



## Hillsborough CTST – December 10, 2024

Meeting started at 9:32am

### **I. Welcome and Introductions**

Introductions were given. October 2024 minutes were approved.

### **II. Membership Reports**

#### **Enforcement and Crash Statistics**

Michael White (TPD): There were two DUI related fatal crashes this week. FHP took care of one of the DUI fatal crashes, which was in the downtown area and was a wrong way driver. There has been a lot of wrong way driver DUI crashes and fatalities recently. TPD started their sub-grant this week and is wrapping up their refresher training last night and tonight. It allows them to more than double their manpower for enforcement, which helps keep control of the drunk driving problem and the traffic crash problems that they have in the city. TPD is pushing forward with education as well. They are going to get back into the schools as well as conduct education at MacDill Air Force Base. TPD will do private schools DUI education as well.

Jim Reiser (LEL): There are some agencies that are getting ready for their grant operations. TPD is getting ready to start their DUI program. Hillsborough also has their teen driver safety grant that they are going to be working on to promote teen driver safety county-wide. They also have the motorcycle grants up and running to promote motorcycle safety. Tampa International Airport conducts speed and aggressive driving enforcement. They are running operations out there, specifically on the George J Bean Parkway coming off Memorial Highway and I-275 area. Due to the memorandum of understanding with Tampa International Police Department, they have assisted them in a couple of fatalities that were DUI related. The Driver Sober Get Pulled Over program through the holiday starts December 13<sup>th</sup> and runs through January 1<sup>st</sup>. There should be some paid media coming out starting on December 11<sup>th</sup>. AAA is going to be assisting in some of the holiday programs, including the Tow and Go program.

Lori Palaio (JMT): From January 1<sup>st</sup> to September 17<sup>th</sup>, 2024, there have been 111 fatal crashes. At the last CTST from January 1<sup>st</sup> to August 3<sup>rd</sup>, 2024, there were 95 fatal crashes. The 16 new fatal crashes include one rollover, two right angles, one other, one rear end, two left turn, three run off the road, and six pedestrian fatal crashes. In terms of mode of travel, pedestrians have the highest fatality type in Hillsborough County. For the six new pedestrian fatal crashes:

The first new pedestrian fatal crash was on West Sligh Avenue and North Habana Avenue, not at the intersection, in day, cloudy, and dry conditions. The vehicle was negotiating a curve, and the pedestrian was in an unmarked crosswalk at Ralston Place Drive. The second new pedestrian fatal crash was on US 41 and Big Bend Road, not at the intersection in dark not-lighted, clear, and dry conditions. The pedestrian was crossing midblock. The third new pedestrian fatal crash was on East Adamo Drive and Emperor's Club parking lot, not at the intersection, in dark-lighted, clear, and dry conditions. The fourth new pedestrian fatal crash was on East College Avenue and 30<sup>th</sup> Street SE, not at the intersection in dark-lighted, clear, and dry conditions. The pedestrian was crossing midblock. The fifth new pedestrian fatal crash was on East Fowler



Avenue and 56<sup>th</sup> Street North, at the four-way intersection in day, clear, and dry conditions. The pedestrian was riding an e-scooter in a crosswalk. The sixth new pedestrian fatal crash was on West Hillsborough Avenue and North Habana Avenue, at the four-way intersection in day, clear and dry conditions. The pedestrian was running near the crosswalk.

There are 111 fatal crashes through September 17<sup>th</sup>, 2024. Same period in 2023, there were 141 fatal crashes. Hillsborough County is down by 30 fatal crashes same period, so showing some improvements from last year. Lastly, state roads represent 40 percent of fatal crashes, Hillsborough County roads represent 36 percent of fatal crashes, City of Tampa roads represent 22 percent of fatal crashes, Temple Terrace roads represent one percent of fatal crashes, and Plant City roads represent one percent of fatal crashes.

Rick Adams (Nations Traffic Safety School): Nations Traffic Safety School noticed over the years the amount of people taking defensive driving school courses has dwindled. Hillsborough County is one of the lowest in the state for both elections and court orders. Discussion followed.

James Reiser (LEL): In November 2023 there were 340 DUI arrests and in 2024 there were 291 DUI arrests. Law enforcement was coming back from deployment during the hurricane. Law enforcement pretty much returned to normal operations now to conduct DUI enforcement. Year to date to November 30<sup>th</sup>, 2024, they were at 4,843 DUI arrests and the prior year in 2023 they were at 4,490 DUI arrests. So, DUI arrests which shows that the DUI law enforcement officers are being productive with the grants.

### **Health Agencies/Research**

None.

### **School Operations**

Justine Towe (Hillsborough County Sheriff's Office Crossing Guard Unit): The crossing guard unit is doing pretty good on staffing. They have only seven job openings throughout the whole county, which is better than usual.

### **Engineering/Planning**

Eric Henry (FDOT): FDOT was out last Saturday at AAA's Holiday Fun Fest at their Carrollwood branch. There were many great community partners with activities such as Touch a Truck, etc. Last Sunday, FDOT was at the Buccaneers Game and shared a table with Ride Smart Florida. There were approximately 500 people who visited the table. FDOT had some reflective riding jackets and helmet covers left over, so they were handing those out. On January 10<sup>th</sup>, FDOT will be at the Northdale Safety Fair. There will be some lane closures on southbound I-275 coming up this week. It is specifically southbound I-275, the exit ramp to eastbound I-4, which is exit 45B. The closures will be this Wednesday and Thursday weather permitting. FDOT will try to send out an e-mail blast to the CTST group. January is Move Over month.

Mahshid Arasteh (American Quality Consultants): Mahshid stated that she has received several HSIP applications. The latest request was for LED stop signs, bicycle delineators, and speed feedback signs.



The applications are going through final review. They have made several spreadsheets with all the HSIP information. Tomorrow there will be a meeting for review. There is still time to apply for HSIP funding.

### **Community Organizations/University**

Dawn Lewis (TGH): For the Battle of the Belts Campaign, pre-counts are complete for all Hillsborough County High Schools. Internal education campaigns are in progress now. Post-counts will be performed next week.

Brentin Mosher (CUTR): Brentin thanked Emily Hinsdale from Sidewalk Stompers for helping facilitate CUTR's involvement in some of the rescheduled Walk to School Day events. Brentin was at Seminole Heights Elementary School on October 30<sup>th</sup>. Brentin was at McFarland Park on November 6<sup>th</sup>. Vanessa Wheeler from CUTR was at Grady Elementary on November 6<sup>th</sup>. They had their Annual Walk with the Temple Terrace Mayor the Friday before Thanksgiving. There were about 50 people at the one-mile walk. CUTR was at HCC Roadway Safety Day, and they talked to the students and staff about roadway safety. CUTR was at the John's Hopkins Outpatient Clinic on Bruce B Downs Boulevard across from USF, doing a helmet fitting with Safe Kids Greater Tampa. They just wrapped up their on the street and business education for new pedestrian hybrid beacons along South Dale Mabry at Bay, Wisconsin and Mango Avenue.

Emily Hinsdale (Sidewalk Stompers): National Walk to School Day was cancelled due to the hurricane. But around 20 schools rescheduled an event and a few more schools plan to do an event. This was the largest sign up they have ever had. Sidewalk Stompers is always looking for new partner schools. Emily hopes there will be more CTST efforts at collaborative conversations coming in the New Year at the CTST meetings. She hopes to see some of the engineering and planning people bring forward some projects that might benefit from some interagency discussions. Abigail Flores from Hillsborough County and Emily will do some direct outreach to needle people to bringing in some projects. There are some good presentations lined up in the New Year.

### **III. Presentations**

Lori Palaio (JMT): Lori gave a presentation on the differences between a midblock pedestrian signal (MPS) and a pedestrian hybrid beacon (PHB). Both MPS's and PHB's serve the same purpose but have operational differences. They both enhance pedestrian safety at midblock crossings by stopping traffic when activated. But each use different signal head configurations on the mast arm. There are existing MPS's in Pinellas County on 4th Street. FDOT D7 is developing a PSA for these crossings. Here is the draft video of the MPS PSA. MPS's are still under experimentation. The FDOT has a request to experiment (RTE). Local agencies will need to get the request to experiment (RTE) with FHWA if they want to add an MPS on their roads. PHB criteria can be found in Traffic Engineering Manual (TEM) 5.2. Lori discussed the key differences between MPS's and PHB's. MPS has a standard red-yellow-green indication. PHB has a cluster signal head with two red indications above a single yellow indication. MPS rests on green until activated by a pedestrian. PHB rests in dark until activated by a pedestrian. MPS, once activated, cycles through steady yellow, steady red, and flashing red indication (pedestrian clearance interval). PHB, once



activated, cycles through flashing yellow, steady yellow, steady red, and wig-wag red (pedestrian clearance interval). If a corridor has an existing PHB, FDOT will add a new PHBs for corridor uniformity/to not cause confusion. If not, they consider MPS's. Local agencies must submit a request to experiment on agency letterhead to [MUTCDofficialrequest@dot.gov](mailto:MUTCDofficialrequest@dot.gov). Lori discussed how MPS's and PHB's reduce crashes based on crash reduction factor data from NCHRP Research Report 1030. It shows that there is a greater reduction in all crashes for an MPS. It shows that both MPS and PHB has the same crash reduction for pedestrian crashes. It shows that there is a greater reduction in rear end crashes for an MPS. In FDOT there are ten existing MPS locations and three planned MPS locations. Existing locations include 4<sup>th</sup> Street and Pinellas Bayway. Planned locations include Fowler Avenue at Elmer Street and Fowler Avenue at 52<sup>nd</sup> Street.

Anthony Chaumont (JMT): Anthony presented on the FDOT Highway Safety Matrix. It is a tool that compares all the emphasis areas from the Florida Strategic Highway Safety Plan. The emphasis areas are the areas that generally represent the groupings, statistically where there are the most fatal and severe injury crashes. It is a comparative presentation of the 2024 to the new 2025 data that's available. Group one represents populations greater than 200,000. Hillsborough County is ranked in the top 35 percent of every emphasis area. The highest ranking means the most crashes. In Hillsborough County the average ranking was 3.6. Hillsborough County was the sixth county with the most crashes in the aging road users. Hillsborough County was the third county with distracted driving crashes and the second county with impaired driving crashes, with an average of 3.6. Hillsborough County improved in some categories and got worse in others. Anthony provided additional statistics and distributions between the different counties. He directed everyone to the highway safety matrices on <https://www.fdot.gov/Safety/grants/highwaysafetymatrices.shtm>

James Reiser (LEL): Law enforcement partners use the highway safety matrix for grant applications. He stated that the highway safety matrix is currently old data, and new data will be coming out soon for fiscal year 2026. Many grant applications start January 1<sup>st</sup>, so they will want to be working off the new matrix. Discussion followed.

#### IV. Announcements/Discussion Items

Lori Palaio (JMT): There will be a Stop the Bleed training after the in-person Hillsborough CTST meeting on January 22<sup>nd</sup>. There will be an e-blast sent out in January with the RSVP details. Also, changes are being made to the Hillsborough CTST website. We added an events calendar where CTST members can request adding events to be added to the calendar.

Emily Hinsdale (Sidewalk Stompers): The next meeting is January 22<sup>nd</sup> in-person at FDOT D7.

#### V. Adjourn

The meeting adjourned at 10:25am.

**Next Meeting: January 22, 2025, 9:30am – In-Person Meeting, 11201 McKinley Drive, Tampa, FL 33612**



**In attendance:** Meredith Abel (EXP), Rick Adams (Nations Traffic Safety School), Kevin Amig (City of Plant City), Mahshid Arasteh (American Quality Consultants), Susan Boda (Benesch), Anthony Chaumont (JMT), Sgt. Demetrius German (TPD), Eric Henry (FDOT District 7), Emily Hinsdale (Sidewalk Stompers), Ameer Khawaja (City of Temple Terrace), Dawn Lewis (TGH), Ziba Mohammadi (Mohsen Design Group), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Keith Pippin (USF PD), James Reiser (LEL), Justine Towne (Hillsborough County Sheriff's Office Crossing Guard Unit), Michael White (TPD)