

Pasco CTST – February 25, 2026

Meeting started at 1:30pm

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

II. **Meeting Dedication**

Christina Boulnois (Lochner): Christina introduced the February meeting dedication, aligned with FDOT's February 2026 safety campaign, Hit-and-Run Awareness Month. She highlighted concern over the high number of hit-and-run pedestrian crashes, noting the lasting impact on victims' families, especially when cases are not quickly resolved. Using crash data from 2023–2025, she reported a total of 13 pedestrian fatalities from hit-and-run crashes: five in 2023, six in 2024, and two in 2025. Most occurred under dark, unlighted conditions (10 crashes), with the remaining three in dark but lit conditions. All crashes happened during clear weather. Fatalities were spread across all days of the week, and the most common times were early to mid-evening (around 6–7 PM and 9–10 PM), with one late-night incident around 12–1 AM. She showed the geographic distribution of the 13 crashes across the county and formally dedicated the meeting to the pedestrians who lost their lives in these incidents, reinforcing the purpose and importance of the group's safety work.

III. **Minutes Approved**

- January minutes were approved.

IV. **Old Business**

1. **S.R. 56 from Meadow Point Boulevard to US 301** – Jeffrey reported that his most recent action was sending photometric PDFs to FDOT for review on January 21st, 2026. He is awaiting feedback and hopes this will allow the installation of lighting along Bruce B. Downs Boulevard, specifically between S.R. 54 and S.R. 56. He also noted that this segment, along with S.R. 54 from Bruce B. Downs to U.S. 301, has recently been transferred to county jurisdiction.
2. **Daughtery Road and US 301** – Eric Henry shared that he does not have a formal update at this time, but noted he has not yet been able to locate the signal warrant analysis. He believes the analysis should have been completed and will continue looking for it so it can be shared with the group for reference and benefit.

V. **New Business**

Education

Eric Henry (FDOT): Eric Henry shared that Pasco County has at least one upcoming outreach event, with the Kumquat Festival being the primary one identified. He noted that staff will be on site to conduct outreach and safety education during the event.

Angel Avila (Pasco MPO): Angel shared that Pasco County will be conducting outreach at the upcoming Kumquat Festival, focused on the Safety Action Plan, potentially tabling jointly with FDOT. She also noted that Pasco County is hosting two workshops for the Pasco County Resiliency Plan, which includes safety as a key component of resiliency. The workshops are scheduled for March 10th and March 12th, and details will be shared with the group. During the discussion, Kasey Cursey clarified that the festival date has been rescheduled to March 8th due to weather. Kathrin Tellez confirmed she has the event details and will share table location information once assigned, with the goal of coordinating booths and amplifying messaging together.

Jonathan Rose (Zephyrhills PD): Jonathan Rose asked whether he had already shared an email with the group outlining the City of Zephyrhills' events for the year. When it appeared that the email had not been received, he said he would forward it to the group. He explained that the city compiled a full-year list of upcoming events to help partners coordinate outreach or activities around those events. Lori Palaio noted that once received, the information could be redistributed broadly via an e-blast so everyone has access.

Renisa Martinez (John's Hopkins All Children's Hospital): Renisa shared updates on two Pasco County safety initiatives. First, the 2026 Battle of the Belts program is underway in partnership with the Teen Safe Driving Coalition, which is now a statewide effort. About eight schools in Pasco County are registered, with additional participation from other areas. The program engages teens in peer-to-peer education focused on reducing distractions and increasing seatbelt use, and Renisa expressed excitement about seeing this year's submissions. Second, she highlighted the Bike Poster Contest, facilitated by her colleague Sheila Rainey. The contest is open to students in grades K–8 and runs through March 13th. Past participation has been strong, with student artwork focusing on visibility, bike safety, helmet use, and now including an e-bike safety component. The artwork is often reused on safety cards and outreach materials, making it a creative way to engage the community and reinforce safety messaging while motivating students through prizes. During discussion, Isabella Discepolo asked whether the poster contest is open to homeschooled students. Renisa noted that this has not been specifically addressed in the past and suggested it would be a good follow-up question for Sheila, acknowledging it as a potential area to clarify moving forward.

Jeannine South (MADD): Jeannine shared that it's encouraging to see the meeting well attended and growing compared to earlier years. She provided a brief update on MADD education efforts, noting that she and Ariana Roman continue to be active in the community delivering education programs. Ariana has been participating in multiple tabling and outreach events, including one recently (possibly with the health department), and overall, the team has been busy with safety education. Jeannine encouraged the group to share information about upcoming health and safety events, as MADD is eager to attend and support when possible.

Tina Russo (FDOT): Tina announced an upcoming bike helmet fitting at Pride Elementary School on March 12th, which she will be conducting alongside Sheila. She also shared that they are working on organizing a car fit technician training event in April, with the goal of expanding the effort in the future as more technicians become trained.

Enforcement

Jim Hartwell (LEL): Jim announced the launch of a new electronic, web-based Traffic Law Quick Reference Guide to complement the existing printed version. The app allows law enforcement to search by category or keyword, select a suspected violation, and click directly into the applicable statute to confirm details. It also identifies whether an offense is non-moving, moving, criminal, or felony. Because it is web-based, the guide can be accessed on phones or computers, is free, and can be updated much faster when new legislation is passed, reducing reliance on mid-year printed updates. Printed guides will still be produced, but in smaller quantities. He also reminded the group that the Law Enforcement Traffic Safety Challenge Awards will take place July 30th–31st in Orlando. The application period is currently open and closes March 31st, with notifications regarding placing agencies in May. Finally, he noted that this is the last week for agencies to submit concept papers for subgrants for the upcoming grant cycle.

Jeannine South (MADD): Jeannine announced that MADD's statewide Law Enforcement Recognition Awards are coming up this summer, and nominations are now open. She encouraged everyone in the group to submit nominations, especially highlighting the opportunity to showcase strong work from the Tampa Bay area. She emphasized that nominations are not limited to officers on the street, but also include community members, prevention professionals, and behind-the-scenes contributors. Jeannine said she would share the nomination information in the chat and urged participants to consider a wide range of deserving individuals.

Jim Hartwell (LEL): Jim announced an upcoming Hero Award for Impaired Driving event on March 24th at a Tampa Bay Lightning game. The award recognizes law enforcement officers with 1,000 or more lifetime DUI arrests. This year, an officer from the City of Largo will be honored. Prior to the game, there will be a community engagement activity outside the arena, including a tent where officers will demonstrate field sobriety tasks such as walk-and-turn using fatal vision goggles, then repeat the tasks without the goggles to show the impact of impairment. James noted that this interactive outreach is always well received and encouraged anyone interested in attending the game to get tickets early.

Brentin Mosher (CUTR): The Enhanced Law Enforcement Engagement program ends on Saturday, February 28th, so that would be and then the agencies will have two weeks to submit their details and then we will begin ordering their equipment.

Engineering

Jim Hartwell (LEL): Jim noted that a Road Safety Audit (RSA) was recently conducted on S.R. 52 from U.S. 19 to South Road. The audit covered approximately three miles, with participants divided into three groups, each reviewing about a one-mile segment. He reported strong participation and valuable input, with several constructive recommendations identified to improve safety along the corridor. Anthony Chaumont confirmed that the RSA report is in progress and will be provided to the roadway owner (FDOT) in the coming weeks. Pending FDOT approval, the team plans to present the findings to the CTST group.

Crash Statistics

Lori Palaio (JMT): From January 1st through December 8th, 2025, there were 76 fatal crashes. At the last CTST from January 1st through November 14th, 2025, there were 70 fatal crashes. The six new fatal crashes include two pedestrian, two rear end and two coded as other.

For the two pedestrian fatal crashes:

- The first pedestrian fatal crash was on November 16th, 2025, at 6:10 PM on Boyette Road and Vienna Woods Lane, not at the intersection, in dark not-lighted, clear, and dry conditions. The vehicle was traveling south on Boyette Road, approaching the intersection of Vienna Woods Lane. The pedestrian was walking south in the southbound lane of Boyette Road, just north of Vienna Woods Lane. The driver failed to observe the pedestrian walking south in the southbound lane, directly in front of the vehicle. The vehicle struck the pedestrian and then fled the scene.
- The second pedestrian fatal crash was on November 24th, 2025, at 5:59 PM on U.S. 301 and Pretty Pond Road, not at the intersection, in dark-lighted, clear and dry conditions. The vehicle was northbound in the inside lane on U.S. 301, north of Pretty Pond Road. The pedestrian exited a vehicle that was parked in the outside shoulder of U.S. 301, north of Pretty Pond Road. The pedestrian began walking westbound on the travel lanes of U.S. 301, north of Pretty Pond Road, ahead of the vehicle. The pedestrian entered the inside lane of U.S. 301 as the vehicle was approaching. As a result, the front of the vehicle collided with the pedestrian.

The two rear end fatal crashes were both motorcycle fatal crashes. The first at Wesley Chapel Boulevard and Retail Road, not at the intersection, in day, clear and dry conditions. The second at U.S. 19 and Fulton Avenue, at the t-intersection, in day, clear and dry conditions. The first other fatal crash was at U.S. 19 and Beach Boulevard, at the four-way intersection, in day, clear and dry conditions. It was motorcycle related. The driver attempted to make a u-turn on a steady red indicator as vehicle two approached. As a result, the front of vehicle two with the right rear of vehicle one. The second other fatal crash was at U.S. 19 and Stone Road, at the t-intersection, in dark-lighted, clear, and dry conditions. Vehicle one was traveling northbound on U.S. 19 in the center lane south of Stone Road. Vehicle two was traveling southbound on U.S. 19 in the left turn lane. Driver two attempted to make a u-turn to go north on U.S. 19 and traveled into the path of vehicle one. Vehicle one was traveling at an extremely high rate of speed causing driver two unable to judge the speed of vehicle one. As a result, the front left of vehicle one struck the right rear side of vehicle two. There are currently 76 fatal crashes through December 8th, 2025. Same period in 2024 there were 98 fatal crashes. We are down by 22 fatal crashes in the same period. A trend that was found in the data is that two pedestrian fatalities occurred on S.R. 54 near Collier Parkway in May and November, with crashes happening on both the east and west sides of the intersection.

VI. Calendar Updates / Activity Reports

None.

VII. Highway Safety Improvement Program (HSIP) Updates

Lori Palaio (JMT): Lori reported that she is currently supporting HSIP efforts. There are no active HSIP applications for Pasco County currently. A previous HSIP request for a Rectangular Rapid Flashing Beacon (RRFB) in New Port Richey was received and has since been completed. She noted that assistance is available for anyone interested in applying for low-cost safety improvements and encouraged reaching out for help with applications or questions.

VIII. Action Items

1. Christina Boulnois (Lochner) - Reevaluate recent crash trends on both Little Road and County Line Road. *She noted challenges with pulling segment-level data from Signal Four, as the available top 5% segment data is limited to 2022 and reflects older crash years (2020–2022). Because roadway improvements have since been made, compiling updated information will require additional effort. For Little Road specifically, she indicated that intersection crash data will be presented in the upcoming slides.*
2. Jeffrey Moncalian (Pasco County) - Forward an email (to the CTST Team, including Kasey Cursey) summarizing the improvements already completed on Bellamy Brothers Boulevard. *No update.*
3. Eric Henry (FDOT) - Forward the findings from an RSA that was conducted on Bellamy Brothers Boulevard a few years ago. *Eric sent the report to Lori. JMT will present this at a future meeting.*
4. Kasey Cursey (EXP) - Will ensure the MPO team connects with Christina, Jeffrey, and others for coordination, outreach and workshop information. *Kasey shared that she coordinated with Angel and Catherine, who are presenting today, to ensure the MPO is involved in the group's ongoing efforts. This coordination is intended to align with the safety action plan work, given the overlap with the safety issues discussed. She noted that she delegated this task to Angel and Catherine and marked the action item as complete.*
5. Christina Boulnois (Lochner) - Committed to pulling updated crash data for 2023–2025 before the next meeting to refine the high crash intersection list, cross-check trends, and align with the MPO's safety action plan priorities. *Christina presented an updated review of fatal crash data for Pasco County covering 2023–2025. Using fatalities as the primary screening metric due to limited segment-level crash rate data, six roadway corridors were identified across the county.*

Little Road: 10 fatalities total, with notable concentrations at San Miguel Drive (2), Poe Drive (2), and Heritage Lake Boulevard (2); four additional locations each had one fatality.

Land O' Lakes Boulevard / County Line Road: 4 fatalities, occurring at Pleasant Plains Parkway, Lake Floyd Drive, and Tower Road (one each).

Gulf Boulevard: 4 fatalities, including two at TLC Lane, and one each at Alston Avenue and Cossack Road.

Ridge Road: 3 fatalities at Leo Kidd Avenue, Lemon Road, and Journette Boulevard.

Chancey Road: 2 fatalities at Cote Drive and Meadow Point Boulevard.

Grand Boulevard: 2 fatalities at Trouble Creek Road and Sunray Drive.

Christina noted that this approach differs from previous methodologies due to the lack of readily available crash rates for recent years. She emphasized the apparent concentration of fatalities at certain intersections and suggested selecting one location to conduct a mini-Road Safety Audit (RSA) as a pilot to better understand the RSA process and its potential benefits.

Tina Russo highlighted positive news regarding the two fatalities at Heritage Lake Boulevard and Little Road, noting that improvements were implemented shortly after the incidents in 2023. She deferred to Jeff Moncalian to describe the changes and referenced that additional context would be covered in the Safety Action Plan. Jeffrey Moncalian explained that the corrective action involved removing the flashing yellow arrow, which was identified as a contributing factor, particularly for elderly drivers who had difficulty judging safe gaps due to depth-perception issues. The change was described as a straightforward fix following two fatalities that occurred within a short time span. Following the update, Christina Fogt-Boulnois proposed selecting a location with multiple fatalities to pilot a mini-Road Safety Audit (RSA). Potential candidates included Little Road at San Miguel Drive and Poe Drive. With group input, Christina selected Little Road at San Miguel Drive and Poe Drive as the preferred focus, noting their proximity and feasibility for review. There was brief discussion about recent improvements near San Miguel Drive, with Christina agreeing to verify details. Christina concluded by indicating that more information would be brought back to the group at the next meeting.

6. Sheila Rainey (John's Hopkins All Children's Hospital) - Will send an invitation to the group for the e bike safety task force virtual meeting on February 11th from 2:00–3:00 PM.

7. Renisa Martinez (John's Hopkins All Children's Hospital) – Will provide Battle of the Belts program progress.

8. Brentin Mosher (CUTR) - Offered to share contact information to Wayne Gaskill (Citizen) for FHP personnel responsible for Turnpike facilities, including Lieutenants Rocks and Bloom, so Wayne could follow up directly with the LE agency.

9. Eric Henry and Tina Russo (FDOT) – Worked with Tina to forward noted concerns raised by Officer Jonathan Rose of safety issues at Pretty Pond Road and U.S. 301, as well as Fort King Road and U.S. 301 to the FDOT D7 safety engineering team. They are currently waiting for feedback and review comments from that group to determine potential next steps for those locations.

IX. Open Forum/Announcements

Kathrin Tellez (Fehr and Peers) and Angel Avila (Pasco MPO): Kathrin and Angel provided a recap of the Safety Action Plan effort as part of the second round of presentations to MPO committees, noting that the plan was recently presented to the MPO Board. The team is currently drafting the Action Plan, with the goal of Board adoption in May. This timing is intended to align with the upcoming Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity, expected within the next few weeks and likely due in June, enabling the MPO, county, and local jurisdictions to pursue planning, demonstration, and implementation grants. Since the last meeting, the team has developed a High Injury Network (HIN), consisting of roadway segments and intersections with the highest concentrations of fatal and severe injury crashes, excluding limited-access facilities. The analysis focuses on multimodal corridors where pedestrians, bicyclists, motorists, and motorcyclists interact. Fatal and severe injury crashes were weighted most heavily, with additional emphasis on crashes involving vulnerable road users. The HIN represents approximately 2.5% of county centerline miles, yet accounts for a disproportionate share of serious crashes. They noted that the top high-injury segments are largely state roads, particularly U.S. 19, characterized by higher speeds, multiple lanes, and numerous conflict points. A corresponding list of top 10 intersections was also identified, which may serve as strong candidates for RSAs since the analysis includes severe injuries in addition to fatalities. A High Injury Network Fact Sheet was created, including maps and lists of the top 30 segments and intersections, and is available for inclusion in meeting materials and public outreach. In addition, the team identified a High Risk Network, consisting of roadways with characteristics similar to the HIN but without current crash histories at expected levels. This network supports a proactive Safe Systems approach, encouraging safety improvements to be incorporated during resurfacing, development, or other planned projects, ideally leveraging developer funding where possible. They summarized key findings from crash, behavioral, and contextual analyses, reinforcing that speed, volume, number of lanes, and suburban commercial arterials are strongly associated with fatal and severe injury crashes. While alcohol- and drug-related crashes represent a small percentage of total crashes, they are far more likely to result in severe outcomes, with notable concentrations along U.S. 19. These insights are being used to guide both engineering and non-engineering strategies. A comprehensive policy and plan review was also conducted, including MPO and county documents and prior committee meeting minutes. The review found strong alignment between the Pasco LRTP and Safe System principles, with adoption of the Safety Action Plan expected to address remaining gaps. Identified opportunities for refinement include continuing the Safety Task Force on a periodic basis, conducting near-miss assessments, improving transportation impact study practices, and strengthening accountability across agencies. For implementation, the team developed corridor-level crash fact sheets for the top 10 segments and proposed a range of countermeasures. These recommendations are preliminary and intended to be refined through multidisciplinary Road Safety Audits. The plan also emphasizes education, outreach, training, and emerging concerns such as e-micromobility, alongside engineering solutions. Prioritization criteria were established to help identify candidate projects for SS4A grant applications. Finally, they highlighted ongoing public engagement efforts, including workshops, surveys, utility bill inserts, outreach events, and an elected officials guide. Common themes from feedback include strong concern about roadway safety, e-bikes, rapid development, and limited neighborhood connectivity. The team is incorporating this input as they finalize a high-level implementable

Action Plan, supported by detailed technical appendices. They concluded by encouraging continued survey participation and offered to answer questions.

Lori Palaio (JMT): Lori Palaio reminded the group that Angel's presentation has been posted to the CTST website under the CTST Program, CTST Presentation Archive, where members can also view presentations from other teams. Lori also shared that a Road Safety Audit (RSA) was completed for Bellamy Brothers Boulevard (S.R. 52) from U.S. 19 to the Hernando County Line. She offered to present the RSA findings and team discussion at a future meeting if the group is interested. Tina Russo noted that this RSA originated from recommendations by this group, including FHP. Lori concluded by emphasizing the value of the group's collaboration in identifying problem locations and advancing RSAs and thanked everyone for their efforts.

Christina Boulnois (Lochner): Christina emphasized the importance of a multidisciplinary team approach to roadway safety, noting that no single discipline can address safety issues alone. She expressed appreciation for the diverse perspectives represented in the group, including law enforcement, education, health, and engineering, and acknowledged the shared responsibility everyone has as roadway users. Christina specifically thanked law enforcement and education partners for their contributions to safety awareness.

Tina Russo (FDOT): Tina clarified that EMS is represented in the group through Isabella Discepolo, who is involved with Bayonet and the statewide Bike/Ped Coalition's Safe Systems efforts. Tina highlighted the value of EMS participation, particularly in addressing emerging issues such as e-bikes and micromobility.

Isabella Discepolo (HCA Florida Bayonet Point Trauma Center): Isabella clarified that a previously mentioned mid-block crossing was located at San Marco Drive, not San Miguel Drive.

Lori Palaio (JMT): Lori announced that the next CTST meeting will be held in person on March 25th at 1:30 PM at the Zephyrhills City Hall Council Chambers, thanking Jonathan Rose for coordinating the space. Jonathan noted he would be attending training in Tampa that day but would attempt to have agency representative present.

Brian Michaels (Pasco BPAC): Brian asked about the activation timeline for a new mid-block pedestrian crossing on U.S. 19, located just north of S.R. 54. Jeffrey Moncalian explained that the project is experiencing utility coordination issues, including the need for an additional bore, and that no activation date has been confirmed yet.

Next Meeting: March 25, 2026 – In-Person Meeting, 1:30 PM, Zephyrhills City Hall Council Chambers Room, 5335 8th Street, Zephyrhills, FL

Meeting adjourned at 2:35pm.

Meeting Attendees: Angel Avila (Pasco MPO), Rebecca Bogue (Pasco County), Christina Boulnois (Lochner), Anthony Chaumont (JMT), Kasey Cursey (EXP), Isabella Discepolo (HCA Florida Bayonet Point Trauma Center), Kelly Farabee (FDOT), Jim Hartwell (LEL), Eric Henry (FDOT), Renisa Martinez (John's Hopkins All Children's Hospital), Kenna McQuown (Pasco County Transportation), Brian Michaels (Pasco



MEETING MINUTES – FEBRUARY 2026

BPAC), Jeffrey Moncalian (Pasco County), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Jonathan Rose (Zephyrhills PD), Tina Russo (FDOT), Jeannine South (MADD), Randy Stovall (Pasco CAC), Kathrin Tellez (Fehr and Peers)



CHALLENGING LOCATIONS - FEBRUARY 2026

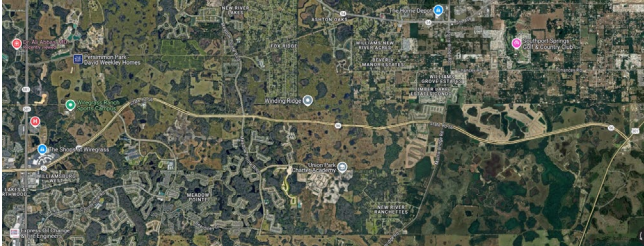
STATE HIGHWAY SYSTEM LOCATIONS

| Location | Date | Original Request | Who Initiated Request? | Responsible Staff or Agency |
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| Action Item / Countermeasure | Date | Update | Status | |
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LOCAL ROADS PROBLEM LOCATIONS

| Location | Date | Original Request | Who Initiated Request? | Responsible Staff or Agency |
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LONG TERM LIST

| Location | Date | Original Request | Who Initiated Request? | Responsible Staff or Agency |
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| SR 56 from Meadow Point Boulevard to US 301  https://maps.app.goo.gl/vNnUAuPvDk1UsAwn8 | Nov 2024 | Lighting Request | Emmeth Duran (FDOT) | FDOT |
| FDOT keeps receiving repeated requests related to the need for lighting along State Road 56 from Bruce B Downs Boulevard to US 301. As new developments and new residents are coming in, residents have been asking for some form of corridor or intersection lighting along this section. Unfortunately, the addition of lighting seems to have been a missed opportunity with the recent widening and extension of this road, as well as with the new developments as part of their permit. Due to how new this road and adjacent land use is, correctable crashes are low in comparison, which Safety funds would not be justified at this time. However, FDOT is not expecting these requests to fade away, since there is a proactive need for enhanced visibility, especially with the continuous Shared-Use Path/sidewalk along both sides of SR 56. There have been multiple wrong way driving crashes. | | | | |
| Emphasis Area: Signal Four | | | | |
| Intersection/Corridor Improvements | | | | |
| Action Item / Countermeasure | Date | Update | Status | |
| Jeffrey Moncalian of Pasco County stated that they had something they were working on to get street lighting on SR 56 and Bruce B Downs Boulevard. He will check with Venkat to see the status of this, as they were working with both Duke Energy and Withlacoochee Electric because there are boundaries that split SR 56. | 12/11/24 | Tina will look at this today. Pasco County is looking at this and needs a collaboration with Duke Energy. | Complete | |
| Tina stated that the segment from Bruce B Downs Boulevard to Meadow Pointe Boulevard meets the criteria for lighting and it is going to be part of the resurfacing project, but it will be for about half of the segment. They are working through the details on the funding and the maintenance. Tina will bring the final details of the project at the next meeting. There is a maintenance issue with Pasco and Withlacoochee that is being worked on. | 2/26/25 | Venkat finished talking to FDOT. Withlacoochee will do their procurement process. Lighting will go up to Meadow Pointe Boulevard. Phase one is SR 56 from Bruce B Downs Boulevard to Meadow Pointe Boulevard. Phase two will be from Meadow Point Boulevard to US 301. The limits will update on SR 56 from Meadow Pointe Boulevard to US 301. That is the section of roadway where there is no lighting improvements planned currently. | Complete | |
| This is in the procurement process. Once this is done, it will be shared with FDOT and the county. This will be added to a new long-term list. | 4/23/25 | Venkat Vattikuti, Pasco County, sent Emmeth the Withlacoochee request for costs. It needs a contribution CIC cost of about one million dollars. Venkat met with the maintenance team about the costs. He will schedule a meeting with Emmeth on this request. | Complete | |



CHALLENGING LOCATIONS – FEBRUARY 2026

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| <p>The lighting issue is still under review, with a coordination meeting planned between the County and FDOT.</p> | <p>7/23/25</p> | <p>Jeffrey Moncalian, Pasco County, will follow up on this location.</p> | <p>Complete</p> |
| <p>Jeffrey Moncalian stated that work is ongoing, noting that progress had slowed following Venkat's departure. He explained that coordination is underway with FDOT and Withlacoochee to determine which sections can still be lit before the end of the Joint Participation Agreement (JPA) and to assess the associated costs. A meeting is scheduled for next Monday to finalize the lighting sections and plan next steps.</p> | <p>9/24/25</p> | <p>Jeffrey reported that progress on lighting improvements along S.R. 56 has slowed due to time constraints with FDOT and the joint participation agreements. Originally, three segments were planned: Bruce B. Downs Boulevard from S.R. 54 to S.R. 56, S.R. 56 from I-75 to Meadow Pointe Boulevard, and S.R. 56 from I-75 to Shops at Wiregrass. However, only one segment, likely I-75 to Shops at Wiregrass, will be completed within the current timeframe, while the other two agreements may need to be dissolved. Jeffrey emphasized that efforts would continue with FDOT to eventually light the entire S.R. 56 corridor.</p> | |
| <p>No updates were provided. The group discussed that this location had been raised during a recent county commissioner meeting. Further discussion followed.</p> | <p>12/9/25</p> | <p>Jeffrey Moncalian stated that he believes this location was dropped back to just being on Bruce B Downs Boulevard from S.R. 54 to S.R. 56.</p> | |
| <p>Jeffrey reported that his most recent action was sending photometric PDFs to FDOT for review on January 21st, 2026. He is awaiting feedback and hopes this will allow the installation of lighting along Bruce B. Downs Boulevard, specifically between S.R. 54 and S.R. 56. He also noted that this segment, along with S.R. 54 from Bruce B. Downs to U.S. 301, has recently been transferred to county jurisdiction.</p> | <p>2/25/26</p> | | |

| Location | Date | Original Request | Who Initiated Request? | Responsible Staff or Agency |
|--|-------------|--|------------------------|-----------------------------|
| <p>Daughterly Road and US 301</p> <p>https://maps.app.goo.gl/zAzDSbTWJofgRkKkN9</p> | Dec 2023 | At Daughterly Road and US 301, there are crashes at the signalized intersection. Daughterly Road is between two shopping centers. | | Tina Russo (FDOT) |
| <p>There is a hill and overall poor visibility. The issues are westbound, coming off Daughterly Road. The crashes are typically elderly people. Discussion occurred on access management. The traffic flows from the Golden Corral to the south, and vehicles cut through the parking lot. The intersection crosswalks are offset as well.</p> | | | | |
| Emphasis Area: Signal Four | | | | |
| Action Item / Countermeasure | Date | Update | Status | |
| Venkat, of Pasco County, will investigate this area. | 12/13/23 | Tina reached out to someone on this and will go back through her emails to see what was discussed. Tina will follow up, but this one got pushed forward to the next step to see what can or cannot be done. | Complete | |
| Tina said she must look at this location with Venkat's help. | 2/28/24 | George Edmiston spoke to Jim Reiser and he has been in contact with Zephyrhills. George and Jim will work together on this. | Complete | |
| Pasco County can do the timing change if FDOT allows it. Tina Russo will send Eric Henry more information. Eric Henry will get with traffic operations. Amy Davis stated that the signal will have to change from a three-section head to a five-section head | 6/26/24 | There is a meeting in Zephyrhills this morning. No further update. | Complete | |
| Ofc. Rose, of Zephyrhills PD, said they are still having problems. There is no turn signal going east or west which is causing congestion. Eric will discuss this with the traffic group. | 12/11/24 | FDOT is coordinating with traffic operations to see what can be done based on the group's complaints about this location. Traffic operations will do a left turn study and look at crash data. They will do a safety analysis of the intersection to see what can be done in the future. | Complete | |
| Eric Henry, FDOT, stated that this problem location is still in process. FDOT did a collision diagram internally and saw left turn crashes on the side streets, as well as pedestrian and bicycle crashes. They are in the process of completing a study. | 4/23/25 | Eric Henry, FDOT, stated that FDOT Traffic Ops are conducting some studies of this intersection. They had to push their coordination meeting with them back. Eric will follow up with them. | Complete | |

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|--|----------------|--|-----------------|
| <p>Eric Henry, FDOT, stated that a left turn study was conducted but did not meet the warrants for a left turn phase. Further feedback and potential alternative approaches are being considered.</p> | <p>7/23/25</p> | <p>Eric Henry, FDOT, will follow up on this. Jonathan Rose from Zephyrhills PD, stated that this road is an ongoing issue. The left turn has a solid green head and is not protected. Christina discussed possibly pulling the crash data. Jonathan Rose stated that we can pull the crash data when it is snowbird peak season, around January or February.</p> | <p>Complete</p> |
| <p>Eric Henry shared that Traffic Operations completed an analysis to determine whether a protected left turn was warranted at the intersection, but the crash data and traffic volumes did not meet the necessary thresholds. As a result, implementing a protected left turn is not currently feasible, and alternative treatments may need to be considered. Christina asked whether this was something the FDOT would handle or if the group could take action. Eric responded that while FDOT is still reviewing it, any recommendations from the group could help expedite a solution. Eric noted that many of the crashes involved left turns from Daughtery Road and mentioned that elevation might also be contributing to the issue. Christina and Eric agreed it should stay on the list while the team works on identifying potential solutions.</p> | <p>9/24/25</p> | <p>Eric Henry noted that traffic operations reviewed the location to see if a protected left turn could be added, but it did not meet warrant requirements. He suggested monitoring the site and considering alternative improvements if conditions change. Christina Boulnois proposed reviewing recent crash data for patterns and asked if a site evaluation had been conducted. Eric confirmed that turning movement counts were collected but no safety concerns were reported. He offered to follow up with the team to check if any observations were made during the field visit.</p> | |
| <p>A new traffic signal is planned for installation at Wire Road to help create safer gaps for vehicles. Currently, heavy traffic at the stop sign is causing drivers to accelerate aggressively. Jonathan Rose from Zephyrhills PD noted that law enforcement is working to encourage drivers to slow down. The intersection presents additional challenges due to its offset alignment and elevation changes. Eric will confirm the timeline for the signal installation, and this improvement can be added to the long-term problem locations list. Christina also recommended reviewing the crash history for this location.</p> | <p>12/9/25</p> | <p>Eric Henry reported that the new traffic signal planned for the U.S. 301 and Wire Road intersection is expected to begin construction around March of this year, with completion anticipated by the fall, according to the project manager. He noted that this location should remain on the group's long-term problem location list to observe whether construction activity contributes to any increase in crashes and to evaluate conditions after the signal is installed. In response to Christina Boulnois's question about whether a pre-installation safety or signal warrant study had been completed, Eric confirmed that at least a signal warrant analysis should exist and offered to obtain it for the group.</p> | |
| <p>Eric Henry shared that he does not have a formal update at this time, but noted he has not yet been able to locate the signal warrant analysis. He believes the analysis should have been completed and will continue looking for it so it can be shared with the group for reference and benefit.</p> | <p>2/25/26</p> | | |



CHALLENGING LOCATIONS - FEBRUARY 2026

LOCAL ROADS CONTACTS

| | | | |
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