University CTST – September 2, 2026

Meeting started at 2:00 PM

I. Welcome and Introductions

Welcome and introductions were given by the group.

Lori Palaio (JMT): Lori noted that Eric was unable to attend. She explained that she and Eric had discussed addressing the vacant chair position and shared that Matthew Belmonte had expressed interest in serving as chair. Lori asked if there were any objections to appointing Matthew to the role, and none were raised. Jim Hartwell voiced his support, stating that he thought it was a great idea. With unanimous approval, Lori officially appointed Matthew as the new chair and congratulated him on the position. She then invited him to take over facilitating the meeting, and Matthew accepted.

The August 2026 meeting minutes were approved.

II. Business Updates – Problem Identification/Follow Up

1. **Lois Avenue Crossing to get to the HCC Campus:** No update. Matthew Belmonte will try to reach out to someone with the City.
2. **Kennedy Boulevard at Willow Avenue and Delaware Avenue:** No update.

III. Calendar Updates/Activity Reports

Law Enforcement Activity

Mike White (Tampa PD): Mike provided an update on the DUI Unit activities. During the previous month, the unit made 174 DUI-related arrests and has returned to local schools for educational outreach, focusing on high school driver education programs. With colleges and universities resuming classes, the unit also conducted an underage drinking and fake ID enforcement operation in the downtown Franklin Street area. The operation resulted in 27 citations, most of which were handled through a diversion program that allows participants to avoid permanent charges if program requirements are completed. Only one physical arrest was made, involving an individual found in possession of felony-level amounts of drugs. Mike noted that similar enforcement efforts are planned after winter break to reinforce the message in another area of the city. Regarding traffic fatalities, Mike reported that they are down nine fatalities compared to the same time last year. After reviewing recent fatal crash data, he identified only one fatality occurring within a one-mile radius of a university. That crash involved a vehicle and a bicyclist near Oregon Avenue and Kennedy Boulevard, where the bicyclist reportedly entered the roadway in front of a vehicle and was fatally struck. He also mentioned two other fatal crashes involving bicyclists or pedestrians that occurred on Courtney Campbell Causeway and on Hillsborough Avenue between Dale Mabry Highway and Lois Avenue.

Bicycle/Pedestrian Reports

Brentin Mosher (USF CUTR): Brentin noted that the USF Peer-to-Peer Program is hosting a welcome back event later that week. Brentin indicated that he would share additional event information in the meeting chat. Brian Goercke mentioned that he had heard about the event the day before and asked where it would be taking place. Brentin responded that he believed it would be held near the engineering building but would confirm the location and provide an update.

Brian Goercke (USF): Brian provided an update on a recent bicycle, pedestrian, automobile, scooter, and skateboard safety event held the previous day. Attendance was lower than expected, with approximately 10 participants compared to stronger turnout at a similar event the prior fall. Participants represented several countries, although most attendees were from the United States. Brian noted that the event included support from Ruth with CUTR, representatives from the USF Peer-to-Peer Program and USF Police Department. Despite the lower participation, the event continued to promote transportation safety awareness among students and campus community members, and Brian expressed optimism for improved attendance at future events.

IV. Fatal Crash Maps

Lori Palaio (JMT): From January 1st through June 21st, 2026, there have been six fatal crashes within one-mile proximity to a college campus. At the last CTST from January 1st through May 18th, 2026, there were four fatal crashes within one-mile proximity to a college campus. There are two new fatal crashes added to the map.

The first new fatal crash was a right-angle fatal crash near University of South Florida. The crash occurred on June 14th, 2026, at approximately 10:13 PM on Fletcher Avenue and USF Genshaft Drive (Report Number 27724275), at the t-intersection, in dark not-lighted, clear, and dry conditions. Vehicle one was traveling north on USF Genshaft Drive approaching the intersection with Fletcher Avenue. Vehicle two was traveling east on Fletcher Avenue approaching the intersection with USF Genshaft Drive. The driver of vehicle one attempted to cross the eastbound lanes of Fletcher Avenue as vehicle two was approaching. The driver of vehicle one was at fault. Drug and alcohol test results are pending for the driver of vehicle one, who succumbed to their injuries.

The second new fatal crash was a left turn fatal crash near HCC Southshore Campus. The crash occurred on June 17th, 2026, at approximately 12:55 PM on College Avenue and Teco Road (Report Number 27976727), at the four-way intersection, in day, clear, and dry conditions. Vehicle one was southbound on Teco Road approaching College Avenue in the left turn lane. Vehicle two was westbound on College Avenue approaching Teco Road in the outside lane. Vehicle one failed to yield the right of way from a stop sign while making a left turn. As a result, vehicle one entered the path of vehicle two. Driver one failed to yield to right of way.

There are currently six fatal crashes through June 21st, 2026. Same period in 2025 there were four fatal crashes. We are up by two fatal crashes in the same period. HCC Ybor has the highest number of fatal crashes within a one-mile proximity. Four of the six fatal crashes occurred in dark conditions.

Brian Goercke (USF): Brian asked whether the fatal crash that occurred near a university involved a student. Lori responded that she was unsure of the individual's age and student status but offered to review the crash report and provide an update. Michael Fusco then clarified that the crash on Fletcher Avenue did not involve a student.

V. Open Forum | Announcements

Jim Hartwell (LEL): Jim announced that FDOT has launched the new Traffic Safety Resource Center, which allows any Florida resident to register with an email address and order a wide variety of free traffic safety materials. The resources include printed educational items organized by topic, campaign, age group, and language, as well as reporting forms and other outreach materials. All items are funded through NHTSA and FDOT, operated by the University of Florida Transportation Institute, and shipped directly to users at no cost. Jim encouraged members to take advantage of the resource for safety education and outreach efforts. He also shared that Hillsborough County Sheriff's Office and the Tampa Police Department would be conducting a Labor Day saturation patrol over the upcoming weekend. In addition, he reminded participating agencies that the Drive Sober or Get Pulled Over campaign concludes on September 7th, after which reporting activities will begin.

Brentin Mosher (USF CUTR): Brentin shared a PSA developed at USF to promote safe roadway behavior among drivers, bicyclists, scooter riders, and pedestrians. He explained that the video was filmed in July while fewer students were on campus with Koda the Fluff. The PSA took a positive approach to traffic safety by showing a police officer recognizing and rewarding individuals for demonstrating safe driving behaviors. The video emphasized actions such as stopping before crosswalks, yielding to pedestrians, and allowing bicyclists and scooter riders to cross safely. Throughout the PSA, safe roadway users were praised as excellent drivers and rewarded with donuts to reinforce good behavior. The message concluded by reminding viewers that safe operation of any mode of transportation, whether a car, bicycle, or scooter, helps create safer roadways for everyone. While safe behavior might earn recognition, unsafe behavior could result in enforcement action. The PSA was well received and served as an engaging educational tool to encourage positive transportation safety habits within the university community.

Matthew Belmonte (Gresham Smith): Matt asked Brentin whether the PSA had already been shared on social media. Brentin confirmed that the PSA had been published and said he would provide both the social media and YouTube links. He noted that the video had received a great deal of positive feedback, helped in part by the popularity of Koda, the dog featured in the PSA, who has developed a fan base. Matthew Belmonte reminded attendees that the next gathering would be the annual regional event on October 29th at the AAA building.

Lori Palaio (JMT): Lori mentioned that the event has been rebranded and will now be known as the CTST Regional Summit rather than the Mega Meeting. She noted that RSVP information would be distributed

soon and encouraged members to attend. Lori also announced that the November CTST meeting will be held in person, with location details to be provided at a later date.

As the meeting wrapped up, Lori and Jim thanked Matthew for stepping into the chair role and leading the meeting, with both offering enthusiastic congratulations and praise for his first time serving as chair.

Next Meetings:

- October 29th, 2026, CTST Regional Summit (Mega Meeting), In-Person, AAA, 9125 Henderson Road, Tampa FL
- November 4th, 2026, In-Person Meeting, 2:00 PM, JMT, 2000 E 11th Ave #300, Tampa, FL 33605

Meeting adjourned at 2:20 PM

Attendees: Matthew Belmonte (Gresham Smith), Anthony Chaumont (JMT), Kelly Farabee (FDOT), Michael Fusco (USF PD), Brian Goercke (USF), Jim Hartwell (LEL), Phuong Lam (Benesch), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Andrea Sauvageot (Benesch), Rick Veaz (University of Tampa), Mike White (Tampa PD)

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THE TAMPA BAY AREA
UNIVERSITY CTST

The Tampa Bay Area University CTST Meeting, September 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

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. **No update. Matthew Belmonte will try to reach out to someone with the City.**

Item 2

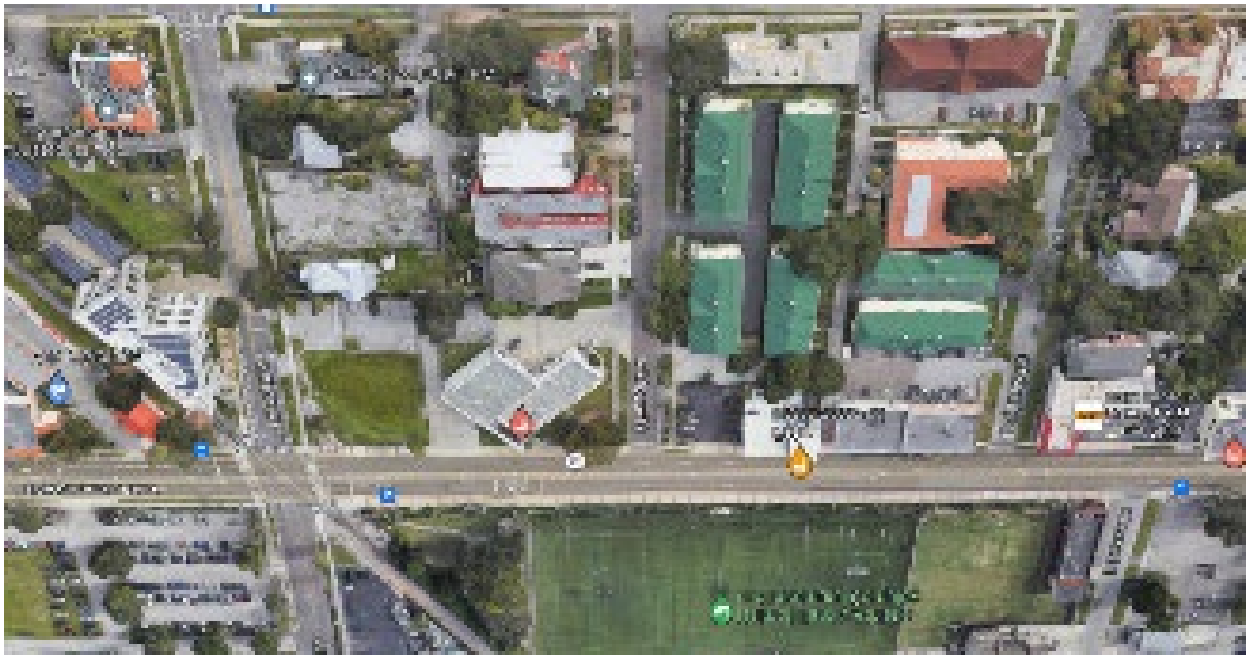
Date Reported: January 2023

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

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.