



Hillsborough CTST – March 25, 2026

Meeting started at 9:34am

I. Welcome and Introductions

Andrea Sauvageot (Benesch): Andrea mentioned that it is Susan Boda's last CTST meeting, as she is retiring. Retirement wishes and cake followed.

Introductions were given. February 2026 minutes were approved.

II. Membership Reports

Crash Statistics and Enforcement

Law enforcement agencies just completed a multi-agency campaign for St. Patrick's Day, netting 16 DUI arrests. There are two underage beverage operations coming.

Lori Palaio (JMT): From January 1st through December 31st, 2025, there have been 161 fatal crashes. At the last CTST from January 1st through December 8th, 2025, there were 149 fatal crashes. There have been 12 new fatal crashes added to the fatal crash map including three run off road, three left turn, two pedestrian, one bicycle, one head on, one other, and one right angle.

For the two new pedestrian fatal crashes:

- The first new pedestrian fatal crash occurred on December 4th, 2025, at approximately 6:25pm (Report Number 27088307) on W Hillsborough Avenue and Town N Country Boulevard, not at the intersection, in dark not-lighted, clear, and dry conditions. The pedestrian was walking across W Hillsborough Avenue from north to south in the eastbound lane and failed to yield the right of way to the vehicle in the outside lane.
- The second new pedestrian fatal crash occurred on December 18th, 2025, at approximately 6:51pm (Report Number 89980305) on Adamo Drive and N 26th Street, not at the intersection, in dark not-lighted, clear, and dry conditions. The vehicle was traveling east on Adamo Drive, in the outside lane, when a pedestrian entered the roadway near just east on N 26th Street. The vehicle had the right of way, and the pedestrian was wearing dark clothing and was not walking within a crosswalk.

The bicycle fatal crash occurred on December 20th, 2025, at 10:37pm (Report Number 27076124) on U.S. 92 and Mobile Villa Drive, at the t-intersection, in dark not-lighted, clear, and dry conditions. The vehicle was traveling west on U.S. 92, just east of Mobile Villa Drive. The bicyclist was traveling south across U.S. 92 from the private driveway. While traveling south across the westbound lane of travel the bicyclist traveled into the direct path of the vehicle.

Year-end fatal crash summary:

- Approximately 63 percent of all fatalities occurred in dark conditions
- Approximately 38 percent of all fatalities occurred at an intersection



- Approximately 9 percent were intoxication related
- Approximately 17 percent were motorcycle related
- 45 percent occurred on state roads, 32 percent on county roads, 19 percent City of Tampa roads, three percent in Plant City jurisdiction, and one percent in Temple Terrace jurisdiction
- Pedestrian fatal crashes are the highest fatal crash type

There are currently 161 fatal crashes through December 31st, 2025. Same period in 2024 there were 174 fatal crashes. We are down by 13 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.

Lori Palaio discussed the 2025 Safety Facts at a Glance sheet. She highlighted that Hillsborough County is down in total crashes, severe injuries and fatalities.

Jim Hartwell (LEL): Jim discussed recent e-bike legislation, noting that e-bikes are being recategorized and that the proposed legislation would reduce allowable speeds to 10 mph or less. He also noted challenges associated with enforcing micromobility regulations and explained that there is currently no standardized method for reporting e-bike crashes statewide. Updates to crash report forms are anticipated within the next five years, around 2029. Discussion followed.

Demian Miller (Benesch): Demian discussed urban trails and bike boulevards, including their expansion and the role of available funding. Harry Walsh of the TPO asked whether data is available distinguishing trail usage between rental and privately owned devices. Demian stated that no such data is currently available.

Emily Hinsdale (Sidewalk Stompers): Emily discussed the existence of a task force focused on developing education materials, noting that bicycle and pedestrian education is currently not included in the kindergarten through eighth-grade curriculum in Florida. She explained that while other states incorporate bicycle and pedestrian education into school curricula, Florida does not, and existing education efforts have not kept pace with emerging e-mobility. She also noted that Johns Hopkins University includes an e-bike component in its program.

Brentin Mosher (USF CUTR): The ELEE program concluded on February 28th. The details are finalized and they are currently ordering around half a million dollars in materials for 30 agencies. The ELEE ceremony is in June. Brentin will have some statistics at the next meeting.



Health Agencies/Safety Groups

Eric Henry (FDOT): An e-blast was sent to the group on the recent updates from the latest motorcycle coalition. Key findings include that rear-end motorcycle crashes remain a significant safety concern, accounting for approximately 20% of all motorcycle crashes and 13% of motorcycle fatalities. Motorcyclists were at fault in over half (54.2%) of rear-end crashes between 2022 and 2024. Nighttime conditions, alcohol involvement, lane departures and crashes involving pickups or other large vehicles were identified as factors that increase crash severity. High Friction Surface Treatments (HFST) demonstrated measurable reductions in motorcycle and roadway departure crashes at pilot locations, though effectiveness varies by pavement type and is limited on concrete surfaces. Current FDOT pavement resurfacing prioritization practices do not routinely account for safety needs or friction performance, potentially overlooking locations with adequate pavement condition but poor friction. Frailty was found to be a stronger predictor of poor injury outcomes than age among motorcyclists, with frail riders experiencing higher mortality and more severe chest injuries. The Coalition is advancing development of a Florida-specific Motorcycle Operator Handbook, intended to be freely available and tailored to state-specific conditions and safety needs. Data collection challenges were identified for motorcycle volumes, as standard traffic sensors often undercount motorcycles; wider sensors showed improved detection accuracy during pilot testing. Expanded education, outreach, and law enforcement training initiatives are underway, including updates to the MEPER curriculum and increased emphasis on motorcycle safety awareness campaigns. Eric also noted that Hillsborough County was represented in the Teen Safe Driver Coalition's Battle of the Belts program. He further discussed the statewide Battle of the Belts program, explaining that boxed kits are available through the statewide program for distribution.

Alexandria Roeder (TGH): Alexandria stated that the Stop the Bleed program is being expanded to include 20 additional community classes in 2026. She also noted that Tampa General Hospital is installing motorcycle safety signage at locations with a history of motorcycle crashes and is launching a helmet safety program focused on the safe removal of helmets following a crash. The program addresses situations in which an injured motorcyclist may have difficulty breathing with a helmet on and includes instruction on proper helmet removal techniques and jaw-thrust maneuvers. Law enforcement agencies expressed interest in incorporating the helmet safety training into their SMART classes. Alexandria also mentioned the car fit program and that he is working with Tina on the program.

University/Community Organizations

Brentin Mosher (USF CUTR): March 6th marked the Bike with the Temple Terrace Mayor event. It was also noted that a transportation-focused event was held yesterday at the Uptown Chamber of Commerce. Additionally, Move with MADD is scheduled for Friday, and USF CUTR will host a safety table in coordination with FDOT.

Emily Hinsdale (Sidewalk Stompers): Bike to School Day is scheduled for May 6th. Emily noted that she is working to distribute additional bicycle helmets to schools through helmet-fitting events. She also mentioned that Walk to School Day awards are currently being distributed. Additionally, March was



recognized as Florida Bicycle Month, while National Bicycle Month will take place in May. Bicycle-friendly businesses will be recognized.

Engineering/Planning

Eric Henry (FDOT): Beginning at 1am, Monday, March 30, 2026, the Florida Department of Transportation's contractor will close Trapnell Road just west of S.R. 39 for approximately 21 days, weather permitting. During this closure, drivers must detour around the work zone using Holloway Road and Mud Lake Road to access Trapnell Road to the west of S.R. 39 in Plant City. Eric mentioned that Construction Career Days is on March 31st at the state fairgrounds.

Mahshid Arasteh (American Quality Consultants): Mahshid reported that she is meeting with Bill Riha today to go over applications for HSIP. Mahshid is waiting on the application for the safety edge tool from Hillsborough County. She is working with the City of Tampa for rectangular rapid flashing beacons.

Harry Walsh (Plan Hillsborough TPO): Gina Torres with the TPO is retiring in two days. Harry discussed a safety study for the Bearss Avenue and Henderson Road corridor and noted that he attended a Safe Roads Summit hosted by the Broward County MPO. He also shared that Broward County is developing a planning and engineering dashboard, with the Hillsborough TPO partnering to test the program. In addition, Harry discussed intersection collision-avoidance technology, which detects potential red-light running and extends the red signal to reduce crash risk. This approach, known as dilemma-zone preemption, will be evaluated through a study to determine appropriate locations for detection. Discussion followed on automatic detection and enforcement.

Demian Miller (Benesch): It was also noted that THEA is implementing similar detection technology. He further discussed a DRQ application focused on identifying near-miss events and its associated pilot program.

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. *No update.*

IV. Presentations

None.



V. Announcements

Demian Miller (Benesch): Demian discussed speed enforcement concerns near I-275 and M L King Jr Boulevard.

VI. Action Items (procedural items for committee vote)

None.

VII. Adjourn

The meeting adjourned at 10:24am.

Next Meeting: April 22nd – Virtual Meeting, 9:30am

In attendance: Julian Anderson (HCSO), Mahshid Arasteh (American Quality Consultants), Susan Boda (Benesch), Keith Brown (Tampa PD), Mike Fusco (USF PD), Jim Hartwell (LEL), Daniel Hawkins (HCSO), Eric Henry (FDOT), Emily Hinsdale (Sidewalk Stompers), Peter Hsu (FDOT), Nicholas Inniss (Element Engineering Group), Sebastian Meyer (Tampa PD), Demian Miller (Benesch), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Ron Patel (City of Temple Terrace), Jim Resier (Tampa PD), Alexandria Roeder (Tampa General Hospital), Andrea Sauvageot (Benesch), Harry Walsh (Plan Hillsborough TPO)