



University CTST – July 16, 2025

Meeting started at 3:02pm

I. Welcome and Introductions

Welcome and introductions were given by the group. The June 2025 meeting minutes were approved.

II. Business Updates – Problem Identification/Follow Up

1. **Lois Avenue Crossing to get to the HCC Campus:** Marty Sorrentino has not heard back from the Community Redevelopment Agency (CRA) Director for the project.
2. **Lighting Issue at BBD and Holly Drive:** Marty spoke with Mike Flick. Mike Flick stated in an email that TECO installed new lighting along Bruce B. Downs Boulevard when the COVID crisis hit. USF has lighting along Holly Drive. 131st Street has lighting gaps. Although not addressed, Hillsborough County can evaluate with their Tier 2 131st Street project from Nebraska Avenue to Bruce B. Downs Boulevard. Hillsborough County has not scheduled any other lighting for this intersection. Marty suggested working with USF PD for photometrics of the intersection. Dr. Lin stated that they installed a lighting meter and worked with FDOT. Discussion followed on lighting uniformity. Dr. Lin stated that there are formula and standards for lighting. Pedestrian lighting must have five feet of vertical lighting levels. Marty mentioned that there are new street lighting technologies for pedestrians and not for vehicles. Eric Henry, FDOT, stated that data was collected and analyzed. He will see if there needs to be a lighting level analysis.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** No update. Marty stated that he is worried about the storm season because there are no storm water inlets. This problem location will be pending for a while.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Marty stated that the city plans were shared. There will be a crosswalk added at North Boulevard and North A Street. A crosswalk will be refreshed at North B Street and Frederic Spaulding Drive. They will refresh the crosswalk and add better signage. Discussion followed.

III. Calendar Updates/Activity Reports

Law Enforcement Activity

Matthew Belmonte (Gresham Smith): Matthew Belmonte discussed the responsible vendor training at Peabody's. TPD is conducting underage enforcement operations. There have been 909 DUI's for the year thus far and 122 in June. This is down from 138 DUI's in June of 2024.



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Josh Blackman (City of Tampa): Josh discussed that there is a GIS layer for TPD citations and warnings. Discussion followed.

Brentin Mosher (CUTR): The Enhanced Law Enforcement Engagement (ELEE) awards ceremony was on June 5th. June 1st started the new round of ELEE. USF PD is conducting enforcement for the ELEE program on Fowler Avenue. Brentin discussed the education for the two pedestrian hybrid beacons (PHB) on Busch Boulevard and 18th Street as well as Busch Boulevard and 22nd Street. There will be traffic signal education on Fowler Avenue and 52nd Street as well.

Jim Reiser (LEL): Operation Southern Slowdown is July 14th to July 20th and covers five states in the southeast. There will be an FHP press conference. Tampa Police Department and Hillsborough County Sheriff's Office were awarded High Visibility Enforcement (HVE) funding. The contracts for the HVE funding are being finalized and on-street operations will begin in the next month or so, around when school starts back up. The time change is soon, so there will be more people driving in the dark.

Bicycle/Pedestrian Reports

Discussion followed on bicyclists wearing ear buds/headphones.

Brian Goercke (USF): On September 9th there will be the USF Pedestrian Bike Auto Scooter training from 2pm to 5pm. The shared mobility department is involved, as well as Michele Harris from AAA, Corey Norris from Hillsborough County Public Schools, etc. Brian did some networking at the CTST Mega Meeting. The target for this training is international students, but it is open to everyone. On August 28th, there will be a campus wide hurricane awareness training from 10am to 1pm.

Eric Henry (FDOT): Eric discussed Senate Bill 462 that was passed and took effect on July 1st. The bill includes definitions for micromobility. Eric explained minimum age requirements, micromobility riders needing an ID, training for devices, etc. There has been a lot of discussion at the Teen Safe Driver Coalition.

Brentin Mosher (CUTR): Brentin discussed the excessive speeding bill that passed. Jim Reiser, LEL, further explained that driving 50 mph above the speed limit or driving over 100 mph is now a crime. Discussion followed. In 2029, there will be an amendment to the crash reports with micromobility information.

Ellen Snelling (Tampa Alcohol Coalition): The Tampa Alcohol Coalition will be on August 19th. They want more underage drinking discussions at the meetings.

Jason Jackman (CUTR): CUTR is speaking with Michele Harris from AAA as well as Michelle Lynch, a citizen. Michelle Lynch is a citizen whose son was killed in a micromobility crash at USF. There will be a



press conference on USF campus to spread awareness. They are looking for speakers. It will most likely be at USF College of Engineering Hall of Flags around the third week of September. USF is partnering with AAA.

IV. Fatal Crash Maps

Lori Palaio (JMT): From January 1st to May 2nd, 2025, there have been three fatal crashes within a one-mile proximity to a college campus. Since the last CTST meeting through March 20th, there were two fatal crashes. The one new fatal crash was a left turn motorcycle fatal crash near USF campus. The fatal crash occurred on April 6th, 2025, at approximately 12:12am (Report Number 26932343) on North 56th Street and Serena Drive, at the four-way intersection, in dark-lighted, clear, and dry conditions. Vehicle one was northbound on North 56th Street, preparing to make a westbound turn onto Serena Drive. When vehicle one was navigating the intersection traveling westbound, vehicle one was struck by vehicle two on the right rear door at an unknown speed. This crash was speed related. Vehicle two was a motorcycle. The motorcyclist was wearing a helmet. There are three fatal crashes through May 2nd. Same period in 2024, there were nine fatal crashes. We are down by six fatal crashes during the same period.

V. Open Forum | Announcements

Dr. Pei-Sung Lin (USF): Dr. Lin presented on the evaluation of effectiveness of LPI implementations in Tampa Bay. Florida ranks among the most dangerous states for pedestrians. Severe pedestrian crashes often occur at signalized intersections, especially during conflicts with right-turning vehicles. Leading Pedestrian Intervals (LPIs) offer a three to seven second head start for pedestrians to reduce such conflicts. FDOT District 7 leads the state, having implemented LPIs at over 500 intersections. This study, sponsored by FDOT District 7, evaluated LPI effectiveness through crash data review, cross-sectional and before-after studies, and field observation. LPIs reduce conflicts between pedestrians and right-turning vehicles, with multiple national studies confirming their effectiveness using conflict and crash data analyses. FHWA's national study found a 13% reduction in pedestrian crashes and strong Crash Modification Factors (0.87 for total crashes, 0.86 for injury crashes), along with high benefit-cost ratios (207:1 to 517:1). Florida has prioritized LPIs as a pedestrian safety strategy, with a 2017 FDOT-sponsored USF study confirming their effectiveness. The USF study emphasized site-specific assessments—including pedestrian and vehicle volumes and intersection geometries, and developed warrants to guide their use. The FDOT Traffic Engineering Manual (TEM) outlines LPI timing guidelines with a typical maximum of ten seconds for intersections with actuated pedestrian phases, with typical LPIs of four to seven seconds, and three seconds for those operating near capacity. The crash data analysis covered 375 intersections across five counties, with focus on incidents near corners and first travel lanes. The site classification (downtown, urban, suburban, rural) enabled balanced sampling. Forty intersections were randomly selected for detailed review. Supplemental review included JMT's GIS-based analysis of pedestrian fatalities at 363 LPI sites across pre/post periods. There were three methods: before and after analysis at two sites, cross-sectional (LPI vs. non-LPI sites), as well as yielding behavior (eight LPI sites). They observed four key behaviors



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during the first five seconds of the walk phase including a full stop, slow and yield, fail to yield, and conflicts. Field observations captured signage, lane use, time of day, and photos; greater than 30 observations per site ensured robust data. For the results, pedestrian crashes may not relate to LPI if occurring outside its active range. Only crashes with close proximity to a corner can be used to evaluate the effectiveness of LPIs, but such proximity data is often unavailable in crash reports. Thirty intersections showed no pedestrian crashes before and after installing LPI systems. Ten intersections lacked sufficient pedestrian crash data to support meaningful conclusions. No definitive conclusions were drawn about LPI effectiveness due to limited supporting data. Although crash analysis showed a 58 percent drop in pedestrian fatalities at the intersections one-year post-LPI, and a 38 percent drop over two years, results varied significantly by county, and the conclusion of LPI's effectiveness by county was totally different. Before-and-after field studies showed a 26 percent rise in safe driver behaviors (waiting during walk) and a 16 percent drop in unsafe actions. A cross-sectional study found 19 percent higher compliance at LPI sites versus non-LPI sites, and an 11 percent decrease in failure to yield. At eight LPI-equipped sites, 91 percent of drivers stopped or yielded, with only 9 percent failing to yield during the walk phase. Individual site compliance ranged from 87 percent to 97percent, confirming LPIs' effectiveness in varied urban settings. Discussion followed.


Next Meeting: August 6th, 2025, Virtual Meeting, 3:00pm

Meeting adjourned at 4:17pm

Attendees: Matthew Belmonte (Gresham Smith), Josh Blackman (City of Tampa), Brian Goercke (USF), Jim Hartwell (Element Engineering Group), Eric Henry (FDOT), Jason Jackman (USF), Pei-Sung Lin (USF), Michael Maness (USF), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Jim Reiser (LEL), Ellen Snelling (Tampa Alcohol Coalition), Marty Sorrentino (UT)

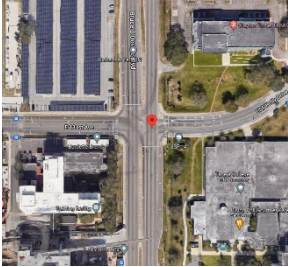


PROBLEM LOCATIONS - JULY 2025

Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
1	May 2022	<p>Lois Avenue Crossing to get to the HCC Campus</p>  <p>https://goo.gl/maps/EuYbxcwQRL4EeCn36</p>	Joseph Bentrovato / Mike Zinn / Matthew Belmonte	July 2024		<p>Joseph said that their biggest intersection is near Tampa Bay Blvd and Dale Mabry Hwy; there are lights and crosswalks. The problematic location that students have addressed on campus is on Lois Ave. There are student apartments (Hawk's Landing) across the street from the campus on Lois Ave and students must cross Lois Ave with no crosswalk. Just west of there is a traffic circle. Mike Zinn mentioned that in the Drew Park area they are doing Vision Zero. He said he would check to see if complete streets are being studied in the area that Joseph mentioned. Joseph does not know if it is normal to put a crosswalk at a roundabout. Mike said that students are crossing at the entrance of the parking lot. They do not go down to the roundabout to cross. Paige Niehaus sits in on the Drew Park CAC. They are in the process of having a contractor look at all the crosswalks and review Drew Park. Hopefully within the next few months, they will get a response from the contractor as to where there are safety issues. Hawks Landing is at capacity, and they currently have a wait list. They will have over 400 students that will be crossing that walkway to and from the campus multiple times throughout the day. They are in the process of having the consultants on board to review the Drew Park area and provide recommendations to the CAC for the Drew Park CRA. Paige anticipates that that crosswalk would be a part of their recommendations. There hasn't been any concerns or issues regarding the endangerment of students, but it is not a safe crossing. Kelly said the Drew Park CRA is studying the whole area, including this crossing. Kelly met with the CRA and the CRA kicked off their streetscape transportation study. There will be an update next month when the CRA gets further into finishing their study. Crosswalk locations will be prioritized. Internally, things are being redone on campus, including crosswalk improvements, to try and get the students to take a different route. Paige sent an email stating that the crosswalk on Lois Avenue connecting the students in Hawks Landing to the campus is still being reviewed by the Drew Park CRA CAC. Paige, via email, said that they are continuing to work with the Drew Park CRA CAC. Paige, via email, stated that the Drew Park CRA CAC approved a mobility project earlier in April which would address installation of a crosswalk at Lois Avenue for the Hawks Residence students. Marty Sorrentino stated that Paige Niehaus sent an update that the city approved the Drew Park CRA project which will address this crosswalk issue. There is no date as to when it will be started and/or completed at this time. Marty Sorrentino emailed Cedric McCray who is with the City of Tampa and is the Community Redevelopment Agency (CRA) Director. Marty is waiting to hear back from Cedric on updates from the project. Marty has not heard back from the Community Redevelopment Agency (CRA) Director for the project.</p>



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2	Oct 2022	<p>Lighting issues at Bruce B Downs and Holly Drive</p>  <p>https://goo.gl/maps/7VwSCs3xRYoEbFidA</p>	Nicole M. (USF PD)	July 2025		<p>Nicole mentioned that there were two recent car crashes at Bruce B. Downs and Holly Drive. There have been a lot of night crashes. It is very dark in that area. Crashes are on the border of the campus. Nicole Marchesano, with USF PD said that she put a work order in to update the lighting there, as it is dark. Someone is assigned to it, and they are working on it. Nicole does not have an update right now. Kathleen Koviak from USF said she will make a note to send a message to Officer Marchesano. She was working on a light work order a couple months ago. Kathleen Koviak, USF, spoke to Officer Marchesano and the request is still pending. There has been no further communication, and the status continues to be checked on. Brentin Mosher, of CUTR, said that the buffered bicycle lanes are complete. The traffic signals are not active yet. Officer Marchesano filled out a space impact form. There is also another form online to bring ideas directly to Facilities Management, so Officer Marchesano sent the request there as well. Brentin Mosher, of CUTR, said that the traffic signals are on, and they are operable. The second traffic signal southbound is a U-turn with a flashing yellow arrow. Nicole Marchesano, of USF PD, said that the street lighting is bad. Officer Nicole Marchesano, of USF PD, asked who in the County oversees the area and who she could speak to about the lighting at the intersection. Officer Marchesano will get information from someone in the County at the Hillsborough County CTST. Officer Nicole Marchesano, of USF PD, said to set this location aside for now until she could get some more information. Mike Zinn, of FDOT, told Officer Nicole Marchesano, of USF PD to reach out to Bob Campbell at Hillsborough County. The lights are being worked on, but it is being pushed back with other concerns on campus. Nicole Marchesano, of USF PD, stated that she will get in contact with Hillsborough County engineers Sean Jaquez-Taylor (USF PD) will reach out to Officer Marchesano. Marty attended a solar lighting showcase yesterday on commercial grade solar lighting. Bob Campbell from Hillsborough County mentioned that Mike Flick with Hillsborough County leads the program for that intersection and corridor lighting. He is working with TECO. Marty knows the supervisor of business development for street lighting at TECO, so Marty talked with TECO, and he pulled up a list of ongoing projects from TECO. He didn't find a project on that, so he asked Marty to get more details. Marty will wait for Mike Flick to respond with further information. ***Continue on next page***</p>




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						<p>Marty spoke with Mike Flick. Mike Flick stated in an email that TECO installed new lighting along Bruce B. Downs Boulevard when the COVID crisis hit. USF has lighting along Holly Drive. 131st Street has lighting gaps. Although not addressed, Hillsborough County can evaluate with their Tier 2 131st Street project from Nebraska Avenue to Bruce B. Downs Boulevard. Hillsborough County has not scheduled any other lighting for this intersection. Marty suggested working with USF PD for photometrics of the intersection. Dr. Lin stated that they installed a lighting meter and worked with FDOT. Discussion followed on lighting uniformity. Dr. Lin stated that there are formula and standards for lighting. Pedestrian lighting must have five feet of vertical lighting levels. Marty mentioned that there are new street lighting technologies for pedestrians and not for vehicles. Eric Henry, FDOT, stated that data was collected and analyzed. He will see if there needs to be a lighting level analysis.</p>



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3	Jan 2023	<p>Kennedy Boulevard at Willow Avenue and Delaware Avenue</p>  <p>https://goo.gl/maps/tVevDzDBaGbTnFz59</p>	Marty Sorrentino	January 2025		<p>There is no storm water inlet on the north side of Kennedy between Willow Ave and Delaware Ave, where TGH was built. Every time it rains, the right westbound lane fills with water. They are doing a resurfacing project on both sides of Kennedy Blvd. Marty spoke to the SWFWMD; the project will be driven by the potable water drinking project. Marty said that the city council approved the contract amendment with their contractor who is doing the water line work along the Kennedy Blvd area. They will finish up the water line work on North Blvd and then they will start the water line replacement work on Kennedy Blvd. Katie received a notice from the City's PR team that they have commissioned a project to replace all the water mains underneath Kennedy Blvd. It will start in the middle of October and will extend through the end of 2024. Marty stated the water lines are finished on Kennedy Blvd. He stated that North Blvd from Kennedy Blvd to Cass St is having issues with safety at crosswalks. The students do not use the sidewalk, there are no flashers at crosswalks, etc. Martin said that he met with the City's Mobility Group. There is an application process that he would have to go through to get it going. Marty discussed two projects and the availability of adding inlets on one portion of Kennedy Boulevard. Marty stated that he received plans on two projects on the north side of Kennedy Blvd. There will be a repavement project on the north side of Kennedy Blvd from Woodlyne Ave to Brevard Ave. The second project will be redoing the railroad crossing on Kennedy Blvd at Willow St. Marty stated that he received confirmation from FDOT that there are no storm water inlets as part of the two projects. The drainage department at FDOT asked Marty to provide some exhibits on proposed stormwater inlets and Marty provided them back on June 17th. Marty stated that the railroad project has finished, and the project could not get the stormwater inlets incorporated. Marty reached out to the stormwater department at FDOT and spoke to Melissa Mulvaney. He provided her with storm water inlet exhibits. Marty stated that every time he sees a build-up of water, he will let the drainage department know. Marty stated that just north of Kennedy Boulevard, Willow Avenue is blocked off. Katie Godwin (UT) stated that they are doing utility maintenance and the initial end date for that was October 31st, but it was pushed back. The rerouting of that has come through the UT campus so there is increased vehicle traffic on campus, but that should resolve once the area becomes less construction heavy. Marty Sorrentino stated that he reached out to the city contractor, and the 4utreachh company is sending updates when they do road closures on Kennedy Boulevard. They are anticipating that the Kennedy Boulevard water line work will be finished in late spring, around April. Marty stated that the contractor is finishing up on the Kennedy Boulevard piping. This week the construction is affecting UT in a small way, with construction south of Kennedy Boulevard on Hyde Park Drive. ***Continue on next page***</p>




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						<p>The City has the conceptual design complete. They submitted locations where they want extra stormwater inlets. No contractor has been selected yet. Marty hopes it goes into design. Once the water line work is finished, the stormwater work will come soon after. Marty will keep an eye out when this will get approved. The city is finishing up on the last water line with the water project on campus. They are using a different contractor called Dallas. No update. Marty stated that he is worried about the storm season because there are no storm water inlets. This problem location will be pending for a while.</p>



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4	April 2024	<p>North Boulevard between Cass Street and Kennedy Boulevard</p>  <p>https://maps.app.goo.gl/t83DaQWkyusev4Ee6</p>	Marty Sorrentino	July 2025		<p>The new problem location Martin wants to add are crosswalk safety issues on North Boulevard by West Garage. Cal Hardie, at the City, gave three options to look at including speed humps before the crosswalk, a raised crosswalk with a flashing beacon, or concrete bulb outs to narrow the lanes, which would require moving the curb. They would need a right-of-way permit as well as a plan in place. This project could be a springboard to get more work done on North Boulevard, including adding sidewalks, etc. For this project, there needs to be an application with the City's Mobility Group with a scope and design. There is traction to get this area financed. No update, other than just looking for opportunities for further funding. Marty Sorrentino attended grant training. He believes he could obtain funding for the Safe Streets and Roads for All Grant under the political subdivision of a state. The documents do not show that universities are eligible for the grant, but the training Marty attended stated that state colleges or universities created under state law could apply. There is a planning and demonstration grant and the implementation grant. The planning grant is due August 29th, but there is a lot of funding until 2026. Marty hopes to get a high-level buy-in/support. There is approximately three billion dollars left. Marty stated that for federal funding, FDOT will provide 80 percent funding with a 20 percent match requirement. Katie Godwin (UT) stated that she was approached by the city's mobility area a couple weeks ago. The city is working on applying for the Unite Boulevard grant, which is supposed to reconnect displaced communities through transportation. Josh Blackman (City of Tampa) stated that the Unite Boulevard grant application was submitted yesterday, and the project limits are from Ross Avenue to Swann Avenue. Discussion followed if Safe Streets for All funding could be applied as well, which will be investigated. Marty Sorrentino (UT) stated that the Unite Boulevard grant is being worked on. Eric Henry (FDOT) is trying to get Josh Blackman from the City of Tampa to present on the project. Marty Sorrentino (UT) stated that the Unite Boulevard grant is being worked on and the limits are from Ross Avenue to Swann Avenue. Josh Blackman from the City of Tampa gave a presentation on the Unite Boulevard grant. Josh Blackman, from the City of Tampa, stated that the grant was not awarded to the City of Tampa. Marty suggested focusing on one crosswalk on North Boulevard by Pepin Stadium and West Garage. Marty will talk to campus safety to keep an eye on the crosswalk and if any ideas float around on this. Marty is talking to TECO about incorporating solar lighting in the crosswalk. TECO is looking to try some pilot studies. Eric stated that he has seen the treatment before, but he does not believe there are any on state roads. ***Continue on next page***</p>



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						<p>Marty stated that the city plans were shared. There will be a crosswalk added at North Boulevard and North A Street. A crosswalk will be refreshed at North B Street and Frederic Spaulding Drive. They will refresh the crosswalk and add better signage. Discussion followed.</p>