done at these locations.

Mr. Cuddy displayed some inspirational ideas for applying the aesthetics to the project. He presented the concepts for two locations along the I-275 Howard Frankland Causeway and the four interchanges under the interstate. Concepts include trails, public art, roundabouts, lighting, piers and sidewalk patterns and treatments. They are also looking at unifying themes for the project. He described some of the materials that may be used, such as mechanically stabilized earth (MSE) wall, Solid metal panels, polyvinyl coated membranes, and perforated metals.

Ms. Illes presented the local street bicycle/pedestrian reconnections in the Westshore area, along the Howard Frankland trail. She explained the connectivity between the segments from Reo Street to Hesperides Street. These new segments will connect to an existing trail on Carmen Street and eventually to the future multi-modal center. Ms. Illes reviewed the future outreach dates, FDOT plans to meet with neighborhood associations in September and Round Two meetings planned in December.

Discussions followed asking if the connector from Reo north to Cypress Point Park will eventually connect to the Courtney Campbell Causeway trail (yes, it will); if FDOT will purchase right-of-way on Reo Street up to Cypress Street (yes, a small amount is required through there); and how wide
are the proposed sidewalks/sideways/mult-use paths (As this is a work in progress, it depends upon the location, but the goal is 12 feet).

Ms. Kubilins provided the SafeTRIP presentation. She reminded the Committee members of the Governor’s announcement last fall that FDOT will receive $1.4 billion in funding to reconstruct the Westshore Interchange project from the Howard Frankland bridge, east to the Hillsborough River, and north from SR60 to the Veteran’s Expressway. SafeTRIP is the Transportation Management Plan (TMP) for the entire area while under construction. Ms. Kubilins’ responsibility is to put all of the elements together to help people through and around Westshore while it’s under construction. There are already significant bottlenecks throughout the project area, major construction activities during multiple phases and prolonged constrained capacity. SafeTRIP goals are to safely and efficiently manage mobility during construction, balance travel demand, preserve local business access and facilitate effective communication and engagement with the community.

The acronym TRIP stands for Traffic Management (to safely and efficiently build the project, control traffic and minimize congestion during construction using operational strategies), Regional Demand (to reduce vehicle demand by promoting less SOV’s and more trips using Transit and Travel Demand Management strategies), Innovation (to implement Smart Work Zones, establish a regional Work Zone Data Exchange and enhance Mobility as a Service) and Public Engagement (to effectively communicate to drivers, businesses, residents, and seasonal travelers about travel choices and engage local partners to plan development).

FDOT’s vision for SafeTRIP is a well-planned and innovative construction zone that maintains safety and reliability for the local community, traveling public, and construction workers by providing quality transportation choices, strategic innovation and proactive communication. Ms. Kubilins reviewed the breakdown of each goal. She provided an example of the traffic management, showing out the network outside of the construction corridor will need to support constraints that come with construction. FDOT will need to partner with local agencies for effective traffic management in Hillsborough as well as in Pinellas and Pasco. FDOT is reviewing the transit, micro mobility and bicycle route choices through the Regional Demand Management. They are working on smart work zones with speed harmonization and zipper merge, which reduces merge backup by 40% and moves 15% more traffic through the work zone versus non-zipper (old method).

Ms. Kubilins also explained that communicating with the public and providing choices for all users (business, local, regional and seasonal travelers) is critical. Florida has the Florida511 app, which provides traffic information to WAZE. FDOT also uses FDOTTampaBay.com as another resource. FDOT will continue to provide updates virtually.

She discussed the Taskforce, which is made up of agency members who provide their technical expertise. FDOT has learned many lessons from across the State and throughout the nation that support the need to develop a comprehensive TMP for a project of this scale. Members met with the I-4 ultimate team and with Missouri DOT, participating in a site visit to learn about their approach to construction and community engagement.

Ms. Kubilins reviewed the schedule and next steps. FDOT anticipate completing this TMP in the spring. Following completion, FDOT will work to determine and implement projects ahead of the Westshore reconstruction, scheduled to begin in 2024.

There were no questions for Ms. Kubilins.
B. Regional Trail Priorities (Wade Reynolds, MPO)

Mr. Reynolds provided the Regional Trails Update. The West Central Florida Chairs’ Coordinating Committee (CCC) has been reformed to coordinate the regional transportation and trails. The CCC Multi-Use Trails Committee manages the trails priorities and the Transportation Management Area (TMA) is made up of Hillsborough, Pasco and Pinellas Counties.

He reviewed new additions in 2020 for District 7, which include Adamo Greenway Gap (22nd Street to 34th Street) and SR54 at Starkey Blvd. in Pasco County. District 1 has several new additions: Lake Hunter Trail in Lakeland, Fort Frasier Trail Extension, Panther Point Connector in Polk County, Palmetto Trail Network in Manatee County and Legacy Trail Extension/Ringling Bikeway in the City of Sarasota.

Priorities funded for construction include the Selmon Greenway Trailhead (17th Street to 19th Street), Howard Frankland Bridge Replacement, West River Greenway (Stewart Connector), Green Artery Segment E and Green Spine Cycle Track. Other trails funded for construction are Morris Bridge Road from Fowler to Fletcher, SR 60 from Rocky Point Dr, to Rocky Point Creek, South Coast Greenway from Shell Point to 19th Avenue NE, Maydell Bridge Replacement, and Van Dyke Road. Trails funded for engineering/design include the Big Bend Road Overpass, Bypass Canal Trail, and South Coast Greenway Phase III from Big Bend to Symmes.

The USF Fellow starts working with the MPO later this month and her main task will be the Tri-County Interactive Map. The Map is on the agenda for the Tri-County BPAC meeting on September 15th.

VII. OLD AND NEW BUSINESS

A. Update on County Roads Bike Facilities Maintenance

Mr. Ranck stated the items Mr. Lamarca brought forth to the Committee at the last couple of meetings regarding trail maintenance have been forwarded to the Maintenance people who are addressing them. They have taken care of most and the only open maintenance item is at Big Bend Road which requires lane closures.

Mr. Lamarac also stated the Bypass Canal was approved for crushed shells twenty years ago.

B. Tri-County BPAC Virtual Meeting – September 15, 2020

This virtual meeting is scheduled to begin at 4:00 p.m. Mr. Reynolds forwarded the meeting information to the Committee.

C. New Business

Ms. Crescentini announced HART recently found out they have been awarded a bus and bus facilities grant for four (4) electric vehicles. They were awarded just under $3 million and have a $3 million match from their partner, TECO. Mr. Shirk asked if it will include charging stations. Ms. Crescentini stated there will be four charging at 21st Avenue and they are looking at the ability to have inline charging stations at MTC. Mr. Shirk stated this is great news!

Ms. Thompson announced the Greenways virtual planning meeting is September 8, 2020. Mr. Ranck will send out the meeting information.
VIII. **ADJOURNMENT**

There being no further business, the meeting was adjourned at 6:57 p.m.
Board & Committee Agenda Item

Agenda Item
Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets

Presenter
Johnny Wong, PhD (MPO Staff)

Summary
Target-setting is an activity required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under MAP-21 legislation. In 2018, the Hillsborough MPO adopted performance targets for transit asset management (TAM), pavement & bridge condition, and performance of the National Highway System (NHS). Targets are established for 4 years and will be evaluated at the mid-term period. Adopted targets and actual performance are shown below as bullet points. Numbers highlighted in green indicate that the target is currently being met while those in red indicate the target is not being met, and the yellow indicates that a correction needs to be made.

The Transit Asset Management rule requires MPOs to establish asset condition targets in consultation with both transit agencies and the State DOT, and to report performance measures and targets at least once every four years. The bullet points below show the 2018 targets established in coordination with the Hillsborough Area Regional Transit Authority (HART), City of Tampa and FDOT, and the current performance. The Equipment target of ≤81% will need to be corrected to ≤19% of assets NOT in a State of Good Repair:

- Rolling stock target: ≤28% of assets NOT in a State of Good Repair; 40.56% actual
- Equipment target: ≤81% of assets NOT in a State of Good Repair; 82.54% actual
- Facilities:
  - Passenger/Parking facilities target: ≤10% rated below 3 on TERM scale; 0% actual
  - Administrative/Maintenance facilities target: 0% rated below 3 on TERM scale; 28.57% actual
- Infrastructure target: 0% of segment with performance restrictions; 0% actual

The Pavement & Bridge condition rule establishes performance measures to assess the condition of the pavements and bridges on the National Highway System. The rule requires State DOTs and MPOs to establish targets related to the percentage of pavements on the Interstate System in either good or poor condition; the percentage of pavements on the Non-interstate NHS in either good or poor condition, and the percentage of NHS bridges in either good or poor condition. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

- Interstate Pavements: ≥60% in Good condition (target); 59.5% actual
The System Performance rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight. The rule requires State DOTs and MPOs establish targets related to the percentage of the Interstate network that is considered reliable for vehicles; the percentage of the Interstate network that is considered reliable for freight, and the percentage of the Non-interstate NHS that is considered reliable for vehicles. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

- Interstate Pavements: ≤5% in Poor condition (target); 0.3% actual
- Non-interstate NHS Pavements: ≥40% in Good condition (target); 36.3% actual
- Non-interstate NHS Pavements: ≤5% in Poor condition (target); 0.1% actual
- NHS Bridges: ≥50% in Good condition (target); 76.38% actual
- NHS Bridges: ≤10% in Poor condition; 0% actual

The MPO Board prioritizes projects for funding, many of which meet the criteria for transit asset management, pavement & bridge condition, and system performance projects under the Good Repair and Smart Cities categories of the 2045 Long Range Transportation Plan (LRTP). The 2020-21 TIP includes numerous funded projects that enhance transit, resurfacing of facilities, bridge repair, and traffic management which will make progress toward achieving targets in future years:

- HART bus replacements, bus computer aided dispatch & automatic vehicle location (CAD/AVL) technology, Marion Transit Center improvements, and TBARTA vanpool services;
- Resurfacing pavement at segments of I-275, I-75, I-4, US301, and US41;
- Repairing bridges at I-75 over Alafia River, and Gandy Bridge; and,
- Advanced traffic management system (ATMS) expansion and a lane addition at US301 and Bloomingdale Ave.

**Recommended Action**

Recommend Correcting Transit Asset Management Equipment Target from ≤81% to ≤19% of assets NOT in a State of Good Repair

**Prepared By**

Johnny Wong, PhD (MPO Staff)

**Attachments**

Attachment to be provided
## Hillsborough Dashboard

**MAP-21 Performance Targets**

*for federally required measures*

### pavement

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<th>Requirement</th>
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<th>Met?</th>
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<tr>
<td>60% interstate pavement in good condition</td>
<td>59.50%</td>
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<tr>
<td>5% interstate pavement in poor condition</td>
<td>36.30%</td>
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<tr>
<td>40% non-interstate NHS pavement in good condition</td>
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</tr>
<tr>
<td>5% non-interstate NHS pavement in poor condition</td>
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### bridges

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<th>Requirement</th>
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<tbody>
<tr>
<td>50% NHS bridges in good condition by deck area</td>
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<td>✔</td>
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<tr>
<td>10% NHS bridges in poor condition by deck area</td>
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### transit assets

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<tr>
<td>22% rolling stock (buses &amp; vans) meeting or exceeding useful life benchmark</td>
<td>40.56%</td>
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<tr>
<td>19% equipment (support vehicles) meeting or exceeding useful life benchmark</td>
<td>32.54%</td>
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</tr>
<tr>
<td>0% rail fixed guideway track with performance restrictions</td>
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<td>✔</td>
</tr>
<tr>
<td>10% passenger &amp; parking facilities rated below 3 on term scale</td>
<td></td>
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</tr>
<tr>
<td>0% administrative &amp; maintenance facilities rated on term scale</td>
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<td>✔</td>
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<tr>
<td>0% Infrastructure segments with performance restrictions</td>
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### travel time reliability

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<th>Requirement</th>
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</tr>
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<tbody>
<tr>
<td>75% interstate NHS network with a level of travel time reliability &lt; 1.50</td>
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</tr>
<tr>
<td>50% non-interstate NHS network with a level of travel time reliability &lt; 1.50</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>2.00 truck travel time reliability index score</td>
<td></td>
<td>✔</td>
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NHS | National Highway System

VMT | vehicle miles traveled
Hillsborough County Public Works Department is resurfacing along N West Shore Blvd., from W. Kennedy Blvd. to W. Spruce St / W. Boy Scout Blvd. With input from the Westshore Business Alliance, the County has retained a consultant to identify opportunities to makeover West Shore Blvd. into a “complete street”.

Westshore Boulevard is the primary north-south thoroughfare through the Westshore Business District. Over the years, the Westshore Business District has become the largest employment and retail center in West Central Florida. With a suburban style development pattern, Westshore Boulevard is a busy street with outdated accommodations and many design features since it was developed in the 1960s. It is a county road that runs through and is maintained by the City of Tampa.

Recent private development projects have been an urban development pattern, with the front of buildings located next to the public sidewalk. New infill development projects adhere to Westshore overlay district architectural standards. These standards and increased density have encouraged the use of other modes of transportation beyond the private automobile.

Recommended Action
For Information Only

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
West Shore Complete Street Fact Sheet
Quick Facts
- Community Area: City Of Tampa
- Project Type: Roadway Resurfacing
- Current Project Phase: Design

Estimated Project Schedule
- Project Development (Planning) Completion - Late 2019
- Design/Land Acquisition Completion - Early 2021
- Procurement for Construction Completion - N/A
- Construction Duration - Early 2021 to Mid 2021
- Post Construction (Closeout) - Early 2022

Project Cost Estimate
- Total: $1070554
- Planning: $0
- Design and Land: $117394
- Construction: $953160

Project Description
- This project is part of the Roadway Pavement Preservation Program, which includes condition inspection, routine repairs, preventative maintenance treatments and road repaving projects.
- Resurfacing along N West Shore Blvd. from W. Kennedy Blvd. to W. Spruce St / W. Boy Scout Blvd.

Project Objectives
- Maintain the County’s roads in a safe and serviceable condition for the lowest cost to the community.
- Improve travel reliability and efficiency of the existing roadway to support a multimodal system.

Questions?
Workman, Steffanie  
Project Manager  
(813) 635-5400

Data Date: June 2020
Note: The cost and schedule data shown here are the County’s current best estimates and are subject to frequent change. Changes (if any) are updated once a month.
Agenda Item
Hillsborough County Vision Zero Corridor Studies

Presenter
Wade Reynolds and Lisa Silva, MPO Staff

Summary
The Hillsborough MPO adopted its Vision Zero Action Plan in 2017. The data-driven Action Plan identified 20 High Injury Network (HIN) corridors with the greatest number of fatalities and serious injuries per mile. This study focuses on eight that are the responsibility of Hillsborough County. Using strategies from "Paint Saves Lives" as a guide, the goal is to recommend short-term, immediately implementable countermeasures to reduce serious injuries and fatalities. The project is co-managed by staff of the Hillsborough County Engineering and Operations Department and the Metropolitan Planning Organization.

An update will be given on draft recommendations and public outreach efforts from the communities surrounding these HIN corridors:

- 78th Street (Causeway Blvd to Palm River Rd)
- Gibsonton Drive (I-75 to Balm Riverview Road)
- 15th Street (Fowler Avenue to Fletcher Avenue)
- CR579 /Mango Rd (MLK Boulevard to US 92)
- Sheldon Road (Hillsborough Ave to Waters Ave)
- Lynn Turner (Gunn Highway to Ehrlich Road)
- W. Fletcher Ave (Armenia Ave to Nebraska Ave)
- Bruce B. Downs (Fowler Ave to Bearss Ave)

Please visit the project page and take a survey for any of the corridors you have experience traveling along.

Recommended Action
None. For information only.

Prepared By
Gena Torres

Attachments
Presentation Slides
Board & Committee Agenda Item

**Agenda Item**
CeVe Mobility and Vulnerable Users

**Presenter**
David Aylesworth

**Summary**
Tampa-based transportation software startup CeVe will present some ideas for using mobile phones to enhance bike/ped mobility and safety and solicit feedback from the BPAC on these ideas and any others.

**Recommended Action**
None, for information only.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
http://www.ceve.io/
Virtual Meeting of the MPO Board
Tuesday, July 28th, 2020

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the Pledge of Allegiance, and gave the invocation. The regular monthly meeting was held as a Virtual Meeting of the MPO Board.

II. ROLL CALL

The following members were present:

Commissioner Les Miller, Jr., Commissioner Pat Kemp, Commissioner Ken Hagan, Commissioner Mariella Smith, Commissioner Kimberly Overman, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder, Vice-Mayor Andrew Ross, Joe Lopano, Charles Klug, Joe Waggoner, Michael Maurino, Melanie Williams

Also present: Beth Alden, Bill Roberts, Wanda West, Paula Flores, Cheryl Wilkening, Gena Torres, Meghan Betourney, David Gwynn, Margaret Kubilins, Chris Vela, Debbie Guest

The following members were absent: Cindy Stuart, Mayor Rick Lott, City Commissioner Nate Kilton, Council Member Frank Chillura, Gina Evans, Adam Harden, Bob Frey, Theodore Trent Green, Steve Cona

A quorum was met.

III. APPROVAL OF MINUTES – June 30th, 2020

Chairman Miller requested a motion to approve the June 30th, 2020 minutes. Councilman Kimberly Overman so moved; it was seconded by Councilman Dingfelder. A roll-call vote was held, and it was unanimously adopted.

IV. PUBLIC COMMENT

Chris Vela thanked the Board for listening and making pointed questions to the DOT at the last meeting and proceeded to quickly go through the history of the Tampa interstate systems from 1955 forward, pointing out that 63 years ago the 14th and 15th Street proposed exits were on the downtown interchange FDOT plan, which is when the redlining occurred. Chris Vela briefly reviewed the Transportation of America Study and pointed out that Tampa is No. 2 with the most roads in the entire United States.

V. COMMITTEE REPORTS & ADVANCE COMMENTS

Bill Roberts, CAC Chair, reported that the CAC held a workshop on
July 15th to delve into the fiscal impact analysis by a CAC representative from Plant City who went over his analysis and heard from several invited guests who offered their comments and who are thinking about development decisions for Plant City, as well as the east county area.

Secondly, the CAC held an ad hoc subcommittee meeting on June 23rd. The purpose of this subcommittee meeting was to craft a proposed resolution taking a stand against discrimination and promoting racial equity in transportation. They expect the Citizens Advisory Committee to consider this resolution at their August meeting.

Thirdly, Bill Roberts thanked the MPO Board for their timely consideration of the recommendations from the Citizens Advisory Committee at their MPO TIP hearing on June 30th and relayed that the CAC continues to advance and explore opportunities for transportation and recommendations that the CAC brings before the MPO. The CAC is made up of 23 devoted citizens who volunteer their time to come to the meetings, sometimes lengthy, and they appreciate the MPO’s consideration of their recommendations.

Wanda West, MPO staff, announced the Bicycle Pedestrian Advisory Committee took a summer recess from its monthly meeting. Instead, the committee held a virtual workshop to discuss items for future consideration. Requests were made for presentations from the City of Tampa and Hillsborough County staff, focusing on planned and recently completed pedestrian and bicycle projects. The committee members also supported additional speed studies, including areas around USF, and the need for more consistent maintenance of existing bicycle and pedestrian facilities throughout the County. Intelligent Transportation Systems Committee held its quarterly meeting and heard status reports on the performance evaluation of the east scooter deployment in the City of Tampa, and Ms. West continued to provide a rundown of the various held committee meetings.

Staff received e-mails thanking them for coordinating the Chairs Coordinating Committee Board meeting held in a virtual meeting group. Eric Holt inquired about trails in the Citrus Park area, and staff provided a response. No Facebook comments or voicemail messages were received prior to the meeting. This concluded Ms. West’s report, and there were no questions of Wanda West by staff.

VI. ACTION ITEMS – All actions will be by Roll Call Vote

A. Committee Appointments

Cheryl Wilkening, MPO staff, announced that the Transportation Disadvantaged Coordinating Board nominated Councilmember Gil Schisler for HART. The Intelligent Transportation Systems Committee nominated Daniel Buidens, FDOT advisor, and Judith Villegas, alternate for THEA. The Citizens Advisory Committee nominated Don Skeleton, Jr., for the
Tampa Port Authority. The recommended action is that the MPO confirm these appointments.

Chairman Miller sought a motion to approve the MPO appointments; Commissioner Overman so moved; it was seconded by Melanie Williams. A roll-call vote was held, and it was unanimously adopted.

B. Vision Zero Speed Management Action Plan

Gena Torres, MPO staff, started off by introducing an item, Vision Zero's "The Future Will Not Be Like the Past" action tracks that may focus on combating infrastructural design flaws and reminded the Board that almost three years ago the Board took the leadership to bring the national movement of Vision Zero to our community.

Paula Flores, MPO Consultant, gave a summary on the issue of managing speed on Hillsborough’s high-injury network, the volume of work that has been accomplished over the last year, and the full report covers a lot of the background and takes an in-depth look at the elements that were covered. This is an important step to take in the furtherance of the Hillsborough MPO Vision Zero policy and in furtherance of the Hillsborough Complete Streets policy because the management of speed and high injuries affects quality of life, it affects how you get around, and it affects public health and safety and economic development in our communities. It is important also because Florida is the most dangerous state for pedestrians and bicyclists in recent history. On average, a person is dying on Hillsborough streets every other day, but we have become complacent because we see it on the news so often.

The action plan has one single goal, and that is to improve public health and safety by reducing road fatalities and serious injuries. The desired outcomes are many, such as improved safety experience, increased awareness of the dangers of speeding, to institutionalize good practices in road designs, et cetera, identify supportive policies, programs, and infrastructure, and of course they couldn’t be successful without obtaining the cooperation and support of all the stakeholders.

So, the scope for the Hillsborough County Plan includes five tasks: Task 1, Stakeholder Improvement; Task 2, Speed Management Practices; Task 3, Corridor Prioritization; Task 4, Next30 High Injury Corridors; Task 5, Speed Management Action Plan. Ms. Flores reviewed each task using a PowerPoint presentation, emphasizing that speed takes a back seat with pedestrian fatality and serious injury risk, plus cone of vision. Cone of vision is reduced at higher speeds, so speed matters most. The speed management plan is data-driven. Most people travel five miles above the posted speed limit. If speed is not managed, you will not reach Vision Zero goals. Task 4 and Task 5 utilized a priority matrix for the next top 30 high-injury corridors.
The Safe Systems Approach to the application of safety countermeasures is a must to prevent fatal crashes from happening, which says they have to be proactive, not reactive. So, they must take a holistic view of the road system: the features, the contacts, the users, and connectivity needs of the system. Ms. Flores went over the "tool kit" in aggressive driving crash countermeasures.

As to the Actions and Implementation Strategy, Ms. Flores referred the Board to the in-depth report, giving a brief PowerPoint overview of the strategy: Speed setting, engineering and operations, education, policy and legislation, and plan evaluation calling for routine updates.

The recommendation is to approve the Speed Management Action Plan so that all of our partners can continue to address safety in Hillsborough County, thereby having a significant impact on saving lives.

Commissioner Overman thanked Ms. Flores for her presentation and proclaimed the reason she's sitting in the position she is in, as Ms. Torres actually suggested that our lives have been changed forever, is because she has been dealing with the impact of 19 years of trauma as a consequence of a speed event in Tampa. So the importance of this piece is so important, asking the question of how do we interface with the State legislatures when they tend to bring legislation to kill, for example, our beacons on Fletcher Avenue that help address this. There is a conflict here that they need to proactively address and asked if they have on the MPO agenda to meet with the legislatures regarding MPO priorities, and Vision Zero specifically, because this is a very important part of the work that they do locally.

Gena Torres responded that yesterday she was at the quarterly State Bike/Ped Coalition Safety Meeting and these topics legislatively are talked about there, recommendations are coming out of these groups, and they are trying to move some of the things forward, like the red light running cameras and automated speed enforcement, and thinks there was a request from the legislative delegation to give them some things to put on their platform. Beth Alden confirmed the MPO fall meeting of the Tampa Bay TMA Leadership Group is going to focus on legislative issues, and the MPO has invited a couple of their legislative delegation members, so they are working to confirm that.

Chairman Miller commented that, having served up there for a while, first and foremost, you don't need to talk to part of the legislative delegation, you need to talk to all of it. The difficult part is when they get into session and the session moves very, very quickly; it's 60 days, and some way, somehow you must contain it to reemphasize how important the information that you gave them is during that particular session. Now, that is the difficult part, because they are not going to be able to talk to every legislator or senator or representative;
they have to talk to their staff and emphasize to those staff members how important it is getting this information to them.

Melanie Williams also thanked Ms. Torres and Ms. Flores for their presentation of Vision Zero and commented and asked about safe people first and about the tactics for education and awareness in the plan, what they have in mind to educate people on that crosswalk on Fletcher Avenue or some others in that area. Ms. Williams agrees with the plan but opined that something must happen. She is just not sure how they get the attention as a fire engine would. Ms. Torres responded that Fletcher Avenue is a county road and that the county, working with DOT and the surrounding communities, has done a lot of education and explained the different things that were done in terms of education, stating the numbers are showing it is working, that fatalities and serious injuries have dropped.

Commissioner Kemp also thanked Ms. Flores for her work and emphasized one point, that when Ms. Flores did the list at the beginning of seven out of ten Florida cities have the highest crash and fatality rates, it's seven Florida cities out of ten cities in the nation. It is important for the MPO to recognize that. And after seeing her presentations, they know they're dangerous by design and probably a lot of that is speed, and that this is important and transformative work for them to do here. In terms of the State, she inquired, dealing with the strategic intermodal system, which is basically Tampa's interstates, by law are they designated 70 percent of the funding through the State of Florida each year. And Beth Alden responded there is a target investment. Secretary Gwynn stated they obviously have different pots of money. And with the strategic intermodal system money right now, the goal is 75 percent of that money is for capacity projects, and they're revisiting that right now.

Commissioner Kemp stated when they talk about the legislature, it's one of the things we have to ask and draw awareness for because as long as all this funding is directed at capacity, we're talking about lane expansion and making those roads bigger, rather than all of the arterial roads that we have that are so dangerous and so in need of our resources and believes that this priority is not well placed, especially in urban areas where the needs are so great, as seen on the map.

The third point Commissioner Kemp made is about the design manual, that there are the national design manuals but, also, they have a local Hillsborough County design manual that is being worked on at this time. It is extremely important, as there are a lot of design exceptions in there that have allowed the MPO, dictated by this manual, to continue down the path of poor design, poor roads, poor standards by the design exceptions, but also some of the dictates in that manual have continually led the MPO, specifically in Hillsborough County, under MPO control, to the kind of poor designs that cause fatalities and accidents. So as they are looking at this now and as
she’s been trying to get a handle on that, and mentioned Ms. Flores brought up land use, it is the land use people that deal with that in Hillsborough County, along with the traffic, and thinks it’s very important to somehow infuse all of this with their local design manual. Gena Torres responded there's some good news about Hillsborough County’s staff and their interest in this study, including Paula Flores's input on the design manuals.

Councilman Dingfelder thanked Ms. Torres and Ms. Flores and had a question on the Next30 map as to at what point will the MPO be using the resources to address the city streets. Not just the City of Tampa but if they have issues in Temple Terrace or Plant City, they should be addressing those as well. Gena Torres responded that the City staff, for instance, has asked them to fund different studies, and that is what they will continue to do so they can identify recommendations. Councilman Dingfelder stated he wants to make sure that the cities are included in next opportunity in this type of detailed comprehensive look by the MPO. In the next opportunity from a funding perspective and the kind of in-depth look, he would like to see more city streets included.

Commissioner Smith commented on the slide that shows that 83 percent of crashes are at non-peak hours and that points to the conclusion that additional capacity does not make our roads safer, extra lanes do not make our streets safer. They might create other benefits but do not prima facia make our streets safer. The question she had was on "high crash is not necessarily our highest need" and asked Ms. Flores to explain.

Paula Flores stated Vision Zero is about reducing fatalities and serious injuries. When she went through the priority matrix process, simply just looking at the severity crash rates shouldn’t be the end-all; they have to consider how many schools they have around some of these major arterials; they have to consider the communities of concern. A lot of these major arterials go through very poor neighborhoods where many people do not have vehicles and rely on transit or have to walk or ride their bike. One of the factors that she has in there is transit routes, because if you have a transit route on some of these corridors, most likely you're going to have a significant amount of more pedestrian users within the corridor. So, you’re not just looking at crash rates but looking at all of these other community factors that also impact safety and exposure rates.

Joe Waggoner commented that back to the slide of people not obeying the rules, 60 percent of the incidents are happening at non-crossing locations on the roadway and 71 percent are due to aggressive driving-speeding, people not paying attention, and stated he didn't hear much about the enforcement side of the plan, which is a major component. Maybe in the future they can hear more about what they can do for enforcement.
Chairman Miller sought a motion to approve Vision Zero Speed Management Action Plan; Commissioner Smith so moved; it was seconded by Councilman Dingfelder. A roll-call vote was held, and it was unanimously adopted.

C. USF Fellowship Agreement Renewal

Meghan Betourney, MPO staff, announced this year the MPO is looking to sponsor a Graduate Student Fellowship from the University of South Florida. This year's selected student is Petina Elkott. She has a BS in Environmental Biology and a Minor in Anthropology from USF. We ask the Board to authorize the Executive Director to sign the agreement with USF for placement of this student fellow.

Chairman Miller sought a motion to approve the USF Fellowship Agreement Renewal; Commissioner Overman so moved; it was seconded by Commissioner Kemp. A roll-call vote was held, and it was unanimously adopted.

D. General Planning Consultant Contracts

Meghan Betourney, MPO staff, reminded the MPO they came there in April to ask for approval to go for negotiations with the following nine firms. The MPO Board authorized staff to negotiate contracts with the following nine top-ranked teams, which include prime and subconsultants. The following five firms are the ones that are in bold. Atkins, Fehr & Peers, HDR, Kittelson, and VHB are the ones they have completed the contract negotiations with. The contract scope follows the MPO Work Program, and consultant tasks are to be negotiated by work order, each with their own scope and products. They do ask for lump sum fees negotiated by task, with the maximum $300,000 per task. The contract duration is two base years, the maximum fees per consultant can be $2 million over the life of the contract, and the planning dollars available are $600,000 to $900,000 per year.

The recommended action is to approve the General Planning Consultant contracts with the following five firms and the sub -- Atkins, Fehr & Peers, HDR, Kittelson & Associates, and VHB -- and the contracts for the remaining four of the top-ranked teams be brought forward for the Board's consideration at the first available regular board meeting after agreements are reached.

Councilman Dingfelder brought up the issue that they are pushing really hard, especially on the pipes program, which is a multiple billion dollar program, to get minority and disadvantaged business numbers up out of the single digits and get them into the teens. As everybody knows in the City of Tampa, minorities represent anywhere from 15 to 30 percent of the population, so they're very motivated in the City to get those numbers up and get those numbers, at a minimum, up into the teens. Beth Alden explained their MPO, like all MPOs in the State of Florida, participate in a statewide program that promotes
disadvantaged enterprises, and they monitor expenditures every year. The last two years, their DBE utilization has been nine percent, eight percent respectfully, and stated they’d be very happy to push that and see if they can achieve double digits in their next year. Councilman Dingfelder followed up asking about consultants, that Beth Alden mentioned $600,000 total is the budget, but inquired about the engineering budget, asking, “How big is that? Does MPO have an engineering budget as well?” Beth Alden relayed that’s it, that’s the sum total of all the funds that they have available for professional consultants of any kind -- engineers, planners, public engagement professionals, mapping, the whole nine years.

Commissioner Kemp asked Ms. Alden if it also includes women, and Beth Alden responded the state designation of disadvantaged enterprises includes minority women-owned businesses.

Chairman Miller explained that minority-owned and disadvantaged businesses in the State of Florida are women, African-Americans, Hispanics, native Americans, Asian Americans, and relayed for the Board’s edification that in Hillsborough County minority groups are growing and that conversation needed to be had with them. They have guaranteed to Chairman Miller these numbers will change on how they are looking at utilizing minorities or aspects of the agency, so they have had that conversation and that is how minorities are broken down within State statute.

Chairman Miller sought a motion for approval of the General Planning Consultant Contracts; Commissioner Overman so moved; it was seconded by Commissioner Kemp. A roll-call vote was held, and it was unanimously adopted.

VII. STATUS REPORTS

A. Tampa Bay Next Update

Secretary Gwynn, FDOT Representative, stated they share the MPO commitment to reduce speeds and road hazards and listed some of their projects, including receiving $4 million from the central office to convert another eight corridors to all LED lighting. Two to three months ahead of schedule, later this week the third lane on I-275 through the State Road 60 interchange should be open in the southbound direction. Over the next two to three weeks, mid-August, they're hoping to have the third lane open from Pinellas into Hillsborough. Secretary Gwynn announced Governor Ron DeSantis recently announced $1.4 billion in funding for the Westshore interchange project, but one of biggest the challenges they will face is building this with live traffic.

Margaret Kubilins, SafeTRIP, went over the value of having a SafeTRIP and stated the Transportation Management Plan needs to be comprehensive. SafeTRIP includes four elements -- traffic management, regional demand, innovation, and public engagement -- and went into
depth with a PowerPoint presentation on each element. Ms. Kubilins went over the Taskforce Members and why they want to have their perspectives, because without them, they won't be able to develop a comprehensive plan. But then beyond that, they have smaller groups. They have met with two organizations, the I-4 Ultimate Team, to get their lessons learned in Orlando, and with Missouri DOT, and have already made adjustments from their lessons learned. They have meetings scheduled with I-66 up in Virginia and also are working on establishing a lessons learned with Wisconsin DOT.

She went over the Schedule and Next Steps. They started in 2020 and are moving forward to 2024.

Commissioner Overman asked in line with balancing safety with Vision Zero efforts, as well as projects they approved for the TIP over the next five years, that she'd like to get a report that on any projects on the TIP list that are utilizing either a toll process or an expressway type of process in its plan. They are going to have a managed lane workshop in October. If they have some perspective on how they balance safety and capacity, maybe more towards safety rather than capacity, they may be able to achieve the managed lane tolls. Commissioner Overman said she'd like to ask FDOT to come back to the next meeting to identify any projects currently in the cue on the TIP to identify any of those that are possibly going to use a toll feature for managing speed and the safety and additional capacity needs on those projects.

Margaret Kubilins replied she made a note of that and would get feedback from her partners in DOT. As far as the TIP goes, Ms. Kubilins expressed appreciation that they have three projects already started and in regard to instrumentation on the corridors that are adjacent to I-275 in order to manage any kind of crashes that are on the corridors as well as while they're under construction. So that is all about instrumentation, and it's adding the ability for them to help manage traffic and run it more efficiently.

Councilman Dingfelder agrees with Commissioner Overman about the toll issue but brought up, as it relates to the Traffic Management Plan Task Force, that he saw a lot of corporate government entities there but did not see neighborhood entities mentioned in their task force and asked what their plan is to reach out to the neighborhoods. Margaret Kubilins replied in the history that they have relayed in multiple conversations where they have identified specific champions within specific neighborhoods and have found the venue or the organization of the meetings is vitally important in order to hear the voices most accurately. As to the CAT, that he's exactly right, it is corporate, it is very strong in the organizations and very formalized in those organizations, and that is the right place for them to have those voices heard. They have a plan because they do have those networks established, and they'll reach out to them in the next six months.
Councilman Dingfelder followed up asking that maybe they should identify at least one or two people within each one of those organizations to disseminate that information to their organization so they know who is in their organization, and it's already set up so that when you have announcements, and that sort of thing, you can spread it out effectively.

Commissioner Smith supports everything Commissioner Overman and Councilman Dingfelder were saying but added that she'd like to make sure there is a public process as they determine how the managed lanes are going to be managed, adhering to the MPO mission of ensuring that disadvantaged communities are not negatively impacted by highway projects and mentioned she'd like to hear more on zipper merge in the future. Margaret Kubilins stated that the Board will hear more on the zipper merge.

Commissioner Kemp mentioned the Sun Rail done in Orlando, where CSX converted rail to a commuter system there, was done as a mitigation for the ultimate I-4 that they were doing parallel to it as is true here, going straight from USF to downtown, and was just wondering if somehow that could make its way into the scope of being looked at for this project. Secretary Gwynn stated that is actually part of it. In this case, they'd have to show that it would improve it through the corridor where they're wanting to keep traffic down. But most of that will probably be bus type of service as it is scheduled now. There were a few more questions of concern on traffic management by Commissioner Kemp and Councilman Dingfelder.

VIII. EXECUTIVE DIRECTOR’S REPORT

Beth Alden, MPO staff, let the Board know they’re coming into a time of some uncertainty about meeting logistics. If the Governor does not extend the Executive Order which allows the Board to meet virtually, then their next board meeting on September 1st needs to have at least a quorum of their board members physically present in their room. So she'll be looking in that case to have nine board members who are willing to be physically present, even if the rest are participating virtually, and she'll be back in touch with the Board over the next month as this situation continues to evolve.

A. Independent Oversight Committee for the Transportation Sales Surtax, annual public hearing

They had scheduled on August 11th the Independent Oversight Committee for the Transportation Sales Surtax, but the oversight committee would prefer to meet virtually, so they have postponed the meeting and have not set a new date.

B. MPO Vision Zero Leadership Summit: Tuesday, September 22, 9:00 a.m. – noon, Julian B. Lane Riverfront Center & Virtual (replaces Policy Committee)
MPO Vision Zero Leadership Summit does not require an action, so the Board can do that entirely virtually, if they care to. If it is reasonable and safe for the Board to meet in person by the 22nd of September, the City of Tampa has provided the Julian B. Lane Riverfront Center, and again the Board can also consider it a hybrid approach. Beth Alden asked the Board to watch the MPO website for daily updates.

IX. OLD & NEW BUSINESS

There was no old business or new business.

IX. ADJOURNMENT

The MPO meeting was adjourned at 11:10 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on August 12

Under Action items, the CAC approved and forwarded to the MPO Board:

✓ Resolution on Racial Discrimination, which was approved unanimously
✓ Transportation Improvement Program Roll-Forward Amendments (by a vote of 12 – 4)

The Tampa-Hillsborough Expressway Authority briefed the CAC on the Selmon Expressway Extension construction project as well as THEA’s safety improvement project and PD&E studies for the South Selmon Expressway and Whiting Street. Individual members had concerns about decorative lighting, traffic circulation, and the Selmon Greenway.

FDOT reported on the Tampa Bay Next - Westshore SafeTRIP initiative.

The CAC also discussed and passed a motion in support of HART’s feasibility study for the use of CSX corridors.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on August 12

The BPAC heard status reports on TBNext Transition - Section 4 Aesthetics, Regional Trail Update: Westshore SafeTRIP

The committee also heard public comment from Mike Lamarca, who was involved in a bicycle crash on East Fletcher Ave.

Committee members also asked about future plans for Floribraska, and a new crosswalk on Rome Ave.

Meeting of the Technical Advisory Committee (TAC) on August 17

Under Action items, the TAC approved and forwarded to the MPO Board:

✓ Transportation Improvement Program Roll-Forward Amendments

The TAC heard status reports on HART Service Changes for 2021, ClearGuide Overview and TB Next Update: Westshore SafeTRIP program.

Meeting of the Livable Roadways Committee (LRC) on August 19

The LRC heard status reports on HART Service Changes for 2021, ClearGuide Overview, TBNext Transition-Section 7 Aesthetics and TB Next Update: Westshore SafeTRIP.

Meeting of the Transportation Disadvantaged Coordination Board (TDCB) on August 21

The TDCB selected a member and alternate to represent the Hillsborough TDCB at tri-county meetings. The TDCB also heard status reports on a Performance Evaluation of E-Scooter
Sharing in the City of Tampa, the Healthy Buddy Program administered through USF, and updates from the Sunshine Line.
Call for Presentations Now Open!

The Gulf Coast Safe Streets Summit presentation portal is live! Traditional and COVID-19 related presentation proposals are due by September 18, 2020, 11:59PMET.

TOPICS: 6 E’s of Transportation

- Education
- Engagement
- Equity
- Engineering
- Enforcement
- Evaluation

Although GCSSS has identified the topics above as a means to structure the agenda for the 2020 Summit, we are accepting traditional and COVID-19 related proposals.
Gulf Coast Safe Street Summit is going Virtual!
Early Bird Registration Opens September 28, 2020

As a safety measure against the spread of COVID-19 and with concern for the safety of our members, attendees and staff, the Sarasota/Manatee MPO has decided to move the 3rd Annual Gulf Coast Safe Streets Summit 2020 to a virtual event. This educational event focuses on how to design and implement safe and equitable transportation facilities for all modes.

We are excited to offer you the same vibrant programming, impactful networking, and opportunities to reflect and connect over the emerging and salient topics affecting the safe streets community. The virtual conference will include our regular offerings and opportunities for engagement, including various professional development credits, breakouts, keynote, and space to connect with colleagues, federal partners, and sponsors. We look forward to having you join us for this fully online event on November 19.