



University CTST – April 1, 2026

Meeting started at 2:02pm

I. Welcome and Introductions

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

II. Business Updates – Problem Identification/Follow Up

1. **Lois Avenue Crossing to get to the HCC Campus:** No update.
2. **Lighting Issue at BBD and Holly Drive:** Eric indicated that he has not yet received an update. Due to the need for lighting, this item was assigned to a consultant.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** No update.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Marty took a picture of the speed limit sign and submitted it on a safety application. Marty will check on the status of the second speed limit sign.

III. Calendar Updates/Activity Reports

Law Enforcement Activity

Jason Derocco (Tampa PD): In March, there were 124 DUI arrests, bringing the year-to-date total to 374. During the month, Tampa PD participated in the Move Like MADD event at USF on March 27 and conducted educational outreach at Chamberlain High School. Officers also participated in a Tampa Bay Lightning event. Coming up, they are conducting educational outreach at Middleton, Jefferson, Blake, and Robinson High Schools.

Antonio Velez (USF PD): USF PD also participated in the Move Like MADD event, which saw increased participation compared to last year. USF PD shared a traffic safety video on social media, and an additional video featuring Koda the Fluff is expected to be posted by late April. On April 10th, USF PD will conduct educational outreach at the Kenneth Magnet School.

Marty Sorrentino (UT): Marty discussed Senate Bill 382 related to micromobility. Florida Senate Bill 382 (2026), titled Micromobility Devices, was unanimously passed by the legislature in March 2026 to enhance electric bicycle and scooter safety. The bill establishes a task force to address regulation of high-speed, non-pedal devices, authorizes fines for exceeding 10 mph on shared-use paths, and is expected to take effect immediately upon the Governor's signature. Discussion followed.

Michael Fusco (USF PD): DUI crashes are up on campus. Michael discussed the need of law enforcement officers making crash data reporting consistent.



Jason Derocco (Tampa PD): There have been zero fatal crashes so far this year in the City of Tampa.

Bicycle/Pedestrian Reports

Eric Henry (FDOT): FDOT also participated in Move Like MADD.

Tina Russo (FDOT): Tina discussed the development of a bicycle safety video series that will cover all bicycle types, including micromobility. FDOT is working with USF to ensure the series addresses all user groups and includes discussion of fatalities across all bicycle types. She noted that the videos will explain the different classes of e-bikes and expressed hope that the series will be completed by the fall. Tina also discussed car-fit technician training in coordination with Tampa General Hospital, as well as the involvement of multiple task forces, including one at Johns Hopkins and a coalition task force. She emphasized that e-motos are distinct from e-bikes.

Brian Goercke (USF): Brian stated that USF's Bicycle, Pedestrian, Auto, and Scooter Safety Day will be held on July 7 from 1:00 p.m. to 3:00 p.m., noting that summer events typically experience lower attendance. He also discussed an article published in the March edition of the Global Lens newsletter (pages 12–15), which analyzed 10 years of on-campus collision data and incorporated student and staff feedback collected at the Bulls Health and Safety Fest regarding locations perceived as dangerous for walking and biking on and near campus. He noted, for example, that Holly Drive was identified as the number one crash location on campus.

Brentin Mosher (USF CUTR): Brentin mentioned the peer-to-peer helmet fitting, where they certified six helmet fitters.

IV. Fatal Crash Maps

Lori Palaio (JMT): Lori reported that From January 1st through December 31st, 2026, there have been 13 fatal crashes. At the last CTST from January 1st through December 20th, 2025, there were 12 fatal crashes. The new fatal crash was within a one-mile proximity to the HCC Brandon Campus and was a run off the road fatal crash. It occurred on December 24th, 2025, at approximately 5:04pm on E Dr. Martin Luther King Jr. Boulevard and N Falkenburg Road, not at the intersection, in day, clear, and dry conditions. The vehicle was traveling eastbound on E. Dr. Martin Luther King Jr. Boulevard, west of N Falkenburg Road, when the driver failed to maintain control and struck the south curb. The vehicle traveled onto the south sidewalk, collided with the sidewalk railing multiple times, and then struck a concrete power pole. The vehicle became engulfed in flames and came to rest in the south grass shoulder, partially on its right side and facing southeast. Tire marks and vehicle debris were observed at the scene. There are currently 13 fatal crashes through December 31st, 2025. Same period in 2024 there were 23 fatal crashes. We are down by ten fatal crashes in the same period. Lori also discussed the 2025 Safety Facts at a Glance sheet and that Hillsborough fatalities are down from 2024. Discussion followed.



V. Open Forum | Announcements

Marty Sorrentino (UT): Florida regulates electric bicycles under a standardized three-class system (Classes 1, 2, and 3), which defines how the motor provides assistance, the maximum assisted speed, and where e-bikes may be legally operated. Under state law, compliant e-bikes generally do not require a driver's license, registration, or insurance, and are permitted on most roadways and bicycle lanes; however, local governments are authorized to regulate e-bike operation on sidewalks, shared-use paths, and other facilities within their jurisdiction. Local jurisdictions, including the City of Tampa, have adopted micromobility ordinances under Chapter 25 of the City Code that address shared scooters and mobility devices, and may pursue additional regulations under the authority granted by F.S. 316.20655 and F.S. 316.008. E-bike classification plays an important role in determining allowable operating locations, applicable speed limits, and potential helmet or age requirements, particularly for higher-speed Class 3 e-bikes, which are often restricted on shared-use paths. In addition, modifications such as removing speed limiters or altering motor controls can reclassify an e-bike as a motor vehicle, triggering licensing, registration, and insurance requirements. In 2026, the Florida Legislature passed Senate Bill 382, which introduces new safety provisions intended to reduce conflicts between e-bikes and pedestrians, including a requirement for riders to slow to 10 mph when pedestrians are nearby, yield to pedestrians on sidewalks and shared paths, provide an audible warning when passing, and comply with enforcement through minor traffic citations. Discussion followed.

Tina Russo (FDOT): Tina mentioned that FDOT currently has two different e-bike brochures, with digital versions on the FDOT website.

Eric Henry (FDOT): Eric mentioned FDOT's quick reference guide.


Tina Russo (FDOT): The Florida Bicycle Association has a lot of information from Marty's e-bike laws guide discussion.

Next Meeting: May 6th, 2026, Virtual Meeting, 2:00pm

Meeting adjourned at 2:54pm

Attendees: Josh Blackman (City of Tampa), Jason Derocco (Tampa PD), Michael Fusco (USF PD), Brian Goercke (USF), Eric Henry (FDOT), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Tina Russo (FDOT), Marty Sorrentino (UT), Antonio Velez (USF PD)



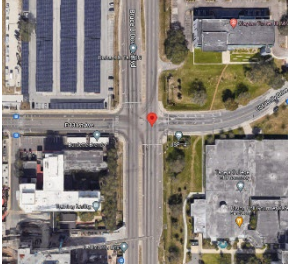
Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
1	May 2022	Lois Avenue Crossing to get to the HCC Campus  https://goo.gl/maps/EuYbxcwQRL4EeCn36	Joseph Bentrovato / Mike Zinn / Matthew Belmonte	Feb 2026		<p>Joseph said that their biggest intersection is near Tampa Bay 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. ***Continue on next page***</p>



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						<p>Marty Sorrentino (UT) shared that he has been monitoring several areas but still hasn't received any updates from Cedric McCray regarding the Lois Avenue crossing. He mentioned sending Cedric an email before last month's meeting without receiving a response and now plans to reach out to other original contacts to try to move things forward or at least get an update. Marty explained that the crossing is part of a broader development project, and the crosswalk is just one component of it, likely tied to a larger scheduling effort. He intends to make a stronger attempt to contact Cedric and, if unsuccessful, will follow up with earlier contacts. 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. 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. No update.</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>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 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. ***Continue on next page***</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. 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. Eric indicated that he has not yet received an update. Due to the need for lighting, this item was assigned to a consultant.</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	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 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. 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. 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. No update.</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. ***Continue on next page***</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>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. No update.</p>