

## University CTST – September 3, 2025

Meeting started at 3:02pm

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

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

### **II. Business Updates – Problem Identification/Follow Up**

1. **Lois Avenue Crossing to get to the HCC Campus:** No update.
2. **Lighting Issue at BBD and Holly Drive:** No update.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** No update.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** No update.

### **III. Calendar Updates/Activity Reports**

#### *Law Enforcement Activity*

Mike White (TPD): Sgt. Michael White from the Tampa Police Department shared recent updates on DUI enforcement and underage drinking operations. In August, the department arrested 156 drunk drivers, a significant increase from 123 the previous year, bringing the total for 2025 to 1,133 DUI arrests. Over the recent holiday weekend, a joint operation with the Hillsborough County Sheriff's Office resulted in 52 DUI arrests over two days, despite rain canceling Sunday's efforts. September marks a shift toward education, with the department's DUI corporal restarting outreach programs in high schools, aiming to be fully active by month's end. Sgt. White also praised UT employee Steve Monaco for assisting in a successful operation targeting fake IDs and underage drinking in SoHo and Ybor City, which led to 19 arrests, mostly college students. Another operation in downtown Tampa netted 14 arrests. First-time offenders are being charged with misdemeanors and assigned community service hours, rather than felonies, to balance discipline with education. Discussion followed. These efforts have gained traction on social media, with memes signaling public awareness. Sgt. White emphasized that most DUI offenders are white males aged 30–40, not college students, who tend to use Uber, Lyft, or scooter, contributing to a reduction in DUI crashes. He also noted that vendor training is underway to certify bar staff as responsible vendors capable of spotting fake IDs. The department plans to continue these operations periodically throughout the year to maintain awareness and deter risky behavior.

### *Bicycle/Pedestrian Reports*

Brentin Mosher (CUTR): Brentin Mosher reported that a public awareness campaign is underway for a new midblock pedestrian-activated traffic signal at Fowler Avenue and 52<sup>nd</sup> Street, which connects a residential area near Blaze Pizza and Chipotle to a Publix shopping center. While construction is nearing completion, the team has already begun on-street education and is preparing for a social media push. A press conference is scheduled for September 18<sup>th</sup> at 10:00 AM in the College of Engineering Hall of Flags, inspired by Michelle Lynch, whose son Connor was tragically killed while riding an upright electric scooter. Tampa General and AAA are also involved in the event, which will focus on safety education around multimodal micromobility, including bikes and scooters. When asked about scooter training pamphlets, Brentin noted that Jason Jackman, who is leading peer-to-peer efforts, may have more details. The initiative reflects growing concern over scooter safety and aims to proactively educate the public, especially with support from AAA.

Emmeth Duran (FDOT): Emmeth Duran added engineering details to Brentin Mosher's update about the new traffic signal at Fowler Avenue and 52<sup>nd</sup> Street. The intersection now includes bidirectional medians that help define left-turn movements, replacing the previously open median that caused conflicting traffic patterns. As part of the redesign, a pedestrian crosswalk has been installed in the center, along with a new traffic control signal exclusively for pedestrian use. This signal is already active and functioning. Emmeth emphasized that the team will be conducting evaluations to ensure the signal is being used correctly and safely by pedestrians.

### **IV. Fatal Crash Maps**

Lori Palaio (JMT): From January 1<sup>st</sup> to June 10<sup>th</sup>, 2025, there have been four fatal crashes within a one-mile proximity to a college campus in Hillsborough County. At the last CTST from January 1<sup>st</sup> to May 15<sup>th</sup>, 2025, there were three fatal crashes. There was one new fatal crash added to the map. There was an off-road fatal crash (Report Number 26971372) within a one-mile radius to HCC Ybor campus. It occurred on March 15<sup>th</sup>, 2025, at 7:17am on I-4 and 300 feet east of I-275, not at the intersection, in dawn, clear, and dry conditions. The vehicle hit an impact attenuator/crash cushion. This was in an activity area/work on shoulder or median. There were four fatal crashes through January 10<sup>th</sup>, 2025. Same period in 2024 there were 10 fatal crashes, so we are down by six same period, so there is improvement.

Brian Goercke (USF): Brian Goercke brought up a scooter collision that occurred on the USF campus, which he had heard about from Officer Amanda Brake during a hurricane awareness event. He asked if anyone had more information, noting that the incident was significant but not fatal. Antonio Velez, from USF PD, confirmed that he had handled the crash. He explained that the driver involved in the hit-and-run was arrested the same day.

### V. Open Forum | Announcements

Abbe Breiter (Citizen): Abbe Breiter shared concerns about student safety on SR 60, particularly for those travelling between South Florida and universities like USF and UT. She recounted a personal incident where her son was involved in a crash on a 65 mph stretch of the road in Bartow, caused by a left-turning vehicle. Although her son was not seriously injured, the experience was traumatic enough that he now avoids SR 60 entirely, opting for I-4 or I-75 instead. Abbe emphasized the need for targeted education about the dangers of SR 60, especially regarding speeding and distracted driving. She noted that drivers often exceed the speed limit, reaching speeds of 80 to 100 mph. To address this, she proposed partnering with USF, not necessarily through the administration, but via student government and campus organizations, believing that students are more receptive to messages from their peers. She suggested launching a campaign around high-traffic times like Thanksgiving or major sporting events to raise awareness among students and their parents. Brian Goercke added that SR 60 is primarily a two-lane highway, though Abbe clarified that about 25 miles of it near Lake Wales are four lanes, with the remaining 35 miles being two lanes until reaching the Turnpike.

Allison Santiago (Citizen): Allison shared a deeply personal and emotional account of the dangers on SR 60, particularly the segments without guardrails. She explained that these areas are statistically the most hazardous, with a long history of crashes and fatalities. Tragically, her daughter died in one of these segments after her car veered off the road and flipped into a swale, ultimately catching fire. Despite no signs of speeding, alcohol, or phone use, the incident led to a lawsuit that was later dropped, although safety improvements were made afterward. Officer Edward Swisher spent two days investigating the scene, and changes such as reduced speed limits, flashing curve signs, and modified rumble strips were implemented thanks to advocacy efforts. She emphasized that these improvements only came after her daughter's death and that more proactive education and enforcement are needed to prevent future tragedies. She advocated for increased patrols and ticketing to reinforce the new speed limits and stressed the importance of educating both students and parents about the risks of traveling on SR 60. She noted that her daughter was following the route suggested by navigation apps like Google Maps and Waze, routes commonly used by students traveling between South Florida and universities like USF and UT. Discussion followed.

Emmeth Duran (FDOT): Emmeth emphasized the importance of education and outreach regarding the dangers of SR 60, noting that this topic has come up in previous discussions. He highlighted the opportunity to reach students not only at USF and UT but also at Hillsborough Community College and St. Petersburg College, which has yet to be engaged. Emmeth suggested leveraging the statewide "Target Zero" campaign, which offers strong educational materials tailored to college-age individuals and older adults. He proposed that Brian Goercke could help connect with university leadership to facilitate these efforts, referencing past collaborations like the "Alert Today, Alive Tomorrow" campaign at USF, which focused on pedestrian and bicycle safety but also included driver messaging. Discussion followed.

Brian Goercke (USF): Brian then invited everyone to an upcoming safety event called Bicycle, Pedestrian, Auto, Scooter, and Skateboard Safety, scheduled for Tuesday, September 9<sup>th</sup>, from 2:00 PM to 5:00 PM in the FAO lobby. The event, which has been running for six years, was created in response to preventable international student deaths. It will feature representatives from USF PD, Shared Micro Mobility, Hillsborough County, AAA, and FDOT, and will include prizes, free food, and gift cards to encourage attendance. Allison Santiago asked if the event could include a mention of the improvements made to SR 60 and the ongoing efforts to make it safer. Discussion followed.

Emmeth Duran (FDOT): Emmeth Duran concluded the meeting with an exciting announcement: the launch of the first-ever Tampa Bay Community Safety Academy (TBCSA), aimed at educating the general public, not just engineers or planners, on transportation and highway safety. The academy will cover topics such as transportation safety challenges, trends, safe mobility for all road users, the Target Zero initiative, and the Safe System Approach. Participants will also learn about safety countermeasures like rumble strips and traffic control devices, including their uses and trade-offs. The program is designed to empower attendees to become safety advocates, working alongside education and law enforcement to promote change. The academy will consist of six one-hour modules, held weekly from 6:00 to 7:00 PM, beginning October 1<sup>st</sup>. Emmeth encouraged CTST members to help promote and participate in the initiative.

Lori Palaio (JMT): The next meeting will be held in person at the UT Campus Safety Training Room on October 1<sup>st</sup>, and a map and parking instructions will be sent out.


**Next Meeting:** October 1<sup>st</sup>, 2025, In-Person Meeting, 3:00pm, UT Campus Safety Training Room, 820 W. North A Street, Tampa, FL

Meeting adjourned at 3:47pm

**Attendees:** Matthew Belmonte (Gresham Smith), Loreen Bobo (FDOT D5), Abbe Breiter (Citizen), Emmeth Duran (FDOT), Brian Goercke (USF), Jim Hartwell (Element Engineering Group), Peter Hsu (FDOT), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Tim Roberts (LEL), Tina Russo (FDOT), Allison Santiago (Citizen), Andrea Sauvageot (Benesch), Ellen Snelling (Tampa Alcohol Coalition), Antonio Velez (USF PD), Mike White (TPD)



## PROBLEM LOCATIONS – SEPTEMBER 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><a href="https://goo.gl/maps/EuYbxcwQRL4EeCn36">https://goo.gl/maps/EuYbxcwQRL4EeCn36</a></p>	Joseph Bentrovato / Mike Zinn / Matthew Belmonte	August 2025		<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. <b>***Continue on next page***</b></p>



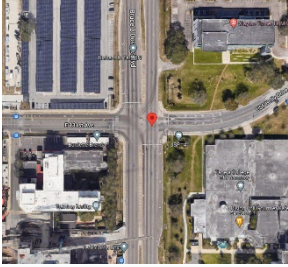
## PROBLEM LOCATIONS – SEPTEMBER 2025

Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
						<p>Marty Sorrentino (UT) shared that he has been monitoring several areas but still hasn't received any updates from Cedric McCray regarding the Lois Avenue crossing. He mentioned sending Cedric an email before last month's meeting without receiving a response and now plans to reach out to other original contacts to try to move things forward or at least get an update. Marty explained that the crossing is part of a broader development project, and the crosswalk is just one component of it, likely tied to a larger scheduling effort. He intends to make a stronger attempt to contact Cedric and, if unsuccessful, will follow up with earlier contacts. <b>No update.</b></p>





## PROBLEM LOCATIONS – SEPTEMBER 2025

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2	Oct 2022	<p>Lighting issues at Bruce B Downs and Holly Drive</p>  <p><a href="https://goo.gl/maps/7VwSCs3xRYoEbFidA">https://goo.gl/maps/7VwSCs3xRYoEbFidA</a></p>	Nicole M. (USF PD)	August 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 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</p> <p>***Continue on next page***</p>




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						<p>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. Marty noted that the lighting at this intersection is nearly complete, with only the northwest and southeast corners needing attention. He recalled that the southeast corner has a USF-owned cobra head light, which may be shorter and less bright than standard roadway lighting. He mentioned that photometric data was collected during the COVID-19 period, which could help assess current lighting conditions and identify areas that fall below the recommended three to five foot-candle requirements for outdoor roadway lighting. Marty suggested that improving light distribution might be sufficient to meet standards. Eric Henry (FDOT), then confirmed that he had checked their data repository but couldn't find lighting data for that section of Bruce B Downs Boulevard. He's now working to determine whether the data was simply omitted or never collected, and depending on the outcome, they may need to conduct a full lighting study or explore alternative solutions. <b>No update.</b></p>





## PROBLEM LOCATIONS – SEPTEMBER 2025

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3	Jan 2023	<p>Kennedy Boulevard at Willow Avenue and Delaware Avenue</p>  <p><a href="https://goo.gl/maps/tVevDzDBaGbTnFz59">https://goo.gl/maps/tVevDzDBaGbTnFz59</a></p>	Marty Sorrentino	August 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 Woodlynne 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 17<sup>th</sup>. 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 31<sup>st</sup>, 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 5utreachh 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. Marty reported that he's closely monitoring stormwater buildup along Kennedy Boulevard and Willow Avenue, particularly between Willow Avenue and Delaware Avenue. After rainfall, he plans to take photos and share them with the City of Tampa's stormwater group, with whom he's already discussed potential inlet placements. He believes that once the current piping project is completed, the city will move on to stormwater infrastructure. A contractor from Dallas, working with the city, mentioned a possible inlet north of Kennedy Boulevard on Willow Avenue, which may have been excluded from a nearby hospital project. Marty expects a follow-up project to address stormwater east of Willow Avenue and will continue sending updates to keep the issue visible. <b>No update.</b></p>



## PROBLEM LOCATIONS – SEPTEMBER 2025

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4	April 2024	<p>North Boulevard between Cass Street and Kennedy Boulevard</p>  <p><a href="https://maps.app.goo.gl/t83DaQWkyusev4Ee6">https://maps.app.goo.gl/t83DaQWkyusev4Ee6</a></p>	Marty Sorrentino	August 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. Marty stated that the city plans were shared. <b>***Continue on next page***</b></p>



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						<p>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. Marty spoke with Brian, a transportation technician with the City of Tampa, who confirmed that new signage has been installed at three crosswalks, including one at North A Boulevard and North Boulevard. Additionally, a recent speed study conducted along North Boulevard supports reducing the speed limit from 30 mph to 25 mph. Once officially approved, the city will replace the existing speed limit signs accordingly. Marty observed that while the new signage has had a positive impact near Pepin Stadium, it doesn't fully meet their safety goals. The city is taking a phased approach. After the signage and speed limit updates, a pedestrian study will be conducted at all three locations to determine further improvements. One planned enhancement includes installing a crosswalk signal at North A Boulevard, designed to coordinate with traffic flow on Kennedy Boulevard and prevent congestion. <b>No update.</b></p>