



University CTST – January 7, 2026

Meeting started at 3:00pm

I. **Welcome and Introductions**

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

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

1. **Lois Avenue Crossing to get to the HCC Campus:** Marty shared that Felix Nunez, CRA Development Manager for the City of Tampa, recently emailed to provide an update. Felix noted that a streetscape project is underway on Lois Avenue and Grady Avenue. Additionally, funding was approved last month to advance safety improvements along the Hesperides Street and Crest corridors, as well as at specific intersections on Lois Avenue. While coordination with the Mobility team is in progress, no construction work has been authorized yet, and no contracts have been executed. Felix is involving their project manager, Nick Bennett, who may be able to offer a clearer status update. In response, Paige Niehaus confirmed that in June 2024, the CAC approved a Mobility-Connectivity-Safety Improvement Project, which includes the crosswalk at Hawks Landing on Lois Avenue. The project is currently in the design phase, with permit-ready design completion anticipated by Spring 2026. Once the design is finalized, it is expected to move into the construction phase.
2. **Lighting Issue at BBD and Holly Drive:** Eric Henry stated that he spoke with Mike in December. They are looking into this location with the safe mobility team. He is hoping for a response this month.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** The waterline project is nearly complete, and crews are currently flushing the hydrants. Marty confirmed that the lane closures are related to stormwater work, which is expected to take longer than the waterline project. Marty will continue to monitor the progress of the storm water work along Kennedy Boulevard and N Willow Avenue, mainly for any possible new storm water inlets added to alleviate storm water buildup after a big rain storm. At this time, there is no established timeline for completion.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Marty stated that for some reason, the sign shop installed only one new 25 mph speed limit sign for northbound traffic leaving Kennedy Boulevard. They are aware of the oversight, and the additional 25 mph sign for southbound traffic departing Cass Street is scheduled to be installed soon.



III. Calendar Updates/Activity Reports

Law Enforcement Activity

Michael White (TPD): Grant funding has been approved, which means additional enforcement is on the way. Tampa PD continues its education initiatives in local high schools and has reached most schools across the city. Recently, Tampa PD partnered with the county for an operation that resulted in 22 arrests in just eight hours, contributing to a total of 127 arrests in December. Michael provided an update on recent fatalities, including a speed-related crash on December 6th on County Line Road and Grand Hampton Drive; a pedestrian fatality on December 18th on Adamo Drive during nighttime; a motorcycle crash on December 23rd near 4900 Busch Boulevard caused by an illegal left turn and speeding; and a motorcycle crash on December 26th on Washington Street involving a 17-year-old. Overall, fatalities have decreased in 2025. The aggressive driving grant was recently approved, and Tampa PD is also implementing a work zone grant on I-275 and Memorial Highway. There has been an uptick in underage drinking, and upcoming operations will target this issue, with no bars exempt. Tampa PD will partner with ABT, additional enforcement, and fire departments. Michael White announced that the Responsible Vendor Program will resume soon, noting that most bars have been compliant. Eric mentioned FDOT's recent fake ID PSA. Michael highlighted that Uber and Lyft services have helped reduce crash numbers.

Antonio Velez (USF PD): March 27th is Walk Like MADD at USF at 5:00pm.

Jim Hartwell (LEL): Grants are beginning the concept paper phase. Chris Craig from the central office will be at FDOT on January 28th. Jim discussed updates to the grant matrix, noting that agencies with interstates running through their jurisdictions can now apply for funding for interstate enforcement. There was also discussion on work zone crashes. Jim mentioned preparations for the Law Enforcement Challenge award ceremony scheduled for the end of July. Additionally, Jim stated that he will soon receive the numbers for the Drive Sober, Get Pulled Over campaign from the recent holiday wave.

Bicycle/Pedestrian Reports

Brentin Mosher (USF CUTR): Brentin discussed the Gasparilla Kids Rodeo, which he will be in attendance for. Bike with the Temple Terrace Mayor will be on March 7th and will start at 8:00am.

Jim Hartwell (LEL): Jim mentioned that the pedestrian and bicycle coalition is at the end of this month at the Embassy Suites.

Brian Goercke (USF): Brian stated that another Bicycle, Pedestrian, Auto, Scooter and Skateboard (BPASS) Safety event will be on January 20th at USF. There will also be a Bulls Health and Safety event on February 17th from 10:00am to 2:00pm and it is the 10th annual event.



IV. Fatal Crash Maps

Lori Palaio (JMT): From January 1st through October 16th, 2025, there have been nine fatal crashes. At the last CTST from January 1st through September 14th, 2025, there were seven fatal crashes. The two new fatal crashes included one pedestrian fatal crash near University of Tampa and one unknown fatal crash near HCC Southshore Campus. The pedestrian fatal crash near UT occurred on October 9th, 2025, at approximately 8:23 PM (Report Number 27657770) on Ashley Drive and Whiting Street, not at the intersection, in dark-lighted, clear, and dry conditions. Officers were investigating burglary and narcotics activity at Riverwalk Park near Ashley Drive and Whiting Street. A pedestrian, initially detained in handcuffs on a park bench, suddenly fled on foot. While approaching Ashley Drive, the pedestrian fell into the southbound lanes and was struck by a southbound vehicle. The unknown fatal crash near HCC Southshore Campus occurred on September 30th, 2025, at approximately 1:20 AM (Report Number 26999614) on I-75 and College Avenue, not at the intersection, in dark not-lighted, clear, and dry conditions. Two vehicles were traveling north on I-75 near Mile Marker 241. Vehicle one, in the center lane, swerved and entered the outside lane, striking vehicle two's rear left side. The impact caused vehicle two to rotate counterclockwise, leave the roadway, and come to rest facing north on the east grass shoulder. Vehicle one rotated clockwise, overturned onto its left side, and continued overturning off the roadway. The driver of vehicle one was ejected and landed on the grass shoulder. Vehicle one ultimately struck a tree and came to rest upright, facing east, near vehicle two's final position. This crash was coded as "unknown" but is a sideswipe fatal crash which escalated into a run-off-road. Driver one was under the influence of both alcohol and cocaine at the time of the crash. There are currently nine fatal crashes through October 16th, 2025. During the same period in 2024 there were 18 fatal crashes. We are down by nine fatal crashes in the same period. Discussion followed.

V. Open Forum | Announcements

Tia Boyd (USF CUTR): Tia presented on The Tampa Bay Community Safety Academy: Updates and Outcomes. The Tampa Bay Community Safety Academy (TBCSA) offered a free online course aimed at community members, focusing on transportation safety. The program consisted of six one-hour sessions, each recorded for later viewing, and was facilitated by three faculty members from the Center for Urban Transportation Research (CUTR), with contributions from three guest presenters representing professional organizations. The course included ongoing assessments through weekly mini-quizzes and a post-course evaluation to measure learning outcomes. The curriculum covered a range of topics, including transportation safety foundations for non-engineers, current safety challenges and trends, safe mobility for all road users, the Target Zero and Safe System Approach, understanding safety countermeasures, and strategies for encouraging safer roadways through education and high-visibility enforcement. Sessions were held weekly from October 1st to November 5th, 2025, via Microsoft Teams, with 30 registered participants, 22 of whom were regularly active, representing five counties. Participant familiarity with key transportation safety topics increased significantly after the course, as reflected in pre- and post-course



self-assessment scores. Satisfaction remained high throughout all six sessions, with participants consistently reporting that the sessions met expectations, the pace was appropriate, and the information was easy to understand. Feedback from the post-course evaluation was overwhelmingly positive. Participants appreciated the rotating presenters, interactive elements like polls and quizzes, clear definitions of key concepts, and the additional resources provided after each session. Some participants suggested including more knowledge retention questions and expanding topics to cover public transportation. The presentation also highlighted effective practices such as curriculum design, a hybrid instructional model, applied learning, and adaptive instruction. Opportunities for improvement were identified in expanding geographic reach, refining outreach timing and methods, and enhancing local relevance. Potential enhancements for future iterations include implementing a tracking tool for administrative processes, introducing a safety pledge, and providing extended follow-up with participants. Participant testimonials described the course as worthwhile, educational, and highly informative, with many expressing gratitude for the convenience of virtual sessions and the engaging format. Discussion and questions followed.

Next Meeting: February 4th, 2026, Virtual Meeting, 2:00pm

Meeting adjourned at 2:53pm

Attendees: Josh Blackman (City of Tampa), Tia Boyd (USF CUTR), Austin Britt (City of Tampa), Anthony Chaumont (JMT), Audrey Everett (Tampa Downtown Partnership), Brian Goercke (USF), Jim Hartwell (LEL), Eric Henry (FDOT), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Andrea Sauvageot (Benesch), Marty Sorrentino (UT), Antonio Velez (USF PD), Michael White (TPD)



Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
1	May 2022	Lois Avenue Crossing to get to the HCC Campus  https://goo.gl/maps/EuYbxcwQRL4EeCn36	Joseph Bentrovato / Mike Zinn / Matthew Belmonte	January 2026		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***



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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. Cedric McCray is now the director of the Drew Park CRA, and Felix Nunez has been appointed as the new manager. Marty Sorrentino left a voicemail and sent an email to Felix this morning but has not received a response yet. Paige Niehaus was copied on the email to keep her informed, and Marty assumes she is aware of Felix's new role. Marty shared that Felix Nunez, CRA Development Manager for the City of Tampa, recently emailed to provide an update. Felix noted that a streetscape project is underway on Lois Avenue and Grady Avenue. Additionally, funding was approved last month to advance safety improvements along the Hesperides Street and Crest corridors, as well as at specific intersections on Lois Avenue. While coordination with the Mobility team is in progress, no construction work has been authorized yet, and no contracts have been executed. Felix is involving their project manager, Nick Bennett, who may be able to offer a clearer status update. In response, Paige Niehaus confirmed that in June 2024, the CAC approved a Mobility-Connectivity-Safety Improvement Project, which includes the crosswalk at Hawks Landing on Lois Avenue. The project is currently in the design phase, with permit-ready design completion anticipated by Spring 2026. Once the design is finalized, it is expected to move into the construction phase.</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. Eric Henry from FDOT stated that the County confirmed the intersection is not scheduled for signal replacement, so sight line improvements are unlikely soon. However, their Safe Mobility team is reviewing it for possible evaluation, and a sub-consultant has been assigned to assess lighting needs. The County expects to provide a more detailed response by January 2026, so an update should be available by the next meeting or the one after. Eric Henry stated that he spoke with Mike in December. They are looking into this location with the safe mobility team. He is hoping for a response this month.</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 2026		<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. Marty noted ongoing water line work along Kennedy Boulevard near Willow Avenue, with stormwater work expected to follow, likely within a year or two. The waterline project is nearly complete, and crews are currently flushing the hydrants. Marty confirmed that the lane closures are related to stormwater work, which is expected to take longer than the waterline project. Marty will continue to monitor the progress of the storm water work along Kennedy Boulevard and N Willow Avenue, mainly for any possible new storm water inlets added to alleviate storm water buildup after a big rain storm. At this time, there is no established timeline for completion.</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	January 2026		<p>The new problem location Marty 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. Marty spoke with Brian Canopy from the city, who confirmed records showing one speed limit sign installed on North Boulevard, but Marty found none during his check. Brian plans to verify tomorrow and expects two signs to be added soon, one southbound just south of Cass Street and one northbound north of Kennedy Boulevard, marking the first speed limit signs between Cass Street and Kennedy Boulevard. Marty stated that for some reason, the sign shop installed only one new 25 mph speed limit sign for northbound traffic leaving Kennedy Boulevard. They are aware of the oversight, and the additional 25 mph sign for southbound traffic departing Cass Street is scheduled to be installed soon.</p>