



**West Central CTST – January 14, 2026**

Meeting started at 1:31pm

I. **Welcome and Introductions** were made.

II. **Minutes** were approved for December 2025.

**III. Old Business – Review of Problem Location Spreadsheet**

1. **U.S. 41 and Middle School Road:** Bob Esposito shared that Edith Wong confirmed the draft signal warrant analysis is complete but still needs coordination with the traffic services group. Edith plans to check with them, and Bob mentioned he reached out last Friday but hasn't received a response yet. He intends to follow up by the end of this week or early next week.
2. **C.R. 491 near Educational Path:** Eric Henry suggested keeping this problem location on the problem locations list for one more meeting to give Lt. Ball a chance to comment before removing it.
3. **N Lecanto Highway (C.R. 491) and W Hampshire Boulevard:** Eric noted that the county has ongoing construction and is working with the developer to implement additional changes. He suggested keeping this location on the list for now to monitor any issues that might arise during construction and then consider removing it once work is complete or moving it to a long-term list if no changes occur.
4. **Truman Boulevard and Harrison Street:** Eric noted that this location was recently raised by Lt. Ball due to enforcement observations suggesting a need for traffic calming. Eric shared that he had sent the issue to Walt and county contacts but hadn't received a response yet; he emailed them again this morning to follow up. He plans to keep monitoring the situation and will provide an update if he hears back from Walt or others.
5. **East Gulf to Lake Highway and Stotler Avenue:** Eric discussed launching an educational campaign like past efforts for midblock crossings to address confusion around the newly installed pedestrian hybrid beacon (PHB), and Brentin Mosher agreed to assist with outreach. Eric committed to pulling crash data and coordinating with Brentin on next steps. The group noted that the PHB appears new and is not listed in the database or FDOT documentation, with Lori Palaio confirming it wasn't visible in 2023 Street View. Matthew Belmonte suggested the crashes may stem from driver unfamiliarity with the signal, reinforcing the need for education. Lori reviewed Signal 4 data for East Gulf to Lake Highway and Stotler Avenue, finding three off-road crashes and one sideswipe between January 2024 and late 2025. Eric emphasized confirming when the PHB was activated, and Matthew expressed surprise at the crash types. The group agreed to verify activation timing and review updated crash data to better understand the issue.
6. **Corridor-Wide on Good Neighbor Trail:** No update.
7. **Mariner Boulevard and Northcliffe Boulevard:** No update.
8. **Mariner Boulevard:** No update.



#### IV. Calendar Updates/Activity Reports

Eric Henry (FDOT): Eric shared that Element Engineering Group is organizing a Road Safety Audit (RSA) for Hernando County along S.R. 50 (Cortez Road) from Wiscon Road to Oak Hill Assisted Living. Eric noted they are seeking contacts for planning and encouraged anyone interested to reach out so he can connect them with the RSA team.

Jim Hartwell (LEL): Jim added to Eric's discussion that Hossein contacted him, and he has reached out to Sgt. Samantha Gigante at the Hernando County Sheriff's Office and Lieutenant Middleton from FHP, awaiting confirmation of the exact date from Hossein to coordinate law enforcement participation. Eric confirmed he passed along Samantha Gigante's name and will continue to provide updates, including the finalized date and findings once available. He concluded by noting that January is Move Over Month, reminding the group to include this in communications.

#### V. Fatal Crash Map

Lori Palao (JMT): For Citrus County, from January 1<sup>st</sup> through October 22<sup>nd</sup>, 2025, there were 21 fatal crashes. At the last CST from January 1<sup>st</sup> through September 14<sup>th</sup>, 2025, there were 20 fatal crashes. The one new fatal crash was a rear end fatal crash. It occurred on October 21<sup>st</sup>, 2025, at approximately 8:20 PM (Report Number 26989517) on U.S. 41 and Kabrick Road, at the t-intersection, in dark not-lighted, clear, and dry conditions. It was a motorcycle fatal crash. Vehicle one was traveling south on U.S. 41 approaching the intersection of Kabrick Road. Vehicle two stopped waiting for a clearing in traffic to turn across the northbound lane and east onto Kabrick Road. Vehicle one failed to stop for vehicle two who was stopped in the south lane of travel at which time the front of vehicle one contacted the rear of vehicle two. There are currently 21 fatal crashes through October 22<sup>nd</sup>, 2025. Same period in 2024 there were 26 fatal crashes. Citrus County is down by five fatal crashes in the same period.

For Hernando County, from January 1<sup>st</sup> through October 22<sup>nd</sup>, 2025, there were 36 fatal crashes. At the last CTST from January 1<sup>st</sup> through September 14<sup>th</sup>, 2025, there were 28 fatal crashes. The eight new fatal crashes include three pedestrians, three left turns, one off-road, and one unknown fatal crash.

For the three pedestrian fatal crashes: The first pedestrian fatal crash occurred on September 4<sup>th</sup>, 2025 (added to Signal 4 after last meeting) at 9:20 PM (Report Number 26966929) on 12907 Cortez Boulevard and Weeping Willow Street, not at the intersection, in dark-lighted, clear, and dry conditions. The pedestrian was on foot crossing Cortez Boulevard near Weeping Willow Street from south to north. The pedestrian failed to use a crosswalk and entered the eastbound lane of travel and into the path of the vehicle. The second pedestrian fatal crash occurred on September 18<sup>th</sup>, 2025, at 9:30 PM (Report Number 26975758) at 15400 Wiscon Road and Mullers Road, not at the intersection, in dark not-lighted, clear, and dry conditions. The vehicle was traveling west on Wiscon Road, east of 15400 Wiscon Road. The vehicle failed to observe the pedestrian walking alongside the roadway. As a result, the vehicle's front right struck the pedestrian. The third pedestrian fatal crash occurred on October 14<sup>th</sup>, 2025, at 9:25 PM (Report Number 27014585) on Spring Lake Highway and S.R. 50, not at the intersection, in dark not-lighted, clear, and dry conditions. The vehicle was traveling north on Spring Lake Highway approaching the intersection of S.R. 50. The pedestrian failed to observe the vehicle approaching and entered the roadway walking from west to east directly into the path of the vehicle. As a result, the front of the vehicle collided with the



pedestrian. It should be noted that there is a marked crosswalk at the intersection of C.R. 541 and S.R. 50 that travels from west to east, which was not utilized. There are currently 36 fatal crashes through October 22<sup>nd</sup>, 2025. Same period in 2024 there were 31 fatal crashes. Hernando County is up by five fatal crashes in the same period. Lori noted that her review was complete and highlighted a significant number of night-time-related crashes.

Eric Henry (FDOT): Eric added that some of these crashes occurred on S.R. 50, which may fall within or near the boundaries of the planned Road Safety Audit (RSA), and expressed hope that these would be addressed during the audit.

Lori Palaio (JMT): Lori then encouraged participants to share ideas on connecting fatal crashes to the problem location sheet and suggested discussing potential engineering or enforcement opportunities in future meetings.

### **VI. SRTS Update**

No updates.

### **VII. HSIP Update**

No updates.

### **VIII. New Business – Submittal of requests to review new Problem Areas**

No updates.

### **IX. Open Forum/Announcements**

Eric Henry (FDOT): Eric opened the forum by noting that the group still needs a chair and vice chair, encouraging members to spread the word and recruit potential candidates, even those outside the current CTST group.

Bob Esposito (Hernando Citrus MPO): Bob reported that work is continuing on the Complete Streets study, congestion management updates, and traffic counts for Hernando and Citrus counties. He emphasized the need to revise the list of priority projects by focusing on smaller, achievable improvements rather than large-scale projects unlikely to be funded soon. Bob shared examples of successful collaboration with FDOT, such as adding a dedicated right-turn lane during a resurfacing project on U.S. 41 and noted similar opportunities for left-turn lanes at C.R. 491 to ease congestion. He explained that FDOT encourages identifying smaller projects that can be funded, as current resources are largely allocated to U.S. 41 improvements in Citrus County. Bob also mentioned requests from the bike/pedestrian group for amenities like shelters and restrooms, which would require county support since state and MPO funding is not available. He concluded by stating that these priorities will be discussed further in upcoming committee meetings.



**X. Adjourn**

**Upcoming Meeting: February 11, 2026 – In-Person Meeting, 1:30pm, Location TBD**

Meeting adjourned at 1:58pm.

**Attendees:** Matthew Belmonte (Gresham Smith), Bob Esposito (Hernando Citrus MPO), Jim Hartwell (LEL), Eric Henry (FDOT), Brentin Mosher (CUTR), Lori Palaio (JMT), Jim Reynold (Citizens Advisory Committee for Citrus Hernando MPO), Andrea Sauvageot (Benesch)



| Item | Date Reported | Description  | Staff          | Last Update | Date Resolved/ Withdrawn | Comments  |
|------|---------------|--|----------------|-------------|--------------------------|---|
| 1    | August 2024   | <p>US 41 and Middle School Road</p>  <p><a href="https://maps.app.goo.gl/pm1so8aFJgXBWd9c7">https://maps.app.goo.gl/pm1so8aFJgXBWd9c7</a></p> | Jeffrey Hunter | Jan 2026    |                          | <p>US 41 and Middle School Road near Inverness Middle School is currently undergoing widening from a two-lane to a four-lane road. Jeffrey is looking to see what options are available for automated traffic control at that intersection. Eric Henry will look up the project number and find out who the project manager is to see if they have any existing plans to address that and if not, bring that up for them to look for potential solutions there. Jeffrey Hunter stated that between 7:00am and 7:45am over the first two days of school, there has been an average of 296 vehicles coming in and out of the intersection of US 41 and Middle School Road. In the afternoon, between 2:00pm and 2:30pm, there was an average of 187 vehicles coming in and out of the intersection of US 41 and Middle School Road. There is a tremendous amount of cross traffic that is caused by parents going into the school to pick up and drop off their children. The buses come directly out of Middle School Road and turn mostly south. There are over 30 buses coming through that intersection at once. Eric Henry will reach out to the project manager. Marilyn Farmer, the Director of Transportation with Citrus County Schools, stated that she is hoping to figure out a way to get a traffic signal there with video activation. Bob Esposito (MPO) stated that FDOT is looking into doing traffic counts. Laura Anstead stated that buses come out the front entrance, so all the vehicles use the back entrance. So, if they are doing traffic counts around the school and they only count the vehicles at the front entrance that are physically traveling on Middle School Road they are missing all the vehicles that are coming in off Turner Camp Road. Eric Henry will check with FDOT on how previous counts were collected and make sure they collect new counts on the correct side. Eric Henry (FDOT) stated that he passed on the information for the traffic operations people to be aware of, but he hasn't heard anything further. FDOT conducted a field review prior to 7am to observe the traffic movements, and counts were low from the previous analysis. There is currently an active construction project that is widening US 41 including at this location. Due to construction, they cannot do a full signal study, but they will readdress the location later. The school zone is marked with suggested speed, and it is not an actual school zone sign. There is an old sign going northbound and a portable sign going southbound. Mike Zinn from FDOT will get ahold of the contractor immediately. Discussion followed. Eric Henry stated that Mike Zinn had a meeting with law enforcement contacts. <b>**continued on next page**</b></p> |



## PROBLEM LOCATIONS – JANUARY 2026

| Item | Date Reported | Description | Staff | Last Update | Date Resolved/<br>Withdrawn | Comments   |
|------|---------------|-------------|-------|-------------|-----------------------------|--|
|      |               |             |       |             |                             | <p>They identified some things that they are going to try to work on, but Eric hasn't heard anything further. Lt. Chris Ball spoke with the contractor to try to get the speed limit sign changed. There is still construction going on, so they have to wait until construction is complete. The center median is still being done. Eric will check with the project manager on date of completion. There is a portable sign there. Discussion followed. Eric Henry checked with the project manager and the project manager stated that the project should be fully completed by the end of this month or by early July. Bob Esposito reached out to Eric Cash, the PM, to get an update on when the next segment of US 41 will start. Eric Cash said the next segment of US 41 will not start until 2026 or early 2027. Lt. Christopher Ball stated that we need to wait until school starts back up before we start looking at the assessment of US 41 and Middle School Road. School will start back up in August. Eric will send a reminder to traffic operations. Lt. Ball stated that since school is back in session, they need to do a study. A traffic control officer was added at the school for bus and vehicular traffic. This school is a school entrance and not a school zone. The speed limit has increased and there is a flasher with a recommended speed of 35 mph. Lt. Ball stated that many drivers are going above 35 mph. Eric will follow up with FDOT to possibly conduct another speed study. Discussion followed on wanting this location to be a school zone. Traffic Operations is going to be conducting another signal warrant study, now that school is back in session. FDOT expects it to be completed within the next couple of months and then they will follow up with a formal response to the requests related to that intersection. Bob Esposito, Hernando Citrus MPO, has been talking with Traffic Operations as well. Eric stated that Traffic Operations was planning another study but had not yet conducted it. He believed it would happen within the next month. He added that traffic counts and a new signal warrant study were underway, with an estimated completion time of 60 to 90 days starting in early September. Geoffrey Blotz with Citrus County Sheriff's Office shared that he had spoken with Sgt. Hunter. The primary concern identified was the transition from two lanes to one near Middle School Road. Drivers often fail to recognize this narrowing, which leads to abrupt and potentially hazardous lane changes as they continue northbound. <b>**continued on next page**</b></p> |



## PROBLEM LOCATIONS – JANUARY 2026

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|------|---------------|-------------|-------|-------------|-----------------------------|---|
|      |               |             |       |             |                             | <p>Geoffrey stated that the road narrows due to a nearby bridge, and the school is located just south of that bridge. Bob noted that the next phase of construction in the area isn't scheduled to begin for another year and a half, attributing the delay to requested modifications from the City of Inverness during an ongoing project. Eric confirmed that the concern seems to be more about the lane merge approaching the bridge rather than the intersection at Middle School Road itself. Geoffrey added that the congestion occurs just south of Middle School Road, where the road transitions from four lanes to two. This area is heavily trafficked by school buses and parents during drop-off and pick-up times. Eric concluded by saying they would look into the issue further and pass it along to the project team to determine if others have raised similar concerns. Eric connected with the projects team, and they recommended adding additional signage to improve lane clarity. Jonathan Holtzhouse from the Citrus County Sheriff's Office shared that Sgt. Hunter suggested installing lane delineators to prevent conflicts with crossing guards, particularly for northbound traffic. There have been numerous complaints from crossing guards, citing concerns about getting struck. The area currently handles approximately 50 buses along with significant parent vehicle traffic. Lori shared that, per Eric Henry, he is not certain whether the signage improvements at U.S. 41 and SR 44 have been completed yet. However, he did confirm that they are also reviewing the signal timing at that intersection for potential improvements. Christopher Ball asked whether the post-construction traffic study, planned to begin when school started to assess the need for a traffic signal, had been completed. Lori noted she has not received an update and will follow up with Eric. Bob Esposito added that the last email projected 60–90 days for the study; the group is now just past that window, and Bob plans to reach out next week, noting that such studies often take time. <b>Bob Esposito shared that Edith Wong confirmed the draft signal warrant analysis is complete but still needs coordination with the traffic services group. Edith plans to check with them, and Bob mentioned he reached out last Friday but hasn't received a response yet. He intends to follow up by the end of this week or early next week.</b></p> |



| Item | Date Reported | Description  | Staff          | Last Update | Date Resolved/ Withdrawn | Comments  |
|------|---------------|--|----------------|-------------|--------------------------|---|
| 2    | August 2025   | <p>CR 491 near Educational Path</p>  <p><a href="https://maps.app.goo.gl/oTerzbJmR21woZX27">https://maps.app.goo.gl/oTerzbJmR21woZX27</a></p> | Lt. Chris Ball | Nov 2025    |                          | <p>Lt. Ball asked about if widening roadways near school is part of Safe Routes to School eligibility. He discussed a problem area on CR 491 near Educational Path. There is one lane-in for five schools. There needs to be a turn lane added southbound and another lane coming in on CR 491. He mentioned that they should also reconfigure the roundabout. There are student driver related crashes. The traffic light cycles too fast and there is a lot of traffic. Eric will find out more information from FDOT. Eric Henry, FDOT, discussed a newly added location near the school on CR 491, which may be eligible for Safe Routes to School funding. He mentioned that he had reached out to the program coordinator for feedback but hadn't received a response yet. The team previously considered redesigning the driveway as a potential Safe Routes to School project. If that's not feasible, they plan to explore alternative, less engineering-intensive improvements in coordination with the school or County. Eric had discussed the issue internally and noted that more information was needed before determining eligibility for SRTS. Bob Esposito added that any Safe Routes to School grant application would require right-of-way documentation and support from the school's superintendent and principal. He emphasized that many people are unaware of these prerequisites. There was discussion about involving a school representative in the process. Traffic congestion remains a major concern, with only one entrance and one exit serving the area. Additional entrance is needed to improve flow. Between 7:12 a.m. and 7:46 a.m., traffic is especially heavy due to five schools and more than 8,000 people in the vicinity, even with staggered start times. It was suggested that a school representative contact the Safe Routes to School coordinator to explore possible solutions. In the meantime, Eric will look into signal timing adjustments to help alleviate congestion. Lt. Ball noted that the traffic unit has implemented measures to address issues, and conditions have improved since the start of the school year. He suggested that this location could be removed from the problem list, as any future improvements, such as lane widening, would be a longer-term effort requiring collaboration with the school board. Lori agreed to add a note for removal and will mention it one more time at the next meeting; if no further updates are provided, the location will be removed from the spreadsheet. <b>Eric Henry suggested keeping this problem location on the problem locations list for one more meeting to give Lt. Ball a chance to comment before removing it.</b></p> |



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| 3    | Sep 2025      | <p>N Lecanto Highway (CR 491) and W Hampshire Boulevard</p>  <p><a href="https://maps.app.goo.gl/aEC3vWbmwwTK4BDw5">https://maps.app.goo.gl/aEC3vWbmwwTK4BDw5</a></p> | Lt. Chris Ball | Jan 2026    |                          | <p>There were recent complaints and crash data highlighting ongoing safety concerns—particularly with the left-hand turn at the top of a hill where traffic merges and backs up. Due to continued growth in the area, Lt. Ball recommended evaluating the intersection for a potential traffic signal or conducting a signal warrant study. Eric stated that this location would be discussed with Traffic Operations to determine if a signal study has already been conducted or if one can be initiated. If a signal is not warranted, alternative countermeasures will be considered. Lt. Ball added that a major development is underway near the N Lecanto Highway (CR 491) and Hampshire Boulevard intersection, which could further impact traffic patterns and increase the urgency for improvements. Eric said he would coordinate with the county to determine if they were aware of the location or had conducted a signal warrant study. Bob mentioned a capacity project in the area but was unsure if the intersection was included in the current or future scope. Eric said that Walt Eastmond from Citrus County stated that the County, through DRMP, is already under design with turn Lane improvements on both County Road 491 as well as W. Hampshire Boulevard. They also recently completed an updated traffic signal warrant analysis at the intersection. The intersection did meet two warrants; as such they are working on an updated scope and fee with DRMP to design the signal. Citrus County is also coordinating/working with the developers of Tuscany, the future development to the east of County Road 491 for right of way (ROW) dedication of 50 feet. They are requesting the ROW at the intersection so that they can set the strain poles back at the ultimate location and not need to re-install new poles when County Road 491 is widened in the future. Eric stated that he will find out the timeline on this. Christopher Ball noted that this location currently falls under Walt Eastmond with Citrus County Engineering and stated that no visible progress has been made. The group agreed to keep this item on the list and monitor for future developments. <b>Eric noted that the county has ongoing construction there and is working with the developer to implement additional changes. He suggested keeping this location on the list for now to monitor any issues that might arise during construction and then consider removing it once work is complete or moving it to a long-term list if no changes occur.</b></p> |



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| 4    | Sep 2025      | Truman Boulevard and Harrison Street<br><br><a href="https://maps.app.goo.gl/En95UpZoj4cUHC6">https://maps.app.goo.gl/En95UpZoj4cUHC6</a> | Lt. Chris Ball | Sep 2025    |                          | Truman Boulevard and Harrison Street in Beverly Hills is a residential area where residents have requested a stop sign. Truman Boulevard serves as a feeder road into the historic district and experiences high traffic volumes and speeding. Lt. Ball noted recent enforcement efforts and speed data collection that support the need for traffic calming measures, such as a stop sign, to improve safety at that intersection and nearby areas. Eric confirmed it falls under county jurisdiction and will be passed along to the appropriate contacts for review. Eric stated that responsibility for this location is primarily for the county, and the team will continue coordinating with them to ensure it remains on their radar. Lori shared that Eric reached out to Citrus County earlier today but has not received a response and updates are expected by the next meeting. <b>Eric noted that this location was recently raised by Lt. Ball due to enforcement observations suggesting a need for traffic calming. Eric shared that he had sent the issue to Walt and county contacts but hadn't received a response yet; he emailed them again this morning to follow up. He plans to keep monitoring the situation and will provide an update if he hears back from Walt or others.</b> |



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| 5    | Dec 2025      | East Gulf to Lake Highway and Stotler Avenue<br><br><a href="https://maps.app.goo.gl/UCsqKN6SUhsrCfk8">https://maps.app.goo.gl/UCsqKN6SUhsrCfk8</a> | Lt. Chris Ball | Jan 2026    |                          | Christopher Ball reported issues on East Gulf Lake Highway (U.S. 44 E, east of Inverness) near the Henderson Lake Public Boat Ramp by Stotler Avenue and Wayside Park. Recently installed signage and a pedestrian hybrid beacon are causing driver confusion and have led to three crashes. The beacon flashes red most of the time, which drivers interpret as a stop signal. However, the small sign below states that flashing red means “proceed when clear,” while solid red means “stop.” This unclear messaging is prompting unnecessary stops and collisions, especially given the curve on U.S. 44 and high-speed traffic, including dump trucks and commercial vehicles. Lt. Ball suggested adding advance warning signage or changing the signal to flash yellow and turn solid red only when the crosswalk is occupied. The group noted that if this is the only beacon in the county, drivers may be unfamiliar with its operation. Jim Hartwell explained that pedestrian hybrid beacons typically turn solid yellow when activated, then red, and finally flash to allow drivers to proceed with caution. Christopher Ball observed that during his visit, the beacon never turned yellow. Brentin Mosher will follow up with Eric on CUTR exploring geofencing education to improve driver awareness. <b>Eric discussed launching an educational campaign like past efforts for midblock crossings to address confusion around the newly installed pedestrian hybrid beacon (PHB), and Brentin Mosher agreed to assist with outreach. Eric committed to pulling crash data and coordinating with Brentin on next steps. The group noted that the PHB appears new and is not listed in the database or FDOT documentation, with Lori Palaio confirming it wasn’t visible in 2023 Street View. Matthew Belmonte suggested the crashes may stem from driver unfamiliarity with the signal, reinforcing the need for education. Lori reviewed Signal 4 data for East Gulf to Lake Highway and Stotler Avenue, finding three off-road crashes and one sideswipe between January 2024 and late 2025. Eric emphasized confirming when the PHB was activated, and Matthew expressed surprise at the crash types. The group agreed to verify activation timing and review updated crash data to better understand the issue.</b> |



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| <b>LONG TERM LISTING</b> |               |  |            |             |                          |   |
| 1                        | Apr 2021      | <p>Corridor-Wide on Good Neighbor Trail</p> <p><i>(This item was replaced with the Good Neighbor Trail - Preston Road and Weatherly Road – Good Neighbor Trail Stop Signs details were removed)</i></p>  <p><a href="https://goo.gl/maps/gb6K4d1P9zpR4B41A">https://goo.gl/maps/gb6K4d1P9zpR4B41A</a></p> | Ernie Lane | June 2025   |                          | <p>Harry stated that on the Good Neighbor Trail (GNT), where it crosses Preston Rd, the sight distances to the north are severely restricted. In the NW corner, there are a lot of trees; if they could be trimmed back that would help significantly. Crosswalk warnings are currently facing the motorists; these signs are in odd locations. Mike added that the ADA mats are crumbling and peeling up. Ernie stated he will look into this location. On Weatherly Rd, the warning signs at this location are positioned in strange locations as well. Ernie stated he will be clearing some of the R/W at Preston at Richbarn, on the NB side. They will also be changing some of the signs and adding new signage. Some of the ADA mats will be replaced. Ernie said he will take another look at the Weatherly intersection. Harry brought up that a fence on Preston is blocking views of trail users and motorists. Ernie stated he would look at this next year (they would have to survey all of Preston Rd, and it is not in the budget this year). Ernie stated the service request has been entered to clean a site distance area. Ernie stated he did site visits/studies on both locations, and he put in a service request to have the R/W cleaned up, which will improve the site distance. The R/W has been trimmed; he will try to visit the site on Friday and check the status of the driveway also. Mike said that the ADA mats have not been corrected. The only way to fix the mats is to use the liquid truncated domes or pull up the asphalt, put concrete down and then put the tiles on it. It is becoming a trip hazard because many are crumbled. Ernie stated the County cleared the R/W on Preston Rd, as requested. One spot on Preston Rd, the County will speak to the property owner to see about clearing that section. Ernie talked to Stephen Stack about the ADA mats on the section that the County maintains. They are going to do a service request - to start changing them all out now. In a couple of years, they are going to come up with a program to change the ADA mats to stamped concrete. They will see how much these cost to replace and then add to the CIP to get funded. Ernie stated this was moved to a service request to have the ones that need to be addressed now to be fixed. For the line of sight, Ernie showed the locations to a new traffic engineer; both <b>**continued on next page**</b></p> |



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|      |               |             |       |             |                             | <p>himself and the traffic engineer do not see any issues with the line of sight. Jim said that Preston Rd has a user line of sight issue for the trail users with forest growth on private property on the NW corner. There is no issue on the NE corner. The sight lines at Weatherly Rd and the GNT are not an issue. Jim asked if there are trail head crossing signs on Preston Rd and Weatherly Rd to warn the motorists; if there are not, they may want to add them. There are delineator posts missing on the trail and some were broken off. The post bases are about an inch high and could be a hazard to users. Several of the intersections have broken posts. Ernie will check them out and replace them. Jim said that some No Motor Vehicle Signs or Yield Signs are missing for the driveways between Preston Rd and Weatherly Rd. Ernie did the sight distance at both intersections for the vehicular movement. There were no issues with the line of sight, except for the forest growth on the private property on the northwest corner. Ernie received permission to relocate the three stop signs that were in question for the fire trails. Jim was at the GNT recently and said the stop signs that that are supposed to be relocated for the trail users have not been relocated yet. Laura Borgesi, of HC, said that she knows that ADA mats are being put down in several locations, but she was unaware of the stop signs, so she will follow up with Traffic Operations. Jim McLean will email Laura. Bob Esposito, Hernando and Citrus MPO, said that Michael Dolan wants pavement repair where the asphalt is not in good shape. This is separate from the initial request/improvements on the GNT. They have already discovered that the ADA mats are bad, so those will be replaced. The stop signs are on forestry property versus the HC section that they maintain. Ernie Lane was told that the PO's were cut and that it should start being worked on soon. Ernie Lane spoke to the county engineer about this project. He is working on a game plan to maintain areas that will be maintained for the city of Brooksville because it will be connected into the GNT. Robert Esposito, of the MPO, said that he received a text message from FDOT yesterday that they are looking to do a ribbon cutting for the Good Neighbor Trail sometime in April. Ernie Lane stated that there will be inventory done on how many ADA mats need to be replaced. Ernie Lane stated that this is in the Capital Improvement Program, but it is four to five years out. In the meantime, the county is currently replacing the ADA mats that are broken or starting to come up. Discussion followed about adding a one-cent sales tax. <b>No update.</b></p> |



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|--------------------------|---------------|---|-----------|-------------|--------------------------|--|
| <b>LONG TERM LISTING</b> |               |   |           |             |                          |  |
| 2                        | Jan 2022      | Mariner Boulevard and Northcliffe Boulevard<br><br><br><a href="https://goo.gl/maps/oqJoiXfvBxeksW1T9">https://goo.gl/maps/oqJoiXfvBxeksW1T9</a> | HC / Todd | Jan 2025    |                          | <p>David suggested there needs to be guide skips at Mariner Blvd and Northcliffe Blvd. David stated there are no guide skips at the dual left turns. This item will not be removed until the paint has been put down. Ernie spoke to David about the guide skips. Tuesday, David said that they should be complete. Ernie went two days ago to look at the guide skips. There are skip bars at the Publix Plaza on Mariner Blvd. The guide skips are not correct, as they are white instead of yellow. David mentioned that there are no skips at the dual left turn going off Northcliffe NB onto Mariner Blvd. The guide skips have not been completed yet; they are in the process of redoing all PO's but it is on the list to be corrected. David said that he was out yesterday and the guide skips that are there from the shopping center moving to the SB on Northcliffe are the correct color. The first time David saw it he was under the impression that it was moving from a yellow line to a yellow line. He thought it was the wrong color. It is going from a white line to an existing white skip line. The color is correct on those skips. Ashley said there have been accidents there. Ernie does not know where the striping contract is at in terms of a timeline, but he's hoping it will be done soon. David stated that nothing has been done, as of last Thursday when he was over there. Laura Borgesi stated it looks like the skip lines coming out of the Publix are too wide of a turn. She will get with the striping people to have them eradicated. Laura will also speak with Traffic/ Technology to find out if the signalization is such that the two left turns are not taking place at the same time. In addition, she will also have a conversation with Traffic Operations about having the double skips for the dual turn lanes put in at the same time the skips for Publix are being removed and replaced appropriately. Sgt. Andrews, of HCSO, said he doesn't think the skip lines are done yet. Ernie Lane was told that all the PO's will be redone. It is number four on the list and hopefully it will be done before next month's meeting. Ernie said that this had not been made to the top of the list yet. Ernie said that he sent out an email to Traffic Operations trying to get a status on the skip lines. He has been telling Traffic Operations for the past couple of years that they need skip lines put in on Northcliffe Boulevard and North Mariner Boulevard. No update. The striping crew is currently working in the county, and they have it on their to-do list. Hopefully they will get this done this month or next month. <b>**continued on next page**</b></p> |



## PROBLEM LOCATIONS – JANUARY 2026

| Item | Date Reported | Description | Staff | Last Update | Date Resolved/<br>Withdrawn | Comments   |
|------|---------------|-------------|-------|-------------|-----------------------------|--|
|      |               |             |       |             |                             | <p>Ernie Lane talked to the striping contractor and the contractor stated that they have had some recent problems with personnel. Ernie will see where they are on the list and then Ernie will send out an email. Ernie Lane is not sure where this location is on the priority list. Ernie will find out more about this location. Eric will follow up with Ernie to see if there are any updates. <b>No update.</b></p> |



| Item | Date Reported | Description   | Staff        | Last Update | Date Resolved/ Withdrawn | Comments  |
|------|---------------|---|--------------|-------------|--------------------------|---|
| 3    | Nov 2023      | <p>Mariner Boulevard</p>  <p><a href="https://maps.app.goo.gl/E9PN5YDyVuiSM5qj9">https://maps.app.goo.gl/E9PN5YDyVuiSM5qj9</a></p> | Sgt. Andrews | Sep 2025    |                          | <p>Sgt. Andrews asked for an update on a Roadway Safety Audit (RSA) on Mariner Boulevard. There are some serious issues out on Mariner Boulevard, with four of the six fatal crashes in the area being on Mariner Boulevard. Drivers are also going the wrong way at turn lanes at various locations along Mariner Boulevard. He suggested adding delineators, like at Mariner Boulevard and Northcliffe Boulevard. Sgt. Laura Anstead suggested to Sgt. Andrews to write papers for grants for funding. She said that the ELEE program and FDOT grants have helped her and her team a lot. For the 2023 totals so far, minus the sixty-day delay, Mariner Boulevard had 343 crashes, six fatal crashes, with seven fatalities. Three of the six fatal crashes were south of Mariner Boulevard closer to County Line Road, south of Spring Hill Drive. People are losing control of the vehicles and not wearing their seatbelts. There have been no major crashes recently. Discussion followed about having a possible RSA at this location. Sgt. Andrews will pull five-year crash data for a stretch of roadway on Mariner Boulevard. George Edmiston received the data from Sgt. Andrews. George forwarded the crash data to the Safety Office and Emmeth assigned JMT to do the safety study. JMT is working on the safety study. Ernie said they restriped and installed RPMs. Eric Henry of FDOT stated that JMT completed a safety study for this corridor, and it was submitted to the FDOT office. It is pending a review. Eric will follow up with FDOT to see its status. Emmeth Duran stated that FDOT coordinated with traffic operations on some of the safety recommendations from the JMT report. It is pretty much wrapped up, but Emmeth will follow up on this. Eric Henry will follow up with Emmeth to see if we can get an update at the next meeting. Eric Henry stated that JMT completed the RSA. Eric Henry stated that FDOT received the finalized report, but the report is awaiting the final sign-off. Hopefully at the next meeting, Eric will be able to provide some of the findings and recommendations and what improvements they will implement. Bill Riha and Mike Zinn from FDOT are still in the process of reviewing the findings from the RSA. The signal timing is still being figured out. It is still in the review phase. There will be a meeting on Mariner Boulevard tomorrow. Eric stated that JMT had presented findings from the safety study at the previous meeting. He suggested that in a future meeting, we revisit the Mariner Boulevard item to either narrow down the specific location or clarify the intent of the issue. <b>**continued on next page**</b></p> |



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|      |               |             |       |             |                          | Eric mentioned that JMT previously presented the Mariner Boulevard safety study. However, Eric is uncertain which proposals or projects will advance to the design phase. Ernie Lane from Hernando County sent an email following the meeting stating that he has received the study for Mariner Boulevard between Spring Hill Drive and County Line Road. He provided a copy to Scott Herrig, County Engineer, and Tod Crosby, Assistant County Engineer), but he has not heard or received any direction from them yet and will keep us posted. For now, this item will be moved to the long-term list on the problem locations sheet. Ernie Lane reached out to the county engineer and is waiting for his reply. <b>No update.</b> |