

Pasco CTST – June 24, 2026

Meeting started at 1:32 PM

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

Christina Boulnois (Lochner): Christina mentioned that this month is Safe Summer Travel month. Christina mentioned a distracted driving crash, where vehicle one was traveling north on Moonlake Drive in September 2025.

- III. **Minutes Approved**

- May minutes were approved.

- IV. **Old Business**

1. **S.R. 54 at Mitchell Ranch Road** – Eric suggested coordination between FDOT and the school regarding Safe Routes to School (SRTS). Tina will reach out to her contact, Tom.
2. **Paul Buchman Highway at Chancey Road** – Eric clarified that this intersection is not currently included on the list for street name sign replacements, although the signs are confirmed missing. He has submitted the request and noted the location will be added to the replacement queue. A discussion followed regarding a potential Resurfacing, Restoration, and Rehabilitation (RRR) project at Chancey Road, as well as heavy truck traffic along the corridor. The location will be added to the long-term list following sign replacement.
3. **C.R. 54 at Gardens of Westbrooke/Dairy Road** – A discussion occurred regarding reducing the speed limit at this location. Tina will follow up with Jonathan Rose. Zephyrhills Police Department has deployed speed feedback signs on Dairy Road.
4. **Ridge Road at Leo Kidd Avenue** – Since 2020, there has been one fatality and four serious injuries at this location. Lori inquired about the availability of turning movement count (TMC) data. Jeffrey indicated that Miovision footage may be available to extract left-turn TMCs.
5. **Fort King Road at Simons Road** – Jeffrey reported that work orders have been completed. The county has installed raised pavement markers (RPMs) and refreshed signing. *This location can be removed from the problem location list.*
6. **S.R. 56 from Meadow Point Boulevard to US 301** – Jeffrey noted that all Joint Project Agreements (JPAs) have been dissolved and no projects are currently advancing on S.R. 56. While lighting improvements are underway on Bruce B. Downs Boulevard, no improvements are planned for S.R. 56. A potential approach discussed was segmenting the corridor and coordinating with FDOT. Jeffrey will continue coordination with Kelly.
7. **Daughtery Road and U.S. 301** – A new traffic signal is planned at Wire Road. The team will monitor operations to determine whether the signal improves conditions at this location.

8. **Eiland Boulevard** – Jeffrey reported that efforts to include this corridor in the Capital Improvement Program (CIP) for widening and realignment were not successful. However, three new traffic signals are planned along the corridor.

V. New Business

Education

Isabella Discepolo (Bayonet Point Hospital Trauma Center): Isabella discussed the 100 Days of Summer. Also, Bayonet Point is participating in helmet fittings and Walk Bike and Roll.

Brentin Mosher (USF CUTR): A micromobility PSA is in development, which will focus on educating parents who are purchasing e-bikes. He mentioned that the video will be completed on July 8th and will be at a bike shop in Pasco.

Tina Russo (FDOT): Next week is Don't Drink and Drive with Koda the Fluff for the Fourth of July.

David Cruz (AARP): Last Month the Motorcycle Safety Foundation did an e-bike training course.

Tina Russo (FDOT): Tina discussed that Senate Bill 382 will be signed for e-bikes. Discussion followed.

Randy Stovall (Pasco CAC): On July 18th, there will be a Back to School event.

Eric Henry (FDOT): For Battle of the Belts, three of the five winners were in District Seven, with two of the three being in Pasco. Fivay High School and Wiregrass Ranch High School placed.

Enforcement

Jim Hartwell (LEL): Jim provided updates on Click it or Ticket, ELEE, and different grants.

Brentin Mosher (USF CUTR): ELEE 4 ended in June with an award ceremony in Spring Hill. Port Richey PD received a variable message board. ELEE 5 begins next week.

Jim Hartwell (LEL): July is Operation Southern Slowdown. The Law Enforcement Challenge award ceremony is July 30th and July 31st in Orlando. Jim also discussed a training with Tina Russo on micromobility.

Discussion followed on the HVE pedestrian grants on giving out bicycle lights. Many bicycle lights were given out on the U.S. 19 corridor and many were stolen from bicyclists or traded.

Engineering

David Cruz (AARP): Stone Road (Between Regency Park Boulevard and U.S. 19) / Sterling Lane Intersection - David Cruz (AARP) noted safety concerns at the intersection of Stone Road and Sterling Lane, citing limited stop control, the presence of a nearby senior community, and restricted sight distance. He also noted that Roble Way is frequently used as a cut-through route and requested consideration of an additional stop sign. Jeffrey Moncalian indicated that the intersection has been previously evaluated and does not currently meet warrants for a stop sign, emphasizing that stop signs are not intended for speed

control. David stated that multiple near-miss crashes have been reported at this location. Jeffrey acknowledged that sight distance issues may be present due to vegetation and noted that tree trimming may be necessary. David also mentioned that the Sheriff's Office has expressed support for a stop sign at this location. The concern will be evaluated further.

Tina Russo (FDOT): Tina stated that two overpasses are being constructed on S.R. 52 and S.R. 54. Discussion followed.

Kelly Farabee (FDOT): Kelly reported that FDOT is developing a GIS-based pedestrian and bicycle crash analysis tool. The tool will support expanded evaluation of pedestrian and bicycle safety by incorporating factors beyond volumes and crash data. She noted that the analysis will also consider additional variables and identify potential midblock crossing locations. Kelly also shared that FDOT is preparing a safety presentation based on five years of crash data, with support from Lori's team.

Crash Statistics

Lori Palaio (JMT): From January 1st through April 9th, 2026, there were 21 fatal crashes. At the last CTST from January 1st to March 16th, 2026, there were 17 fatal crashes. There were four new fatal crashes, which included one rollover, one head-on, one off road, and one other fatal crashes. The head-on fatal crash occurred on March 29th, 2026, at 6:50 AM (Report Number 27118281) on C.R. 583, approximately 11 feet north of Belinda Drive, not at the intersection in dawn, clear, and dry conditions. Vehicle one was traveling south of C.R. 583 and failed to keep in proper lane. Vehicle two was traveling north when vehicle one entered his path and caused the collision. The rollover fatal crash occurred on April 2nd, 2026, at 2:14 AM (Report Number 27124320) on C.R. 1, approximately 500 feet south of Fred Street, not at the intersection in dark-not lighted, clear, and dry conditions. The vehicle was traveling north along C.R. 1 when it lost control and it entered the grass median; the driver tried to overcorrect and caused the vehicle to overturn. The one other crash, coded by Signal Four, is a crash related to an overturning motorcycle. The fatal crash occurred on April 4th, 2026, at 5:47 PM (Report Number 27122860) on U.S. 19, approximately 1,500 feet north of Beaconwoods Drive, not at the intersection in day, clear, and dry conditions. The motorcycle was traveling south on U.S. 19 in the inside lane, when suddenly a van entered the roadway, crossing all lanes approaching the motorcycle. The motorcycle was attempting to avoid the vehicle crossing and failed to avoid the van. The off-road fatal crash occurred on April 9th, 2026, at 2:27 PM (Report Number 27123768) on S.R. 589, approximately 3.5 miles south of County Line Road, not at the intersection in day, clear, and dry conditions. The driver was traveling north on S.R. 589 when it departed the roadway to the right for unknown reasons. The vehicle traveled up an embankment and became airborne. Off-road crashes were the highest fatal crash type at 23.8%, followed by pedestrian fatal crashes at 19.0%. Approximately 9.5% of all fatal crashes were related to intoxication. Approximately 57.1% of all fatal crashes occurred during nighttime conditions. There are currently 21 fatal crashes through April 9th, 2026. During the same period in 2025 there were 25 fatal crashes. Pasco County is down by four fatal crashes in the same period.

Tina Russo (FDOT): Tina mentioned that there has been a lot of issues with left turning motorcycle aging road users.

Jim Hartwell (LEL): Jim noted that a significant number of crashes are currently coded as “other” within Signal 4 Analytics, and indicated that many of these classifications may be incorrect. He plans to coordinate with law enforcement agencies to improve the accuracy of crash reporting and coding practices. He also emphasized that crash report narratives should use precise language, noting that the term “ejected” is not appropriate when describing motorcycle crashes. Jim stated that this reflects improper report writing. A discussion followed, and Jim will coordinate with Lori to review examples of crashes that have been coded as “other.”

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 encouraged anyone with questions or needing assistance with the HSIP application process to reach out to her or Eric Henry for support. She also mentioned that HSIP equipment must be on the approved FDOT product list.

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. 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. *Tina will follow-up on this location.*
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 Sea 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,



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and the county will need to coordinate with them to resolve the issue. *Jim will get with New Port Richey for Grand Boulevard. Discussion followed.*

IX. Open Forum/Announcements

A discussion followed regarding rescheduling the July virtual meeting to the following week due to a conflict with the ped/bike coalition.

Next Meeting: July 29th, 2026 – Virtual Meeting, 1:30 PM

Meeting adjourned at 2:56 PM

Meeting Attendees: Christina Boulnois (Lochner), David Cruz (AARP), Kasey Cursey (EXP), Isabella Discepolo (Bayonet Point Hospital Trauma Center), Kelly Farabee (FDOT), Jim Hartwell (LEL), Eric Henry (FDOT), Michael Koch (Port Richey PD), Carlos Maldonado (City of Zephyrhills), Jeffrey Moncalian (Pasco County), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Tina Russo (FDOT), Randy Stovall (Pasco CAC)

Pasco CTST Meeting

Challenging Locations, June 24, 2026

State Highway System Locations

S.R. 54 at Mitchell Ranch Road

Initial Date: March 25, 2026

Latest Update: June 24, 2026

Original Request: Safe Routes to School

Who Initiated the Request? New Port Richey

Responsible Staff or Agency: Florida Department of Transportation (FDOT)

Aerial map view of the intersection at S.R. 54 and Mitchell Ranch Road



Google Maps Link: [Access map location](#)

Details: The plan was to make the intersection a right turn only and eliminate the left turn lane. There is no roadway 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: Intersections, pedestrians, and bicyclists

Action Items/Countermeasures: Jeffrey Moncalian provided an update on the proposed intersection improvements at Mitchell Ranch Road. He noted that the original concept, developed in coordination with

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FDOT, included an R-cut configuration with a westbound left turn, eastbound U-turn, and northbound right turn, along with pedestrian facilities and crosswalks. However, due to access considerations with adjacent property owners to the east, the design may shift to a fully signalized intersection. While a final decision has not been made, pedestrian facilities and street lighting are anticipated regardless of the selected configuration. The discussion also highlighted existing sidewalk gaps near the intersection, particularly in front of the school, where a crosswalk is present but sidewalks do not provide continuous connectivity along Mitchell Ranch Road. Participants noted that this location may be a candidate for a Safe Routes to School (SRTS) project; however, funding is competitive and the application process can be lengthy. Alternative funding options discussed included pursuing Transportation Alternatives funding or addressing the sidewalk gap through the County's Capital Improvement Program (CIP). Jeffrey noted that CIP funding for sidewalk improvements may be available and that the location could be submitted for consideration at a future meeting. The group agreed to continue tracking this item and revisit progress at the next meeting. Eric suggested coordinating with the school board or school district to determine their awareness of the issue and any potential plans to address it. He will also identify an appropriate contact, including coordination with the FDOT Safe Routes to School coordinator.

Eric suggested coordination between FDOT and the school regarding Safe Routes to School (SRTS). Tina will reach out to her contact, Tom.

Paul Buchman Highway at Chancey Road

Initial Date: March 25, 2026

Latest Update: June 24, 2026

Original Request: Signal

Who Initiated the Request? City of Zephyrhills

Responsible Agency: Florida Department of Transportation (FDOT)

Aerial map view of the Paul Buchman Highway at the Chancey Road intersection



Google Maps Link: [Access map location](#)

Details: 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: Intersections

Action Items/Countermeasures: The group discussed operational and safety concerns at the intersection of Paul Buchman Highway (S.R. 39) and Chancey Road, particularly related to the current lane configuration and increasing heavy vehicle activity. Several approaches accommodate left-turn and through movements but lack dedicated right-turn lanes, including the northbound approach, where a high volume of trucks turn right onto Chancey Road. With ongoing construction, nearby development, and the corridor's growing industrial function, participants noted recurring congestion and long queues, especially involving semi-trucks attempting right turns. A request was identified for a northbound right-turn lane; however, it was noted that implementation would require right-of-way acquisition and additional pavement, making it a larger-scale improvement likely needing to be advanced through an FDOT project, the County's Capital Improvement Program (CIP), or a joint effort. While no formal crash analysis has been completed, attendees observed notable operational issues and queueing during recent field

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reviews. Long-term plans to widen Chancey Road to four lanes are expected to further increase freight and industrial traffic along the corridor. Kasey Cursey offered to coordinate with FDOT District 7 freight staff to evaluate the intersection from a freight perspective and provide an update at a future meeting. It was noted that Kasey had previously initiated outreach to FDOT's freight group; however, no updates have been received to date. Christina noted that Kasey was not present at the meeting and recommended following up after the meeting. The group also discussed missing overhead street name signs at the intersection. Eric confirmed that, for state road facilities, FDOT Traffic Operations is responsible for replacement and can issue a Traffic Signal Request (TSR). Jim noted that the signs may have been on backorder for an extended period, raising concerns about delays. Eric indicated that the issue may not have been formally brought to FDOT's attention.

Eric clarified that this intersection is not currently included on the list for street name sign replacements, although the signs are confirmed missing. He has submitted the request and noted the location will be added to the replacement queue. A discussion followed regarding a potential Resurfacing, Restoration, and Rehabilitation (RRR) project at Chancey Road, as well as heavy truck traffic along the corridor. The location will be added to the long-term list following sign replacement.

Local Roads Problem Locations

C.R. 54 at Gardens of Westbrooke / Dairy Road

Initial Date: March 25, 2026

Latest Update: June 24, 2026

Original Request: Sidewalk and Crosswalk

Who Initiated the Request? City of Zephyrhills

Responsible Agency: Pasco County

Aerial map view of C.R. 54 near Gardens of Westbrooke



Google Maps Link: [Access map location](#)

Details: 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: Pedestrians and bicyclists

Action Items / Countermeasures: The group discussed pedestrian safety concerns along C.R. 54 in the vicinity of Dairy Road, with a focus on the lack of a safe crossing despite existing pedestrian and trail

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connections. While Wire Road runs parallel to Dairy Road, its narrow cross section and lack of sidewalks limit its effectiveness as a north–south pedestrian route, making Dairy Road the more practical connection. A multi-use trail currently extends south along Dairy Road and connects diagonally to a trail on the north side of Wire Road, creating a clear desire line for pedestrians. This route is used by students traveling to nearby middle and high schools, as well as users accessing Hercules Park. However, no formal crossing is provided across C.R. 54, despite sidewalk and trail facilities on the south side of the roadway. Participants noted that C.R. 54 is posted at 40 mph, with observed speeds likely higher, increasing pedestrian exposure risk, particularly for students who may be less likely to use more distant signalized crossings. Potential countermeasures were discussed, including Rectangular Rapid Flashing Beacons (RRFBs); however, FDOT staff indicated that RRFBs are generally not recommended on roadways posted above 35 mph and may not be eligible for HSIP funding. A Pedestrian Hybrid Beacon (PHB) was identified as a more suitable treatment for higher-speed conditions, though feasibility and funding eligibility would require further evaluation. Eric noted that HSIP funding may be pursued for a pedestrian crossing improvement; however, such applications typically require sponsorship from an agency such as the County or MPO, along with supporting crash history. A preliminary review of crash data did not indicate a significant crash history at the site, aside from the recent fatality that initiated discussion. Jim added that the presence of the new multi-use trail may be increasing pedestrian crossings at this location, suggesting a need for proactive safety improvements. The group concluded that additional evaluation is warranted, including a detailed review of crash history and pedestrian activity, to determine appropriate next steps and potential funding opportunities.

A discussion occurred regarding reducing the speed limit at this location. Tina will follow up with Jonathan Rose. Zephyrhills Police Department has deployed speed feedback signs on Dairy Road.

Ridge Road at Leo Kidd Avenue

Initial Date: March 25, 2026

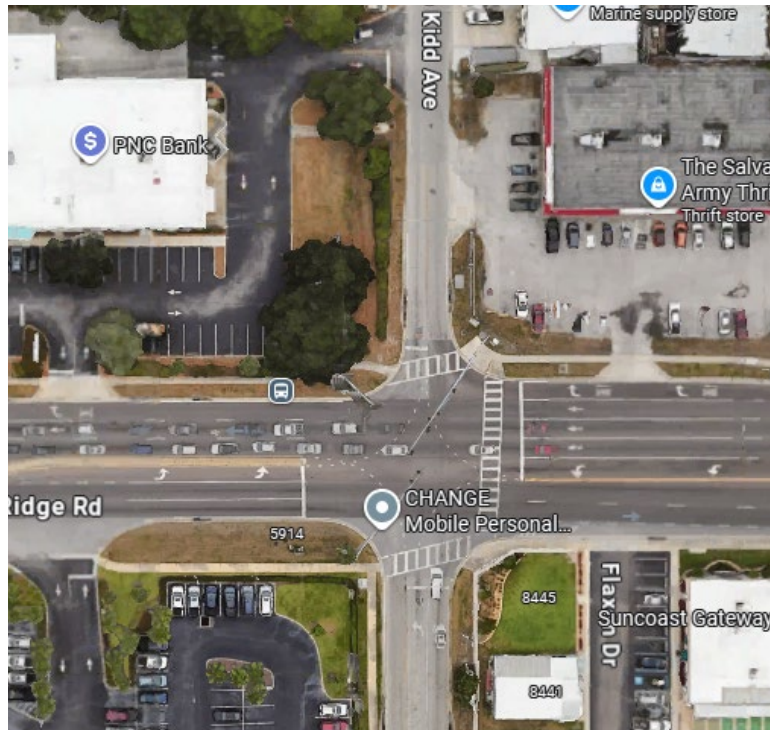
Latest Update: June 24, 2026

Original Request: Signal

Who Initiated the Request? Port Richey

Responsible Agency: Pasco County

Aerial map of Ridge Road and Leo Kidd Avenue intersection



Google Maps Link: [Access map location](#)

Details: Ridge Road at Leo Kidd Avenue has a green ball indication for the signal, and they want a protected phase.

Emphasis Area: Intersections

Action Items / Countermeasures: Christina inquired whether potential signal phasing modifications, including the addition of protected left-turn phases, could be evaluated in coordination with Jeffrey Moncalian if warranted by crash data. The discussion clarified that the most common and severe crash patterns at the intersection involve eastbound left-turning vehicles conflicting with westbound through traffic, particularly during periods of congestion when queues spill back from the nearby U.S. 19 intersection. These conditions create gaps that lead to higher-risk left-turn maneuvers. It was noted that the signalized intersections in this area are closely spaced and likely coordinated with U.S. 19, which may limit flexibility for phasing adjustments. Tina Russo shared that the intersection had been reviewed previously, at which time no feasible improvements were identified; however, the concern has since resurfaced. The group agreed that an updated review of current crash data is warranted to determine whether the safety issue persists and whether improvements, such as protected left-turn phasing (particularly for the northbound and eastbound movements), could be justified. Christina noted that updated crash data had not yet been compiled for this meeting and also highlighted the need for traffic

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counts to support any operational evaluation. Eric confirmed that FDOT can assist with obtaining updated crash data but may not have access to recent traffic count data. Amy noted that Pasco County does not have current counts at the intersection, with the nearest available data located at Congress Street, where the 2024 AADT was approximately 27,284 vehicles.

The group agreed that FDOT will provide updated crash data for review at the next meeting, and any available traffic count data will be considered to support evaluation of potential improvements.

Since 2020, there has been one fatality and four serious injuries at this location. Lori inquired about the availability of turning movement count (TMC) data. Jeffrey indicated that Miovision footage may be available to extract left-turn TMCs.

Long-Term List

S.R. 56 from Meadow Pointe Boulevard to U.S. 301

Initial Date: November 2024

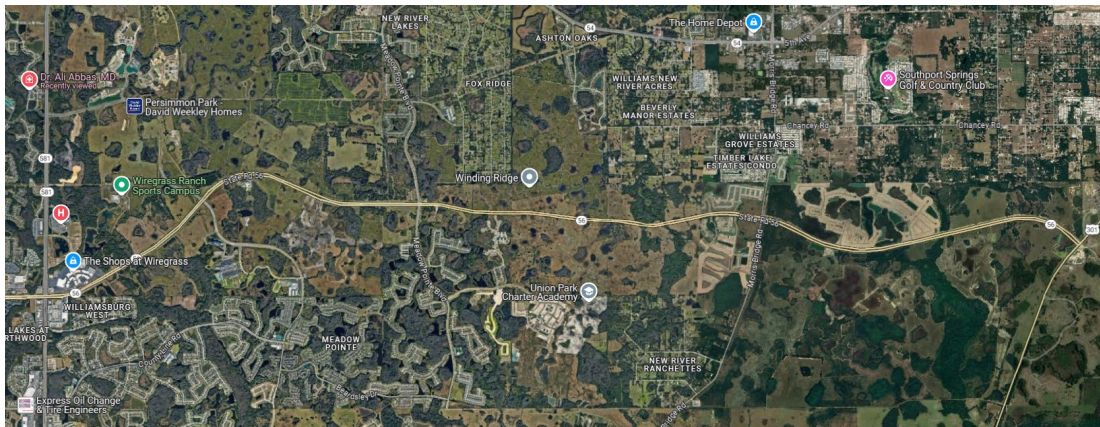
Latest Update: June 24, 2026

Original Request: Lighting

Who Initiated the Request? Emmeth Duran (FDOT)

Responsible Agency: FDOT

Aerial corridor map of S.R. 56 from Meadow Pointe Boulevard to U.S. 301



Google Maps Link: [Access map location](#)

Details: FDOT keeps receiving repeated requests related to the need for lighting along S.R. 56 from Bruce B Downs Boulevard to U.S. 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 S.R. 56. There have been multiple wrong way driving crashes.

Emphasis Area: Intersection/Corridor improvements

Action Items / Countermeasures: Jeffrey Moncalian (Pasco County) provided an update on ongoing efforts to implement roadway lighting along S.R. 56 and Bruce B. Downs Boulevard. Coordination has involved FDOT, Duke Energy, and Withlacoochee Electric due to service boundary limits along the corridor. Tina Russo noted that a portion of S.R. 56, from Bruce B. Downs Boulevard to Meadow Pointe Boulevard, meets lighting criteria and may be included in a resurfacing project; however, this would only cover a portion of the corridor. Remaining segments would require additional funding and coordination. Phase 1 is anticipated to extend lighting from Bruce B. Downs Boulevard to Meadow Pointe Boulevard, while Phase 2 would extend from Meadow Pointe Boulevard to U.S. 301; however, no improvements are currently programmed for the latter segment. Jeffrey indicated that previous Joint Participation Agreements (JPAs) associated with lighting on S.R. 56 were ultimately canceled due to funding constraints, particularly related to FDOT participation. As a result, lighting efforts along S.R. 56 have slowed or been paused. However, Pasco County plans to proceed with lighting improvements on Bruce

B. Downs Boulevard between S.R. 54 and S.R. 56 using County funding. Coordination is ongoing with Withlacoochee Electric regarding procurement and cost estimates, including a potential contribution of approximately \$1 million. A coordination meeting between the County and FDOT is planned to finalize limits, costs, and next steps. Jeffrey noted that a meeting is scheduled to determine which lighting segments can be advanced under current constraints. Jeffrey also reported that photometric plans were previously submitted to FDOT for review and that feedback is pending following a recent staff transition within FDOT. Eric Henry confirmed that the materials have been received and are currently under review by FDOT Safety Engineering staff. The group noted that lighting along this corridor has been raised at recent County Commission meetings. While progress has been slowed by funding and coordination challenges, Pasco County will continue working with FDOT and utility providers to advance lighting improvements where feasible. An update is expected at the next meeting.

Jeffrey noted that all Joint Project Agreements (JPAs) have been dissolved and no projects are currently advancing on S.R. 56. While lighting improvements are underway on Bruce B. Downs Boulevard, no improvements are planned for S.R. 56. A potential approach discussed was segmenting the corridor and coordinating with FDOT. Jeffrey will continue coordination with Kelly.

Daughtery Road at U.S. 301

Initial Date: December 2023

Latest Update: June 24, 2026

Original Request: At Daughtery Road and U.S. 301, there are crashes at the signalized intersection. Daughtery Road is between two shopping centers.

Responsible Staff or Agency: Tina Russo (FDOT)

Who Initiated Request? None documented.

Aerial map of Daughtery Road and Gall Boulevard (U.S. 301) intersection



Google Maps Link: [Access map location](#)

Details: 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: Intersections

Action Item/Countermeasure: The group discussed ongoing operational and safety concerns at the intersection of Daughtery Road and U.S. 301, including congestion, lack of protected left-turn movements, and geometric challenges related to the offset alignment and elevation changes. Law enforcement noted continued operational issues, particularly due to the absence of protected left-turn phases for eastbound and westbound movements, resulting in congestion and aggressive driving behavior. FDOT Traffic Operations has conducted analyses at the intersection, including a review of crash data and a left-turn warrant assessment. While left-turn and pedestrian/bicycle crashes were identified, the evaluation determined that volumes and crash patterns do not currently meet warrants for implementing protected left-turn phasing. As a result, alternative improvements may need to be

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considered. The group discussed the need for continued monitoring and further review of crash trends, including consideration of seasonal variations (e.g., peak winter traffic). Christina suggested compiling updated crash data to better understand current conditions. Eric confirmed that FDOT would continue coordination with Traffic Operations and follow up on any additional findings from recent field reviews. A new traffic signal is planned at Wire Road, with construction anticipated to begin in the near term and be completed later this year. This improvement is expected to help create safer gaps in traffic along U.S. 301 and may alleviate some of the operational challenges at Daugherty Road. The group agreed to monitor conditions before and after signal installation. Additional improvements are being advanced by the City of Zephyrhills, including sidewalk connectivity enhancements and potential crosswalk installations. These efforts are currently in design and aim to improve pedestrian access and safety near the intersection. Coordination is also ongoing with local partners, including AdventHealth, to extend sidewalk infrastructure in the area. The group agreed to keep this location on the long-term problem list while FDOT continues evaluation and partners advance complementary improvements. Eric will follow up with FDOT staff, including Traffic Operations and project management, to provide updates on signal warrant analyses and project timelines.

A new traffic signal is planned at Wire Road. The team will monitor operations to determine whether the signal improves conditions at this location.

Eiland Boulevard

Initial Date: March 25, 2026

Latest Update: June 24, 2026

Original Request: Widening and Lighting

Who Initiated the Request? City of Zephyrhills

Responsible Agency: Pasco County

Aerial map view of Eiland Boulevard corridor



Google Maps Link: [Access map location](#)

Details: Discussion followed on high crash numbers on Eiland Boulevard and future four-lane widening and lighting opportunities.

Emphasis Area: Lane departures

Action Items / Countermeasures: Christina inquired whether Eiland Boulevard remains included in the Capital Improvement Program (CIP) for widening. Jeffrey Moncalian explained that the project was previously advanced due to poor operating conditions but was ultimately removed from the CIP. The original concept included realigning the corridor to a standard north-south configuration, converting the existing curved segment to a T-intersection at the Zephyrhills Bypass (Handcart Road), and widening the roadway to four lanes from U.S. 301 to Wesley Chapel Boulevard. Although the widening project is no longer programmed, Jeffrey noted that interim improvements have been implemented, including reducing the posted speed limit from 50–55 mph to 45 mph between Wesley Chapel Boulevard and Dean Dairy Road. He confirmed that crash trends will continue to be monitored. Amy Davis provided additional detail that three new traffic signals are planned along the corridor, with anticipated installations in 2026, 2027, and 2029, including one developer-funded signal. These improvements are expected to help address access challenges and operational concerns. Ongoing efforts such as signal coordination and corridor lighting prioritization were also noted as contributing to future safety enhancements. Randy Stovall shared that traffic conditions along Eiland Boulevard have been raised by residents during City Council meetings and that the planned improvements are viewed positively, despite not being immediate. The discussion also acknowledged a recent fatal crash on April 18, reinforcing the need for continued monitoring and long-term safety improvements.

Given that multiple improvements are planned or underway, and no single actionable issue was identified, the group agreed to move Eiland Boulevard to the long-term monitoring list. The corridor will remain under observation, with the option to revisit specific concerns as needed.

Jeffrey reported that efforts to include this corridor in the Capital Improvement Program (CIP) for widening and realignment were not successful. However, three new traffic signals are planned along the corridor.

Local Contacts

Michael Bunk, Pasco County, mbunk@pascocountyfl.net

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