

University CTST – November 5, 2025

Meeting started at 3:01pm

I. Welcome and Introductions

Welcome and introductions were given by the group. The October 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:** Eric Henry from FDOT stated that the county is looking into it. Eric will send out a couple of emails to some folks and see if they have an update.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** Marty noted that Kennedy Boulevard currently has one westbound lane and two eastbound lanes, with extensive water line work causing lane closures over a long stretch. Despite the construction, he praised the beautification of medians with palm trees and irrigation, which will enhance pedestrian safety.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Marty stated that a new crosswalk at North A Street and North Boulevard has received positive feedback, including from his supervisor, and appears effective, with increased golf cart crossings observed. Marty mentioned there are no updates yet on the speed limit reduction for North Boulevard but plans to follow up with the city before the next meeting.

III. Calendar Updates/Activity Reports

Law Enforcement Activity

Matthew Belmonte (Gresham Smith): Tampa PD (TPD) is currently in a slower period between FDOT grants. However, the team is preparing to present its grant proposal to City Council on the 20th. Once approved, this will allow TPD to resume its education activities and related initiatives.

Bicycle/Pedestrian Reports

Brentin Mosher (CUTR): Brentin shared several initiatives promoting pedestrian safety and community engagement. The first is the Sprint for Safety, a virtual one-mile or 5K event encouraging participants to walk and observe local infrastructure, with t-shirts and medals available for registrants. Brentin also highlighted the upcoming Walk with the Mayor in Temple Terrace on November 21st, a one-mile walk featuring historical homes and community history, starting at 8:00 AM. Lastly, Brentin reported progress on the Fowler Avenue and 52nd Street midblock pedestrian crosswalk campaign, which is in its final stages.

The team has conducted on-street education and will soon distribute mailings and visit businesses to promote proper crosswalk use, improving safety for students and residents accessing nearby shops.

Jim Hartwell (LEL): Jim announced that the Drive Sober or Get Pulled Over holiday enforcement wave will begin on December 10th. He also shared that 299 grants were recently awarded statewide, benefiting many agencies. Jim plans to assist smaller agencies, such as USF PD and Temple Terrace PD in preparing concept papers starting in January to help them secure much-needed funding. Lastly, regarding the multi-jurisdiction detail on November 14th, Jim noted it will run along S.R. 60 from Hillsborough County toward the East Coast, though details on eastern involvement remain unclear, and Pinellas/Clearwater are not included.

Matthew Belmonte (Gresham Smith): Matthew confirmed that the multi-jurisdiction detail on November 14th will run from just east of Tampa all the way to the East Coast, with FHP leading the planning. He noted that Pinellas County and the City of Tampa agencies were not included in the plan. Jim added that remote areas in Eastern Polk and Osceola may face long response times, but staffing will do their best to cover the stretch effectively.

Ellen Snelling (Tampa Alcohol Coalition): Ellen reminded the group about the upcoming Candlelight Vigil on December 4th at Mission Hills Church, organized by MADD.

IV. Fatal Crash Maps

Lori Palaio (JMT): From January 1st through August 14th, 2025, there have been five fatal crashes within a one-mile proximity to a college campus in Hillsborough County. At the last CTST from January 1st to July 16th, 2025, there were four fatal crashes. The one new fatal crash was near HCC Brandon Campus and was a rear end fatal crash. The rear end fatal crash occurred on July 19th, 2025, at approximately 8:33pm (Report Number 27012746) on I-75 and Mile Marker 259, not at the intersection, in dark-lighted, clear, and dry conditions. Vehicle one was traveling southbound on I-75 in the outside lane, while vehicle two was in the center lane and vehicle three in the inside lane. Vehicle four was stationary on the outside paved shoulder due to a disabled engine. To avoid slower traffic ahead, the driver of vehicle one swerved, causing its front right to collide with the rear right of vehicle two. After the initial impact, vehicle one continued into the inside lane and struck the rear right side of vehicle three with its left side. Both vehicles two and three began to rotate, and during this rotation, the front left of vehicle two hit the front right of vehicle three. The vehicles then veered toward the outside shoulder and exited the roadway. Subsequently, the right side of vehicle three collided with the rear of vehicle four, overturning vehicle four and expelling both occupants. One occupant was fatally after being expelled onto the roadway. There are currently five fatal crashes through August 14th, 2025. Same period in 2024 there were 14 fatal crashes. We are down by nine fatal crashes in the same period.

Marty Sorrentino (UT): Marty raised concerns about enforcement challenges with e-bikes, particularly when riders speed or flee. Matthew Belmonte explained that officers attempt traffic stops, use helicopters for

tracking, and pursue until riders run out of battery or are cornered, charging them with felony fleeing to elude when caught. He noted the difficulty of apprehending all offenders without creating additional danger. Jim added that the state legislature provided only a loose definition for e-bikes, leaving stricter regulation to local jurisdictions. He mentioned that sample ordinances from various cities and counties are available on the LEL website for agencies seeking more control and guidance.

V. Open Forum | Announcements

Brian Goercke (USF): Brian gave a presentation titled “A Review of Traffic Safety Programming and Self-Reported Student Safety Behaviors and Attitudes.” Brian shared details from the September 8th traffic safety event at USF, which had strong participation from partners including the City of Tampa, USF PD, and AAA, and attracted 26 students from 13 different countries. He presented survey findings on transportation habits and safety behaviors, noting that walking and public transportation were the most common travel modes, followed by bicycling. Key concerns included low helmet use, with only 20% of respondents always wearing a helmet, and high perceived dangers from cars, trucks, and motorcycles. Risky behaviors were also reported, such as 42% of students admitting to looking at their phones while crossing the road and 31% saying they never wear reflective clothing at night. On a positive note, 96% of students said they would wear a helmet if provided for free, and recent trends show slight improvements in safety practices like wearing light clothing and helmets. Brian emphasized the importance of interactive activities, such as crosswalk safety demonstrations and hotspot maps, which help students understand real risks and reduce the “it won’t happen to me” mindset. He concluded by noting that the next event is scheduled for January 28th from 2:00 to 5:00 PM, although AAA will not be able to attend.

Marty Sorrentino (UT): Marty asked what drove the strong turnout of 26 students, and Brian explained that food, prizes, and a later time slot likely helped. He noted that he saved prizes throughout the year, donated gift cards personally, and AAA contributed items as well. Marty added that hosting the event early in the semester helps engagement, and Brian agreed, saying they plan to promote the January event during orientation to boost attendance. Marty closed by mentioning he will check internally about the Gasparilla safety fair and coordinate with Shannon, who is still settling into her role.

Matthew Belmonte (Gresham Smith): Matthew mentioned that Addie Carothers from UT might have been the previous contact for the Gasparilla safety fair and offered to share information if he finds it first.

Lori Palaio (JMT): Lori announced that starting January 2026, meetings will move from 3:00 PM to 2:00 PM for both in-person and virtual formats, following a group poll.

Jim Hartwell (LEL): Jim added that new implied consent cards, aligned with recent law changes, are available and shared his email for agencies to request quantities. He confirmed that each set includes breath, blood, and urine cards, along with plastic holders.

Brentin Mosher (CUTR): Brentin shared photos from a recent Pedestrian and Bicycle Coalition event where attendees tested e-bikes and learned about the three-foot passing rule. He noted that some participants were hesitant to ride e-bikes, but the demonstration raised awareness. Matthew commented on the speed and modifications of e-bikes, and the group discussed legal speed limits, 20 mph for Class 1 and up to 28 mph for Class 3, acknowledging that many bikes can be easily modified.


Next Meeting: December 3rd, 2025, Virtual Meeting, 3:00pm

Meeting adjourned at 3:43pm

Attendees: Matthew Belmonte (Gresham Smith), Anthony Chaumont (JMT), Brian Goercke (USF), Jim Hartwell (LEL), Eric Henry (FDOT), David Liller (HCC Ybor), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Ariana Roman (MADD), Ellen Snelling (Tampa Alcohol Coalition), Marty Sorrentino (UT)



PROBLEM LOCATIONS – NOVEMBER 2025

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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	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. ***Continue on next page***</p>

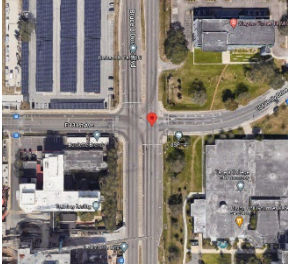


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						<p>Marty Sorrentino (UT) shared that he has been monitoring several areas but still hasn't received any updates from Cedric McCray regarding the Lois Avenue crossing. He mentioned sending Cedric an email before last month's meeting without receiving 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. No update.</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)	October 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. Eric Henry from FDOT stated that the county is looking at sight triangles. He mentioned that they are also looking at crash data and is on the county's radar. Eric Henry from FDOT stated that the county is looking into it. Eric will send out a couple of emails to some folks and see if they have an update.</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	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 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 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>

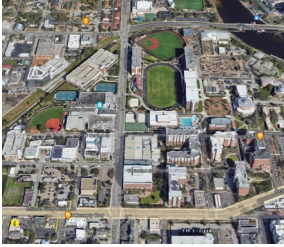


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						<p>The City has the conceptual design complete. They submitted locations where they want extra stormwater inlets. No contractor has been selected yet. Marty hopes it goes into design. Once the water line work is finished, the stormwater work 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. Marty noted that Kennedy Boulevard currently has one westbound lane and two eastbound lanes, with extensive water line work causing lane closures over a long stretch. Despite the construction, he praised the beautification of medians with palm trees and irrigation, which will enhance pedestrian safety.</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	October 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. ***Continue on next page***</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. Marty Sorrentino from the University of Tampa reported that the city has installed a crosswalk at the intersection of North Boulevard and W North A Street, and signage is now in place. However, there are inconsistencies in the pedestrian signage: some signs are R10-1 (Yield to Pedestrians), while others are R10-1a (Stop for Pedestrians). The city has approved a speed limit reduction from 30 mph to 25 mph. Previously, there were no speed limit signs between Cass Street and Kennedy Boulevard, so two new signs will be installed at the entry points to reflect the updated limit. Additionally, the city reviewed the pedestrian lead time at the signal on Frederic Spaulding Drive, but no changes have been made to the signal timing. Marty stated that a new crosswalk at North A Street and North Boulevard has received positive feedback, including from his supervisor, and appears effective, with increased golf cart crossings observed. Marty mentioned there are no updates yet on the speed limit reduction for North Boulevard but plans to follow up with the city before the next meeting.</p>