

Pasco CTST – April 22, 2026

Meeting started at 1:31pm

- I. **Welcome and Introductions were made.**
- II. **Meeting Dedication**

Christina Boulnois (Lochner): The dedication this month focused on National Distracted Driving Awareness Week and Work Zone Awareness Week. Christina highlighted a fatal crash that occurred on October 27th, 2025, at approximately 6:08am on U.S. 98 north of C.R. 54 within an active work zone. Under dark but clear and dry conditions, a northbound vehicle crossed into the southbound lane and collided with an oncoming vehicle, with a third vehicle subsequently involved. Although the at-fault driver was neither impaired nor officially cited for distracted driving, the circumstances underscore the risks associated with inattention, particularly in work zones. The southbound driver was pronounced deceased at the scene. A barrier wall prevented the errant vehicle from entering the work area, likely protecting workers from further harm. The dedication emphasized the importance of staying alert, avoiding distracted driving, and exercising extra caution in work zones where workers are present.

- III. **Minutes Approved**

- March minutes were approved.

- IV. **Old Business**

1. **S.R. 54 at Mitchell Ranch Road** – Jeffrey Moncalian provided an update on the intersection configuration at Mitchell Ranch Road, noting that the original plan, developed in coordination with FDOT, proposed an R-cut with a westbound left turn, an eastbound U-turn, and a northbound right turn, along with pedestrian facilities and crosswalks. However, due to access agreements with adjacent property owners to the east, the design may shift to a full signalized intersection. No final decision has been made, but regardless of the ultimate configuration, the project is expected to include pedestrian facilities and street lighting. The discussion also identified sidewalk gaps near the intersection, particularly in front of the school, where a crosswalk exists but sidewalks do not consistently connect along Mitchell Ranch Road. Participants noted this location could be a candidate for a Safe Routes to School project, though funding is competitive and the application process is lengthy. Alternatives discussed included pursuing Transportation Alternatives funding or addressing the gap through the County's Capital Improvement Program (CIP). Jeffrey indicated that funding for sidewalk gap projects may be available through the CIP and that this location could be submitted for consideration at a future meeting. The group agreed to keep the item updated and revisit progress at the next meeting.
2. **Paul Buchman Highway at Chancey Road** – The group discussed operational and safety concerns at the Paul Buchman Highway (S.R. 39) and Chancey Road intersection related to the existing lane configuration and increasing heavy vehicle activity. Several

approaches currently provide left turn and through movements but lack dedicated right turn lanes, including the northbound approach where a significant number of trucks make right turns onto Chancey Road. With ongoing construction, nearby development, and the corridor's growing industrial function, participants noted recurring congestion and long queues, particularly involving semi-trucks attempting right turns. A request was identified for a northbound right turn lane; however, it was noted that adding such a lane would require right-of-way acquisition and additional pavement, making it a larger project likely needing to be addressed through an FDOT project, a CIP or a joint effort. While no crash analysis had been completed to date, attendees observed notable backups and operational issues during recent field reviews. Long-term plans to four-lane Chancey Road are expected to further increase industrial and freight traffic. Kasey Cursey offered to coordinate with FDOT District 7 freight staff to review the intersection from a freight perspective and report back at a future meeting. The group also discussed missing overhead street name signs, noting that sign replacement funding may now be available but that LED signs remain back-ordered due to high demand following recent hurricanes.

- 3. C.R. 54 at Gardens of Westbrooke/Dairy Road** – The group discussed pedestrian safety concerns along C.R. 54 near Dairy Road, focusing on the difficulty of safely crossing C.R. 54 to access existing pedestrian and trail connections. Although Wire Road runs parallel to Dairy Road, it is narrow and lacks sidewalks, making Dairy Road the most practical north-south pedestrian route. A multi-purpose trail currently extends down Dairy Road from the north and connects diagonally to a trail on the north side of Wire Road, creating a natural desire line for pedestrians, including students traveling to the nearby middle and high schools and users accessing Hercules Park. However, there is no safe crossing across C.R. 54, despite sidewalks and trails on the south side of the roadway. Participants noted that C.R. 54 is posted at 40 mph, with estimated 85th-percentile speeds closer to 45–48 mph, raising concerns about pedestrian exposure, particularly for students who are unlikely to detour to more distant signalized crossings. While Rectangular Rapid Flashing Beacons (RRFBs) were discussed, FDOT staff indicated that RRFBs are not a recommended treatment on roads posted above 35 mph and may not be eligible for HSIP funding. Alternative treatments such as a Pedestrian Hybrid Beacon (PHB) were suggested, with the group noting that PHBs have been implemented on similar higher-speed corridors, though funding eligibility through HSIP would require further confirmation. The discussion concluded with agreement that additional evaluation is needed, including a review of crash history and pedestrian activity, to determine appropriate next steps and potential funding options for improving pedestrian crossings at this location.
- 4. Ridge Road at Leo Kidd Avenue** – Christina asked whether signal phasing adjustments, specifically adding protected left turn phases, could be evaluated in coordination with Jeffrey Moncalian if a crash analysis indicated a need. The discussion clarified that the most common and severe crashes at the intersection typically involve eastbound vehicles making left turns and conflicting with opposing westbound through traffic, particularly when

queues back up from the nearby U.S. 19 intersection. This congestion creates gaps that lead to left turn conflicts as vehicles attempt to maneuver around stopped traffic. It was noted that the signals at this location are closely spaced and likely coordinated with U.S. 19, limiting flexibility for phasing changes. Tina Russo shared that the intersection had been reviewed previously, and no feasible improvements were identified at that time; the item was removed from consideration but has since resurfaced. The group agreed that a fresh review of current crash data is warranted to determine whether the issue persists and whether targeted improvements, such as a protected northbound/eastbound left turn movement, could be justified.

5. **Eiland Boulevard** – Christina asked whether Eiland Boulevard remains part of the CIP for widening. Jeffrey Moncalian explained that the project had previously been advanced for consideration due to poor operating conditions but was later removed. The intent had been to move Eiland Boulevard toward its ultimate north-south alignment, converting the existing curved segment into a standard t-intersection with the Zephyrhills Bypass at Handcart Road and widening the corridor to four lanes from U.S. 301 to Wesley Chapel Boulevard. Although the widening project was removed from the CIP, Jeffrey noted that recent interim improvements have been made, including reducing the posted speed limit from 50–55 mph to 45 mph along the segment from Wesley Chapel Boulevard to Dean Dairy Road. He confirmed that crashes will continue to be monitored. In addition, several future traffic signals are planned along the corridor, although these are longer-term projects. Randy Stovall commented that residents in the Zephyrhills area have expressed ongoing concerns about traffic conditions along Eiland Boulevard at City Council meetings, and he noted that the planned improvements, while not immediate, are viewed positively by the community. The discussion concluded with acknowledgment of a recent fatal crash on April 18th at approximately 4:37am, reinforcing the need for continued monitoring and future safety improvements.
6. **Fort King Road at Simons Road** – Christina raised concerns about the curved segment of roadway with a history of run-off-the-road crashes and suggested that it be considered for Tier 1 / traffic-operations-level improvements, such as enhanced curve delineation. Jeffrey Moncalian agreed to review the location and verify that appropriate signing is in place. He noted that pavement markings could be refreshed and raised pavement markers added, with the work likely handled by a striping contractor if the roadway characteristics exceed what the County's in-house signing and markings team typically addresses. The County committed to taking a closer look at feasible low-cost safety enhancements. Randy Stovall added that the City is planning a future multi-purpose trail along Fort King Road in the vicinity of the curve, which may intersect with or influence the discussion of safety improvements. William McCaw explained that while right-of-way is limited along Fort King Road, the proposed trail is expected to run east of the intersection where Fort King curves south, generally between Doughty Road and Simons Road, and may introduce an additional crossing near Fort King Road and Simons Road. William noted he would confirm details of the trail alignment and location at a future meeting.

7. **S.R. 56 from Meadow Point Boulevard to US 301** – Eric Henry reported that the referenced item has been received by FDOT and is now with the new Safety Engineering staff following a staffing transition from Emmeth Duran to Kelly Farabee. He noted there had been a brief delay due to the role handoff and committed to continuing follow-up to obtain a more definitive update. Jeffrey Moncalian provided an update on the previously discussed roadway lighting projects, explaining that the Joint Project Agreements (JPAs) were canceled after FDOT was unable to participate financially for Bruce B. Downs Boulevard. As a result, lighting projects along S.R. 56 were paused and effectively dropped. Jeffrey clarified that lighting improvements will still move forward on Bruce B. Downs Boulevard between S.R. 54 and S.R. 56, with the County funding those improvements. S.R. 56 remains a state road, while S.R. 54 in that area is Wesley Chapel Boulevard.
8. **Daughtery Road and U.S. 301** – Eric Henry also noted that a signal warrant study is available for a proposed signal north of the intersection discussed at the prior meeting and offered to share it with interested parties. William McCaw added that pedestrian connectivity at the intersection remains deficient and noted ongoing coordination with engineers and AdventHealth to extend sidewalks along Gall Boulevard and Daughtery Road on the northeast side of the intersection to improve pedestrian access.

V. New Business

Education

Renisa Martinez (John's Hopkins All Children's Hospital): Renisa provided an update on ongoing education and outreach efforts, noting continued coordination with Sheila Rainey, Tina Russo, and Kasey Cursey. Activities include school-based programs, helmet fittings, and bicycle and pedestrian safety education, with an emphasis on visibility and following roadway rules. Renisa also highlighted continued collaboration with Izzy and HCA Bayonet on the Battle of the Belts program, including support for student awards. Renisa noted plans to hold an in-person Battle of the Belts awards ceremony, tentatively scheduled for early to mid-May (around May 7th or shortly thereafter), pending final confirmation. The ceremony is expected to take place again at Rasmussen University in Odessa. The group will be kept informed as details are finalized, and CTST members will be invited to attend.

Tina Russo (FDOT): Tina Russo provided an update on recent safety education and outreach activities conducted in Pasco County. She reported that a World Tour safety event was recently held at Anclote Elementary School, featuring Koda the Fluff and Crash Dummies. As a result of that event, a student in need of a wheelchair ramp was identified. Tina noted that she is coordinating with Johns Hopkins All Children's Safe Kids and Sheila Rainey to pursue resources and assistance, and may reach out to partners for additional support. Tina also highlighted continued helmet fitting events conducted through the World Tour program, including a recent event where approximately 80 helmets were distributed to students. In addition, she shared updates on CarFit activities, noting that she, Izzy, Kasey Cursey, and Eric Henry recently completed a CarFit Technician Training in Tampa in partnership with Tampa General Hospital and conducted their first CarFit event. Tina emphasized the importance of expanding CarFit programming in



MEETING MINUTES - APRIL 2026

Pasco County, particularly given the high involvement of aging drivers in severe and fatal crashes. The update concluded with appreciation for partner support and optimism about growing these programs locally.

Eric Henry (FDOT): Eric confirmed that the CTST Mega Meeting was postponed due to a major restructuring within the FDOT Safety Office and transitions affecting support staff contracts. He noted that the Mega Meeting is now planned for September 2026.

Kasey Cursey (EXP): Kasey shared highlights from the recent Lifesavers Conference, noting strong emphasis on both occupant protection (including car seats) and truck safety education. She described a Virginia Tech program funded by NHTSA that offers a hands-on truck experience to educate students and the public about truck blind spots. The program is available at no cost, with the Virginia Tech team willing to travel to states, schools, and events, including during the summer. Kasey noted that approximately 70% of truck crashes involve passenger vehicle drivers, underscoring the value of this educational approach. She suggested this could be a strong feature for the upcoming CTST Mega Meeting.

Isabella Discepolo (Bayonet Point Hospital Trauma Center): Pasco County Fire Rescue is currently doing Prom Promise, including Anclote High School, Welsey Chapel High School, Wendell Krin High School, and Hudson High School. Watch out for Motorcycle signs are going out April 24th through April 30th for Motorcycle Awareness.

Eric Henry (FDOT): Eric shared that AAA is actively promoting the Prom Promise program, which provides free traffic safety resources for interested schools. He noted that schools can receive no-cost materials, including banners and other program resources, by coordinating directly with AAA. Eric offered to help connect any interested schools with AAA representatives to support participation in the Prom Promise initiative.

Enforcement

Jim Hartwell (LEL): Jim provided an enforcement and national initiative update. He announced that NHTSA has launched a new national traffic safety action plan, Pathways to Safer Streets, which focuses on reducing traffic fatalities through several strategies. These include renewed engagement with law enforcement, restoration of grants, expanded partnerships, and new awards recognizing local safety efforts. The initiative also emphasizes impaired driving countermeasures, including improved impaired-driving tracking systems, expanded use of ignition interlock devices, and enhanced toxicology support such as oral fluid testing for drug detection. Additional focus areas include occupant protection in rural areas through the Rural High-5 program, speed management (including exploration of intelligent speed assistance for repeat speed offenders), and expanded pre-hospital blood access, with USDOT investing \$80 million nationally to increase blood transfusion capabilities in ambulances and emergency response vehicles. Jim also noted that the Click It or Ticket enforcement campaign will run May 18th through the end of May. A Local Area Network meeting will be held on May 18th on McKinley Drive, hosted by the FDOT District 7 office, and will serve as a kickoff event for the campaign with law enforcement agencies in attendance. Florida Law Enforcement Traffic Safety Challenge applications have been completed and scored. Tampa Police Department and the University of South Florida placed among

participating agencies. The awards ceremony for the challenge will be held July 30th through July 31st in Orlando.

Engineering

Tina Russo (FDOT): Tina Russo reported that the Pasco MPO is finalizing its Traffic Safety Action Plan. She noted that a resolution supporting the plan will be presented to the Pasco MPO Board on May 21st. Tina emphasized that the resolution is tied to formal support of Target Zero for Pasco County and encouraged CTST members to attend the meeting or otherwise express their support for the Safety Action Plan to the Board. She indicated she would share additional information with the group once the item is officially released.

Christina Boulnois (Lochner): Christina Boulnois introduced the next engineering agenda item and confirmed initiation of a Mini Road Safety Audit (RSA) for a portion of Little Road, identified as a high-crash corridor. Given the corridor's length and ongoing County improvements, the group agreed to focus the Mini RSA on two specific intersections: Little Road at Embassy Boulevard and Little Road at Hilltop Drive. Christina shared crash graphics illustrating the concentration of crashes at these locations and requested confirmation from the group to proceed with the Mini RSA at these sites. The group expressed consensus that the selected intersections are appropriate for the first Mini RSA initiative, with participants noting the area's high crash impact. Christina outlined the Mini RSA process, which will include a pre-audit meeting to review crash data, known public complaints, and planned or ongoing roadway improvements, followed by a field review. The intent is to conduct both AM and PM field reviews before the end of the school year to capture representative traffic conditions. Christina requested one to two volunteers from each of the Four E's, particularly law enforcement, to participate on the RSA team. Law enforcement jurisdiction was confirmed as Pasco County Sheriff's Office, and Jim Hartwell offered to reach out to the Florida Highway Patrol (FHP) to secure a trooper's participation. Ann Starling volunteered to assist, noting prior RSA experience and familiarity with the area. The discussion concluded with agreement to proceed with the Mini RSA, begin assembling the RSA team, and coordinate next steps via email among Christina, Lori Palaio, Eric Henry, and participating team members.

Crash Statistics

Lori Palaio (JMT): From January 1st through February 5th, 2026, there were nine fatal crashes. Same period in 2025, there were also nine fatal crashes, so no change same period. The data is unofficial and subject to change. The nine fatal crashes include two pedestrian, two left-turns, two run-off-road, one head-on, one rear-end, and one coded as "other" fatal crash. The first pedestrian fatal crash (Report Number 27105092) occurred on January 14th, 2026, at approximately 10:20am on Hartley Street and Lace Street, not at the intersection, in day, cloudy, and dry conditions. The vehicle was initially stopped, unoccupied, on the unpaved backyard of a residence facing west. The vehicle began backing eastbound and ran over a pedestrian. The vehicle continued eastbound, striking a vessel on a trailer, which was propelled into the residence awning. A witness reported assisting with a battery change, leaving briefly, then returning to find the vehicle backing unoccupied; the witness entered the vehicle and shifted it from reverse to park. The second pedestrian fatal crash (Report Number 27068331) occurred on January 19th, 2026, at

approximately 1:22pm on S.R. 54 and Coats Road, not at the intersection, in day, clear, and dry conditions. The vehicle was traveling east on S.R. 54. The pedestrian was traveling south across S.R. 54. The pedestrian attempted to cross S.R. 54 but failed to observe the vehicle. As a result, the vehicle struck the pedestrian. The two left turn fatal crashes occurred on Curley Road at St. Joe Road and Shady Hills Road at Olney Lane. The two run-off-road fatal crashes occurred on San Miguel Drive at Regency Park Boulevard (the vehicle collided with a fence) and River Road at Sumner Lake Road (the vehicle collided with a tree). The head-on fatal crash occurred on Otis Allen Road and Old Lakeland Highway. This was motorcycle related. The motorcyclist was negotiating a right curve. This crash occurred in dark not-lighted, cloudy, and wet conditions. The rear-end fatal crash occurred on U.S. 19 and Hudson Avenue, not at the intersection, in day, cloudy, and dry conditions. The fatal crash coded as "other" occurred on New York Avenue and Savannah Avenue. This was a rollover fatal crash, where the driver drifted to the right for unknown reasons and was ejected from the vehicle.

VI. Calendar Updates / Activity Reports

None.

VII. Highway Safety Improvement Program (HSIP) Updates

Lori Palaio (JMT): Lori reported that she has no new updates at this time and remains available to provide ongoing support for Highway Safety Improvement Program (HSIP) efforts. She encouraged agencies to reach out to her or Eric Henry for assistance with low-cost safety improvement applications, including help navigating the application process or addressing 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. *Christina Boulnois noted that the next step will be to re-evaluate crash trends, explaining that she needs to coordinate with the Pasco MPO regarding the completion of the Safety Action Plan. Once the finalized plan is available and shared with the group, the updated information will be used to inform a reassessment of crash trends and help guide further analysis and actions.*
2. Jeffrey Moncalian (Pasco County) - Forward an email (to the CTST Team, including Kasey Cursey) summarizing the improvements already completed on Bellamy Brothers Boulevard. *Jeffrey will put together some things the County is doing along Little Road.*
3. 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.



MEETING MINUTES – APRIL 2026

4. 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


None

Next Meeting: May 27th, 2026 – Virtual Meeting, 1:30 PM

Meeting adjourned at 2:43pm.

Meeting Attendees: Matthew Belmonte (Gresham Smith), Christina Boulnois (Lochner), Kasey Cursey (EXP), Isabella Discepolo (Bayonet Point Hospital Trauma Center), Jim Hartwell (LEL), Eric Henry (FDOT), Michael Koch (Port Richey PD), Renisa Martinez (John’s Hopkin’s All Children’s Hospital), William McCaw (City of Zephyrhills), Brian Michaels (Pasco BPAC), Jeffrey Moncalian (Pasco County), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Ariana Roman (MADD), Tina Russo (FDOT), Ann Starling (Zephyrhills PD), Randy Stovall (Pasco BPAC)

STATE HIGHWAY SYSTEM LOCATIONS

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
S.R. 54 at Mitchell Ranch Road  https://maps.app.goo.gl/DwEDstfzpQFariQs6	3/25/26	Safe Routes to School	New Port Richey	FDOT
<p>The plan was to make the intersection a right turn only and eliminate the left turn lane. There are no adequate lighting and multiple near-miss crashes. Angel Avila from the Pasco MPO mentioned that they are doing round two of their near miss analysis this year. On Mitchell Ranch Road for Seven Springs Elementary School there is no sidewalk. The school is a Title 1 school. There are a lot of walkers. Discussion followed about this area being eligible for Safe Routes to School. Discussion also followed on this location having a proposed signal.</p>				
Emphasis Area: Signal Four	Intersections, Pedestrians and Bicyclists			
Action Item / Countermeasure	Date	Update	Status	




CHALLENGING LOCATIONS - APRIL 2026

Jeffrey Moncalian provided an update on the intersection configuration at Mitchell Ranch Road, noting that the original plan, developed in coordination with FDOT, proposed an R-cut with a westbound left turn, an eastbound U-turn, and a northbound right turn, along with pedestrian facilities and crosswalks. However, due to access agreements with adjacent property owners to the east, the design may shift to a full signalized intersection. No final decision has been made, but regardless of the ultimate configuration, the project is expected to include pedestrian facilities and street lighting. The discussion also identified sidewalk gaps near the intersection, particularly in front of the school, where a crosswalk exists but sidewalks do not consistently connect along Mitchell Ranch Road. Participants noted this location could be a candidate for a Safe Routes to School project, though funding is competitive and the application process is lengthy. Alternatives discussed included pursuing Transportation Alternatives funding or addressing the gap through the County's Capital Improvement Program (CIP). Jeffrey indicated that funding for sidewalk gap projects may be available through the CIP and that this location could be submitted for consideration at a future meeting. The group agreed to keep the item updated and revisit progress at the next meeting.

4/22/26

CHALLENGING LOCATIONS - APRIL 2026

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
<p>Paul Buchman Highway at Chancey Road</p>  <p>https://maps.app.goo.gl/qMdNNrvfDhKpKpnRA</p>	3/25/26	Signal	City of Zephyrhills	FDOT
<p>Two of the approaches currently have designated turn lanes, while the other two do not. Discussion focused on potential signal timing modifications and the addition of turn-lane pavement markings. It was also noted that several street name signs are missing at this intersection. Jim Hartwell mentioned that many of the missing LED street name signs are currently being ordered.</p>				
Emphasis Area: Signal Four	Intersections			
Action Item / Countermeasure	Date	Update	Status	



CHALLENGING LOCATIONS - APRIL 2026

<p>The group discussed operational and safety concerns at the Paul Buchman Highway (S.R. 39) and Chancey Road intersection related to the existing lane configuration and increasing heavy vehicle activity. Several approaches currently provide left turn and through movements but lack dedicated right turn lanes, including the northbound approach where a significant number of trucks make right turns onto Chancey Road. With ongoing construction, nearby development, and the corridor's growing industrial function, participants noted recurring congestion and long queues, particularly involving semi-trucks attempting right turns. A request was identified for a northbound right turn lane; however, it was noted that adding such a lane would require right-of-way acquisition and additional pavement, making it a larger project likely needing to be addressed through an FDOT project, a CIP or a joint effort. While no crash analysis had been completed to date, attendees observed notable backups and operational issues during recent field reviews. Long-term plans to four-lane Chancey Road are expected to further increase industrial and freight traffic. Kasey Cursey offered to coordinate with FDOT District 7 freight staff to review the intersection from a freight perspective and report back at a future meeting. The group also discussed missing overhead street name signs, noting that sign replacement funding may now be available</p>	<p>4/22/26</p>		

LOCAL ROADS PROBLEM LOCATIONS

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
<p>C.R. 54 at Gardens of Westbrooke/Dairy Road</p> <p>https://maps.app.goo.gl/mv9CUfLrTpAA46ki8</p>	3/25/26	Sidewalk and Crosswalk	City of Zephyrhills	Pasco County
<p>Melonie expressed concerns regarding C.R. 54 at Gardens of Westbrooke, noting a recent fatal pedestrian crash that occurred during a foggy morning and involved an elderly pedestrian. She clarified that the Gardens of Westbrooke is an assisted living facility, not a nursing home, and that residents regularly enter and exit the site. The City reported that they are currently working toward installing a sidewalk and an actuated pedestrian crosswalk at this location. It was noted that vulnerable users are crossing along Dairy Road. The City also discussed the need for improved lighting in the area. They emphasized the importance of pedestrian connectivity to support access to the proposed actuated crosswalk, as well as the need for education and awareness related to safe pedestrian crossings. Heather Triplett of the Zephyrhills Police Department mentioned that speed signs will be deployed. Further discussion followed regarding the potential to pursue HSIP funding for a Rectangular Rapid Flashing Beacon (RRFB) at this location.</p>				
Emphasis Area: Signal Four	Pedestrians and Bicyclists			
Action Item / Countermeasure	Date	Update	Status	




CHALLENGING LOCATIONS - APRIL 2026

The group discussed pedestrian safety concerns along C.R. 54 near Dairy Road, focusing on the difficulty of safely crossing C.R. 54 to access existing pedestrian and trail connections. Although Wire Road runs parallel to Dairy Road, it is narrow and lacks sidewalks, making Dairy Road the most practical north-south pedestrian route. A multi-purpose trail currently extends down Dairy Road from the north and connects diagonally to a trail on the north side of Wire Road, creating a natural desire line for pedestrians, including students traveling to the nearby middle and high schools and users accessing Hercules Park. However, there is no safe crossing across C.R. 54, despite sidewalks and trails on the south side of the roadway. Participants noted that C.R. 54 is posted at 40 mph, with estimated 85th-percentile speeds closer to 45-48 mph, raising concerns about pedestrian exposure, particularly for students who are unlikely to detour to more distant signalized crossings. While Rectangular Rapid Flashing Beacons (RRFBs) were discussed, FDOT staff indicated that RRFBs are not a recommended treatment on roads posted above 35 mph and may not be eligible for HSIP funding. Alternative treatments such as a Pedestrian Hybrid Beacon (PHB) were suggested, with the group noting that PHBs have been implemented on similar higher-speed corridors, though funding eligibility through HSIP would require further confirmation. The discussion concluded with agreement that additional evaluation is needed, including a review of crash history and pedestrian activity, to determine appropriate next steps and potential funding options for improving pedestrian crossings at this location.

4/22/26

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
<p>Ridge Road at Leo Kidd Avenue</p> <p>https://maps.app.goo.gl/xCxWCDgvDVg7NxjB7</p>	3/25/26	Signal	Port Richey	Pasco County
Ridge Road at Leo Kidd Avenue has a green ball indication for the signal and they want a protected phase.				
Emphasis Area: Signal Four	Intersections			
Action Item / Countermeasure	Date	Update	Status	
<p>Christina asked whether signal phasing adjustments, specifically adding protected left turn phases, could be evaluated in coordination with Jeffrey Moncalian if a crash analysis indicated a need. The discussion clarified that the most common and severe crashes at the intersection typically involve eastbound vehicles making left turns and conflicting with opposing westbound through traffic, particularly when queues back up from the nearby U.S. 19 intersection. This congestion creates gaps that lead to left turn conflicts as vehicles attempt to maneuver around stopped traffic. It was noted that the signals at this location are closely spaced and likely coordinated with U.S. 19, limiting flexibility for phasing changes. Tina Russo shared that the intersection had been reviewed previously, and no feasible improvements were identified at that time; the item was removed from consideration but has since resurfaced. The group agreed that a fresh review of current crash data is warranted to determine whether the issue persists and whether targeted improvements, such as a protected northbound/eastbound left turn movement, could be justified.</p>	4/22/26			

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
<p>Eiland Boulevard</p>  <p>https://maps.app.goo.gl/DYrHCFeFygsXLWvx9</p>	3/25/26	Widening and Lighting	City of Zephyrhills	Pasco County
Discussion followed on high crash numbers on Eiland Boulevard and future four-lane widening and lighting opportunities.				
Emphasis Area: Signal Four	Lane Departures			
Action Item / Countermeasure	Date	Update	Status	
<p>Christina asked whether Eiland Boulevard remains part of the CIP for widening. Jeffrey Moncalian explained that the project had previously been advanced for consideration due to poor operating conditions but was later removed. The intent had been to move Eiland Boulevard toward its ultimate north-south alignment, converting the existing curved segment into a standard t-intersection with the Zephyrhills Bypass at Handcart Road and widening the corridor to four lanes from U.S. 301 to Wesley Chapel Boulevard. Although the widening project was removed from the CIP, Jeffrey noted that recent interim improvements have been made, including reducing the posted speed limit from 50-55 mph to 45 mph along the segment from Wesley Chapel Boulevard to Dean Dairy Road. He confirmed that crashes will continue to be monitored. In addition, several future traffic signals are planned along the corridor, although these are longer-term projects. Randy Stovall commented that residents in the Zephyrhills area have expressed ongoing concerns about traffic conditions along Eiland Boulevard at City Council meetings, and he noted that the planned improvements, while not immediate, are viewed positively by the community. The discussion concluded with acknowledgment of a recent fatal crash on April 18th at approximately 4:37am, reinforcing the need for continued monitoring and future safety improvements.</p>	4/22/26			

CHALLENGING LOCATIONS - APRIL 2026

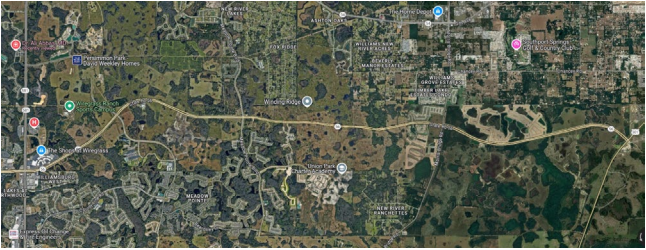
Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
<p>Fort King Road at Simons Road</p> <p>https://maps.app.goo.gl/Y2fRmMsFpWLuFqk28</p>	3/25/26	Pavement Markings, Traffic Calming	City of Zephyrhills	Pasco County
<p>Discussion followed on Fort King Road at Simons Road and possibly adding RPMs to slow drivers. There is a curve in the road and the City would like traffic calming. Discussion followed on considering optical speed bars or elongated pavement markings.</p>				
Emphasis Area: Signal Four	Speeding and Aggressive Driving, Lane Departures			
Action Item / Countermeasure	Date	Update	Status	



CHALLENGING LOCATIONS - APRIL 2026

<p>Christina raised concerns about the curved segment of roadway with a history of run-off-the-road crashes and suggested that it be considered for Tier 1 / traffic-operations-level improvements, such as enhanced curve delineation. Jeffrey Moncalian agreed to review the location and verify that appropriate signing is in place. He noted that pavement markings could be refreshed and raised pavement markers added, with the work likely handled by a striping contractor if the roadway characteristics exceed what the County's in-house signing and markings team typically addresses. The County committed to taking a closer look at feasible low-cost safety enhancements. Randy Stovall added that the City is planning a future multi-purpose trail along Fort King Road in the vicinity of the curve, which may intersect with or influence the discussion of safety improvements. William McCaw explained that while right-of-way is limited along Fort King Road, the proposed trail is expected to run east of the intersection where Fort King curves south, generally between Doughty Road and Simons Road, and may introduce an additional crossing near Fort King Road and Simons Road. William noted he would confirm details of the trail alignment and location at a future meeting.</p>	<p>4/22/26</p>		

LONG TERM LIST

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
S.R. 56 from Meadow Point Boulevard to U.S. 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



CHALLENGING LOCATIONS - APRIL 2026

<p>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.</p>	<p>4/23/25</p>	<p>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.</p>	<p>Complete</p>
<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>	



CHALLENGING LOCATIONS - APRIL 2026

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.

2/25/26

Eric Henry reported that the referenced item has been received by FDOT and is now with the new Safety Engineering staff following a staffing transition from Emmeth Duran to Kelly Farabee. He noted there had been a brief delay due to the role handoff and committed to continuing follow-up to obtain a more definitive update. Jeffrey Moncalian provided an update on the previously discussed roadway lighting projects, explaining that the Joint Project Agreements (JPAs) were canceled after FDOT was unable to participate financially for Bruce B. Downs Boulevard. As a result, lighting projects along S.R. 56 were paused and effectively dropped. Jeffrey clarified that lighting improvements will still move forward on Bruce B. Downs Boulevard between S.R. 54 and S.R. 56, with the County funding those improvements. S.R. 56 remains a state road, while S.R. 54 in that area is Wesley Chapel Boulevard.

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
<p>Daughterly Road and U.S. 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	

<p>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.</p>	<p>4/23/25</p>	<p>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.</p>	<p>Complete</p>
<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>	



CHALLENGING LOCATIONS - APRIL 2026

<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>	<p>Eric noted that they are evaluating the potential for a protected left-turn phase; however, the signal warrant was not met for any of the approaches. He also referenced a signal warrant at U.S. 301 and Wire Road and indicated that he will follow up with the Project Manager. Todd VandeBerg from the City of Zephyrhills shared that the City maintains a list of 12 identified hot spot locations. For Daugherty Road at U.S. 301, he stated that the City is pursuing sidewalk installation. While right-of-way constraints exist, efforts are ongoing to advance the sidewalk project and improve overall sidewalk connectivity. He also noted that the City is seeking to add a crosswalk. Additionally, Todd discussed proposed operational improvements and the project's 60 percent design stage.</p>	
<p>Eric Henry also noted that a signal warrant study is available for a proposed signal north of the intersection discussed at the prior meeting and offered to share it with interested parties. William McCaw added that pedestrian connectivity at the intersection remains deficient and noted ongoing coordination with engineers and AdventHealth to extend sidewalks along Gall Boulevard and Daugherty Road on the northeast side of the intersection to improve pedestrian access.</p>	<p>4/22/26</p>		



CHALLENGING LOCATIONS - APRIL 2026

LOCAL ROADS CONTACTS

Michael	Bunk	Pasco County	mbunk@pascocountyfl.net
Dan	Fenstemacher	PCSO	dfenstemacher@pascosheriff.org
Kelly	Funk	MPO	kfunk@pascocountyfl.net
Tonia	Gorman	MPO	tgorman@pascocountyfl.net
Jeff	McConnell	City of Port Richey	j.mcconnell@cityofportrichey.com
Carl	Mikyska	MPO	cmikyska@pascocountyfl.net
Jeffrey	Moncalian	Pasco County	jmoncalian@pascocountyfl.net
Laurie	Schaediger	MPO	lschaediger@pascocountyfl.net

STATE HIGHWAYS CONTACTS

Eric	Henry	FDOT District 7	eric.henry@dot.state.fl.us
Kelly	Farabee	FDOT District 7	Kelly.Farabee@dot.state.fl.us
Lt. Jacquelyn	Rux	FHP	jacquelynru@flhsmv.gov

This document is available in alternative accessible formats upon request. If you require this information in an accessible format due to a disability, please contact eric.henry@dot.state.fl.us or (813) 975-6497. Requests will be fulfilled in a timely manner.