



Hillsborough CTST – February 25, 2026

Meeting started at 9:32am

I. Welcome and Introductions

Introductions were given. January 2026 minutes were approved.

II. Membership Reports

Crash Statistics and Enforcement

- Lori Palaio (JMT): From January 1st through December 8th, 2025, there have been 149 fatal crashes. At the last CTST from January 1st through November 14th, 2025, there were 133 fatal crashes. There are 16 new fatal crashes added to the fatal crash map. They include four bicycle, four rear end, three left turn, one unknown, one head on, one run off road, one right angle, and one pedestrian fatal crash. The bicycle fatal crashes were at:
 - Temple Terrace Highway and Davis Road, at the t-intersection, in day, clear and dry conditions.
 - E Fowler Avenue and Bruce B Downs Boulevard, not at the intersection, in day, clear and dry conditions.
 - U.S. 41 and 24th Avenue South, not at the intersection, in dark not-lighted, clear and dry conditions.
 - Palm River Road and River Bay Drive, at the four-way intersection, in dark-lighted, clear, and dry conditions.

The pedestrian fatal crash was on Kelly Road and W Osborne Avenue, not at the intersection, in dark-lighted, clear and dry conditions. There are currently 149 fatal crashes through December 8th, 2025. Same period in 2024 there were 154 fatal crashes. We are down by five fatal crashes in the same period.

The fatal crash map was updated with several new features. A new jurisdiction category now distinguishes crash locations by roadway type: circles represent State Highway System (SHS) roads such as interstates and state roads, while squares represent non-SHS roadways like county and local roads. This helps clarify where crashes are occurring. Additionally, a heat map of fatal crashes was added on a second page to highlight hotspot areas, with yellow indicating higher concentrations where improvements may be needed. The map also now shows a side-by-side comparison of fatal crashes on non-SHS (off-system) roadways versus SHS (on-system) roadways. These updates enhance visibility and analysis of fatal crash data.

Brentin Mosher (USF CUTR): The ELEE program concludes on February 28th, and all participating agencies should continue conducting their details until then. After the end date, agencies will have two weeks to submit their reports. Brentin expects to have program statistics compiled by the next CTST to share how the program performed this year. Following that, equipment will be ordered and distributed at a ceremony in June.



Jacob Gonzalez (TPD): Jacob reported DUI enforcement and outreach activities. In January, TPD made 143 DUI arrests, matching their January 2025 total. As of February, they have made 92 arrests, which is trending lower than the 156 arrests recorded in February 2025. During the month, TPD assisted with a Road Safety Audit (RSA) on February 18th for Tampa's portion of 50th Street from Columbus Drive South to Adamo Drive. They have also completed presentations at Blake High School and Jefferson High School, with upcoming presentations scheduled at Hillsborough, Chamberlain, and Middleton High Schools. Additionally, TPD will participate in the Lightning Salute to First Responders event on March 24th, where they will host a tent and educate the public on the dangers of impaired driving using fatal vision goggles.

Jim Hartwell (LEL): Jim announced two key updates. First, a Traffic Enforcement Quick Reference Guide has been released as a new web-based application. The app is user-friendly, keyword searchable, and mirrors the printed guide, allowing officers to select a suspected violation and directly view the corresponding state statute. It is accessible on both phones and computers, serving as a one-stop reference for traffic enforcement. Second, the Traffic Safety Challenge Awards application period is now open, running January 1st through March 31st. The awards ceremony will be held July 30th–31st in Orlando. Additionally, for agencies submitting subgrants, concept papers are due by the end of this month. Discussion followed.

Health Agencies/Safety Groups

Alexandria Roeder (TGH): Alexandria reported an increase in bicycle-related injuries and fatalities, consistent with recent crash data. In response, her team continues to collaborate with statewide coalitions, including the Ped/Bike Coalition and the Motorcycle Safety Coalition, and is monitoring and engaging on related legislation. She noted that HB 4243 has been scaled back but may still represent progress. The team is also participating in a separate e-bike safety task force in March. Upcoming outreach includes a helmet fitting at the Bike with the Mayor event in Temple Terrace on March 6th, and a National Bike to Work helmet fitting on May 15th. Additionally, they will be providing Stop the Bleed training for Hillsborough County Public Schools nurses, expanding community capacity to respond to life-threatening bleeding incidents.

Michael Tayler (Hillsborough County Emergency Medical Planning Council): Michael from the Hillsborough County Emergency Medical Planning Council discussed the role of post-crash care within the Vision Zero / Safe Systems approach, noting that EMS is a critical but often overlooked component alongside safer people, vehicles, speeds, and roads. Post-crash care includes everything that happens after an injury, from EMS response through emergency departments and trauma centers. A major focus was the growing national push for EMS to carry blood products on ground ambulances, which is not traditionally done. Research shows that administering blood early to seriously injured crash victims significantly increase survivability. Michael cited data suggesting that many crash victims who later died at the hospital were alive at the scene and may have survived with earlier blood transfusion. Locally, Tampa Fire Rescue successfully secured a \$1.4 million Safe Streets for All grant, which funded the launch of a ground-based EMS blood program. Tampa Fire Rescue is now able to administer blood to qualifying crash victims in the field. Additionally, Hillsborough County Fire Rescue is exploring a drone delivery system to transport blood



products across the county due to its large geographic size. Michael emphasized that this initiative fills an important niche in post-crash care and has the potential to dramatically improve crash survivability in the community. Emily Hinsdale and Alexandria Roeder confirmed that similar programs have proven effective in other communities and expressed support for bringing this capability to the Tampa Bay area.

University/Community Organizations

Brentin Mosher (USF CUTR): Brentin shared recent Hillsborough County outreach activities. Last Tuesday, FDOT supported a Vision Zero table at USF's Health and Campus Safety Day, where they spoke with about 50 students and staff about safe walking, biking, and scootering. He also announced an upcoming Bike with the Temple Terrace Mayor event scheduled for next Friday, starting at 8:00 AM at the Temple Terrace Recreation Center, with a flyer to be shared in the chat. He noted that these are the current Hillsborough County activities at this time.

Ariana Roman (MADD): Ariana shared that MADD has been very active in the community. As she transitions from part-time to full-time, she is increasing her outreach and presentations. Recently, she presented at Leto High School and Plant City High School, reaching about 300 students through driver's education classes. She also participated in the USF Health and Safety Fair, engaging with around 50 students on road safety and distributing educational resources. She announced the upcoming Move with MADD event on March 27th, noting that vendor applications are still open and encouraging participation or support.

Emily Hinsdale (Sidewalk Stompers): Emily provided updates on behalf of Sidewalk Stompers and Walk Bike Tampa. They have been conducting bike helmet fittings at multiple schools, targeting students who bike or scooter to school and lack helmets, in coordination with teachers and staff. She also shared that planning is underway for the May National Bike Month Awards event and invited bike-friendly businesses and organizations to participate as speakers or honorees.

Engineering/Planning

Venkat Vattikuti (Hillsborough County): Venkat Vattikuti shared that there are no major updates at this time but noted that a new County Safety Engineer will be starting next Monday, filling the position previously held by Abigail. He expects the new engineer to begin attending future CTST meetings and provide updates. Venkat also confirmed that work is underway on a new tracking system, which the new engineer will help present in upcoming meetings.

Mahshid Arasteh (American Quality Consultants): Mahshid reported that applications are being received again for speed feedback signs and LED stop signs, noting an increase in requests for LED stop signs as they become more common. She referenced Hillsborough County and Venkat's recent presentation on applying for pavement safety edge and shared that work is ongoing with the City of Tampa. She emphasized that all material requests in applications must comply with FDOT's Approved Products List, and applicants should indicate what products their city or county currently uses or prefers to help streamline coding and approvals. Mahshid added that she continues to assist cities with their applications and remains available for support.



James Hutchinson (City of Plant City): James reported several infrastructure and safety improvements underway. The city is upgrading fiber along Alexander Street, from Baker Street to Timber Lane, to improve traffic signal communications. The traffic signal at the I-4 northbound / westbound off-ramp was successfully activated just ahead of the Strawberry Festival, helping traffic move more safely and efficiently off the interstate. Plant City is also working with an engineering consultant to review school zones citywide, ensuring compliance with standards such as pavement markings and school flashers. The consultant has identified areas needing updates, and the city will make corrections accordingly. Based on recent traffic studies, the city will also be installing additional all-way stop control where warranted. Additionally, over the past two months, Plant City has completed 86 roadway segments and approximately 20 miles of resurfacing.

Lisa Silva (Hillsborough Planning Organization): Lisa shared that she is wrapping up two multimodal safety corridor studies, one for Bearss Avenue and another for Henderson Road and Manhattan Avenue. Both studies are moving through committees this month and are expected to go to the board for approval shortly thereafter. She also noted participation in a Road Safety Audit on U.S. 41, giving kudos to Benesch for organizing a well-coordinated and knowledgeable team, and highlighting the value of the learning experience for participating staff. Looking ahead, her team plans to participate in upcoming Bike Month activities in March, as well as events in May. She also mentioned coordinating several small school projects, which she has been sharing with Emily.

School Operations

None.

III. Follow-Up Items

Eric provided an update on education related to the new signal at Fowler Avenue and 52nd Street. The education efforts are set to start shortly, and the signal is expected to be active on August 7th. Brentin Mosher, CUTR, mentioned earlier in the meeting that the midblock pedestrian signal on Fowler Avenue and 52nd Street will be completed in September. The restricted crossing U-turns are complete, but the pedestrian signals have not been activated. Brentin reported that the social media ad campaign is still active, while the on-street education component has concluded. He also noted that the pedestrian hybrid beacon (PHB) at Nebraska Avenue and Idlewild Avenue will incorporate geofencing and educational outreach.

IV. Presentations

None.

V. Announcements

Alexandria Roeder (TGH): Alexandria shared that she has begun teaching Stop the Bleed training at the Feeding Tampa Bay site on Adamo Drive, which serves a highly vulnerable population through food assistance, meals, and education. She raised a safety concern about the lack of a nearby bus stop, noting that many clients rely on transit and must walk in the area. She asked whether there have been any



pedestrian or bicycle fatalities nearby, as that information could strengthen the case for adding a bus stop. During the discussion, Lisa Silva offered to connect Alexandria with the appropriate HART contacts, while Emily Hinsdale and Lori Palaio explained that crash and fatality data can be reviewed using the public crash dashboard, including filtering for fatalities, serious injuries, and pedestrian/bicycle emphasis areas, and zooming in to generate a heat map around the location. Alexandria indicated she could take it from there using the dashboard. Alexandria also briefly noted that TGH is considering adding a motorcycle safety program to its offerings, signaling potential future safety initiatives. Alexandria shared details about a potential new motorcycle safety education program being considered by TGH, called Survive the Ride. The program focuses on proper helmet removal after a motorcycle crash, training community members, not just EMS, on how to safely remove a helmet without causing harm, including preventing airway obstruction. She noted that improper helmet handling has been an issue in some cases and asked if others involved in motorcycle safety would be interested in partnering to provide this education.

Lisa Silva (Hillsborough Planning Organization): Lisa Silva responded positively, noting prior involvement in motorcycle safety initiatives such as helmet-related efforts and indicated interest in collaborating, including potential support through TPO safety funding.

Matthew Belmonte (Gresham Smith): Matthew suggested a potential partnership opportunity related to motorcycle safety. He noted that the Tampa Police Department runs the SMART program, which brings motorcycle riders together for a comprehensive safety course. He suggested that adding the Survive the Ride helmet-removal training to this existing program could be a good fit, since it already engages safety-minded riders. Matthew offered to email Alexandria Roeder to help explore this collaboration and connect her with the program.

Michael Tayler (Hillsborough County Emergency Medical Planning Council): Michael emphasized the value and impact of the CTST group, noting that the motorcycle safety discussion was a clear example of why the group exists. He explained that without this forum, Alexandria would still be trying to identify the right contacts, whereas the discussion immediately connected her with multiple partners and resources. He shared that his own involvement in the group similarly enabled him to learn about and successfully pursue the Safe Streets for All grant that funded Tampa Fire Rescue's EMS blood program. Tayler praised the group for facilitating collaboration, sharing knowledge, and turning small wins into meaningful long-term impacts.

VI. Action Items (procedural items for committee vote)

None.

VII. Adjourn

The meeting adjourned at 10:10am.

Next Meeting: March 25th – In-Person Meeting, 9:30am, Benesch, 1000 N. Ashley Dr, Suite 700, Tampa, FL



In attendance: Lama Alfaseeh (Hillsborough County), Mahshid Arasteh (American Quality Consultants), Alexandra Arvelaiz (HCSO Grants), Matthew Belmonte (Gresham Smith), Anthony Chaumont (JMT), Kelly Farabee (FDOT), Nada Flaifl (Tampa General Hospital), Michael Fusco (USF PD), Jacob Gonzalez (TPD), Jim Hartwell (LEL), Emily Hinsdale (Sidewalk Stompers), James Hutchinson (City of Plant City), Brentin Mosher (USF CUTR), Melinda Nelson (HCSO Grants), Dave O'Neil (MacDill Air Force Base), Lori Palaio (JMT), Ron Patel (City of Temple Terrace), Jennifer Reynolds (HCSO Grants), Alexandra Roeder (Tampa General Hospital), Ariana Roman (MADD), Ellen Snelling (Tampa Alcohol Coalition), Lisa Silva (Hillsborough Planning Organization), Andrew Stastny (Kimley Horn), Michael Tayler (Hillsborough County Emergency Medical Planning Council), Venkat Vattikuti (Hillsborough County), Antonio Velez (USF PD)