

Pasco CTST – May 27, 2026

Meeting started at 1:33pm

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

Christina Boulnois (Lochner): Christina opened the meeting by noting that May's FDOT safety campaign focuses on Motorcycle Safety Awareness Month and National Youth Traffic Safety Month, emphasizing the importance of looking twice for motorcycles and promoting safe driving behaviors among teens during a high-risk period between major holidays. She dedicated the meeting to a recent teen motorcycle crash, highlighting that there were five teenage motorcycle fatalities over the past year. The specific crash discussed occurred on March 20th, 2025, at approximately 6:10 PM under clear, dry, daylight conditions at the intersection of S.R. 52 and U.S. 41. A 19-year-old motorcyclist traveling eastbound lost control while making a right turn and collided with a vehicle waiting in the northbound left-turn lane. The motorcyclist was not under the influence but sustained fatal injuries and was pronounced deceased shortly after arrival at the hospital. Christina used this crash to reinforce the importance of awareness and caution, particularly for young drivers and motorcyclists.

- III. **Minutes Approved**

- April minutes were approved.

- IV. **Old Business**

1. **S.R. 54 at Mitchell Ranch Road** – Eric suggested reaching out to the school board or school system to determine whether they are aware of the issue or have considered addressing it. Eric indicated that he would check for an appropriate contact, including coordinating with the FDOT Safe Routes to School coordinator, who is involved in such efforts.
2. **Paul Buchman Highway at Chancey Road** – Eric explained that Casey had been reaching out to FDOT's freight group to gather input, given that the corridor carries significant freight traffic, but no updates had been received yet from either Casey or the freight team. Christina noted that Casey was not present at the meeting and suggested following up afterward. The discussion then shifted to responsibility for replacing missing signs, with Jim asking whether FDOT or the county handles this. Eric confirmed that if the signs are on a state road, FDOT's traffic operations group would be responsible and could issue a TSR to replace them. Jim mentioned that the signs had reportedly been on backorder for nearly two years, raising concerns about delays. Eric stated that the location may not have been brought to their attention.
3. **C.R. 54 at Gardens of Westbrooke/Dairy Road** – Eric noted that an HSIP application could be pursued for a pedestrian crossing, but these projects typically require the sponsoring agency, such as Pasco County or the MPO, to initiate the effort and provide supporting information, including crash history. He also mentioned that a Rectangular

Rapid Flashing Beacon (RRFB) had been discussed but was likely ruled out due to the roadway's higher speeds, while more substantial treatments like a pedestrian hybrid beacon (PHB) would be significantly more difficult to fund through HSIP due to their cost. Eric added that a preliminary review of crash data did not indicate a significant crash history at the site, aside from the fatality that prompted the discussion. Jim noted that the presence of a new multi-use trail nearby may be increasing pedestrian crossings at the location, suggesting the need for proactive safety improvements to prevent future crashes.

4. **Ridge Road at Leo Kidd Avenue** – Christina noted that the group had previously agreed a refreshed review of crash data was needed to determine whether the safety issue at the location still exists, but she had not yet pulled the data for this meeting. She also mentioned interest in evaluating potential protection for the northbound-eastbound left-turn movement, which would require traffic counts. Eric confirmed that FDOT could assist with pulling updated crash data but likely does not have access to traffic count data for that location. Amy checked on behalf of Pasco County and reported that no recent counts were available at the site, with the closest data coming from a nearby intersection at Congress Street, where the 2024 average daily traffic was approximately 27,284 vehicles. The group agreed that FDOT would pull updated crash data for review at the next meeting, while any available count data would also be considered to help determine whether improvements could be justified.
5. **Fort King Road at Simons Road** – Amy shared that she recently conducted a field visit at the curved segment of the roadway and plans to begin implementing improvements using chevron signs. She described the location as a long, compound curve consisting of two connected curves, where one segment currently has only a few small chevrons and the other has none. To improve driver awareness and guidance, the county will install additional chevrons, along both curves, with work orders already in place. Amy noted that optical speed bars had previously been considered, but those plans were likely dropped due to geometric changes associated with the Simons Road extension and added turn lanes.
6. **S.R. 56 from Meadow Point Boulevard to US 301** – Amy explained that the prioritization effort had only just begun a few days earlier, with staff still in the process of collecting key roadway data such as median widths and lane information, so she was not yet able to confirm where the location would rank. Christina requested that an update be provided at the next meeting. Amy agreed and added that, although FDOT has a resurfacing project in the area, she does not believe it includes lighting improvements. Eric confirmed that lighting had initially been considered as part of that project but was ultimately removed.
7. **Daughtery Road and U.S. 301** – Eric noted that this location had also been discussed at the previous meeting, where the City of Zephyrhills mentioned they were making some improvements on a nearby side street, though it is unclear what impact those changes may have on overall conditions. Eric will follow up with Carlos.
8. **Eiland Boulevard** – Eric explained that the corridor had been previously discussed as a general area of concern rather than a location with a single, clearly defined issue or

actionable item. He noted that several improvements are already planned or underway, including new signalizations and a speed limit reduction, and suggested that the item may be better suited for the long-term monitoring list rather than an active discussion item. Amy Davis provided additional details, noting that three new traffic signals are planned along the corridor, scheduled for installation in 2026, 2027, and 2029, with one being developer funded. Randall added that these signals should help address access issues experienced by nearby residents, which have likely contributed to safety concerns. The group agreed that the planned improvements, along with future coordination of signals and ongoing street lighting prioritization efforts, would help improve conditions. As a result, the group proposed moving the corridor to the long-term list for continued monitoring, with the option of revisiting specific locations if new concerns arise. *This will be added to the long-term list.*

V. New Business

Education

Isabella Discepolo (Bayonet Point Hospital Trauma Center): Isabella provided an update on recent safety outreach efforts, noting that the Prom Promise program concluded successfully with the final high school event held on April 24th at Hudson High School. She also shared that she and Renisa would be visiting Wiregrass Ranch High School to recognize the school for achieving the most improved seatbelt usage in the Battle of the Belts campaign, including presenting a check. Additional activities included installing motorcycle awareness signage and participating in hurricane expo outreach to promote safety initiatives. Izzy added that there are discussions underway about hosting a CarFit event in December, when cooler weather would be more suitable.

Renisa Martinez (John's Hopkins All Children's Hospital): Renisa noted that she and Izzy will be visiting Wiregrass Ranch High School to present an award and are incorporating safety messaging through giveaways, including cell phone covers promoting distraction-free driving. She also shared that she recently visited another school that achieved the highest overall seatbelt usage in the Battle of the Belts campaign, where students were recognized for their public service announcements and awarded emergency roadside safety kits. Renisa emphasized that these outreach efforts have been successful, with strong student engagement, and that the campaign will continue next year. She added that campaign materials, including PSAs and messaging, are available for partners to use, and that content will also be shared on social media to further promote traffic safety awareness.

Eric Henry (FDOT): Eric shared that the micro-mobility task force is currently developing public service announcements focused on e-bikes, e-scooters, and similar devices. He noted that the effort will include two targeted messages, one aimed at parents of children purchasing these devices, and another geared toward older roadway users. To support development, the team has created a short survey (approximately seven to 10 minutes) to gather stakeholder feedback on PSA concepts before final production, and a link was distributed via email and shared in the meeting chat for participants to contribute input. Eric also mentioned that he would be attending the Teen Safe Driving Coalition meeting over the next two days,

representing District 7, and will relay any relevant updates, particularly those related to initiatives like Battle of the Belts, back to the group.

Jeannine South (MADD): Jeannine asked whether the micro-mobility PSA survey was intended for CTST members or the broader public, noting significant community interest in traffic safety issues, particularly among parents and residents discussing crashes involving youth. Eric responded that the survey is likely intended for stakeholders within the transportation field but agreed to confirm and follow up. She then provided an update on MADD's outreach efforts, noting active participation in Prom Promise events in coordination with local partners, where they engaged students through safety messaging after presentations. She added that her team has also been involved in additional community events and is wrapping up school-based education as the academic year ends, with plans to transition into summer programs. Jeannine highlighted ongoing involvement with the Pasco Juvenile Arbitration program and the Sheriff's Teen Court, where she works with students approximately every six weeks, though activity typically slows during the summer. She also mentioned an upcoming Golf Like MADD fundraising tournament in the fall, inviting participation and sponsorship opportunities.

Sheila Rainey (John's Hopkins All Children's): Sheila shared that the next task force meeting is scheduled for June 10th and will focus on legislation and enforcement. She noted that anyone interested in joining the email distribution list should reach out to her directly, and that Eric can also help facilitate the connection. Sheila also mentioned that the team is collaborating with Tina on developing a safety video, with a goal of completing it by back-to-school time, ideally by August, although earlier July events may make the timeline challenging.

Enforcement

Jim Hartwell (LEL): Jim provided a law enforcement update noting that it is the final week of the Click It or Ticket campaign, with officers actively enforcing seatbelt use. He added that reporting on enforcement activities will begin June 1st and continue through the end of the month.

Engineering

Jim Hartwell (LEL): Jim raised two location-specific concerns.

- First, at Grand Boulevard and Missouri Avenue in New Port Richey, he observed an apparent issue with a pedestrian crossing equipped with a Rectangular Rapid Flashing Beacon, where one of the pedestrian push buttons is missing. As a result, pedestrians approaching from one corner cannot activate the crossing. The group confirmed this is not a county facility, and Jim indicated he would follow up with the city to address the issue.
- Second, at Forest Drive and Reserve Drive, he identified a potential ADA concern where a median is located directly within the crosswalk path aligned with the sidewalk and curb ramps, creating an obstruction for pedestrians. Amy noted that while the road is county-owned, the median likely falls under a developer's responsibility, and the county will need to coordinate with them to resolve the issue.

Crash Statistics

Lori Palaio (JMT): From January 1st through March 16th, 2026, there were 17 fatal crashes. At the last CTST from January 1st to February 5th, 2026, there were nine fatal crashes. There were eight new fatal crashes, which included two bicycles, two off-road, two pedestrians, one sideswipe, and one left turn fatal crashes. The first bicycle fatal crash occurred on February 16th, at 9:01 PM, on U.S. 301, approximately 240 feet north of Ruth Avenue (Report Number 27115119), not at the intersection, in dark-not lighted, clear, and dry conditions. The bicyclist was riding north in the inside lane of U.S. 301 with no lights or reflective gear. The vehicle was driving north in the inside lane and due to the poor lighting, the vehicle collided with the rear end of the bicyclist. The second bicycle fatal crash occurred on February 19th, at 9:03 PM, on Parkwood Street, approximately 1000 feet south of Bert Street (Report Number 27089307), not at the intersection, in dark-not lighted, clear, and dry conditions. The bicyclist was riding south on Parkwood Street. The vehicle was driving south on Parkwood Street and quickly overtook the bicyclist off the roadway and proceeded to flee the scene. The first off-road fatal crash occurred on February 20th, at 1:20 AM, on S.R. 60, approximately 600 feet east of Cypress Ridge Boulevard (Report Number 27118249), not at the intersection, in dark-not lighted, clear, and dry conditions. The vehicle was traveling west on S.R. 60 approaching the intersection of Cypress Ridge Boulevard when the driver lost control. The driver tried to autocorrect to the right and traveled off the roadway. The second off-road fatal crash occurred on March 2nd, at 4:41 PM, on Beagle Road, approximately 0.28 miles east of Orwell Road (Report Number 27125509), not at the intersection, in daylight, clear, and dry conditions. The vehicle was traveling east on Beagle Road just east of Orwell Road when the driver ran off the road and hit a telephone box, a fence, and a tree. The vehicle then rotated clockwise and entered the roadway to come to final rest. The driver was driving at 100mph with a posted limit of 25mph. No drug or alcohol tests were taken. The first pedestrian fatal crash occurred on February 20th, at 9:50 PM, on 5th Avenue, approximately 25 feet east of 1st Street (Report Number 27115123), not at the intersection, in dark-lighted, clear, and dry conditions. The pedestrian was crossing south on 5th Avenue, not using a crosswalk. Vehicle one was traveling east on 5th Avenue when the pedestrian suddenly entered the road directly in front of the vehicle. The second pedestrian fatal crash occurred on March 4th, at 6:58 AM, on Dairy Road, approximately 300 feet north of Market Square Drive (Report Number 27124283), not at the intersection, in dawn, fog, smoke, and dry conditions. The pedestrian entered the south travel lane of Dairy Road without using a crosswalk. Due to fog present in the area, both the pedestrian and the driver had limited visibility and the driver was unable to avoid the collision. Pedestrian and off-road crashes were the highest fatal crash type (23.5%), followed by left turn and bicycle fatal crashes (11.8%). Seven (87.5%) out of the eight new fatal crashes happened during nighttime conditions. There are currently 17 fatal crashes through March 16th, 2026. Same period in 2025 there were 21 fatal crashes. Pasco County is down by four fatal crashes in the same period.

VI. Calendar Updates / Activity Reports

None.

VII. Highway Safety Improvement Program (HSIP) Updates

Lori Palaio (JMT): Lori provided an update that there are currently no new HSIP applications for Pasco County. She noted that, based on discussions from the problem location sheet, there may be potential candidates for low-cost safety improvements such as Rectangular Rapid Flashing Beacons and bright sticks. She encouraged anyone with questions or needing assistance with the HSIP application process to reach out to her or Eric Henry for support.

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. 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.*
4. Jim Hartwell (LEL): Jim raised two location-specific concerns. First, at Grand Boulevard and Missouri Avenue in New Port Richey, he observed an apparent issue with a pedestrian crossing equipped with a Rectangular Rapid Flashing Beacon, where one of the pedestrian push buttons is missing. As a result, pedestrians approaching from one corner cannot activate the crossing. The group confirmed this is not a county facility, and Jim indicated he would follow up with the city to address the issue. Second, at Forest Drive and Reserve Drive, he identified a potential ADA concern where a median is located directly within the crosswalk path aligned with the sidewalk and curb ramps, creating an obstruction for pedestrians. Amy noted that while the road is county-owned, the median likely falls under a developer's responsibility, and the county will need to coordinate with them to resolve the issue.



MEETING MINUTES – MAY 2026

IX. Open Forum/Announcements

Christina noted that a centrally located meeting space would be ideal given the size of the county. Lori suggested a potential location based on a previous JMT RSA conducted at a Pasco fire station along S.R. 52, a few miles east of U.S. 19, which could serve as a suitable venue. Jim offered to visit the site in person and coordinate with the facility staff to confirm availability. Lori added that the space can accommodate approximately 15-20 people, making it appropriate for the group. The team agreed this would be a good option, with Jim coordinating logistics alongside Lori.

Next Meeting: June 24th, 2026 – In-Person Meeting, 1:30 PM, Pasco County Fire Station 3, Training Room, 7724 State Rd 52, Hudson, FL 34667

Meeting adjourned at 2:29pm.

Meeting Attendees: Christina Boulnois (Lochner), Amy Davis (Pasco County), Isabella Discepolo (Bayonet Point Hospital Trauma Center), Jim Hartwell (LEL), Eric Henry (FDOT), Nicholas Inniss (Element Engineering Group), Renisa Martinez (John's Hopkin's All Children's Hospital), Carlos Maldonado (City of Zephyrhills), Brian Michaels (Pasco BPAC), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Sheila Rainey (John's Hopkins All Children's), Jeannine South (MADD), Ann Starling (Zephyrhills PD), Randy Stovall (Pasco BPAC)

CHALLENGING LOCATIONS – MAY 2026

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
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.				
Emphasis Area: Signal Four	Intersections, Pedestrians and Bicyclists			
Action Item / Countermeasure	Date	Update	Status	

CHALLENGING LOCATIONS – MAY 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

Eric suggested reaching out to the school board or school system to determine whether they are aware of the issue or have considered addressing it. Eric indicated that he would check for an appropriate contact, including coordinating with the FDOT Safe Routes to School coordinator, who is involved in such efforts.

CHALLENGING LOCATIONS – MAY 2026

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
Paul Buchman Highway at Chancey Road  https://maps.app.goo.gl/qMdNNrvfDHKpKpnRA	3/25/26	Signal	City of Zephyrhills	FDOT
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.				
Emphasis Area: Signal Four	Intersections			
Action Item / Countermeasure	Date	Update	Status	

CHALLENGING LOCATIONS – MAY 2026

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	4/22/26	Eric explained that Casey had been reaching out to FDOT's freight group to gather input, given that the corridor carries significant freight traffic, but no updates had been received yet from either Casey or the freight team. Christina noted that Casey was not present at the meeting and suggested following up afterward. The discussion then shifted to responsibility for replacing missing signs, with Jim asking whether FDOT or the county handles this. Eric confirmed that if the signs are on a state road, FDOT's traffic operations group would be responsible and could issue a TSR to replace them. Jim mentioned that the signs had reportedly been on backorder for nearly two years, raising concerns about delays. Eric stated that the location may not have been brought to their attention.	

CHALLENGING LOCATIONS – MAY 2026

LOCAL ROADS PROBLEM LOCATIONS

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
C.R. 54 at Gardens of Westbrooke/Dairy Road  https://maps.app.goo.gl/mv9CUfLrTpAA46ki8	3/25/26	Sidewalk and Crosswalk	City of Zephyrhills	Pasco County
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.				
Emphasis Area: Signal Four	Pedestrians and Bicyclists			
Action Item / Countermeasure	Date	Update	Status	

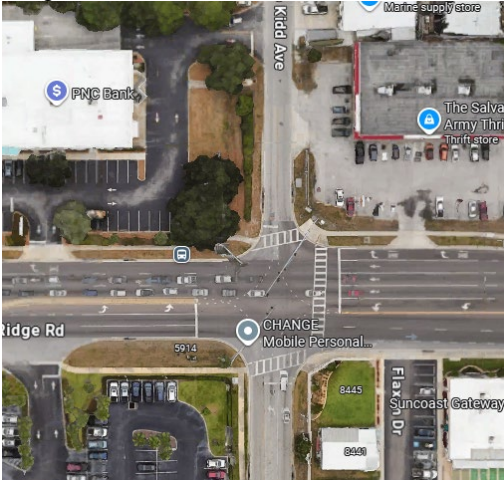
CHALLENGING LOCATIONS – MAY 2026

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

Eric noted that an HSIP application could be pursued for a pedestrian crossing, but these projects typically require the sponsoring agency, such as Pasco County or the MPO, to initiate the effort and provide supporting information, including crash history. He also mentioned that a Rectangular Rapid Flashing Beacon (RRFB) had been discussed but was likely ruled out due to the roadway's higher speeds, while more substantial treatments like a pedestrian hybrid beacon (PHB) would be significantly more difficult to fund through HSIP due to their cost. Eric added that a preliminary review of crash data did not indicate a significant crash history at the site, aside from the fatality that prompted the discussion. Jim noted that the presence of a new multi-use trail nearby may be increasing pedestrian crossings at the location, suggesting the need for proactive safety improvements to prevent future crashes.

CHALLENGING LOCATIONS – MAY 2026

Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
Ridge Road at Leo Kidd Avenue  https://maps.app.goo.gl/xCxWCDgvDVg7NxjB7	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	

CHALLENGING LOCATIONS – MAY 2026

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.	4/22/26	Christina noted that the group had previously agreed a refreshed review of crash data was needed to determine whether the safety issue at the location still exists, but she had not yet pulled the data for this meeting. She also mentioned interest in evaluating potential protection for the northbound-eastbound left-turn movement, which would require traffic counts. Eric confirmed that FDOT could assist with pulling updated crash data but likely does not have access to traffic count data for that location. Amy checked on behalf of Pasco County and reported that no recent counts were available at the site, with the closest data coming from a nearby intersection at Congress Street, where the 2024 average daily traffic was approximately 27,284 vehicles. The group agreed that FDOT would pull updated crash data for review at the next meeting, while any available count data would also be considered to help determine whether improvements could be justified.	
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CHALLENGING LOCATIONS – MAY 2026

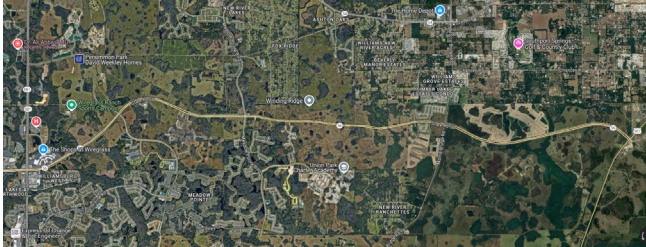
Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
Fort King Road at Simons Road  https://maps.app.goo.gl/Y2fRmMsFpWLuFqk28	3/25/26	Pavement Markings, Traffic Calming	City of Zephyrhills	Pasco County
Discussion followed on Fort King Road at Simons Road and possibly adding 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.				
Emphasis Area: Signal Four	Speeding and Aggressive Driving, Lane Departures			
Action Item / Countermeasure	Date	Update	Status	

CHALLENGING LOCATIONS – MAY 2026

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.	4/22/26	Amy shared that she recently conducted a field visit at the curved segment of the roadway and plans to begin implementing improvements using chevron signs. She described the location as a long, compound curve consisting of two connected curves, where one segment currently has only a few small chevrons and the other has none. To improve driver awareness and guidance, the county will install additional chevrons, along both curves, with work orders already in place. Amy noted that optical speed bars had previously been considered, but those plans were likely dropped due to geometric changes associated with the Simons Road extension and added turn lanes.	

CHALLENGING LOCATIONS – MAY 2026

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

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This is in the procurement process. Once this is done, it will be shared with FDOT and the county. This will be added to a new long-term list.	4/23/25	Venkat Vattikuti, Pasco County, sent Emmeth the Withlacoochee request for costs. It needs a contribution CIC cost of about one million dollars. Venkat met with the maintenance team about the costs. He will schedule a meeting with Emmeth on this request.	Complete
The lighting issue is still under review, with a coordination meeting planned between the County and FDOT.	7/23/25	Jeffrey Moncalian, Pasco County, will follow up on this location.	Complete
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.	9/24/25	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.	
No updates were provided. The group discussed that this location had been raised during a recent county commissioner meeting. Further discussion followed.	12/9/25	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.	

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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.	
Amy explained that the prioritization effort had only just begun a few days earlier, with staff still in the process of collecting key roadway data such as median widths and lane information, so she was not yet able to confirm where the location would rank. Christina requested that an update be provided at the next meeting. Amy agreed and added that, although FDOT has a resurfacing project in the area, she does not believe it includes lighting improvements. Eric confirmed that lighting had initially been considered as part of that project but was ultimately removed.	5/27/26		

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Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
Daughtery Road and U.S. 301  https://maps.app.goo.gl/zAzDSbTWJofgRKkN9	Dec 2023	At Daughtery Road and US 301, there are crashes at the signalized intersection. Daughtery Road is between two shopping centers.		Tina Russo (FDOT)
There is a hill and overall poor visibility. The issues are westbound, coming off Daughtery 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.				
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	

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Eric Henry, FDOT, stated that this problem location is still in process. FDOT did a collision diagram internally and saw left turn crashes on the side streets, as well as pedestrian and bicycle crashes. They are in the process of completing a study.	4/23/25	Eric Henry, FDOT, stated that FDOT Traffic Ops are conducting some studies of this intersection. They had to push their coordination meeting with them back. Eric will follow up with them.	Complete
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.	7/23/25	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.	Complete
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.	9/24/25	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.	
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.	12/9/25	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.	

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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.	2/25/26	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.	
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.	4/22/26	Eric noted that this location had also been discussed at the previous meeting, where the City of Zephyrhills mentioned they were making some improvements on a nearby side street, though it is unclear what impact those changes may have on overall conditions. Eric will follow up with Carlos.	

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Location	Date	Original Request	Who Initiated Request?	Responsible Staff or Agency
Eiland Boulevard  https://maps.app.goo.gl/DYrHCFygsXLWvx9	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	

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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.	4/22/26	Eric explained that the corridor had been previously discussed as a general area of concern rather than a location with a single, clearly defined issue or actionable item. He noted that several improvements are already planned or underway, including new signalizations and a speed limit reduction, and suggested that the item may be better suited for the long-term monitoring list rather than an active discussion item. Amy Davis provided additional detail, noting that three new traffic signals are planned along the corridor, scheduled for installation in 2026, 2027, and 2029, with one being developer-funded. Randall added that these signals should help address access issues experienced by nearby residents, which have likely contributed to safety concerns. The group agreed that the planned improvements, along with future coordination of signals and ongoing street lighting prioritization efforts, would help improve conditions. As a result, the group proposed moving the corridor to the long-term list for continued monitoring, with the option of revisiting specific locations if new concerns arise. This will be added to the long-term list.	



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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	jacquelynrx@flhsmv.gov

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