



## University CTST – March 4, 2026

Meeting started at 2:01pm

### I. Welcome and Introductions

Welcome and introductions were given by the group. The February 2026 meeting minutes were approved.

Marty Sorrentino (UT): Marty noted that after reviewing the February meeting minutes, he realized he had committed to researching Florida state laws related to e-bikes and e-scooters. As he began looking into it, he discovered there are multiple categories of electric transportation devices, including e-scooters, e-bikes, and e-moto, each with different legal requirements. He plans to put together a brief summary outlining these categories and the current state laws that govern how they operate in traffic. He also wants to use this research to better understand and explain why the university has specific rules, such as allowing personally owned e-scooters on campus but not rented ones. Overall, this effort is mainly to improve his own understanding of the applicable state laws and how they relate to campus policies.

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

1. **Lois Avenue Crossing to get to the HCC Campus:** There are no new updates this month, but he noted that the project is still moving forward based on a positive update shared at the previous meeting. He also mentioned that future considerations may depend on whether the Rays' development near the HCC campus is approved.
2. **Lighting Issue at BBD and Holly Drive:** Eric reported that there are still no updates from the county. The county had indicated that their Smart Mobility team would review the intersection and its lighting and that a response was expected by the end of January. However, Eric has not received any follow-up despite reaching out in early February and again that morning.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** Marty noted that stormwater work is ongoing in that area, but there are no confirmed updates yet on whether the project will include one or two new stormwater inlets. He noted that the hope is for improvements along that stretch near the lacrosse field on Kennedy Boulevard, but details are still unconfirmed.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Marty reached out to Brian Canopy last week but had not yet heard back, so he followed up with a text message and shared a photo. Currently, one speed limit sign is installed at the entry to North Boulevard from Kennedy Boulevard, but the corresponding sign at the entry from Cass Street has not yet been installed. Brian is working on this behind the scenes to determine the status. He noted that once the second sign is in place, there will be little left to address beyond monitoring safety conditions. He emphasized that the new crosswalk at North A and North Boulevard appears to be improving safety for UT.



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### III. Calendar Updates/Activity Reports

#### *Law Enforcement Activity*

Jacob Gonzalez (Tampa PD): Jacob reported that year-to-date activity totals are at 160, compared to 156 at the same point in 2025. Over the past month, TPD participated in events at Chamberlain High School and has upcoming events scheduled at Freedom and Middleton High Schools. Additional presentations are planned at Amalie Arena on March 14<sup>th</sup> and at the Move Like MADD event on March 27<sup>th</sup>. He also noted that an operational plan is in place for St. Patrick's Day in coordination with the Hillsborough County Sheriff's Office. Regarding underage drinking, there has not been an enforcement operation since January 15<sup>th</sup>; however, some underage activity has been observed since then, primarily involving UT students at the Patio. As a result, TPD anticipates needing to address weekday events occurring at that location.

Brentin Mosher (USF CUTR): Brentin noted that the Enhanced Law Enforcement Engagement concluded on February 28<sup>th</sup>, and he is currently auditing the final data, with results to be shared at the next meeting.

#### *Bicycle/Pedestrian Reports*

Brentin Mosher (USF CUTR): Brentin reported that since the last meeting, he and Eric participated in the USF Bulls Health and Safety Day, where they engaged with approximately 50 students and staff, noting strong participation from partner organizations and law enforcement. Looking ahead, he highlighted the upcoming 12<sup>th</sup> Annual Bike with the Temple Terrace Mayor event, scheduled for Friday at 8:00 a.m. at the Temple Terrace Recreation Center. He also shared plans to partner with the Temple Terrace Uptown Chamber of Commerce to host a Transportation Day at USF, which will include speaker sessions and demonstrations aimed at exposing local business leaders to transportation-related topics.

Brian Goercke (USF): Brian noted that attendance at the USF Bulls Health and Safety Day appeared lower than expected, with him personally engaging with about 20 participants despite favorable weather. Representing International Student Support, he conducted an activity using a hotspots map that highlighted on- and near-campus locations with documented collisions, including serious injuries and fatalities. He and the team asked students and staff to identify areas they felt were most dangerous, which generated useful feedback. In total, about 13 students and staff were surveyed, and Brian shared that the results will be developed into an article to be shared with the committee once published.

Eric Henry (FDOT): Eric shared that March is Florida Bike Month, so their current efforts are focused on bicycle safety. Planned activities include helmet fittings, school outreach, and safety education events, including appearances with Koda the Fluff. He also reiterated the upcoming Bike with the Mayor event on Friday. Additionally, Eric informed the group about a bill that has passed in the Florida Senate related to e-bikes. If enacted, the bill would limit e-bike speeds to 10 mph on sidewalks and shared-use paths when



within approximately 50 feet of a pedestrian, and it would require law enforcement agencies to track micromobility crashes. He noted that the bill still needs to pass the Florida House but could have meaningful impacts on issues frequently discussed by the group. Marty asked Eric for clarification on the e-bike legislation Eric mentioned, specifically whether it was a Florida statute or law. Eric clarified that it is still a bill, Florida Senate Bill 382, and shared the bill number in the chat. Eric added that he still needs to review the bill in more detail, particularly regarding how law enforcement would be expected to track micromobility crash data, since current crash report forms do not include that information. He noted that it remains unclear whether a new tracking system would be required and that next steps depend on whether the bill advances in the House.

Marty Sorrentino (UT): Marty explained that he is still learning about e-motos, a category of electric transportation he recently became aware of. He shared that his current understanding is unclear, but he has heard that e-motos, because they are not pedal-assist or driver-assist, may be illegal to operate on public roads. Marty plans to review Florida laws and statutes to better understand how different categories of electric transportation are defined and whether distinct laws apply to each. He noted that consistent regulations across e-transportation types would be easier to enforce. His primary goal is to get up to speed personally and then provide an accurate, informed summary to the group at next month's meeting.

Antonio Velez (USF PD): Move with MADD is on March 27<sup>th</sup>. The video with Dean of Student's Office and Student Success (USF) on traffic safety was just finished being filmed. Video on Traffic Safety with Koda the Fluff will be filmed in the upcoming weeks.

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

Lori Palaio (JMT): Lori reported that From January 1<sup>st</sup> through December 20<sup>th</sup>, 2025, there have been 12 fatal crashes. At the last CTST from January 1<sup>st</sup> through November 22<sup>nd</sup>, 2025, there were ten fatal crashes. The two new fatal crashes were both at the HCC Ybor campus – one was head on fatal crash and one was a pedestrian fatal crash. The head on fatal crash occurred on November 8<sup>th</sup>, 2025, at 12:46 am on E 7<sup>th</sup> Avenue and N 15<sup>th</sup> Street (Report Number 89643221), at the four-way intersection, in dark-lighted, clear, and dry conditions. This fatal crash was added to Signal 4 Analytics on January 27<sup>th</sup>, 2026, which is why it wasn't discussed at the last CTST meeting. Vehicle one was traveling eastbound on E 7<sup>th</sup> Avenue at a high rate of speed, approaching N 15<sup>th</sup> Street. Vehicle two was traveling westbound on E 7<sup>th</sup> Avenue, approaching the green traffic signal at N 15<sup>th</sup> Street. Pedestrians one through ten were walking on the north sidewalk along E 7<sup>th</sup> Avenue. Pedestrians 11 through 25 were standing or sitting at tables near the business Bradley's on 7<sup>th</sup>. The driver of vehicle one steered left as vehicle one entered the intersection of N 15<sup>th</sup> Street and veered in a northeasterly direction, causing the front right of vehicle one to collide with the front right of vehicle two and near-simultaneously colliding with the curb of the north sidewalk along E 7<sup>th</sup> Avenue. Vehicle one continued in an easterly direction onto the north sidewalk along E 7<sup>th</sup> Avenue where vehicle one collided with non-motorists one through ten. The vehicle continued in an easterly direction on the sidewalk and the front left of vehicle one collided with a pillar belonging to the business Bradley's on 7<sup>th</sup>,



non-motorists 11 through 25 and several tables and chairs belonging to the business. The front of vehicle one then collided with a second pillar and came to final rest facing an easterly direction. Vehicle two came to a controlled rest on N 15<sup>th</sup> Street facing in a northerly direction. Three of the pedestrians (NM01, NM02 and NM12) were pronounced deceased. A fourth pedestrian was later pronounced deceased. The driver had a BAC of 0.120 and a positive drug test. The driver's estimated speed was 55 mph in a 25 mph. The first impact was a head on crash, hence why its coded as head on, even though it resulted in pedestrian fatalities. The pedestrian fatal crash occurred on December 18<sup>th</sup>, 2025, at 6:51 pm on Adamo Drive and N 26<sup>th</sup> Street (Report Number 89980305), not at the intersection, in dark not-lighted, clear, and dry conditions. Vehicle one was traveling east on Adamo Drive, in the outside lane, during nighttime hours when a pedestrian entered the roadway near just east on N 26<sup>th</sup> Street. The pedestrian walked into the vehicle's path and was struck by the front bumper vaulting the pedestrian onto the windshield and ultimately landing in front of the vehicle. Vehicle one had the right of way and the pedestrian was wearing dark clothing and was not walking within a crosswalk and an unlit part of the roadway. There are currently 12 fatal crashes through December 20<sup>th</sup>, 2025. Same period in 2024 there were 22 fatal crashes, so we are down by 10 fatal crashes in the same period. She also highlighted a new enhancement to the fatal crash map, which now uses different symbols to distinguish crashes on the State Highway System (SHS) from those on non-SHS local and county roads.

Marty Sorrentino (UT): Marty thanked Lori for the updated fatal crash map and noted that distinguishing between State Highway System (FDOT-owned) roads and city or county roads is especially useful, since identifying roadway ownership is often the first and most important step in pursuing safety projects, improvements, or upgrades. He emphasized that many problem areas involve intersections where city or county roads intersect with FDOT facilities, requiring coordination between multiple agencies, similar to past improvement efforts at locations like USF and Holly Drive.

### **V. Open Forum | Announcements**

Ellen Snelling (Tampa Alcohol Coalition): Ellen announced that the next Tampa Alcohol Coalition meeting will take place on March 17<sup>th</sup>, St. Patrick's Day, and will feature the Medical Examiner's Office Chief Toxicologist, who will present on overdose deaths, drug-related fatalities, and emerging substance trends in Hillsborough County. She also provided a legislative update as the Florida legislative session nears its end, noting that last-minute amendments are common. Ellen explained that she has been closely tracking SB 432 and HB 309 related to controlled substances, which initially proposed adding xylazine and 7-OH (a highly concentrated and potent synthetic form of kratom) to Schedule I. While xylazine remains included, 7-OH was removed from both bills despite its strength and public health risks. She expressed frustration that political considerations appear to have influenced the decision, noting that although an emergency order from the Attorney General temporarily classifies 7-OH as Schedule I, that order will expire in the coming months, allowing the substance to return to retail availability. Ellen concluded that the issue will likely need to be revisited in a future legislative session.



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Ariana Roman (MADD): March 27<sup>th</sup> at 5:00 pm is Move with MADD at USF.

Josh Blackman (City of Tampa): Josh Blackman from the City of Tampa Mobility Department presented a series of recent and planned safety improvements in Ybor City following the fatal crash on 7<sup>th</sup> Avenue in November. He explained that the city moved quickly to implement incremental, quick-build safety improvements through resurfacing projects prioritized for immediate impact. On 7<sup>th</sup> Avenue between Nebraska Avenue and Nuccio Parkway, the speed limit was reduced from 30 to 25 mph, travel lanes were narrowed, 36 new on-street parking spaces were added, sharrows and red-painted bus bays were installed, and the corridor was reconfigured to create a chicane effect that discourages speeding. Similar safety enhancements were implemented on 19<sup>th</sup> Street near Centennial Park, including new on-street parking, lane narrowing, and a new northbound turn lane, while 2<sup>nd</sup> Avenue received sidewalk extensions using parking-buffered pedestrian space to address gaps in the sidewalk network. Josh also highlighted a new sidewalk constructed along East 12<sup>th</sup> Avenue near the HCC Ybor campus using an AARP grant, upcoming conversion of 9<sup>th</sup> Avenue between Nuccio Parkway and 13<sup>th</sup> Street from one-way to two-way operation, and the installation of a new traffic signal at 26<sup>th</sup> Street and Adamo Drive. He noted that Safe Streets for All grant funding will support future demonstration-level improvements along corridors such as East Palm Avenue, with community engagement planned in the coming months. The presentation concluded with appreciation from the group, discussion of the alignment between recent crashes and project locations, and a request to share the presentation for posting on the CTST website, pending approval.


Marty asked Josh for clarification about the planned conversion of 9<sup>th</sup> Avenue, confirming that the segment between Nuccio Parkway and 13<sup>th</sup> Street, located between two parking garages, will be changed from one-way to two-way operation. Josh explained that no modifications are needed for the parking garages themselves, as coordination with the parking department confirmed the entrances will function as-is; the work will primarily involve updating pavement markings and reversing on-street parking signage. He noted that the current configuration is awkward due to a design where two lanes taper into one, and the change will help correct that inconsistency. David Liller added that the existing setup is confusing, especially where the roadway shifts from two-way to one-way near Nuccio Parkway. Josh agreed, describing it as a relic of older street design and part of a broader effort to reverse one-way streets where feasible.

**Next Meeting:** April 1<sup>st</sup>, 2026, In-Person Meeting, 2:00pm, USF Police Department, 13152 USF Genshaft Drive, Tampa, FL 33620

Meeting adjourned at 2:42pm

**Attendees:** Matthew Belmonte (Gresham Smith), Josh Blackman (City of Tampa), Susan Boda (Benesch), Brian Goercke (USF), Jacob Gonzalez (Tampa PD), 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), Antonio Velez (USF PD)



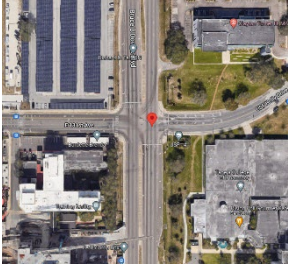
Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
1	May 2022	<p>Lois Avenue Crossing to get to the HCC Campus</p>  <p><a href="https://goo.gl/maps/EuYbxcwQRL4EeCn36">https://goo.gl/maps/EuYbxcwQRL4EeCn36</a></p>	Joseph Bentrovato / Mike Zinn / Matthew Belmonte	Feb 2026		<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>



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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. 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. Marty shared that a new City of Tampa CRA development manager, Felix Nunez, is now overseeing the project, and that Paige Niehaus recently confirmed key details. In June 2024, the CAC approved a Mobility Connectivity Safety Improvement project, which includes installing a crosswalk at Hawks Landing on Lois Avenue. It was noted that the project is currently in its design phase, with permit-ready plans expected by Spring 2026, after which the project will move into construction. <b>There are no new updates this month, but he noted that the project is still moving forward based on a positive update shared at the previous meeting. He also mentioned that future considerations may depend on whether the Rays' development near the HCC campus is approved.</b></p>




Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
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)	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 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. 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. 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 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. <b>***Continue on next page***</b></p>



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						<p>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 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 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 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 will send out a couple of emails to some folks and see if they have an update. Eric 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 stated that he spoke with Mike in December. They are looking into this location with the safe mobility team. <b>Eric reported that there are still no updates from the county. The county had indicated that their Smart Mobility team would review the intersection and its lighting and that a response was expected by the end of January. However, Eric has not received any follow-up despite reaching out in early February and again that morning.</b></p>



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3	Jan 2023	Kennedy Boulevard at Willow Avenue and Delaware Avenue  <a href="https://goo.gl/maps/tVevDzDBaGbTnFz59">https://goo.gl/maps/tVevDzDBaGbTnFz59</a>	Marty Sorrentino	Feb 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 Woodlyne Ave to Brevard Ave. The second project will be redoing the railroad crossing on Kennedy Blvd at Willow St. Marty stated that he received confirmation from FDOT that there are no storm water inlets as part of the two projects. The drainage department at FDOT asked Marty to provide some exhibits on proposed stormwater inlets and Marty provided them back on June 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. <b>***Continue on next page***</b></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. Marty noted that the water line replacement has been completed. The ongoing lane closures and traffic shifts along Kennedy are now primarily due to stormwater system upgrades. He mentioned that the city's outreach firm, has not provided a timeline for completion, and that the area has been in this condition for roughly six months. <b>Marty noted that stormwater work is ongoing in that area, but there are no confirmed updates yet on whether the project will include one or two new stormwater inlets. He noted that the hope is for improvements along that stretch near the lacrosse field on Kennedy Boulevard, but details are still unconfirmed.</b></p>



## PROBLEM LOCATIONS – MARCH 2026

Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
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	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. <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. 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. <b>***Continue on next page***</b></p>



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						<p>Marty reported that he has not yet confirmed whether the second speed limit sign has been installed on North Boulevard between Cass Street and Kennedy Boulevard, though the city previously indicated that one sign was already in place. He plans to visit the site to verify the signage and to address concerns raised about the three crosswalks in that stretch, two marked with yield signs and one with stop. He noted there may be roadway regulations that influence the type of signage permitted on major corridors, but he intends to meet with Brian from the city to review the location and discuss the inconsistencies. Eric Henry added that, from the state's perspective, the standard is shifting toward stop for pedestrians, but older yield signs still exist and are updated as maintenance schedules and funding allow. Marty plans to coordinate a site visit with Brian to review recent work and share feedback raised during the meeting.</p> <p><b>Marty reached out to Brian Canopy last week but had not yet heard back, so he followed up with a text message and shared a photo. Currently, one speed limit sign is installed at the entry to North Boulevard from Kennedy Boulevard, but the corresponding sign at the entry from Cass Street has not yet been installed. Brian is working on this behind the scenes to determine the status. He noted that once the second sign is in place, there will be little left to address beyond monitoring safety conditions. He emphasized that the new crosswalk at North A and North Boulevard appears to be improving safety for UT.</b></p>