

**Hillsborough CTST – August 26, 2026**

Meeting started at 9:30 AM

I. Welcome and Introductions

Introductions were given. July 2026 minutes were approved.

Sarah Caper (Hillsborough TPO) and Jennifer Musselman (Kittelsohn & Associates): The Hillsborough TPO conducted a safety treatment effectiveness evaluation that examined ten case studies, including five lower-cost projects and five higher-cost projects across Hillsborough County and nearby locations. The lower-cost projects primarily involved restriping, bike lane additions, lane repurposing, curb extensions, and truck aprons, while the higher-cost projects included major roadway reconstruction, roundabouts, traffic signals, and other substantial infrastructure improvements. The study analyzed three years of data before and after implementation, compared results to nearby control corridors, and evaluated metrics such as crashes, travel time, travel time reliability, property values, traffic volumes, transit ridership, and operating speeds. Overall, most projects reduced fatal and serious injury crashes, although a few corridors, such as MLK Boulevard and Kennedy Boulevard, experienced increases. However, comparisons with nearby control sites suggested that some projects may still have mitigated worse outcomes than would have occurred without the improvements. Higher-cost projects generally produced greater safety benefits and stronger benefit-cost ratios, while lower-cost projects showed more modest results. A notable exception was the 15th Street project, a low-cost pedestrian improvement that eliminated fatal and serious injury crashes and generated an exceptionally high return on investment, demonstrating the value of matching a targeted treatment to a specific safety problem. The study also examined mobility impacts and found that higher-cost projects often increased travel times but improved travel time reliability. Property values increased across all study areas, though only two corridors experienced greater increases immediately adjacent to the improvements, suggesting that safety investments generally enhanced communities without significantly driving up housing costs. Transit ridership increased on nearly all corridors, and some locations with reduced posted speed limits experienced corresponding decreases in operating speeds. The key takeaway from both the research and case study analysis was that project effectiveness depends heavily on context and the specific crash patterns being addressed. Treatments such as lane narrowing, raised crosswalks, and signal progression showed positive safety impacts in certain situations, but no single treatment solved every problem. While higher-cost projects generally delivered the greatest overall benefits, lower-cost treatments could still be highly effective and cost-efficient when carefully matched to the safety issue being targeted. The study's findings will help guide future safety project prioritization and highlight the importance of collecting before-and-after data to better evaluate project performance.

Mahshid Arasteh (American Quality Consultants): Mahshid praised the study and noted that its findings could be valuable for identifying future projects eligible for Highway Safety Improvement Program (HSIP) funding. She highlighted the importance of demonstrating that some lower-cost projects can produce significant safety benefits, which aligns well with HSIP goals. She also emphasized that the evaluation's focus on fatal and serious injury crashes is particularly relevant because those crash types are a key



consideration in HSIP funding decisions. Mahshid expressed interest in supporting future efforts to use this type of analysis to help advance projects for HSIP funding consideration.

II. Membership Reports

Crash Statistics and Enforcement

Lori Palaio (JMT): From January 1st through June 14th, 2026, there have been 55 fatal crashes. At the last CTST from January 1st through May 6th, 2026, there were 41 fatal crashes. The 14 new fatal crashes include three pedestrian crashes, three bicycle crashes, two off road crashes, two head on crashes, one sideswipe crash, one left turn crash, one angle crash, and one crash coded as "other". Of the 14 new fatal crashes, eight were FHP, four were Hillsborough County Sheriff's Office, and two were Tampa PD. The crash coded as "other" was a pedestrian fatal crash on May 8th, 2026, at approximately 2:14 AM (Report Number 27982330) on I-4, approximately 250 feet west of MP 10, not at the intersection, in dark-lighted, clear and dry conditions. The vehicle was traveling westbound along I-4 towards a disabled vehicle from a prior crash. The pedestrian was laying in the center lane of I-4 after climbing out of the disabled vehicle. The vehicle swerved to avoid the disabled vehicle and collided with the pedestrian. The first bicycle fatal crash occurred on Monday May 11th, 2026, at approximately 7:09 PM (Report Number 27722985) on Wilder Road, 1022 feet south of Midway Road, not at the intersection, in daylight, clear, and dry conditions. A vehicle was traveling north on Wilder Road approaching the driveway of 4016 Wilder Road. The bicyclist was traveling west in the driveway trying to exit and entered the road. The vehicle attempted to swerve left but struck the bicyclist with the front passenger side. The second pedestrian fatal crash occurred on Monday May 11th, 2026, at approximately 9:02 PM (Report Number 27723123) on W Waters Avenue, approximately 77 feet west of N Lois Avenue, not at the intersection, in dark-not lighted, cloudy, and dry conditions. A vehicle was traveling westbound just west of N Lois Avenue. A pedestrian was improperly crossing the road directly into the vehicle's path, not using a crosswalk and was not wearing reflective clothing. The third pedestrian fatal crash occurred on Wednesday May 13th, 2026, at approximately 11:29 PM (Report Number 27133423) on I-75, approximately 0.25 miles north of MP 267, not at an intersection, in dark-lighted, clear, and dry conditions. A vehicle was traveling south in the middle lane of I-75. A pedestrian, on the left paved shoulder, walked westbound across the southbound lanes of I-75 directly into the vehicle's path. The fourth pedestrian fatal crash occurred on Sunday May 24th, 2026, at approximately 11:40 PM (Report Number 27723632) on C.R. 39, approximately 2,027 feet north of E Tipton Road, in dark-not lighted, clear, and dry conditions. A vehicle was traveling south on C.R. 39. A pedestrian was improperly crossing the road from the east side. The vehicle was passing an unknown vehicle when the front of the vehicle collided with the pedestrian. The second bicycle fatal crash occurred on Monday May 25th, 2026, at approximately 10:05 PM (Report Number 28183834) on Waters Avenue, approximately 137 feet east of Albany Avenue, in dark-lighted, rain, and wet conditions. An unknown vehicle struck a bicyclist in the outside westbound lane of Waters Avenue just east of Albany Avenue and fled the scene in an unknown direction of travel. The third bicycle fatal crash occurred on Wednesday June 3rd, 2026, at approximately 10:25 PM (Report Number 27995562) on 1215 W Brandon Boulevard, approximately five feet south of S.R. 60, in dark-lighted, clear, and dry conditions. A vehicle was traveling north on the western driveway of 1215 W Brandon Boulevard approaching S.R. 60. An e-bike driver was traveling westbound



approaching the driveway. The vehicle was trying to turn right from the driveway when the cyclist struck the vehicle and fell onto the pavement.

For all fatal crashes, vulnerable users make up about 45% of the fatal crashes. Of the seven fatal bicycle and pedestrian crashes, all were due to the action of the pedestrian and bicyclists. Of the 14 new fatal crashes, 79% occurred outside of the intersection. For crash hotspots, there have been two fatal crashes so far this year in a 2.5-mile stretch on Waters Avenue from Manhattan Avenue to Albany Avenue, one was a pedestrian fatal crash, and one was a bicycle fatal crash. There are currently 55 fatal crashes through June 14th, 2026. Same period in 2025 there were 80 fatal crashes. Hillsborough County is down by 31% in fatal crashes from 2026 to 2025.

Brentin Mosher (USF CUTR): Brentin provided an update on recent ELEE activities, highlighting the successful completion of RSA and Impact Teen Driver trainings held earlier that week. The trainings included participation from agencies across Hillsborough County, including the Florida Highway Patrol, Temple Terrace Police Department, Plant City Police Department, and Tampa Police Department. The condensed RSA training was designed specifically for law enforcement officers, providing a two-hour overview of roadway safety principles, common crash risk factors, and potential countermeasures that officers can consider while conducting patrols or investigating crashes. Brentin also reported on the Impact Teen Driver program, which focuses on educating young drivers through presentations delivered in local schools. Participating agencies will conduct outreach and educational activities that help students understand safe driving behaviors while earning ELEE points for their involvement. With strong participation from law enforcement partners throughout Hillsborough County, the program is expected to support expanded traffic safety outreach and teen driver education efforts during the upcoming school year.

Julian Anderson (Hillsborough County Sheriff's Office): Julian reported a successful Fourth of July DUI enforcement saturation initiative conducted in partnership with the University of South Florida Police Department, Florida Highway Patrol, and Tampa Police Department. The operation resulted in 37 DUI arrests, demonstrating strong collaboration among local and state law enforcement agencies to address impaired driving during the holiday period. Julian also announced plans for a second DUI saturation effort during the upcoming Labor Day weekend. As part of the enforcement campaign, the Sheriff's Office mobile breath testing unit will be deployed on both Friday and Saturday to support impaired driving enforcement and help improve roadway safety during another high-travel holiday weekend.

Health Agencies/Safety Groups

Michele Harris (AAA): Michele reported that statewide micromobility safety and awareness efforts are continuing, with strong public engagement and positive feedback. She noted that the three statewide grants previously discussed are progressing and will support ongoing outreach and education activities. Michele also announced plans for a large traffic safety conference in partnership with FDOT District 6 in Miami this December. Jason Jackman asked whether a conference flyer could be shared with the team, and Michele confirmed that one would be provided.

Alexandria Roeder (Tampa General Hospital): Alexandria reported that motor vehicle, motorcycle, pedestrian, and bicycle crashes continue to be among the top five mechanisms of injury treated at the



Level 1 Trauma Center. She highlighted ongoing safety initiatives, including a partnership with AAA to distribute adult e-bike helmets and a CarFit event scheduled for September 11th, with a flyer available for distribution. She also noted that Tampa General typically partners with the Hillsborough County Sheriff's Office on the Battle of the Belts program and hopes to continue that effort this year. During the discussion, Alexandria explained that e-bike helmets are fitted similarly to bicycle helmets but are designed and rated for higher speeds and provide additional protection. She noted that cost can be a barrier, with some e-bike helmets retailing for around \$150. She also discussed a lack of public awareness regarding appropriate helmet use and emphasized that adults are involved in more bicycle crashes than children, underscoring the importance of helmet use for riders of all ages.

Sheila Rainey (John's Hopkins All Children's Hospital): Sheila provided an update on the availability of lower-cost e-bike helmets through Helmets R Us. She stated that the anticipated cost is between \$30 and \$35 per helmet, significantly less than some currently available options. The helmets are expected to be available around September, although previous availability dates have been delayed. Sheila plans to follow up with the vendor regarding sizing options and inventory, including whether helmets will be available in multiple sizes and for both adults and children. In response to a question about helmet standards, Sheila explained that e-bike helmets are rated under the NTA 8776 standard, a Dutch certification used because the United States does not currently have a dedicated e-bike helmet standard. She noted that the helmets are expected to carry both NTA 8776 and CPSC certifications. Jason Jackman added that he was aware of helmet safety research conducted by Virginia Tech and would share any relevant information he finds.

Karen Buckenheimer (More Health): Karen shared that the organization provides health and safety education in schools across three counties, reaching approximately 140,000 students last year. Due to increasing interest and concerns about e-bikes from teachers, parents, and students, More Health applied for and received funding from the Children's Board to launch an e-bike and e-scooter safety media campaign. The campaign will be led by iHeart Media and will focus on educating parents about safe e-bike use. Outreach efforts will take place during November and December, again before summer, and through social media before the next school year. Karen invited CTST members to participate in a planning meeting on October 7th at 12:30 PM at the Children's Board to help develop consistent safety messaging and coordinate outreach efforts across agencies.

Mahshid Arasteh (American Quality Consultants): Mahshid noted that FDOT recently released an e-bike safety PSA and suggested it could be a useful resource for the upcoming e-bike safety campaign.

Karen Buckenheimer (More Health): Karen said she had reviewed the video, praised it, and plans to incorporate it into outreach efforts. She also noted that More Health is collaborating with partners including Tampa General Hospital, AAA, BayCare, school districts, and law enforcement agencies to expand e-bike safety messaging.

Jason Jakman (City of Tampa): Jason shared FDOT's new e-bike safety PSA, which explains the different classes of e-bikes, Florida's e-bike requirements, and key safety practices. The video emphasizes wearing a properly fitted helmet, understanding an e-bike's capabilities, practicing in safe areas before riding in traffic, following the rules of the road, and riding responsibly. It also highlights that children should use age-



appropriate e-bikes and that higher speeds increase safety risks. Following the video, participants discussed its potential use in schools, law enforcement outreach, and public education campaigns. Karen Buckenheimer noted that More Health plans to incorporate the PSA into its school-based safety lessons, while Sheila Rainey explained that the video was intentionally created without agency branding so it can be widely shared and used by multiple organizations. Participants agreed that the PSA is a valuable resource for promoting consistent e-bike safety messaging throughout the community.

Sheila Rainey (John's Hopkins All Children's Hospital): Sheila provided an update on the Regional E-Bike and Micromobility Task Force, which meets virtually on the second Wednesday of each month and regularly attracts about 70 participants. She shared examples of issues discussed by the group, including the growing availability of counterfeit e-bike classification stickers and nonfunctional pedal systems that can make e-motos appear to be compliant e-bikes. Sheila noted that these products can be misleading, particularly for parents purchasing bikes for children. Additionally, she announced that Safe Kids Florida is launching statewide hybrid car seat technician classes, which combine online coursework with in-person skills assessments. Lastly, Sheila highlighted concerns about misinformation surrounding e-bike regulations. She recently identified a website incorrectly stating that Senate Bill 382 had passed when it had not. After contacting the website owner, the information was corrected. She encouraged members to share similar misinformation they encounter so it can be addressed.

Karen Buckenheimer (More Health): Karen shared a concern raised during a recent E-Bike and Micromobility Task Force meeting regarding injured child riders who are transported to hospitals without any form of identification. She noted that law enforcement and medical personnel sometimes have difficulty locating parents or guardians when children involved in e-bike crashes cannot be immediately identified.

Sheila Rainey (John's Hopkins All Children's Hospital): Sheila agreed that this is a growing issue and referenced a case in which a trauma patient could not be connected with family members. She explained that Manatee County explored a program that would place QR codes on bikes, allowing law enforcement and EMS personnel to access emergency contact information, but privacy concerns regarding a database of children prevented implementation. The group discussed the need for practical solutions, such as emergency contact information linked to parents or the use of duplicate school IDs, while balancing privacy and safety considerations. Jason Jackman noted that any future solution would need to address privacy concerns while still allowing first responders to quickly contact parents or guardians.

University/Community Organizations

Brentin Mosher (USF CUTR): Brentin reported that FDOT and local partners are conducting a school zone safety campaign around Tomlin Middle School in Plant City along U.S. 92 at Woodrow Wilson Street. While FDOT evaluates potential crossing improvements, current efforts are focused on raising awareness of school zone safety, reducing speeds, and promoting compliance with school bus laws following the start of the school year. Brentin also shared that the recent Rocky the Bull PSA featuring mascot Koda the Fluff has been well received. In the video, Koda is rewarded for safe driving and helps promote safe driving behaviors to university students. Additionally, ELEE staff participated in a back-to-school backpack event at Ledo Middle School, where safety materials were distributed to students, parents, and staff.



Ariana Roman (MADD): Ariana reported that she and MADD are preparing for fall prevention outreach activities focused on youth substance use prevention and safe driving. Over the coming weeks, they will deliver the Power of Youth presentation at Armwood, Freedom, Sickles, and Plant City High Schools. The presentations focus on underage substance use prevention and promoting safe driving behaviors among teen drivers.

Emily Hinsdale (Sidewalk Stompers): Emily reported that school-based safety programs are underway or starting soon throughout Hillsborough County. Preparations are also underway for National Walk to School Day on October 7th, with materials scheduled to be distributed through the school district in early September. She noted that event information is already available for anyone interested in participating. Emily also provided an update from Walk Bike Tampa. World Car Free Day will be held on September 26th and will feature morning market locations connected by Tampa's bike network. As part of the event, a Kiddical Mass bike ride for children will be held downtown in partnership with On Bikes. Volunteers are being recruited to assist with the event. Last year, 35 schools participated in Walk to School Day, and Emily expects at least 15 to 20 schools to participate again this year through existing partnerships, with additional schools likely joining once outreach materials are distributed.

Engineering/Planning

Jason Jackman (City of Tampa): Jason provided an update on the City of Tampa's Safe Streets and Roads for All (SS4A) grants. The City is preparing to begin work on the 2023 grant project by the end of September after experiencing some delays. This project will focus on speed evaluations using quick-build safety treatments. Jason also noted that the 2022 SS4A grant project is moving forward and includes approximately 20 quick-build safety improvement locations throughout the city. He expressed enthusiasm about both projects and indicated that additional updates will be provided at future meetings.

Eric Henry (FDOT): Eric Henry announced that the next CTST Mega Meeting has been rebranded as the CTST Regional Summit and is scheduled for October 29th at the AAA facility in Hillsborough County. He thanked Michele Harris and Lindsey from AAA for hosting the event again and noted that a save-the-date announcement has already been distributed. Additional details will be provided as planning continues, and attendees were encouraged to reserve the date on their calendars.

Jason Jackman (City of Tampa): Jason Jackman noted that several upcoming events and initiatives had been discussed throughout the meeting and said a summary of key dates would be shared with members as a reminder and for broader distribution.

Lori Palaio (JMT): Lori added that the CTST website includes an event calendar where upcoming safety events and activities are posted. She encouraged members to use the calendar as a resource to stay informed about events taking place throughout Hillsborough County.

Mahshid Arasteh (American Quality Consultants): Mahshid reported that the HSIP committee continues to meet monthly to review applications, track project progress, and evaluate candidate projects. The next meeting is scheduled for September 11th. She noted that additional applications are being developed, including a safety edge project for Hillsborough County and additional bright sticks applications. Mahshid



encouraged agencies to reach out if assistance is needed with future project applications. She also reported that the group is awaiting an updated State Approved Product List for traffic safety products, which is used during project evaluations and is expected to be available within the next month or two.

Ron Patel (City of Temple Terrace): Ron reported that the first phase of the sidewalk striping project at school-sensitive locations has been completed. The City has identified additional locations that would benefit from similar striping treatments and is seeking additional funding to continue the effort. Ron requested support in promoting the project and helping secure additional funding for future phases.

Lisa Silva (Hillsborough TPO): Lisa reported that her organization will be participating in World Car Free Day and has distributed sponsorship information while recruiting staff to assist with the Kiddical Mass bike ride and related activities. She thanked Emily Hinsdale for her collaboration and noted that school study signs are being actively used at Sulphur Springs Elementary and other schools. Another school study is being planned, although the scope has not yet been finalized. Lisa also shared that Alexandria Roeder from Tampa General Hospital has been invited to present to their committee to increase awareness of trauma prevention efforts and strengthen collaboration in that area. Finally, she encouraged staff to attend the CTST Regional Summit on October 29th.

Emmeth Duran (FDOT): Emmeth shared that FDOT recently recognized Phoebe's birthday with safety messages displayed on interstate message boards encouraging motorists to buckle up and drive safely. He also encouraged members to follow and share FDOT safety messaging on social media platforms. Emmeth also highlighted a recent incident on the Sunshine Skyway Bridge in which a Road Ranger successfully intervened and prevented a person from harming themselves. He noted that Road Rangers receive training for these situations and emphasized that roadways are monitored 24/7 through the Regional Transportation Management Center. Jason Jackman thanked the Road Rangers for their efforts and asked about the training provided for these types of incidents.

School Operations

Corey Norris (Hillsborough County Public Schools Transportation): Corey from Hillsborough County Public Schools reported that the school year is off to a successful start and reminded the community to remain attentive to students traveling to and from school, waiting at bus stops, and boarding or exiting school buses. He encouraged anyone who observes safety concerns related to school buses, bus stops, or student transportation to contact the school district so issues can be investigated and addressed. Corey also noted that Hillsborough County continues to experience a bus driver shortage, although staffing levels are improved compared to last year and compare favorably to many other school districts. He emphasized that the transportation department continues to operate efficiently despite ongoing industry-wide workforce challenges.

III. Presentations

Presentation was at the beginning of the meeting.



IV. Announcements

None

V. Action Items (procedural items for committee vote)

Eric Henry (FDOT): Eric Henry reported that there are no new updates available regarding the 50th Avenue Road Safety Audit (RSA). He has not received any information from Kelly Farabee's group or FDOT Traffic Operations but stated that he will follow up with both groups. If any updates become available, they will be distributed via email. Alternatively, Eric will work to have representatives from the project team attend the next CTST meeting to provide an update directly.

Lori Palaio (JMT): Lori raised a question about whether the meeting agenda should continue to include separate sections for action items and follow-up items, noting that the two categories appear to be redundant. Jason Jackman agreed with the observation and asked for feedback. Eric Henry concurred, stating that he was not aware of any current action items and agreed that the two sections serve a similar purpose. The group agreed that the categories could likely be consolidated.

Jason Jackman (City of Tampa): Jason suggested one action item for the next meeting: improving how CTST event information is shared with members. Given the number of upcoming meetings, trainings, and outreach events discussed, he proposed distributing a follow-up email with event details and links, adding events to the agenda, or expanding use of the CTST event calendar to make information easier to access. Before adjourning the meeting, Jason thanked attendees for their participation and expressed appreciation for the opportunity to serve as chair.

Lori Palaio (JMT): Lori announced that the next CTST meeting, originally planned as an in-person meeting, has been changed to a virtual format because the CTST Regional Summit will take place in October. She also shared that the December CTST meeting will be held in person and will include a holiday breakfast potluck, with attendees encouraged to bring a dish to share.

Jason Jackman (City of Tampa): Jason noted that additional information would be shared via email and concluded the meeting by thanking everyone for their participation. Members thanked Jason for serving as chair and congratulated him on a successful meeting.

VI. Adjourn

The meeting adjourned at 10:45 AM

Next Meeting: September 23rd, 2026 – Virtual Meeting, 9:30 AM

In attendance: Julian Anderson (Hillsborough County Sheriff's Office), Mahshid Arasteh (American Quality Consultants), Fred Baxter (City of Plant City), Keith Brown (Tampa PD), Karen Buckenheimer (More Health), Sarah Caper (Hillsborough TPO), Anthony Chaumont (JMT), Emmeth Duran (FDOT), Mike Fusco (USF PD), Michele Harris (AAA), Jim Hartwell (LEL), Eric Henry (FDOT), Emily Hinsdale (Sidewalk Stompers), Nicholas Inniss (Element Engineering Group), Jason Jackman (City of Tampa), Kristen Kern (More Health), Melissa Kincheloe (HCSO Crossing Guard Unit), Phuong Lam (Benesch), Jennifer



Musselman (Kittelson and Associates), Brentin Mosher (USF CUTR), Melinda Nelson (HCSO Grants Unit), Corey Norris (Hillsborough County Schools Transportation), Livia de Oliveira (Hillsborough TPO), Lori Palaio (JMT), Ron Patel (City of Temple Terrace), Sheila Rainey (John's Hopkins All Children's Hospital), Jim Reiser (Tampa PD), Alexandria Roeder (Tampa General Hospital), Ariana Roman (MADD), Dibakar Saha (Hillsborough County), Andrea Sauvageot (Benesch), Ruby Shannon (Hillsborough County Public Schools Transportation), Lisa Silva (Hillsborough TPO), Andrew Stastny (Kimley Horn), Michael Tayler (Hillsborough County Trauma Agency and EMPC), John Turner (Hillsborough College Ybor City), Laisha Vejar (JMT), Harry Walsh (Hillsborough TPO)