

University CTST – June 9, 2026

Meeting started at 2:03pm

I. Welcome and Introductions

Eric Henry (FDOT): Eric opened the June University CTST meeting by thanking attendees for joining and noted that the current chair, Marty Sorrentino, has recently retired. He congratulated Marty on his retirement, mentioning that while Marty may occasionally stop by, he is largely stepping away.

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

II. Business Updates – Problem Identification/Follow Up

1. **Lois Avenue Crossing to get to the HCC Campus:** Jim Hartwell mentioned that he recently spoke with Nick Inniss from Element at the ELEE Awards and is aware that they are assisting the Tampa PD with maintenance of traffic for events at the same location being discussed. However, he was unsure whether their work is related to or will impact the current topic, noting the overlap in location but lacking confirmation on any direct connection.
2. **Lighting Issue at BBD and Holly Drive:** Eric recently received and shared a widely circulated complaint from a USF staff email distribution list about pedestrians not being yielded to at a midblock crosswalk on Holly Drive just east of Bruce B. Downs Boulevard. The group discussed the location and confirmed that the crossing does include a rectangular rapid flashing beacon and nearby speed humps, yet compliance may still be an issue. Eric suggested monitoring the location more closely, particularly to determine whether drivers are failing to yield or if pedestrians are not consistently activating the RRFB before crossing, while others noted that driver and pedestrian behavior at that location appears to be mixed.
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** No update.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Eric noted that the former chair, Marty, had planned to share updates ahead of the meeting if available, but since nothing was sent, it is likely no new information was received. Eric added that Marty's replacement at the university has expressed interest in attending future meetings, and the group will work with him to follow up on outstanding items Marty had been tracking. In the meantime, Eric indicated the team may take on these follow-ups themselves and aim to provide updates at the next meeting.

III. Calendar Updates/Activity Reports

Law Enforcement Activity

Mike White (Tampa PD): Sergeant Mike White reported that the DUI unit recorded 148 DUI arrests in May, noting that activity over Memorial Day weekend was lower than usual, with 21 arrests, largely due to heavy rainfall during peak overnight hours. He also shared that an underage drinking operation conducted in Soho and Ybor resulted in 13 arrests or charges for possession of false identification, which was also lower than expected due to the weather limiting activity. In terms of fatalities, he stated that there have been eight so far this year, which is lower than the same time last year, and based on a review of locations, none appear to fall within a one-mile radius of nearby schools or universities.

Brentin Mosher (USF CUTR): Brentin shared that the Enhanced Law Enforcement Engagement (ELEE) ceremony was held the previous Wednesday in Spring Hill and highlighted that USF Police showcased the safety equipment they received, expressing appreciation for their participation and support.

Lori Palaio (JMT): Lori added that the ELEE Awards ceremony also received media coverage on News Channel 8 and noted that it was well done.

Bicycle/Pedestrian Reports

Brentin Mosher (USF CUTR): Brentin noted that his team does not currently have any new updates but shared that an upcoming outreach effort is planned for early July focused on scooter and e-bike safety. He also mentioned that the team is continuing to collaborate with the police department on developing a public service announcement.

Brian Goercke (USF): Brian shared that his team has scheduled a combined bicycle, pedestrian, vehicle, scooter, and skateboard safety event on July 7th, which unfortunately conflicts with the next CTST meeting, preventing him from attending. He noted that Dr. Cui will also be present at the event and plans to coordinate with her regarding the upcoming scooter-related outreach efforts. Brian also raised a question to the group about the status of proposed scooter legislation, noting that he had heard it may have stalled and asking if anyone could confirm or provide an update.

Jim Hartwell (LEL): Jim clarified that the proposed scooter and e-bike legislation has already passed both the Senate and the House and is currently awaiting the governor's signature. He explained that the most notable change involves e-bikes operating on sidewalks, requiring riders to reduce their speed to 10 mph when within 50 feet of a pedestrian. He added that much of the remaining content in the bill focuses on procedural elements and enhanced tracking of e-bike crashes. He also noted that progress may be slowing due to efforts to establish a coordinating committee composed of representatives from various organizations, including the Florida Sheriff's Association, Police Chiefs Association, and pedestrian and bicycle groups. As a result, some implementation timelines in the bill may need to be adjusted. Eric Henry

agreed, adding that he has heard similar updates and that the group will likely need to wait until July to see whether the bill is officially signed into law.

IV. Fatal Crash Maps

Lori Palaio (JMT): From January 1st through March 23rd, 2026, there have been two fatal crashes within a one-mile proximity to HCC Ybor City Campus. The two fatal crashes include one sideswipe and one coded as “other”. The sideswipe fatal crash occurred on February 28th, 2026, at approximately 1:41pm (Report Number 27106380), on the Selmon Expressway and 21st Street, not at the intersection, in day, cloudy, and dry conditions. Vehicle one attempted to change from the center lane into the inside lane on westbound Selmon Expressway near 21st Street and collided with vehicle two, which was traveling in the inside lane. As a result of the initial impact, vehicle two lost control, entered the inside shoulder, and then swerved back into the travel lane, striking vehicle three. Vehicle two continued across the westbound lanes and ultimately collided with the guardrail. Vehicles one and two came to rest on the outside shoulder facing westbound, while vehicle three came to rest partially on the inside lane and shoulder facing eastbound. The fatal crash coded as “other” occurred on March 8th, 2026, at approximately 8:26pm (Report Number 27922942), on E 7th Avenue and N 21st Street, at the four-way intersection, in dark-lighted, clear, and dry conditions. Vehicle one was traveling southbound on N 21st Street and made a lawful right turn on E 7th Avenue. An e-bicyclist was traveling northbound in the southbound bicycle lane against traffic and collided with the driver’s side of vehicle one during the turn. The rider was ejected and fell into the roadway. There are currently two fatal crashes through March 23rd, 2026. Same period in 2025 there were seven fatal crashes. We are down by five fatal crashes in the same period. Lori noted that these figures are unofficial, subject to change, and based on data that is continuously updated, with an approximate 60-day lag in reporting.

V. Open Forum | Announcements

Eric Henry (FDOT): Brian asked how the group plans to move forward in filling the vacant CTST chair position, specifically whether they are seeking volunteers. Eric explained that the item is currently being kept open on the agenda to inform members of the vacancy following Marty Sorrentino’s retirement and to invite anyone interested to step into the role. He noted that interested individuals can reach out to either him or Lori, describing the position as a relatively manageable monthly commitment involving leading meetings and occasional follow-up tasks. Eric added that once a candidate is identified, the group will likely hold a formal vote at a future meeting to confirm the selection.

Ellen Snelling (Tampa Alcohol Coalition): Ellen announced that the next Tampa Alcohol Coalition meeting will take place on June 16th at 3:00 PM at Tampa Police Department District 2, where a Florida Highway Patrol sergeant will demonstrate the Intoxilyzer 9000, a newer breathalyzer device used in DUI enforcement. She also shared that she is currently working on policy related to kratom, a substance derived from a plant and sold in places like gas stations and smoke shops, which has been linked to overdoses and impaired driving. Ellen asked the group to share any information or observations regarding kratom use in the community, particularly around universities or incidents involving misuse, as she is gathering data to support policy development.

Lori Palaio (JMT): Lori announced that the next CTST meeting will be held in person at 2:00 PM, with the specific location to be confirmed. She encouraged attendees to reach out to her or Eric with any ideas for future meeting locations or presentation topics so they can be added to the agenda. During the discussion, Brentin suggested potentially hosting a future meeting at USF to review nearby problem locations.

Next Meeting: July 7th, 2026, In-Person Meeting, 2:00pm, Location TBD

Meeting adjourned at 2:27pm

Attendees: Matthew Belmonte (Gresham Smith), Brian Goercke (USF), Jim Hartwell (LEL), Eric Henry (FDOT), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Ariana Roman (MADD), Andrea Sauvageot (Benesch), Ellen Snelling (Tampa Alcohol Coalition), Mike White (Tampa PD)

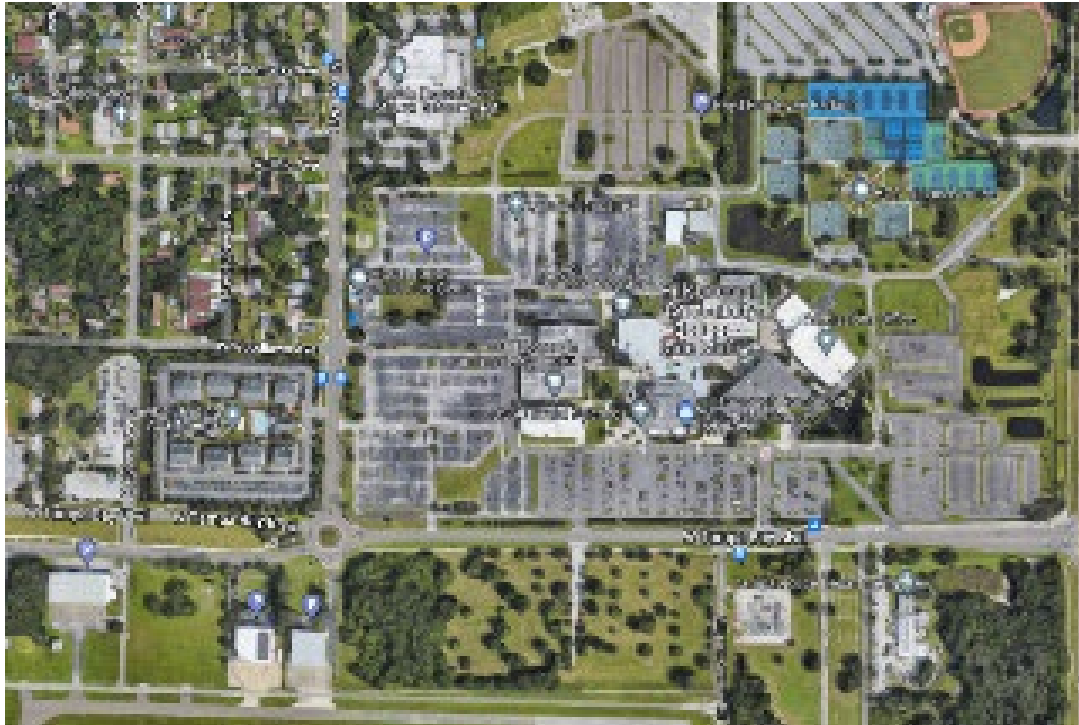
The Tampa Bay Area University CTST Meeting, June 2026

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: February 2026

Date Resolved/Withdrawn: N/A

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

Comments: 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 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 haven'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

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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. 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. 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. Cedric McCray is now the director of the Drew Park CRA, and Felix Nunez has been appointed as the new manager. 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. Marty noted that recent discussions and media coverage about the potential Rays stadium at the HCC Dale Mabry campus have mentioned the Drew Park CRA. This suggests that the CRA is involved in ongoing discussions.

Jim Hartwell mentioned that he recently spoke with Nick Inniss from Element at the ELEE Awards and is aware that they are assisting the Tampa PD with maintenance of traffic for events at the same location being discussed. However, he was unsure whether their work is related to or will impact the current topic, noting the overlap in location but lacking confirmation on any direct connection.

Item 2:

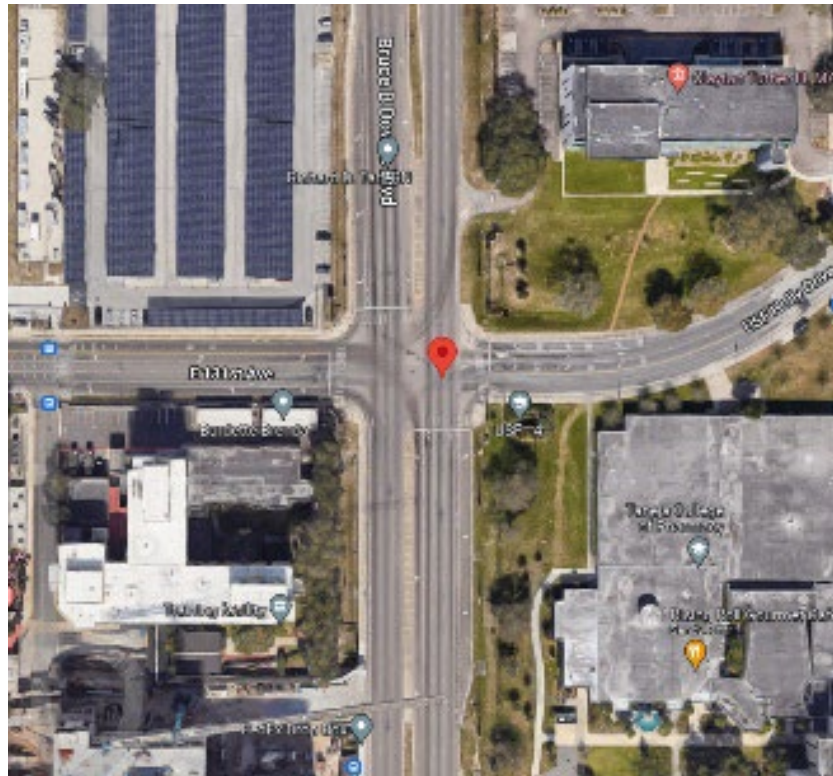
Date Reported: October 2022

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 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

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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. 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 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 noted that a consultant had been assigned to conduct a preliminary review, likely focused on lighting and possibly other minor issues, with the expectation that a report would be produced. He indicated that the work may already be completed and that the report should be obtainable, though he mentioned he may need to follow up to receive it.

Eric recently received and shared a widely circulated complaint from a USF staff email distribution list about pedestrians not being yielded to at a midblock crosswalk on Holly Drive just east of Bruce B. Downs Boulevard. The group discussed the location and confirmed that the crossing does include a rectangular rapid flashing beacon and nearby speed humps, yet compliance may still be an issue. Eric suggested monitoring the location more closely, particularly to determine whether drivers are failing to yield or if pedestrians are not consistently activating the RRFB before crossing, while others noted that driver and pedestrian behavior at that location appears to be mixed.

Item 3

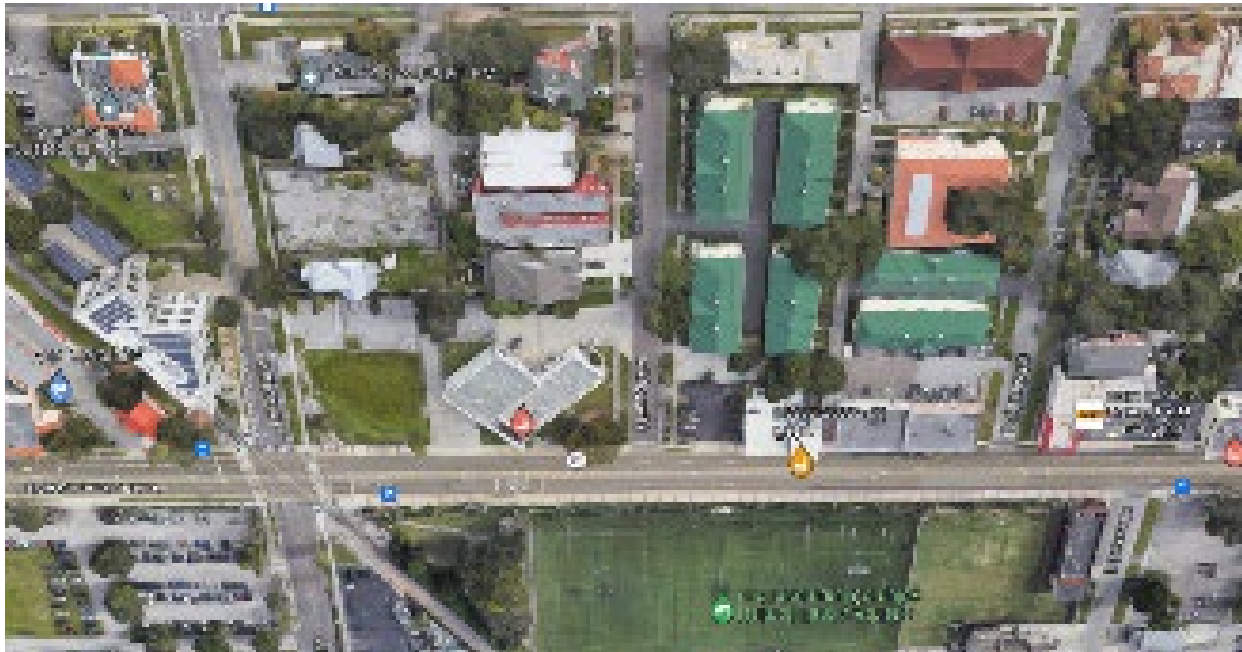
Date Reported: January 2023

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: 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 for two projects on the north side of Kennedy Blvd. There will be a repavement project on the north side of Kennedy Blvd from Woodlynne 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

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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 outreach 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. 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 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 is 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 an 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, 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 rainstorm. Currently, 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. There was no new update provided. Martin Sorrentino noted he has been monitoring the area north on Willow Avenue near the ongoing stormwater work on Kennedy Boulevard but has not observed any recent activity. He explained that the project involves open-cut construction, which is more time-intensive than other methods.

No update.

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: The new problem location Martin 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 are 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

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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 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. 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. 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. 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. Marty noted that the second speed limit sign has not yet been installed. He attempted to contact Brian Canopy for an update but was unable to reach him. However, prior confirmation from staff (Josh) indicated that the sign is still on the City's radar and in progress. The delay appears to be due to standard City scheduling, and he noted that the first sign may have been installed faster than typical, so they are continuing to wait for the second installation.



THE TAMPA BAY AREA
UNIVERSITY CTST

Eric noted that the former chair, Marty, had planned to share updates ahead of the meeting if available, but since nothing was sent, it is likely no new information was received. Eric added that Marty's replacement at the university has expressed interest in attending future meetings, and the group will work with him to follow up on outstanding items Marty had been tracking. In the meantime, Eric indicated the team may take on these follow-ups themselves and aim to provide updates at the next meeting.