

Pinellas CTST – May 7, 2026

Meeting started at 10:00am

I. General Meeting

Welcome and introductions. The April meeting minutes were approved.

II. Committee Reports

Enforcement

Blaine Loring (Pinellas County Sheriff's Office): Pinellas County Sheriff's Office continues to conduct active traffic enforcement along U.S. 19, with community policing deputies performing details at least twice per week, typically from 6:00 to 9:00 AM. These efforts involve two to four deputies and result in approximately 25 to 50 traffic stops per shift, with around 20 to 30 citations issued and a similar number of warnings. In addition, the agency is conducting e-bike and e-moto enforcement operations about twice per month, rotating between north and south county and focusing on higher-risk riders associated with crashes and fleeing incidents. These operations use a mix of trail patrol vehicles, undercover units, and marked cruisers. During the April 24th detail, activity was relatively limited, with two e-bike stops and four e-moto stops, resulting in seven warnings and one fleeing and eluding incident. Looking ahead, additional enforcement efforts are planned for the Memorial Day holiday weekend, including details on the Dunedin Causeway and other locations throughout the county. A recent DUI saturation patrol was also conducted, though statistics were not available at the time of the report.

Daniel Negersmith (Clearwater PD): Pinellas County enforcement efforts continue to focus heavily on speed and DUI enforcement through ongoing grant-funded initiatives. Deputies have been actively targeting high-speed corridors, particularly along U.S. 19 and the Courtney Campbell Causeway, with an emphasis on excessive speeding, including extreme cases such as vehicles traveling up to 134 mph. Despite these efforts, speeds in the 90 mph range are still commonly observed. Enforcement remains active daily, with personnel continuing operations as recently as the morning of the meeting, and the High Visibility Enforcement (HVE) grant period is concluding. In addition, DUI enforcement has remained a priority, particularly during spring break, with concentrated efforts along the Memorial Causeway corridor from the roundabout to the mainland, resulting in 55 DUI arrests over a 30-day period spanning weekend operations. Media outreach has also been conducted to support these initiatives.

Troy Harper (St. Petersburg PD): St. Petersburg Police Department continues to conduct enforcement activities similar to other agencies, including ongoing FDOT grant operations with two additional details planned for the upcoming month. While High Visibility Enforcement (HVE) efforts may be wrapping up, a unit-wide monthly traffic enforcement operation is scheduled, likely focusing on District 3 on the west side of the city. The department has also initiated Pinellas Trail operations targeting e-bikes, with the first detail completed and plans to continue these monthly. Overall, the year has been relatively quiet; however, there was a recent increase in severe incidents over the weekend, including three fatalities, one attributed to a medical episode and another involving a serious injury crash where the motorcyclist is expected to recover.

Jim Hartwell (LEL): FDOT District 7 staff announced that the annual Click It or Ticket campaign will begin on May 18th, with a local area network meeting and kickoff event scheduled for May 15th at 10:00 AM at District 7. An invitation has been distributed, and attendance is encouraged. Additionally, May is recognized as Motorcycle Safety Awareness Month, and a free online training course has been shared as a refresher on motorcycle laws, regulations, and enforcement practices, particularly for officers less familiar with these topics.

Blaine Loring (Pinellas County Sheriff's Office): Blaine Loring shared a video. It highlighted the use of emerging technology, specifically artificial intelligence, to enhance traffic safety and operations. It demonstrated how AI-powered intersection camera analytics are being used to detect near-miss incidents, red-light running, and other risky behaviors at busy intersections. This technology allows traffic management staff to proactively identify potential safety issues and evaluate improvements such as signage, signal timing, or enforcement strategies. The implementation follows years of planning and includes broader efforts such as retiming approximately 350 traffic signals to improve traffic flow along key corridors. It was noted that the cameras are not used for enforcement or driver identification, but rather to support safety analysis and decision-making. Discussion followed.

Engineering and Bike/Pedestrian

John Rieman (Pinellas County): Pinellas County staff emphasized the significant benefits of their new Intersection Video Analytics (IVA) system, describing it as a highly effective and data-rich tool that provides continuous visibility at intersections. The system allows staff to capture detailed information such as traffic counts and conflict events, essentially functioning as constant eyes on the intersection, and has already proven to be a valuable resource for safety analysis. However, there are some concerns regarding potential public records requests now that the technology has gained visibility, although the data is stored by a third-party vendor, adding some complexity. In addition to the IVA update, the County is evaluating the potential signalization of a trail crossing along Keystone Road and has submitted a request for the installation of six speed feedback signs in the Town of Belleair.

Lori Palaio (JMT): Lori noted that additional information on the Intersection Video Analytics (IVA) system is available for those interested in learning more on the CTST website. A previous presentation delivered by Pinellas County staff in February provides a detailed overview of the technology, including how it operates and its applications.

Eric Henry (FDOT): Several recent and upcoming initiatives were highlighted across the district. A successful CarFit event was held on April 11th in Tampa, marking the first event of its kind in the district in some time and serving as a foundation for future events. Looking ahead, a helmet fit training is scheduled for May 23rd in St. Petersburg at the public library, with registration still open for those interested in becoming trained. Additionally, the Treasure Island Walk to Beach Day event is planned for May 29th, continuing its annual outreach effort by promoting pedestrian and bicycle safety through community engagement along Gulf Boulevard. Overall, these efforts support ongoing education and bike/pedestrian safety initiatives throughout the region.

Education

Blaine Loring (Pinellas County Sheriff's Office): Pinellas County volunteers supported recent community outreach efforts, including participation in events such as Healthy Kids Day and a local rotary car show. During these events, volunteers distributed approximately 14 bicycle helmets to children, marking the County's first time participating in these types of activities. The effort was well received, and volunteers expressed positive feedback about their experience, indicating strong engagement and interest in continuing similar outreach initiatives.

Sheila Rainey (John's Hopkins All Children's Hospital): Education and outreach efforts across Pinellas County schools and communities continue to expand, particularly focused on bike and pedestrian safety. Recent initiatives included partnerships with local schools, such as Plato Academy in St. Petersburg, where staff coordinated bike rodeos and fitted approximately 150 helmets for students, with plans to establish a classroom helmet supply for ongoing use. Additional outreach is planned at Orange Grove Elementary in coordination with FDOT District 7 and community partners, following a recent child-involved crash, to provide safety education and distribute helmets to third-grade students. Ongoing discussions also highlighted the increasing focus on e-moto safety, including enforcement documentation efforts involving youth and parent notification. A recent case involving a fatal crash has raised awareness of potential legal accountability for parents and may influence future legislation, prompting agencies to closely monitor developments and reinforce proactive safety education and enforcement practices.

Stephanie Carrier (Pinellas County Schools Transportation Department): Pinellas County Schools provided several updates related to transportation safety and outreach. The district will conduct its annual illegal school bus passing survey on May 20th and noted that the last day of school is May 28th with an early release schedule. Ongoing coordination with community partners was also discussed, particularly regarding potential summer safety education opportunities, with interest in offering programs during the summer months when children are more active outdoors. Collaboration efforts are continuing, though follow-up is still pending to finalize details for these initiatives.

Sheila Rainey (John's Hopkins All Children's Hospital): An upcoming Safe Kids State Summit will be held on May 14th at the Johns Hopkins All Children's Hospital campus. The event will include a keynote speaker who is the parent of a USF student who was fatally injured in a scooter crash; she has since become a strong safety advocate and is expected to share her experience. She will also be joining the e-bike task force, initially observing before becoming more actively involved. The summit is a full-day event with a small registration fee to cover meals, and attendees are encouraged to participate as the topic is highly relevant to ongoing safety efforts and education initiatives in the region.

III. Old Business

Problem Locations

- 1. Passing School Busses:** School bus safety enforcement remains an ongoing challenge across Pinellas County, with multiple high-risk locations continuing to experience illegal passing violations despite prior attention and enforcement efforts. Recent input from school bus drivers has helped identify updated problem locations, and adjustments have been made where feasible, such as

relocating a stop from Gulf-to-Bay Boulevard to a nearby side street. However, certain locations, particularly near Oak Grove Drive, continue to be persistent problem areas. Discussion also highlighted the need to evaluate signage condition and visibility, including faded FDOT signs that may require replacement, as well as coordination between agencies to confirm jurisdiction and next steps. Because relocation is not always feasible, agencies are exploring additional countermeasures, including potential engineering solutions such as installing a raised median along sections of Gulf-to-Bay Boulevard to reduce illegal passing movements. Enforcement efforts are ongoing, but with limited resources, a combination of enforcement, education, and infrastructure improvements is being considered to address these recurring safety concerns.

2. **Trinity Boulevard and East Lake Road:** The group noted that enforcement at this location remains important, as speeding and aggressive driving continue to be ongoing issues along the corridor. It was observed that when officers are actively present, traffic flow improves, however, conditions tend to worsen once enforcement is no longer visible, with congestion and unsafe behavior returning. Drivers were described as frequently traveling at high speeds, and the corridor is often perceived as having raceway-like conditions. As a result, participants agreed the location should remain a priority for continued monitoring and enforcement.
3. **38th Avenue and 66th Street:** The group discussed that this location is near a hospital and upcoming development could lead to increased pedestrian activity, particularly with a new Publix expected to open nearby. While no recent safety issues or incidents have been identified by enforcement, the area was previously raised as a concern by Treasure Island Fire Rescue and may still warrant monitoring. It was noted that the issue may also be under review by the STEPS committee for school-related considerations. Given the potential for higher pedestrian volumes, participants agreed to keep the location on the list for continued observation and coordination.

HSIP and SRTS Projects

Mahshid Arasteh (American Quality Consultants): Mahshid provided an update on ongoing Highway Safety Improvement Program (HSIP) initiatives, highlighting continued coordination and progress across multiple projects. During the April 17th HSIP review meeting, teams evaluated applications and project proposals, while a separate April 27th meeting with Pinellas County focused on advancing the Keystone Road at Pinellas Trail crossing project, including discussions on funding options and construction delivery. The project's 50% design plans have been submitted to FDOT for review to ensure compliance with FDOT standards, which is required if the project proceeds under FDOT implementation. Additionally, Pinellas County has submitted multiple HSIP applications on behalf of the Town of Belleair for speed feedback signs, supporting municipalities that may lack resources to apply independently. Clarifications were also provided on the HSIP funding process, noting that FDOT directly purchases and provides approved equipment. Coordination on equipment ordering, shipping details, and installation documentation remains an important step in advancing these projects. Overall, the update emphasized strong collaboration and continued progress in leveraging HSIP funding to support safety improvements across the region.

High Crash Intersections and Fatal Map

Blaine Loring (Pinellas County Sheriff's Office): It was noted that the fatal crash intersection map has not yet been updated for the current month, as staff responsible for maintaining it are temporarily unavailable. The group agreed to revisit and review updated data at a future meeting once it becomes available. In addition, a recent serious crash in Oldsmar was mentioned, which tragically resulted in a fatality involving children, underscoring the continued importance of monitoring and addressing high-risk locations. Discussion followed.

IV. New Business

Richard Hartman (City of Clearwater): Richard inquired about the availability of GIS/shapefile data for school bus stop locations to support project planning and ensure these sensitive locations are considered during design and review. Stephanie noted that current tracking is primarily done through spreadsheets identifying problem locations, and that bus stop locations frequently change, with over 200 stops adjusted in the past two years. While bus stop data is not broadly published, Valerie confirmed that shapefiles do exist and can be obtained through coordination with the appropriate contact (Team Mark), though available data may not reflect the most current year. Stephanie acknowledged that such data has been shared in the past on a limited basis. Participants agreed to follow up offline to coordinate sharing available data and explore how to better incorporate bus stop information into future planning efforts.

Upcoming Meeting: June 4th, 2026 – In-Person Meeting, 10:00am, Location TBD

Meeting adjourned at 10:41am


Attendees: Mahshid Arasteh (American Quality Consultants), Colin Bartholomew (City of Safety Harbor Public Works), Matthew Belmonte (Gresham Smith), Valerie Brookens (Forward Pinellas), Stephanie Carrier (Pinellas County Schools Transportation Department), Kelly Farabee (FDOT), Kathy Gademer (City of Dunedin), Troy Harper (St. Petersburg PD), Richard Hartman (City of Clearwater), Jim Hartwell (LEL), Eric Henry (FDOT), Richard Interrante (Pinellas County Sheriff's Office), Blaine Loring (Pinellas County Sheriff's Office), Brentin Mosher (USF CUTR), Daniel Negersmith (Clearwater PD), Lori Palaio (JMT), Sheila Rainey (John's Hopkins All Children's Hospital), John Rieman (Pinellas County), Chris Wence (Comprehensive Engineering Services)

PROBLEM LOCATIONS - MAY 2026

Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
1	11/4/21	Passing School Buses	Deputy Miller, Joe Camera	5/7/26		<p>The buses are not activating the red lights which activates the stop bars, only the yellow lights are on. People are passing with the yellow lights on. The deputies can't stop people unless the red lights are on, and the stop bars are out. He asked that the bus drivers be re-educated about this to help the situation. Everyone forgets and more education and enforcement is needed. They must identify their high problem areas, such as Gandy, 4th Street, 114th Avenue, etc. The City of St. Pete suggested a billboard campaign. The new school buses have lights that are a lot brighter, than previous buses. Deputy Loring and other agencies are working on passing school bus enforcement. Joe reached out to Sgt. Caseber, of Largo PD for assistance. Joe stated when parents have their kids getting on the bus in the morning near Belcher Rd and Lancaster Dr, the students jump in the middle of the median. Mark Easty will make sure there is directed patrol in the areas Joe mentioned. Tampa Road was discussed. Deputy Loring will be taking care of the issues at US 19 and Highland Acres. This area backs up traffic for six to eight miles. Joe spoke to the driver, and she is going to try to open the yellow a little bit further back to give them more warning. Deputy Loring created a directive patrol for that as well and he is trying to include some of the patrol deputies and make them aware of it and enforce it when Deputy Loring is unavailable. School buses will take a break soon once school ends. Vehicles are not paying attention to bus stop arms. Daniel Negersmith stated that on Belcher Road by Oak Grove Drive, vehicles are constantly running past the bus stop arms. It is a 40mph zone. There is a transfer where buses pick up other students from other schools at that school, so many buses are coming and going. Daniel Negersmith if there is any way they can make that a school zone to slow down people during those times. John Rieman will investigate this location. Discussion followed. Autumn will reach out to her drivers to ensure they are doing what they need to do. ***continue on next page***</p>

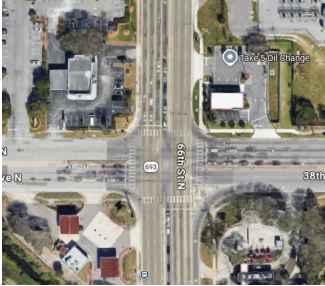
Item	Date Reported	Description	Staff	Last Update	Date Resolved/ Withdrawn	Comments
						<p>Mark will follow up on information on speed cameras in school zones. Autumn Westermann from Pinellas County Schools has a complaint at Oak Grove Middle School. Mark Easty will get extra enforcement out there. Mark Easty will look into Oak Grove Middle School. School starts on August 11th. Mark stated that all agencies will be increasing enforcement around school zones and buses during the back-to-school period. Mark addressed school bus safety concerns. He noted that Tarpon Springs Police Department has been actively monitoring a problematic bus stop area along US 19 and issuing citations for stop-arm violations. Per the discussion from earlier in the meeting, last month, ongoing issues continued from September regarding the bus stop at 2909 Gulf to Bay Boulevard, where drivers consistently fail to stop for buses. Despite seeking assistance from the school board, progress has been minimal, and the situation may escalate to media attention due to the uproar it has caused. Another concern is the Oak Grove area, a 40 mph school zone with multiple buses, where drivers are not stopping. Efforts are underway to designate it as a school zone to slow traffic, and enforcement has been active. School bus stop-arm violations continue to be a significant safety concern, with drivers frequently passing stopped school buses. Reports of these violations are shared with law enforcement units for follow-up and enforcement. School zone camera programs were also discussed, including implementation challenges experienced in other counties. Manatee County's program has been suspended due to enforcement errors, specifically citations being issued outside of active school zone times. Hillsborough County is currently operating a similar program, with violations reviewed by law enforcement prior to citation issuance. Ongoing concerns with illegal passing of school bus stop arms were discussed. A list of problem locations is shared with law enforcement, and targeted enforcement and updated signage have already resulted in improvements at some locations.</p> <p>***continue on next page***</p>

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						<p>School bus safety enforcement remains an ongoing challenge across Pinellas County, with multiple high-risk locations continuing to experience illegal passing violations despite prior attention and enforcement efforts. Recent input from school bus drivers has helped identify updated problem locations, and adjustments have been made where feasible, such as relocating a stop from Gulf-to-Bay Boulevard to a nearby side street. However, certain locations, particularly near Oak Grove Drive, continue to be persistent problem areas. Discussion also highlighted the need to evaluate signage condition and visibility, including faded FDOT signs that may require replacement, as well as coordination between agencies to confirm jurisdiction and next steps. Because relocation is not always feasible, agencies are exploring additional countermeasures, including potential engineering solutions such as installing a raised median along sections of Gulf-to-Bay Boulevard to reduce illegal passing movements. Enforcement efforts are ongoing, but with limited resources, a combination of enforcement, education, and infrastructure improvements is being considered to address these recurring safety concerns.</p>

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2	11/6/25	Trinity Boulevard and East Lake Road  https://maps.app.goo.gl/S7kzk oLDHbwPnFVG7	Daniel Negersmith, Clearwater PD	5/7/26		<p>Daniel Negersmith raised a concern about the intersection at Trinity Boulevard and East Lake Road, where drivers frequently run red lights during morning rush hours, particularly westbound vehicles making left turns southbound. This behavior causes gridlock and poses a high crash risk. Colin Bartholomew from City of Clearwater confirmed the issue occurs around 7:15 AM. Mark Eastty agreed to escalate the matter to traffic enforcement and suggested positioning a patrol car in the median for effective monitoring. The intersection will be added to the problem area list for follow-up next month. Mark sent an email to Deputy Howard Miller. There have been two violations, with one warning for passing a red light. There will be more numbers at the next meeting. Mark Eastty confirmed that directed patrols will continue, noting 13 warnings and several citations issued so far to help curb the issue. Mark stated since issuing a directed patrol there, officers have written 11 citations and more than 25 warnings. He said they will keep this location on the list a little longer, noting that it was originally raised by Sgt. Daniel Negersmith from Clearwater PD. Mark plans to reach out in the coming weeks to see whether conditions have improved. In the meantime, patrol units will continue monitoring the area during morning hours when drivers tend to roll past the stop bar and block the intersection. Ongoing congestion during peak periods was noted, with vehicles frequently blocking the intersection. Drivers are entering the intersection without sufficient space to clear it, contributing to operational and safety concerns. Drivers should remain behind the stop bar until adequate space is available and traffic conditions allow the intersection to be cleared. Enforcement efforts continued at the Trinity Boulevard and East Lake Road intersection during March, primarily during morning hours. Deputies issued three citations and 13 warnings for traffic violations. Follow-up feedback indicated that the enforcement presence is improving driver awareness and making a noticeable difference at the intersection.</p> <p>***continue on next page***</p>

PROBLEM LOCATIONS - MAY 2026

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						<p>The group noted that enforcement at this location remains important, as speeding and aggressive driving continue to be ongoing issues along the corridor. It was observed that when officers are actively present, traffic flow improves, however, conditions tend to worsen once enforcement is no longer visible, with congestion and unsafe behavior returning. Drivers were described as frequently traveling at high speeds, and the corridor is often perceived as having raceway-like conditions. As a result, participants agreed the location should remain a priority for continued monitoring and enforcement.</p>

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3	3/16/26	<p>38th Avenue and 66th Street</p>  <p>https://maps.app.goo.gl/Y6nDAcmSoAs6ehAs5</p>	Mercedes Nelson-Palmer, Treasure Island Fire Rescue	5/7/26		<p>Concerns were raised regarding a proposed new Publix development and a nearby charter school, with increased congestion anticipated in the area. Identified issues include school pick-up and drop-off traffic, the lack of a formal school zone designation for charter and private schools, and limited driver awareness of increased pedestrian activity associated with the school. Ongoing congestion concerns were discussed at the intersection near 38th Avenue following the addition of a Publix, particularly due to increased pedestrian activity from students walking in the area. The location spans both unincorporated Pinellas County and the City of St. Petersburg. St. Petersburg Police reported that congestion is present but typically limited to a brief period of approximately 10 minutes during student pickup, after which traffic clears. The area will continue to be monitored to determine whether continued enforcement or presence is needed. The group discussed that this location is near a hospital and upcoming development could lead to increased pedestrian activity, particularly with a new Publix expected to open nearby. While no recent safety issues or incidents have been identified by enforcement, the area was previously raised as a concern by Treasure Island Fire Rescue and may still warrant monitoring. It was noted that the issue may also be under review by the STEPS committee for school-related considerations. Given the potential for higher pedestrian volumes, participants agreed to keep the location on the list for continued observation and coordination.</p>