

University CTST – August 5, 2026

Meeting started at 2:00 PM

I. Welcome and Introductions

Welcome and introductions were given by the group. The July 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:** All treatments appear to be functioning as intended, with the raised crosswalk in place and enforcement efforts having occurred. It was also noted that the original concern at the intersection has largely been addressed, and previous considerations, including potential lighting improvements, have not identified any additional actionable solutions. *This will be removed from the problem locations sheet.*
3. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** Eric stated that the project is expected to remain under construction until late 2027. Because the project was initiated in part to address drainage-related issues that prompted the original concern, it is anticipated that the completed improvements may help resolve many of the existing problems. The group agreed that it would be beneficial to keep it on the problem locations sheet for monitoring. This will allow the group to receive updates on project progress, revisit conditions during future meetings, and serve as a starting point for discussions regarding other planned improvements in the area, including potential city-led work.
4. **North Boulevard between Cass Street and Kennedy Boulevard:** Eric noted that the missing speed limit sign near the new crosswalk has been installed. It was also observed that the pedestrian warning signage along the corridor has been standardized, with consistent stop for pedestrian signs now in place where there had previously been a mix of stop and yield signs. With the crosswalk improvements completed, the speed limit signage installed, and pedestrian signage brought into consistency, the group agreed that the concern has been satisfactorily addressed and can be considered complete, barring any new issues identified in the future. *This will be removed from the problem locations sheet.*

III. Calendar Updates/Activity Reports

Law Enforcement Activity

Mike White (Tampa PD): Mike reported that July was relatively quiet with respect to traffic fatalities, with one fatal crash recorded. He noted that the crash, which received media attention, involved a speeding Tesla striking a vehicle that was turning in front of it. None of the fatal crashes occurred near the university area. Sergeant White also reported that the DUI Unit made 133 DUI arrests during the month, a figure that

was somewhat lower than usual due to staffing challenges associated with injuries, vacant positions, and personnel temporarily assigned to other duties as part of the promotional process. Looking ahead, the department's traffic safety education program is scheduled to resume later in August and continue through September, with efforts focused on reaching as many schools as possible before the program pauses again until January.

Micholas Sloss (USF PD): Corporal Nicholas Sloss reported that public safety awareness efforts are ramping up in preparation for the start of the fall semester. The department recently recorded several public service announcements that will be released in the coming weeks and has participated in multiple traffic safety events, including the Traffic Safety Challenge in Orlando, where USF PD placed second among university police departments. Additionally, one officer was recognized at the annual MADD recognition event for his dedication to DUI enforcement. From a traffic safety standpoint, the department experienced a 33% increase in total crashes and a 100% increase in hit-and-run crashes from June to July. However, no injury crashes were reported during the month.

Mike White (Tampa PD): Tampa PD also participated in the recent traffic safety and MADD recognition events. He reported that the department earned third place statewide among large agencies for traffic crash reduction and traffic safety activities. In addition, the department received a total of 11 awards at the MADD ceremony, including DUI Officer of the Year, which was awarded to one of Tampa PD's officers.

Bicycle/Pedestrian Reports

Brentin Mosher (USF CUTR): Brentin noted that a public service announcement developed in partnership with the USF PD, featuring campus mascots Koda the Fluff and Rocky the Bull, is expected to be released soon. After reviewing a draft, he commented that the final product turned out very well. Brentin also highlighted current traffic safety outreach efforts related to Stop on Red Week and mentioned that Hillsborough Community College is conducting Welcome Week activities, which present additional opportunities for safety education and engagement.

Brian Goercke (USF): Brian reported on a recent bicycle, pedestrian, scooter, skateboard, and motor vehicle safety outreach event held during the summer. Although attendance was limited to three students, the event was considered successful and provided an opportunity to distribute high-visibility safety vests donated through FDOT, as well as bicycle helmets provided through Peer-to-Peer. The event featured support from several partners, including a student representative from Peer-to-Peer and Officer Brake from the USF PD, who helped engage participants and promote safe travel practices. Despite the small turnout, the event was viewed as a valuable opportunity to advance bicycle and pedestrian safety education and strengthen collaboration among participating organizations.

Eric Henry (FDOT): Eric provided an update on FDOT's participation in Stop on Red Week, a national campaign aimed at raising awareness of red-light running. As part of the campaign, FDOT has organized several pop-up outreach events at locations that have experienced a high number of red-light running crashes. Volunteers will be present at these locations holding signs and engaging with the public to

promote safe driving and compliance with traffic signals. He stated that the activities will continue through the remainder of the week and into Saturday, and encouraged anyone interested in volunteering to reach out, as opportunities may still be available despite the registration deadline having passed. He also mentioned that FDOT plans to participate in Hillsborough Community College's Welcome Week events later in the month to further support traffic safety education and outreach efforts.

IV. Fatal Crash Maps

Lori Palaio (JMT): From January 1st through May 18th, 2026, there have been four fatal crashes within one-mile proximity to a college campus. At the last CTST, from January 1st through April 23rd, 2026, there were three fatal crashes. The one new fatal crash was coded as "other" and occurred within a one-mile proximity of the HCC Dale Mabry Campus. It was a single vehicle fatal crash that occurred on May 2nd, 2026, at approximately 4:18 AM (Report Number 28182924) on Westshore Boulevard at 412 feet north of Boy Scout Boulevard, not at the intersection, in dark-lighted, clear and dry conditions. The vehicle was traveling at 54 MPH in a 25 MPH posted speed limit along a private roadway loop and ran into a water/canal. This occurred in the City of Tampa limits. There are currently four fatal crashes through May 18th, 2026. Same period in 2025 there were four fatal crashes. There has been no change from last year.

V. Open Forum | Announcements

Brian Goercke (USF): Brian announced that the CTST currently has a vacancy for the Chair position and encouraged interested members to consider serving in the role.

Eric Henry (FDOT): Eric added that most members are already familiar with the responsibilities associated with the position and invited anyone interested, or anyone seeking additional information about the commitment involved, to reach out to either him or Lori for further discussion.

Sam Kerbo (Benesch): Sam presented impaired driving crash data for Hillsborough County from 2021 to 2025. Overall, impaired driver crash events declined by approximately 12% during this period, with a slight increase in 2022 followed by steady annual decreases. Fatal and serious injury outcomes showed a stronger improvement, with fatal injuries declining by 57% and serious injuries decreasing by 43% since 2021. Kerbo noted that impaired driving crashes are significantly more likely to result in fatal injuries, making these reductions particularly important. Crash hotspots were concentrated around downtown Tampa and Ybor City, near HCC, Ybor, and the University of Tampa, with a secondary hotspot near USF and additional localized concentrations along Dale Mabry Highway and Brandon Boulevard. The presentation also highlighted several key temporal and demographic trends. Most impaired driving crashes occurred on weekends, with approximately 58% taking place between Friday and Sunday, and the highest activity occurring during nighttime hours, particularly from Friday evening into early Saturday morning. Monthly trends showed increases around spring break, the Fourth of July, and the holiday season, with early 2026 data showing a somewhat higher start compared to the prior year, though the data may still be subject to updates. Demographically, impaired drivers were most commonly younger adults, particularly those ages 25 to 34, with age 27 identified as the most common individual age and a median driver age of

38. Males accounted for roughly two-thirds of impaired drivers involved in these crashes. Sam also reviewed alcohol and drug-related trends, noting that most impaired driving crashes involved alcohol only, while drug-related crash events declined by nearly 40% from 2021 to 2025, consistent with similar declines observed in other District 7 counties.

Following the presentation, members discussed the higher-than-expected median age of drivers involved in impaired driving crashes. Sam noted that he expected the data to be more concentrated among younger drivers but found a greater number of drivers in their 40s and 50s than anticipated. Sergeant Michael White suggested that younger adults may be less represented because they are more likely to use rideshare services and other technology-based transportation options, while older adults may be less inclined to do so. Sam agreed, adding that younger generations may also be more aware of the consequences of impaired driving due to ongoing education and safety messaging. The group also discussed whether university students could be isolated within the data; however, Sam explained that crash reports do not include student or occupation information, though a geographic analysis around university campuses could provide additional insight. Finally, he confirmed that approximately 34% of impaired drivers involved in crashes were female, with males accounting for the remaining two-thirds.

Brian Goercke (USF): Brian announced that another bicycle, pedestrian, motor vehicle, scooter, and skateboard safety event will be held at the USF FAO Building on September 1 from 1:00 PM to 4:00 PM. He noted that the event will build on previous safety outreach efforts and expressed optimism that attendance will be higher than the summer event, when participation was limited due to the time of year. With students returning for the fall semester, the group anticipated stronger engagement and a greater opportunity to promote safe transportation practices among the university community.

Eric Henry (FDOT): Eric announced that the next District 7 CTST Mega Meeting has been scheduled for October 29th at the AAA facility in Hillsborough County. While the agenda and final schedule are still being refined, the meeting is expected to begin around 9:00 AM, consistent with previous years, and may conclude slightly earlier than the typical 2:00 PM end time. Attendees were encouraged to reserve the date on their calendars.

Next Meeting: September 2nd, 2026, Virtual Meeting, 2:00 PM

Meeting adjourned at 2:32 PM

Attendees: Matthew Belmonte (Gresham Smith), Brian Goercke (USF), Jim Hartwell (LEL), Eric Henry (FDOT), Sam Kerbo (Benesch), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Andrea Sauvageot (Benesch), Nicholas Sloss (USF PD), Mike White (Tampa PD)



The Tampa Bay Area University CTST Meeting, August 2026

Problem Locations

Item 1

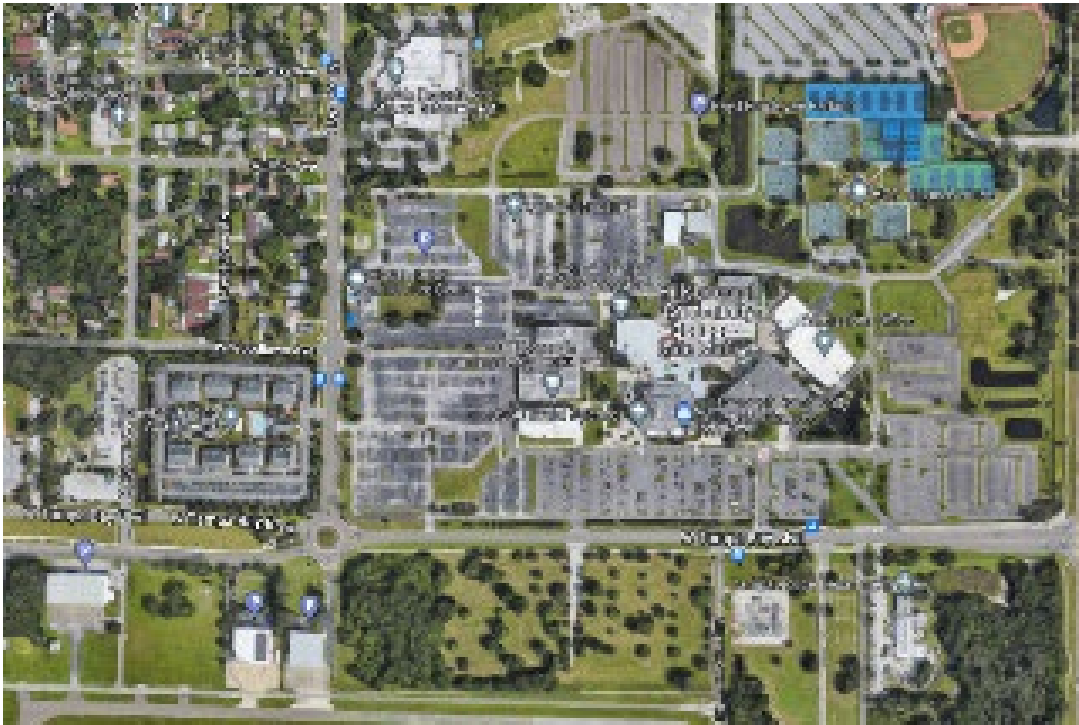
Date Reported: May 2022

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: January 2023

Description: Kennedy Boulevard at Willow Avenue and Delaware Avenue

Staff: Marty Sorrentino

Last Update: August 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.

Eric stated that the project is expected to remain under construction until late 2027. Because the project was initiated in part to address drainage-related issues that prompted the original concern, it is anticipated that the completed improvements may help resolve many of the existing problems. The group agreed that it would be beneficial to keep it on the problem locations sheet for monitoring. This will allow the group to receive updates on project progress, revisit conditions during future meetings, and serve as a starting point for discussions regarding other planned improvements in the area, including potential city-led work.