

University CTST – July 7, 2026

Meeting started at 2:02 PM

I. Welcome and Introductions

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

II. Business Updates – Problem Identification/Follow Up

1. **Lois Avenue Crossing to get to the HCC Campus:** Josh discussed potential improvements near the baseball stadium. He will follow up on the Lois Avenue crossing to evaluate the feasibility of installing a Rectangular Rapid Flashing Beacon (RRFB) or adding a marked crosswalk.
2. **Lighting Issue at BBD and Holly Drive:** There was discussion about increasing enforcement at this location and reviewing crash data to determine whether it should remain a long-term area of concern or be considered for removal from the problem-location list.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** Eric will follow up on the construction timeline and provide an update on the anticipated schedule.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Eric will follow up to determine whether there are any new updates and report back to the group.

Josh Blackman (City of Tampa): At HCC Ybor, near the garages, the one-way street will transition to a two-way street which will change operations. He is unsure of the timeline of completion.

III. Calendar Updates/Activity Reports

Law Enforcement Activity

Louie Cornelio (USF PD): Louie reported that USF PD partnered with the Tampa PD on a DUI saturation enforcement operation during the Fourth of July weekend. Louie noted that final statistics from the initiative were not yet available but would be shared once compiled. He also reported a decline in several crash categories on and around campus, including total crashes, property-damage-only crashes, and hit-and-run incidents. Louie indicated that these reductions are likely related to decreased campus activity during the summer months, when fewer students are present. He added that many international students rely on transit, walking, or bicycling rather than personal vehicles, which may also contribute to lower vehicle traffic volumes on and around campus.

Jacob Gonzlaez (Tampa PD): Jacob reported that Tampa PD participated in the DUI saturation enforcement operation during the Fourth of July weekend, resulting in approximately nine to ten DUI arrests. Despite weather impacts and increased holiday traffic, there were no serious incidents reported during the operation. Jacob also provided an update on the Click It or Ticket campaign, noting that officers recorded 687 contacts during the enforcement period. In addition, he highlighted a child car seat safety

event held on July 11th to promote proper restraint use and child passenger safety. Through June, Tampa PD had recorded 85 DUI arrests, a decrease from 122 arrests during the same period the previous year, indicating a downward trend. Jacob also noted that the Buccaneers Rookie Camp was held shortly before the Fourth of July holiday.

Brentin Mosher (USF CUTR): The Enhanced Law Enforcement Engagement (ELEE) program started again on July 1st.

Bicycle/Pedestrian Reports

Brentin Mosher (USF CUTR): There was a peer-to-peer program event at USF on July 1st. Brian, the vice chair, is at an outreach event today. Brentin mentioned a PSA with Koda the Fluff and Rock the Bull.

Eric Henry (FDOT): Eric reported that Tina Russo is developing a public service announcement focused on e-bike safety. The campaign is intended to address e-bike use from multiple perspectives, including parents considering purchasing an e-bike for a young rider and older road users who may be unfamiliar with e-bike technology and safety considerations. Eric also noted that the recently proposed e-bike legislation was vetoed.

IV. Fatal Crash Maps

Lori Palaio (JMT): From January 1st through April 23rd, 2026, there have been three fatal crashes within a one-mile proximity to a college campus. At the last CTST, from January 1st through March 23rd, 2026, there were two fatal crashes. The one new fatal crash was a rollover fatal crash near HCC Ybor City Campus. The rollover fatal crash occurred on April 6th, 2026, at approximately 2:22 AM (Report Number 27123707), on I-4 at mile marker one, not at the intersection, in dark-lighted, clear, and dry conditions. The vehicle was westbound in the inside lane on I-4, east of mile marker one. For an unknown reason, the driver went off the roadway to the left and overturned on the median. The driver was ejected from the vehicle as it overturned. The driver's estimated speed was 85 MPH, with a posted speed of 55 MPH. There are currently three fatal crashes through April 23rd, 2026. Same period in 2025 there were four fatal crashes. We are down by one fatal crash in the same period. All fatal crashes have been within proximity of HCC Ybor City Campus.

V. Open Forum | Announcements

Jacob Gonzalez (Tampa PD): Jacob delivered a presentation on underage drinking prevention and responsible vendor training, highlighting efforts to reduce impaired driving, prevent alcohol sales to minors, and improve safety at alcohol-serving establishments throughout Tampa. Jacob discussed the challenges associated with overserving patrons and underage alcohol access, emphasizing the importance of law-enforcement-supported responsible vendor education. He reviewed the Responsible Vendor Act, which is designed to reduce underage alcohol sales and consumption, decrease alcohol-related incidents, discourage criminal and drug-related activity at licensed establishments, promote responsible business

practices, and provide certain protections for compliant vendors. A significant portion of the presentation focused on the V.E.R.I.F.Y. Program (Vendors Educated on Responsibility, Impaired Driving, and Fraudulent Youth IDs), which is funded through an FDOT grant. Through this program, Tampa PD provides responsible vendor training to local alcohol-serving establishments at no cost to participating businesses. The training covers topics such as identification verification, medical emergencies, drink tampering, the effects of illegal drug use in the workplace, impaired driving prevention, and recognizing fraudulent identification documents. Jacob noted that Tampa PD continues to encounter large numbers of intoxicated patrons requiring medical assistance, particularly in high-activity entertainment districts such as Ybor City and SoHo, which contain some of Tampa's most popular alcohol-serving venues. Officers also regularly encounter fraudulent identification documents during traffic stops and other enforcement activities involving underage individuals. To address these concerns, Tampa PD maintains a robust impaired-driving enforcement program, including a dedicated DUI Unit consisting of 11 officers and supervisors, as well as six Drug Recognition Experts (DREs). The department hosts annual 240-hour Standardized Field Sobriety Testing (SFST) courses for Tampa PD personnel and officers from partner agencies, participates in local and statewide traffic safety organizations, conducts high-visibility DUI enforcement operations, and performs responsible vendor training and fake ID enforcement operations. Jacob also provided preliminary 2025 impaired-driving crash data for Tampa, reporting 39 crashes involving non-incapacitating injuries, nine crashes involving incapacitating injuries, and four fatalities. These figures underscore the continued importance of impaired-driving enforcement and alcohol-related safety initiatives. In addition to vendor education, Tampa PD uses V.E.R.I.F.Y. funding to conduct underage drinking and DUI prevention enforcement operations at alcohol-serving establishments. During these efforts, officers not only enforce underage drinking laws but also evaluate whether employees and security personnel are properly utilizing the identification verification procedures taught through the training program. Jacob further noted that Tampa PD has expanded its partnerships by working closely with the Tampa Fire Marshal and Fire Investigator's Office. As a result, establishments found to have safety or operational violations may receive citations from multiple agencies, reinforcing accountability and compliance.

The presentation concluded with discussion and questions regarding enforcement practices, vendor participation, and ongoing efforts to reduce impaired driving and underage alcohol consumption throughout the Tampa area.

Next Meeting: August 5th, 2026, Virtual Meeting, 2:00 PM

Meeting adjourned at 2:50 PM

Attendees: Matthew Belmonte (Gresham Smith), Josh Blackman (City of Tampa), Louie Cornelio (USF PD), Jacob Gonzalez (Tampa PD), Eric Henry (FDOT), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Ariana Roman (MADD), Savana Wright (USF CUTR)



The Tampa Bay Area University CTST Meeting, July 2026

Problem Locations

Item 1

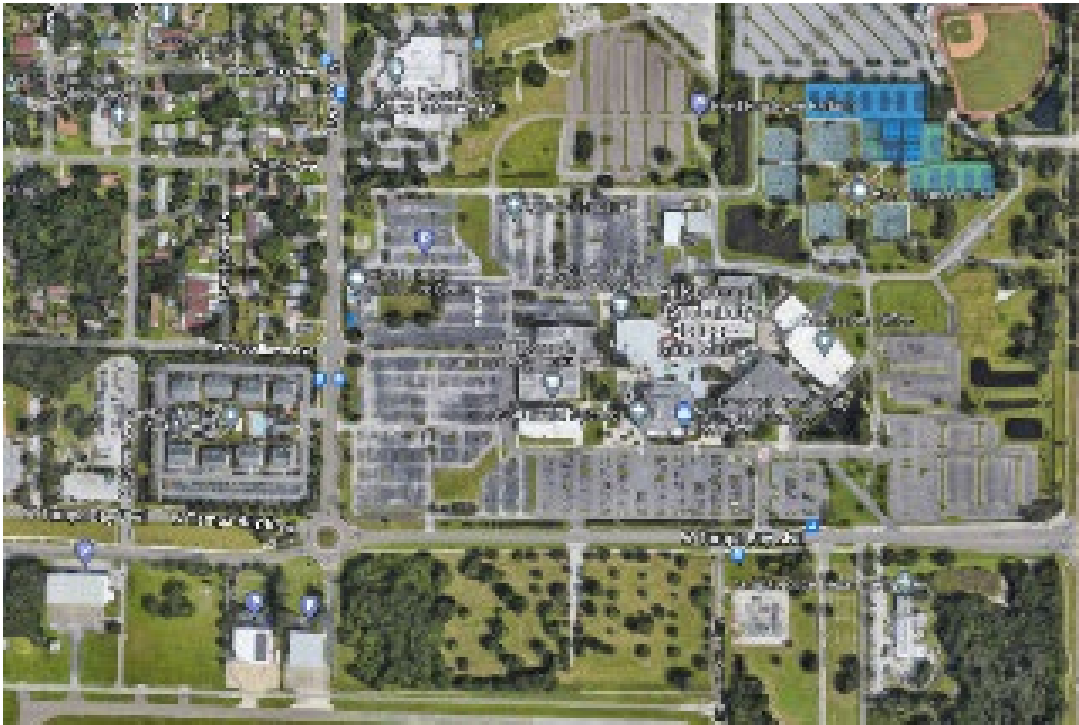
Date Reported: May 2022

Description: Lois Avenue Crossing to get to the HCC Campus

Staff: Joseph Bentrovato / Mike Zinn / Matthew Belmonte

Last Update: July 2026

Date Resolved/Withdrawn: N/A



Google Maps Link: [Access the map location](#)

Comments: Joseph identified the Lois Avenue crossing near Hawks Landing student housing as a significant pedestrian safety concern. While the university's largest intersection at Tampa Bay Boulevard and Dale Mabry Highway is signalized and includes marked crosswalks, students living at Hawks Landing must cross Lois Avenue without a designated crosswalk. The student housing complex is located directly across from campus and is at full capacity, with more than 400 students regularly crossing between the residence hall and campus throughout the day. Although a traffic circle is located west of the site, students typically cross closer to the campus entrance rather than utilizing the roundabout area.

Early discussions focused on whether improvements in the area could be addressed through broader transportation and safety initiatives. Mike Zinn noted that the Drew Park area was being evaluated as part of Vision Zero efforts and indicated he would determine whether a Complete Streets study included the Lois Avenue corridor. Paige Niehaus, who serves on the Drew Park Community Advisory Committee (CAC), reported that consultants had been engaged to review mobility and pedestrian safety

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conditions throughout Drew Park and develop recommendations for the Drew Park Community Redevelopment Area (CRA). At the time, stakeholders anticipated that the Lois Avenue crossing would be included in those recommendations. Subsequent updates confirmed that the Drew Park CRA initiated a comprehensive streetscape and transportation study that included the Lois Avenue crossing. Crosswalk locations throughout the study area were expected to be prioritized based on need, while the university pursued internal improvements aimed at encouraging students to use alternative walking routes. Although no significant incidents involving students had been reported, participants agreed that the existing crossing conditions presented safety concerns.

Through several follow-up communications, Paige reported that the Drew Park CRA CAC continued to evaluate the crossing and, in April 2024, approved a mobility project that included installation of a crosswalk serving Hawks Landing residents. Later updates indicated that the City of Tampa approved the broader Drew Park CRA project that would address the crossing; however, no timeline for construction had been established.

Marty Sorrentino continued monitoring the project and coordinated with City of Tampa officials, including Cedric McCray, CRA Director, regarding project status. More recently, Felix Nunez, CRA Development Manager, reported that streetscape improvements are under development for Lois Avenue and Grady Avenue and that funding has been approved to advance safety improvements along several nearby corridors and intersections. While coordination with the Mobility Department remains ongoing, no construction contracts have been executed, and no field work has been authorized to date.

Paige later confirmed that the Drew Park CAC approved the Mobility-Connectivity-Safety Improvement Project in June 2024, which includes the Hawks Landing crosswalk. The project is currently in the design phase, with permit-ready plans anticipated by Spring 2026. Following completion of design and permitting, the project is expected to advance into construction. At the most recent discussion, Marty noted that there were no significant new developments, but the project continues to move forward based on the previously reported approvals and design progress. He also observed that ongoing discussions regarding potential redevelopment associated with the Tampa Bay Rays and the HCC Dale Mabry campus may further elevate the importance of transportation and mobility improvements within the Drew Park CRA area.

Additionally, Jim Hartwell shared that he recently spoke with Nick Inniss of Element and is aware that the firm is assisting the Tampa Police Department with maintenance-of-traffic operations for events in the vicinity. However, it remains unclear whether that work is directly related to the Lois Avenue crossing project.

Josh discussed potential improvements near the baseball stadium. He will follow up on the Lois Avenue crossing to evaluate the feasibility of installing a Rectangular Rapid Flashing Beacon (RRFB) or adding a marked crosswalk.



Item 2:

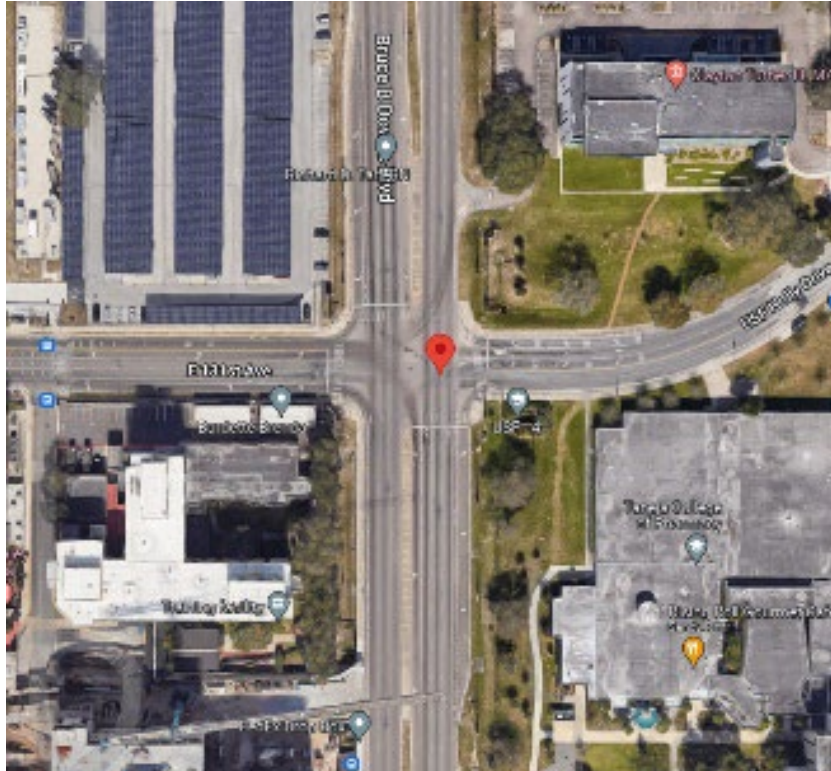
Date Reported: October 2022

Description: Lighting issues at Bruce B Downs and Holly Drive

Staff: Nicole M. (USF PD)

Last Update: June 2026

Date Resolved/Withdrawn: N/A



Google Maps Link: [Access the map location](#)

Comments: Nicole Marchesano initially raised concerns about two recent crashes near the intersection of Bruce B. Downs Boulevard and Holly Drive, noting a pattern of nighttime crashes and poor lighting conditions in the area near the edge of the USF campus. She submitted a work order to address the lighting concerns and reported that the request had been assigned and was under review. Kathleen Koviak noted that lighting-related work orders had also been pursued previously and committed to coordinating with Officer Marchesano regarding ongoing efforts.

During the same period, Brentin Mosher of CUTR reported that buffered bicycle lane improvements had been completed and that the traffic signals associated with the project were eventually activated and fully operational. He noted that the second southbound signal functions as a U-turn movement with a flashing yellow arrow. Despite these roadway improvements, concerns regarding inadequate street lighting remained unresolved.

Officer Marchesano sought guidance on who within Hillsborough County was responsible for the lighting along the corridor. Mike Zinn recommended contacting Bob Campbell with Hillsborough County, while Sean Jaquez-Taylor offered to assist with follow-up efforts. Although lighting improvements remained a priority, competing campus projects had delayed progress. Further discussion revealed that Hillsborough County and TECO had previously installed new lighting along Bruce B. Downs Boulevard during the COVID-19 period, while USF maintains lighting along Holly Drive. However, lighting gaps remain along

portions of 131st Street, and county officials indicated that additional lighting improvements could potentially be evaluated through a future Tier 2 corridor project. At that time, no additional intersection lighting projects had been programmed.

Marty Sorrentino later reported attending a solar lighting technology showcase and subsequently coordinating with Mike Flick of Hillsborough County, who oversees corridor lighting efforts. Marty suggested that a photometric analysis of the intersection would help determine whether lighting levels meet current roadway and pedestrian safety standards. Dr. Lin noted that lighting measurements had previously been collected and highlighted the importance of lighting uniformity and established pedestrian lighting standards. Discussion also included emerging lighting technologies designed specifically to improve pedestrian visibility. Eric Henry reported that available data had been reviewed but that lighting information for this section of Bruce B. Downs Boulevard could not be located. As a result, staff began determining whether the data had never been collected or whether it had been omitted from existing records. Depending on those findings, a comprehensive lighting study may be necessary. Eric also noted that the county is reviewing crash history and sight-distance conditions at the intersection, and that the location remains on the county's radar for potential safety improvements.

Subsequent updates indicated that the intersection is not currently scheduled for signal replacement, making near-term sight-line improvements unlikely. However, Hillsborough County's Safe Mobility team has undertaken a review of the corridor, and a consultant was assigned to conduct a preliminary assessment focusing primarily on lighting conditions and other minor operational concerns. The county anticipated providing a more detailed response following completion of that review. Most recently, Eric reported that he had spoken with county staff and confirmed that the location remains under evaluation by the Safe Mobility team. He indicated that the consultant's review may already be complete and that a report could be available pending follow-up. Eric also shared a complaint circulated among USF staff regarding pedestrian safety at the midblock crosswalk on Holly Drive east of Bruce B. Downs Boulevard. Although the crossing is equipped with a Rectangular Rapid Flashing Beacon (RRFB) and nearby speed humps, concerns persist regarding driver yielding behavior and pedestrian use of the beacon. Group discussion suggested that both driver compliance and pedestrian behavior may be contributing factors, and members expressed interest in monitoring the location more closely to better understand the underlying issues and determine whether additional improvements are warranted.

There was discussion about increasing enforcement at this location and reviewing crash data to determine whether it should remain a long-term area of concern or be considered for removal from the problem-location list.



Item 3

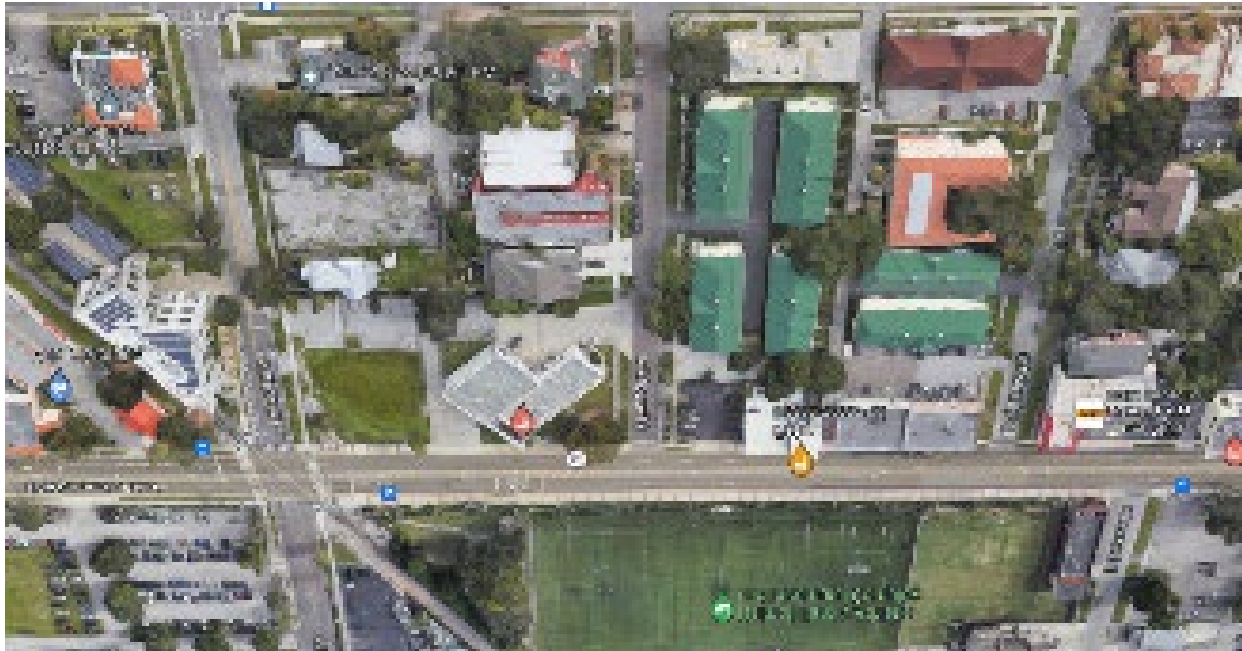
Date Reported: January 2023

Description: Kennedy Boulevard at Willow Avenue and Delaware Avenue

Staff: Marty Sorrentino

Last Update: February 2026

Date Resolved/Withdrawn: N/A



Google Maps Link: [Access map location](#)

Comments: This issue was originally identified due to recurring flooding in the westbound right lane of Kennedy Boulevard between Willow Avenue and Delaware Avenue, where no stormwater inlets exist along the north side of the roadway adjacent to Tampa General Hospital. During rain events, water routinely accumulates in the outside travel lane, creating operational and safety concerns.

Early discussions centered on ongoing infrastructure projects in the corridor, particularly the City of Tampa's major water main replacement project along Kennedy Boulevard. Marty Sorrentino reported that the project was tied to a broader potable water system upgrade and that City Council had approved amendments to the construction contract to support the work. Multiple updates indicated that water line replacements would proceed along Kennedy Boulevard after completion of work on North Boulevard, with construction extending through much of 2024.

As roadway improvements and utility work progressed, Marty worked with FDOT and local agencies to determine whether stormwater improvements could be incorporated into the planned projects. He received plans for both a resurfacing project along the north side of Kennedy Boulevard and the railroad crossing reconstruction at Willow Avenue. However, FDOT later confirmed that neither project included new stormwater inlets. In response, Marty provided drainage exhibits and proposed inlet locations to FDOT's drainage staff for future consideration.

The railroad crossing project was eventually completed without incorporating stormwater improvements, prompting additional coordination with FDOT's stormwater office. Marty continued documenting flooding conditions and forwarding photographs and

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observations to agency staff whenever significant water accumulation occurred after storms. Discussions also noted that ongoing construction closures along Willow Avenue and Kennedy Boulevard generated traffic impacts for the University of Tampa campus, although those impacts were expected to diminish as utility work was completed.

Subsequent updates indicated that the water main replacement project was nearing completion, with utility crews finalizing piping installations and later flushing hydrants. During this period, city staff completed conceptual designs for future stormwater improvements and reviewed proposed inlet locations submitted by stakeholders. No contractor had yet been selected for the stormwater phase, but there was optimism that the project would advance into design following completion of the utility work.

Over time, attention shifted from water line construction to stormwater infrastructure improvements. Marty reported that stormwater work was expected to follow the utility project and likely take longer to complete due to the complexity of the construction methods being used. He also noted discussions with city contractors indicating that drainage improvements north of Kennedy Boulevard, including potential inlet installations near Willow Avenue, may have been omitted from previous development projects and would likely require separate follow-up work.

Throughout the process, Marty continued monitoring the corridor, particularly after significant rainfall events. He maintained communication with the City of Tampa's stormwater staff and planned to provide additional documentation whenever flooding occurred. Despite the ongoing construction activity, he noted several positive corridor enhancements, including median beautification, landscaping, irrigation improvements, and other features that could enhance pedestrian safety and aesthetics along Kennedy Boulevard.

Most recently, Marty reported that the waterline replacement project has been completed and that the remaining lane closures and traffic shifts are primarily associated with stormwater system upgrades. However, no completion schedule has been provided by the city's outreach team, and construction activity has continued for several months. He noted that he has been monitoring the area near Willow Avenue but has not observed significant recent progress, explaining that the open-cut construction methods being utilized are inherently slower than alternative installation techniques.

At this time, the issue remains active. Marty will continue monitoring stormwater conditions, particularly after major rainfall events, and will provide updates regarding any new stormwater inlets, drainage improvements, or project milestones as additional information becomes available.

Eric will follow up on the construction timeline and provide an update on the anticipated schedule.



Item 4

Date Reported: April 2024

Description: North Boulevard between Cass Street and Kennedy Boulevard

Staff: Marty Sorrentino

Last Update: January 2026

Date Resolved/Withdrawn: N/A



Google Maps Link: [Access map location](#)

Comments: Marty Sorrentino identified pedestrian safety concerns at several crosswalks along North Boulevard near the University of Tampa's West Garage and Pepin Stadium, establishing the location as a new problem area for review. Initial discussions with Cal Hardie from the City of Tampa identified several potential countermeasures, including speed humps in advance of crosswalks, a raised crosswalk with a flashing beacon, and concrete curb extensions (bulb-outs) to narrow crossing distances. Implementation of these improvements would require design development, right-of-way permitting, and coordination with the City's Mobility Department.

The project was viewed as an opportunity to advance broader corridor improvements along North Boulevard, including enhanced pedestrian facilities and additional sidewalk infrastructure. To move forward, City staff advised that a formal application with a defined scope and design would be required through the Mobility Department. While funding had not yet been identified, stakeholders believed there was growing momentum to pursue improvements.

As discussions progressed, Marty explored several potential funding opportunities, including the federal Safe Streets and Roads for All (SS4A) program. After attending grant training, he reported that universities created under state law may be eligible applicants under certain circumstances. The group discussed both planning and implementation grant opportunities and considered how federal funding could potentially support pedestrian safety improvements along North Boulevard. Concurrently, the City of Tampa pursued funding through the Reconnecting Communities and Neighborhoods (formerly Reconnecting Communities/United Boulevard) program for a larger corridor project extending from Ross Avenue to Swann Avenue. Although the city ultimately was not awarded the grant, the planning effort highlighted continued interest in mobility improvements along the corridor. Given funding uncertainties, Marty suggested concentrating efforts on a single high-priority crossing near Pepin Stadium and the West Garage. Discussions also included potential partnerships with TECO to explore solar-powered pedestrian lighting technologies as part of future safety enhancements.

Over time, the City advanced several lower-cost improvements along North Boulevard. City plans included a new marked crosswalk at North Boulevard and North A Street, along with refreshed pavement markings and upgraded signage at additional crossings, including the intersection of North Boulevard and Frederic Spaulding Drive. City staff also completed a speed study that supported reducing the posted speed limit along North Boulevard from 30 mph to 25 mph.

Marty later reported that new pedestrian signage had been installed at multiple crossing locations and that the new crosswalk at North A Street was receiving positive feedback from university staff and users. Observations suggested the crossing was functioning well and improving pedestrian access, particularly for golf cart traffic and campus-related crossings. The City indicated that these initial improvements represented the first phase of a broader safety strategy. Future phases could include pedestrian studies at the corridor's three primary crossings and consideration of additional treatments such as pedestrian-activated signals coordinated with traffic operations on Kennedy Boulevard.

During implementation, concerns arose regarding inconsistencies in pedestrian signage. Some locations received R10-1 "Yield to Pedestrians" signs while others received R10-1a "Stop for Pedestrians" signs. Marty raised these concerns with City staff and sought clarification regarding the differing treatments. Eric Henry noted that transportation agencies are increasingly moving toward stop-for-pedestrian signage, although older yield signs often remain in place until scheduled maintenance or upgrades occur.

Marty also monitored the installation of new speed limit signs reflecting the approved reduction to 25 mph. Initially, only one sign was installed along the corridor despite plans for northbound and southbound signage. Multiple follow-ups with City staff confirmed that the second sign remained on the City's work list, although installation had been delayed due to routine scheduling and maintenance priorities. The most recent discussions indicated that the new crosswalk and signage improvements appear to be contributing positively to pedestrian safety. However, some outstanding items remain, including installation of the second speed limit sign, review of signage consistency among crossing locations, and ongoing monitoring of pedestrian operations. Marty had been coordinating directly with Brian Canopy and other City staff regarding these issues prior to his departure from the university. Most recently, Eric Henry noted that no additional updates had been received from Marty before the meeting. Marty's successor at the University of Tampa has expressed interest in participating in future discussions, and the group plans to continue tracking the remaining action items. In the interim, committee members may assume responsibility for following up with the City and providing future status updates on the corridor improvements.

Eric will follow up to determine whether there are any new updates and report back to the group.