



**West Central CTST – March 11, 2026**

Meeting started at 1:31pm

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

II. **Minutes** were approved for February 2026.

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

1. **U.S. 41 and Middle School Road:** Lori stated that Eric provided her updates. She stated that this location is under review by the safety engineering team and that they are planning to conduct another field review during pick-up and drop-off times.
2. **C.R. 491 near Educational Path:** Jim Hartwell stated that he would reach out to Lieutenant Ball to see if he can get any information if he will not be attending the meetings or if he can attend the next meeting.
3. **N Lecanto Highway (C.R. 491) and W Hampshire Boulevard:** Lori received an update from Eric stating that he confirmed that the project is still just in design. There are no updates on timeline for construction, and he is awaiting a response from the County.
4. **Truman Boulevard and Harrison Street:** Lori stated that Eric provided her updates. Citrus County previously evaluated the location in 2024 and found two crashes over a three-year period with no injuries or fatalities. After receiving the request, they conducted another crash analysis which found one additional crash with no fatal/incapacitating injuries. Per Walt Eastmond, “With five years of data and three crashes with no fatalities or incapacitating injuries, in my opinion the intersection is performing as intended and no engineering improvements, modifications, or countermeasures are warranted. If speeding is the concern, that is addressed through enforcement by the CCSO.” Jim Hartwell stated that he will reach out to Lieutenant Ball to see if they can do speed enforcement there. Jim Reynold has not had a chance to visit this location, but he will try to visit location soon.
5. **East Gulf to Lake Highway and Stotler Avenue:** Lori received an update from Eric. An educational campaign is still under development and there are no other updates. Brentin Mosher stated that they are still working on developing that education campaign and the parameters of that and whether they are just doing geofencing, whether they want to add a mailing component, etc. Brentin should have more for the next meeting on that. Jim Hartwell asked whether the installation and operational dates of the PHB had been confirmed, noting that Eric was unable to locate the associated documentation. Lori indicated she had encountered the same issue and was unable to determine the installation date through available sources such as street view and Near Map. Jim Hartwell noted that this is the only PHB in the county, and both agreed that public education, particularly through a social media campaign, will be critical due to the facility’s uniqueness and the potential for user misunderstanding. Lori will follow up with Eric.
6. **Mariner Boulevard from S.R. 50 to Elgin Boulevard:** Ernie Lane noted that in February 2026, new signal equipment, including posts and signal heads, was being installed at the intersections of Spring Hill Drive and Landover Boulevard and Spring Hill Drive and Linden Drive to accommodate dedicated left-turn signals. Lori referenced a recent fatal crash and another recent severe injury crash in the area. Ernie will review to determine contributing factors.
7. **Corridor-Wide on Good Neighbor Trail:** Lori mentioned that several mats have been replaced. Their Assistant Public Works Director will check the CIP listing to provide additional details on



remaining work. Bob Esposito raised concerns about safety issues along the Good Neighbor Trail, noting that Duke Energy had previously caused damage that has since been repaired. However, he highlighted that several bollards (flexible delineator posts) are missing at trail intersections, leaving exposed bases that pose a hazard to bicyclists and pedestrians. Bob referenced an incident in which an individual struck one of the exposed bases and sustained a serious injury. He expressed concern that these conditions could lead to additional injuries and potential liability. Bob noted that he had already notified Hernando County and the City of Brooksville DPW, as they are responsible for maintenance, but questioned whether the issue should be elevated further

**8. Mariner Boulevard and Northcliffe Boulevard:** Lori stated that she received an update from Eric that they have been having some personnel issues with their striping contractor that has delayed this work, but he spoke with their Assistant Public Works Director, and they are going to ensure that this location is worked into their upcoming schedule.

**9. Mariner Boulevard:** Ernie Lane stated that an RSA covering the corridor from Cortez Road to County Line Road had been provided to the County Engineer and Assistant County Engineer. When asked about the completion timeline, Ernie indicated that no schedule was available at that time but that he would follow up with county staff to check on the status.

Jim Reynold (Citizens Advisory Committee for Citrus Hernando MPO): Jim Reynold raised concerns about multiple fatal crashes on Gospel Island Road/Trail in Citrus County over the past year. Lori Palaio noted that two of the fatalities were run-off-road crashes occurring along a curve (in August and October), and referenced the third fatal motorcycle crash on December 29<sup>th</sup>, 2025, on Gospel Island Road and Belair Drive from a news article. Lori suggested evaluating whether additional countermeasures, such as curve treatments, speed enforcement, or other engineering and safety improvements, may be warranted. Bob Esposito recommended coordinating with the county or city, as the roadway is locally maintained. Lori proposed adding the location to the problem location list for further review of existing conditions and contributing factors, with the goal of reducing future fatal and severe crashes. *Gospel Island Road will be added to the problem locations sheet.*

#### IV. Calendar Updates/Activity Reports

Brentin Mosher (CUTR): Brentin stated that the ELEE concluded on February 28<sup>th</sup>, and staff are currently compiling the associated data. He noted that summary statistics are expected to be available for the next meeting and that he will coordinate with Brandon Calvo, the new project manager, regarding discussion topics. Brentin also indicated that the related ceremony is planned for June.

Jim Hartwell (LEL): Jim reported that there are no current updates from law enforcement, as there are no active engagements at this time. He noted that he has been sending emails related to the Law Enforcement Challenge and that the application period for the challenge awards is currently open. Jim indicated he will continue to reach out to law enforcement agencies directly.

Ariana Roman (MADD): Move like MADD is on March 27<sup>th</sup> at USF.

Brentin Mosher (CUTR): CUTR will be at Move like MADD and Eric will be there as well doing a Target Zero table.



## V. Fatal Crash Map

Lori Palaio (JMT): In Citrus County, From January 1<sup>st</sup> through December 23<sup>rd</sup>, 2025, there have been 27 fatal crashes. At the last CTST from January 1<sup>st</sup> through November 24<sup>th</sup>, 2025, there were 24 fatal crashes. The three new fatal crashes include one right angle, one left turn, and one run off the road fatal crash. The right angle fatal crash occurred on November 27<sup>th</sup>, 2025, at approximately 2:31am (Report Number 27012622) on South Apopka Avenue and East Harvard Street, at the four-way intersection, in dark not-lighted, foggy, dry conditions. Vehicle one was westbound on East Harvard Street approaching South Apopka Avenue. Vehicle two was southbound on South Apopka Avenue approaching East Harvard Street. The driver of vehicle one failed to stop vehicle one at the stop sign, as a result the front of vehicle two collided with the passenger side of vehicle one, causing vehicle one to collide with an electrical pole and a stop sign. Driver one was not wearing his seat belt at the time of the collision. The left turn fatal crash occurred on December 17<sup>th</sup>, 2025, at approximately 7:29pm (Report Number 27023448) on C.R. 581 and East Anna Jo Drive, at the t-intersection, in dark-lighted, clear, and dry conditions. Vehicle one was traveling south on C.R. 581 near the intersection of East Anna Jo Drive. Vehicle two was traveling north on C.R. 581 approaching the intersection of East Anna Jo Drive. The driver of vehicle one entered the left turning lane and attempted to make a left turn to travel east on Anna Jo Drive. Subsequently the right front of vehicle one struck the left front of V02. After collision, vehicle two traveled on the right grass shoulder and began to overturn multiple times. The run off the road fatal crash occurred on December 18<sup>th</sup>, 2025, at approximately 11:26pm (Report Number 26459918) on West Riverwood Drive and West Notch Path, not at the intersection, in dark not-lighted, cloudy, and wet conditions. The vehicle was traveling west in the westbound lane of West Riverwood Drive, just west of West Notch Path. The driver failed to maintain lanes and traveled off the roadway, left, onto the south shoulder. The vehicles left side collided with a standing tree. Fo trends, there have been two fatal crashes on Gospel Island Road and they were both run off the road fatal crashes (one in August and one in October) on the curved road. There have also been two fatal crashes on East Gulf to Lake Highway between East Gospel Island Road (left turn) and Redbud Terrace (rear end), approximately 2.7 miles apart. There are currently 27 fatal crashes through December 23<sup>rd</sup>, 2025. Same period in 2024, there were 30 fatal crashes. We are down by three fatal crashes in the same period.

Bob Esposito (Citrus Hernando MPO): Bob Esposito described a near-miss incident at the intersection of Highlands Boulevard and Harvard Avenue, where his Uber driver nearly failed to stop at the stop sign on Harvard Avenue during daylight hours. He noted that Harvard Avenue functions as a heavily traveled cut-through route between U.S. 41 and surrounding areas, which may contribute to higher approach speeds and driver expectancy issues. Bob explained that visibility of the stop sign can be limited due to roadway alignment, tree coverage, and the overall geometry of the intersection, increasing the likelihood of drivers missing or reacting late to the stop control. He emphasized that had the vehicle proceeded through the intersection, a severe right-angle crash with traffic on Highlands Boulevard could have occurred.



The group discussed potential safety countermeasures to improve driver awareness and compliance on the stop-controlled approaches, including advance warning signage, supplemental flashing yellow beacons upstream of the stop sign, and LED-enhanced stop signs. Jim Hartwell suggested that these types of improvements could potentially be pursued through an HSIP application. Lori Palaio noted that the intersection could be added to the problem location list for further evaluation, including a review of existing conditions, traffic patterns, visibility constraints, and potential low-cost countermeasures aimed at improving stop-sign recognition and reducing the risk of angle crashes. Lori Palaio confirmed that a fatal crash occurred at the intersection of Apopka Avenue and Harvard Street. Bob Esposito noted that Apopka Avenue carries higher traffic volumes due to its direct connection to downtown Inverness. The group discussed that the intersection operates with stop control on the side streets only and that limited stop-sign visibility may be a contributing factor. Jim Reynold suggested that the root cause may be driver difficulty noticing the stop sign, potentially due to sign height, vegetation, or roadway context, and recommended low-cost countermeasures such as larger stop signs. Additional treatments discussed included retroreflective post strips (bright sticks), installing stop signs on both sides of the roadway, STOP AHEAD pavement markings, and evaluating the presence of street lighting. The group noted that Harvard Street functions as a heavily traveled route to U.S. 41. *It was agreed that both Harvard Street at Apopka Avenue and Harvard Street at Highlands Boulevard should be added to the problem location list for further review.*

Lori Palaio (JMT): In Hernando County, from January 1<sup>st</sup> through December 23<sup>rd</sup>, 2025, there have been 48 fatal crashes. At the last CTST from January 1<sup>st</sup> through November 24<sup>th</sup>, 2025, there were 42 fatal crashes. There have been six new fatal crashes including two run off the road, two left turn, one bicycle, and one pedestrian fatal crash. The bicycle fatal crash was on November 24<sup>th</sup>, 2025, at approximately 6:20pm (Report Number 27027794) on Powell Road and Angelica Avenue, at the t-intersection, in dark not-lighted, clear, and dry conditions. The bicyclist was traveling north across the travel lanes of Powell Road, just west of Angelica Avenue. The bicyclist failed to yield to traffic when crossing the roadway. The pedestrian fatal crash occurred on December 23<sup>rd</sup>, 2025, at approximately 5:33am (Report Number 27069419) on Toucan Trail and Seaview Drive, not at the intersection, in dark not-lighted, clear, and dry conditions. The vehicle was traveling west on Toucan Trail, just east of Seaview Drive. The pedestrian was operation an e-bike west of Toucan Trail in the westbound traffic lane. The pedestrian fell from the e-bike and came to rest seated on the fog line of the westbound lane at the edge of the roadway. For trends, there have been two pedestrian fatal crashes within 0.8 miles apart near Eskimo Curlew Road. One on Eskimo Curlew Road and Osprey Avenue and one at Hexam Road and Eskimo Curlew Road. There are currently 48 fatal crashes through December 23<sup>rd</sup>, 2025. Same period in 2024 there were 40 fatal crashes. We are up by eight fatal crashes in the same period.

Ernie Lane (Hernando County): Ernie Lane reported ongoing difficulty obtaining detailed fatal crash documentation from FHP related to a crash on Eskimo Curlew Road that resulted in the death of a child. He noted that while the basic crash report has been received, the fatality report, including photographs needed to assess contributing factors, has not been provided, despite the request being made nearly a year ago.



Ernie emphasized the need for this information to better understand the cause of the crash and identify potential corrective actions to prevent similar incidents. Lori Palaio asked whether anyone had an FHP contact who could assist. Jim Hartwell indicated that he could reach out to Lieutenant Middleton if provided with crash details and noted that release of information may depend on whether the case is criminal in nature. Jim Hartwell offered to follow up with FHP after receiving the information.

Lori Palaio (JMT): Lori explained that her fatal crash analyses focus on identifying trends based on fatal crashes only, noting that fatalities can appear more random and that additional trends may emerge when severe-injury and non-serious injury crashes are included. She suggested that expanding the analysis to include other crash severity levels could help further inform discussions. Jim Reynold agreed that broadening the dataset would be beneficial for identifying trends. Lori indicated she would coordinate with Eric to explore adding supplemental analysis, such as a heat map showing fatal and severe-injury crashes. Jim Reynold and Ernie Lane added that analyses are based on reported crashes only, which by definition exclude minor, unreported incidents.

#### **VI. SRTS Update**

Bob Esposito (Citrus Hernando MPO): Bob Esposito reported that he had no additional updates but noted strong interest from Hernando County and the City of Brooksville in constructing new sidewalks and filling sidewalk gaps along school travel routes. He highlighted North Avenue as a key corridor that would serve students traveling to multiple schools. Bob explained that before a Safe Routes to School (SRTS) application can be submitted, several prerequisites must be met, including securing all necessary right-of-way and obtaining letters of support from the school district superintendent and school principals. He emphasized that federal funding applications will not be considered without these requirements in place. Bob noted that local elected officials are actively focused on advancing sidewalk projects near schools, but acknowledged the administrative and coordination challenges involved.

#### **VII. HSIP Update**

Lori Palaio (JMT): Lori Palaio reported that there have been no new HSIP applications submitted. She noted that anyone interested in applying for HSIP funding, such as ideas discussed earlier, can reach out to her for assistance with the application process.

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

Bob Esposito (Citrus Hernando MPO): Bob Esposito raised concerns about safety issues along the Good Neighbor Trail, noting that Duke Energy had previously caused damage that has since been repaired. However, he highlighted that several bollards (flexible delineator posts) are missing at trail intersections, leaving exposed bases that pose a hazard to bicyclists and pedestrians. Bob referenced an incident in which an individual struck one of the exposed bases and sustained a serious injury. He expressed concern that these conditions could lead to additional injuries and potential liability. Bob noted that he had already notified Hernando County and the City of Brooksville DPW, as they are responsible for maintenance, but questioned whether the issue should be elevated further.



The group discussed that the remaining bollard bases should either be removed or the delineator posts replaced. Jim Hartwell clarified the correct terminology as flexible delineator posts. Ernie Lane suggested adding the issue to the ADA map review for the Good Neighbor Trail and indicated he would coordinate with the County's Assistant DPW Director to ensure the issue is addressed. Lori Palaio agreed to document the concern under problem locations and ADA-related discussions for tracking and follow-up.

*Gospel Island Road will be added to the problem locations sheet.*

*It was agreed that both Harvard Street at Apopka Avenue and Harvard Street at Highlands Boulevard should be added to the problem location list for further review.*

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

Lori Palaio (JMT): Lori Palaio noted that the Chair and Vice Chair positions remain open and encouraged interested members to contact her or Eric to volunteer or nominate candidates. Bob Esposito stated that he was not interested in serving but expressed support for having the meetings facilitated by consultants. Lori clarified that she could not serve in either role due to her facilitator role across multiple CTSTs. The group discussed former vice chair Jim McLean, noting that he has retired and no longer attends meetings regularly. Lori emphasized the need to fill both leadership positions and expressed a preference for a county or city representative to serve, given the importance of local representation. Members were again encouraged to reach out if interested or aware of potential candidates.

Bob Esposito (Citrus Hernando MPO): Bob Esposito provided an update on current MPO activities, noting that the Congestion Management Process and Complete Streets plans are being updated by Benesch, with a deadline of June 30. Kimley-Horn is conducting traffic counts and level-of-service analyses for both Citrus and Hernando Counties, also with a June 30 deadline. Bob noted that the Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP) are currently being updated. Bob reiterated his request to counties and cities to identify small, construction-ready projects, citing a recent example in Hernando County where a dedicated right-turn lane project was incorporated into an FDOT resurfacing effort and fully funded by FDOT. He explained that while some jurisdictions submitted Transportation Alternatives (TA) projects, funding constraints remain a challenge. Citrus County receives approximately \$170,000 annually and Hernando County approximately \$343,000 for transportation projects, with recent funds largely committed to the Withlacoochee State Trail resurfacing project. Bob noted that due to limited funding and a large number of projects already programmed, MPO staff, working with TAC and CAC members, are reviewing and refining priority project lists, including removing projects unlikely to advance. He emphasized continued interest from local boards in addressing sidewalk gaps, particularly near schools. Bob concluded by noting that committee meetings are unlikely in March, may occur in April, and will resume in advance of a planned MPO Board meeting in May.

### **X. Adjourn**

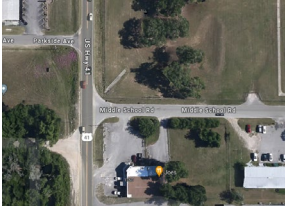
**Upcoming Meeting: April 8, 2026 – Virtual Meeting, 1:30pm**

Meeting adjourned at 2:20pm.



**Attendees:** Bob Esposito (Citrus Hernando MPO), Jim Hartwell (LEL), Ernie Lane (Hernando County), Brentin Mosher (CUTR), Lori Palaio (JMT), Jim Reynold (Citizens Advisory Committee for Citrus Hernando MPO), Ariana Roman (MADD)



| Item | Date Reported | Description  | Staff          | Last Update | Date Resolved/ Withdrawn | Comments   |
|------|---------------|--|----------------|-------------|--------------------------|--|
| 1    | August 2024   | US 41 and Middle School Road<br><br><a href="https://maps.app.goo.gl/pm1so8aFjgXBWd9c7">https://maps.app.goo.gl/pm1so8aFjgXBWd9c7</a> | Jeffrey Hunter | March 2026  |                          | 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> |



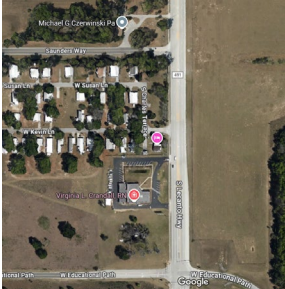
| Item | Date Reported | Description | Staff | Last Update | Date Resolved/<br>Withdrawn | Comments   |
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|      |               |             |       |             |                             | <p>They identified some things that they are going to 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 – MARCH 2026

| Item | Date Reported | Description | Staff | Last Update | Date Resolved/<br>Withdrawn | Comments   |
|------|---------------|-------------|-------|-------------|-----------------------------|--|
|      |               |             |       |             |                             | <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. 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. Bob Esposito shared that Edith Wong confirmed the draft signal warrant analysis is complete but still needs coordination with the traffic services group. Eric explained that Bob Esposito has been communicating with Traffic Operations and that the information has since been forwarded to the Safety Engineering group. Eric plans to coordinate with Safety Engineering to determine whether a final signoff can be reached regarding what actions may be taken. <b>Lori stated that Eric provided her updates. She stated that this location is under review by the safety engineering team and that they are planning to conduct another field review during pick-up and drop-off times.</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 | Feb 2026    |                          | <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 Henry 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. 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. The location is basically resolved, with no outstanding issues identified at this time.</p> <p><b>Jim Hartwell stated that he would reach out to Lieutenant Ball to see if he can get any information if he will not be attending the meetings or if he can attend the next meeting.</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 | Feb 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 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 C.R. 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 C.R. 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 C.R. 491 is widened in the future. 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. Jim Reynold stated that the location is currently in the design phase and is not under construction. The project is awaiting confirmation of funding for potential widening, and the team is continuing to explore funding options for both design and right-of-way. <b>Lori received an update from Eric stating that he confirmed that the project is still just in design. There are no updates on timeline for construction, and he is awaiting a response from the County.</b></p> |



| Item | Date Reported | Description  | Staff          | Last Update | Date Resolved/ Withdrawn | Comments  |
|------|---------------|--|----------------|-------------|--------------------------|---|
| 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 | March 2026  |                          | 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. 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. Eric stated that there has been no response from the county to date. Discussion followed regarding whether Truman Boulevard should be converted to an all-way stop, given that stop signs already exist on Harrison Street. Jim Reynold will visit the location to review conditions. <b>Lori stated that Eric provided her updates. Citrus County previously evaluated the location in 2024 and found two crashes over a three-year period with no injuries or fatalities. After receiving the request, they conducted another crash analysis which found one additional crash with no fatal/incapacitating injuries. Per Walt Eastmond, "With five years of data and three crashes with no fatalities or incapacitating injuries, in my opinion the intersection is performing as intended and no engineering improvements, modifications, or countermeasures are warranted. If speeding is the concern, that is addressed through enforcement by the CCSO."</b> Jim Hartwell stated that he will reach out to Lieutenant Ball to see if they can do speed enforcement there. Jim Reynold has not had a chance to visit this location, but he will try to visit location soon. |



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| 5    | Dec 2025      | East Gulf to Lake Highway and Stotler Avenue<br><br><a href="https://maps.app.goo.gl/GUCsqKN6SUhsrCfk8">https://maps.app.goo.gl/GUCsqKN6SUhsrCfk8</a> | Lt. Chris Ball | March 2026  |                          | <p>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. 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 confirming it wasn’t visible in 2023 Street View. 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. Eric mentioned that there have been recent rear end and pedestrian crashes at the location. FDOT is interested in pursuing a social media campaign to help educate the public on how pedestrian hybrid beacons (PHBs) work and when drivers are required to yield. Jim Reynold will also drive through the area to observe conditions. Discussion followed regarding whether the crossing is a two-stage crossing, as well as the heavy traffic volumes associated with the nearby boat ramp. <b>**continued on next page**</b></p> |




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|      |               |             |       |             |                             | <p>Lori received an update from Eric. An educational campaign is still under development and there are no other updates. Brentin Mosher stated that they are still working on developing that education campaign and the parameters of that and whether they are just doing geofencing, whether they want to add a mailing component, etc. Brentin should have more for the next meeting on that. Jim Hartwell asked whether the installation and operational dates of the PHB had been confirmed, noting that Eric was unable to locate the associated documentation. Lori indicated she had encountered the same issue and was unable to determine the installation date through available sources such as street view and Near Map. Jim Hartwell noted that this is the only PHB in the county, and both agreed that public education, particularly through a social media campaign, will be critical due to the facility's uniqueness and the potential for user misunderstanding. Lori will follow up with Eric.</p> |

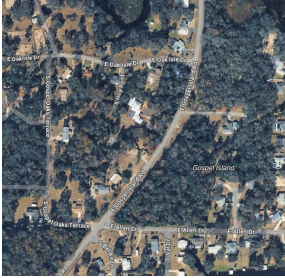


## PROBLEM LOCATIONS – MARCH 2026

| Item | Date Reported | Description   | Staff       | Last Update | Date Resolved/ Withdrawn | Comments  |
|------|---------------|---|-------------|-------------|--------------------------|---|
| 6    | Feb 2026      | <p>Mariner Boulevard from S.R. 50 to Elgin Boulevard</p>  <p><a href="https://maps.app.goo.gl/hzq6noptaxRh3Y8">https://maps.app.goo.gl/hzq6noptaxRh3Y8</a></p> | Scott Lamia | March 2026  |                          | <p>Scott Lamia noted that there are numerous issues in the area near Spring Hill Elementary School along Mariner Boulevard from S.R. 50 to Elgin Boulevard. He mentioned a recent fatality that occurred a couple of weeks ago involving a pedestrian who was not using a crosswalk, as well as another recent serious injury crash. These crashes happen throughout the day rather than during a specific time. Eric will pull the relevant crash data, and Mariner Boulevard from S.R. 50 to Elgin Boulevard will be added as a new problem location to the spreadsheet. <b>Ernie Lane noted that in February 2026, new signal equipment, including posts and signal heads, was being installed at the intersections of Spring Hill Drive and Landover Boulevard and Spring Hill Drive and Linden Drive to accommodate dedicated left-turn signals.</b> Lori referenced a recent fatal crash and another recent severe injury crash in the area. Ernie will review to determine contributing factors.</p> |




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| 7    | March 2026    | <p>Gospel Island Road</p>  <p><a href="https://maps.app.goo.gl/RNjSr3L2w5nbwCtN8">https://maps.app.goo.gl/RNjSr3L2w5nbwCtN8</a></p> | Jim Reynold | March 2026  |                          | <p>Jim Reynold raised concerns about multiple fatal crashes on Gospel Island Road/Trail in Citrus County over the past year. Lori Palaio noted that two of the fatalities were run-off-road crashes occurring along a curve (in August and October), and referenced the third fatal motorcycle crash on December 29th, 2025, on Gospel Island Road and Belair Drive, an article provided by Jim Reynold, from a news article. Lori suggested evaluating whether additional countermeasures, such as curve treatments, speed enforcement, or other engineering and safety improvements, may be warranted. Bob Esposito recommended coordinating with the county or city, as the roadway is locally maintained. Lori proposed adding the location to the problem location list for further review of existing conditions and contributing factors, with the goal of reducing future fatal and severe crashes.</p> |



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| 8    | March 2026    | <p>Harvard Street at Highlands Boulevard and Harvard Street at Apopka Avenue</p>  <p><a href="https://maps.app.goo.gl/xoP14MJGyGjnLNx57">https://maps.app.goo.gl/xoP14MJGyGjnLNx57</a></p> | Bob Esposito | March 2026  |                          | <p>Bob Esposito described a near-miss incident at the intersection of Highlands Boulevard and Harvard Avenue, where his Uber driver nearly failed to stop at the stop sign on Harvard Avenue during daylight hours. He noted that Harvard Avenue functions as a heavily traveled cut-through route between U.S. 41 and surrounding areas, which may contribute to higher approach speeds and driver expectancy issues. Bob explained that visibility of the stop sign can be limited due to roadway alignment, tree coverage, and the overall geometry of the intersection, increasing the likelihood of drivers missing or reacting late to the stop control. He emphasized that had the vehicle proceeded through the intersection, a severe right-angle crash with traffic on Highlands Boulevard could have occurred. The group discussed potential safety countermeasures to improve driver awareness and compliance on the stop-controlled approaches, including advance warning signage, supplemental flashing yellow beacons upstream of the stop sign, and LED-enhanced stop signs. Jim Hartwell suggested that these types of improvements could potentially be pursued through an HSIP application. Lori Palaio noted that the intersection could be added to the problem location list for further evaluation, including a review of existing conditions, traffic patterns, visibility constraints, and potential low-cost countermeasures aimed at improving stop-sign recognition and reducing the risk of angle crashes. Lori Palaio confirmed that a fatal crash occurred at the intersection of Apopka Avenue and Harvard Street. Bob Esposito noted that Apopka Avenue carries higher traffic volumes due to its direct connection to downtown Inverness. The group discussed that the intersection operates with stop control on the side streets only and that limited stop-sign visibility may be a contributing factor. Jim Reynold suggested that the root cause may be driver difficulty noticing the stop sign, potentially due to sign height, vegetation, or roadway context, and recommended low-cost countermeasures such as larger stop signs. Additional treatments discussed included retroreflective post strips (bright sticks), installing stop signs on both sides of the roadway, STOP AHEAD pavement markings, and evaluating the presence of street lighting. The group noted that Harvard Street functions as a heavily traveled route to U.S. 41.</p> |



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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 | March 2026  |                          | <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>**continued on next page**</b></p> |



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|      |               |             |       |             |                             | <p>Lori mentioned that several mats have been replaced. Their Assistant Public Works Director will check the CIP listing to provide additional details on remaining work. Bob Esposito raised concerns about safety issues along the Good Neighbor Trail, noting that Duke Energy had previously caused damage that has since been repaired. However, he highlighted that several bollards (flexible delineator posts) are missing at trail intersections, leaving exposed bases that pose a hazard to bicyclists and pedestrians. Bob referenced an incident in which an individual struck one of the exposed bases and sustained a serious injury. He expressed concern that these conditions could lead to additional injuries and potential liability. Bob noted that he had already notified Hernando County and the City of Brooksville DPW, as they are responsible for maintenance, but questioned whether the issue should be elevated further</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 | March 2026  |                          | <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> |



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|      |               |             |       |             |                             | <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. There was discussion regarding whether ADA mats and skip lines are present at the location. Eric will check with Ernie for clarification. It was noted that there are no faded skip lines; rather, skip lines were never installed at this location. <b>Lori stated that she received an update from Eric that they have been having some personnel issues with their striping contractor that has delayed this work, but he spoke with their Assistant Public Works Director, and they are going to ensure that this location is worked into their upcoming schedule.</b></p> |



| Item | Date Reported | Description   | Staff        | Last Update | Date Resolved/<br>Withdrawn | Comments  |
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| 3    | Nov 2023      | <p>Mariner Boulevard</p>  <p><a href="https://maps.app.goo.gl/E9PN5YDyVuiSM5qi9">https://maps.app.goo.gl/E9PN5YDyVuiSM5qi9</a></p> | Sgt. Andrews | Feb 2026    |                             | <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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|      |               |             |       |             |                             | <p>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. Scott Lamia noted that there are numerous issues in the area near Spring Hill Elementary School along Mariner Boulevard from S.R. 50 to Elgin Boulevard. He mentioned a recent fatality that occurred a couple of weeks ago involving a pedestrian who was not using a crosswalk, as well as another recent serious injury crash. These crashes happen throughout the day rather than during a specific time. Eric will pull the relevant crash data, and Mariner Boulevard from S.R. 50 to Elgin Boulevard will be added as a new problem location to the spreadsheet.</p> <p><b>Ernie Lane stated that an RSA covering the corridor from Cortez Road to County Line Road had been provided to the County Engineer and Assistant County Engineer. When asked about the completion timeline, Ernie indicated that no schedule was available at that time but that he would follow up with county staff to check on the status.</b></p> |