

Pinellas CTST – June 11, 2026

Meeting started at 10:02am

I. General Meeting

Welcome and introductions. The May meeting minutes were approved.

Deneta Jones (Pinellas County TMC): Deneta presented on Pinellas County's Intersection Video Analytics (IVA) Program, providing an update on current operations. The program includes 92 IVA locations, such as 66th Street, Seminole Boulevard, East Lake Boulevard, S.R. 580, Pasadena Avenue/Gulf Boulevard, the S.R. 60 corridor, Belcher Road, and C.R. 1. She discussed signal retiming efforts along key corridors, including East Lake Boulevard (2026), S. Pasadena Avenue (2025), S.R. 60 (2023), and S.R. 580 (2025), and addressed citizen concerns at Gulf Boulevard/Causeway Boulevard and Belcher Road/Nebraska Avenue. IVA operators review video and analytics daily, with data pulled from the prior day. When potential issues are identified, a safety form is completed and routed to the appropriate section. The resulting safety report may include recommendations related to signing, pavement markings, education, bicycle facilities (e.g., bike lanes or sharrows), and enforcement. The traffic engineer provides final approval, and work orders are generated as needed. Program metrics, including the safety score and Signal Performance Measures (SPM), were also reviewed. System validation tools include Centracs Mobility and Flow Labs. An example location at Belcher Road and Nebraska Avenue was presented, followed by group discussion.

II. Committee Reports

Enforcement

Jill Cox (St. Petersburg PD): St. Petersburg PD is performing traffic operations for FDOT and the Pinellas Trail.

Mark Eastty (Pinellas County Sheriff's Office): ELEE is complete and many agencies receive points for equipment.

Brentin Mosher (USF CUTR): The next round of ELEE will begin on June 30th. The recent ELEE ceremony was well attended, with strong participation from law enforcement agencies and many Pinellas County agencies exceeding 3,500 points. Both the district and state secretary were in attendance. Polk County is also initiating a similar pilot program modeled after ELEE.

Jim Hartwell (LEL): District 5 is also doing a similar program, like ELEE.

Mark Eastty (Pinellas County Sheriff's Office): The Pinellas County Sheriff's Office participated in Memorial Day enforcement operations. Blaine Loring attended the IPTM Symposium in May, which focused on DUI and crash investigation and enforcement training. There was also an IPTM meeting last Tuesday regarding the DRE national database. Funding for the national system expired on March 31st. An out-of-state vendor is developing state-level database systems, and Florida has received FDOT grant funding to support implementation of a statewide database, which is anticipated to launch on July 1st. Mark is one of 13 state

reviewers responsible for approving or rejecting DRE evaluations. In response to a question regarding data continuity between March 31st and July 1st, he indicated that a backfill of missing data is not anticipated. Mark also discussed the impaired driving coalition efforts, noting ongoing focus along the U.S. 19 corridor. He further noted that cannabis and stimulants are the most commonly identified substances in DRE toxicology reports in Florida. Discussion followed.

Engineering and Bike/Pedestrian

David Hegarty (City of St. Petersburg): David provided an update on the citywide neighborhood speed limit study, which is currently under review. The study supports lowering speed limits on roadways currently posted at 30 mph, as findings indicate that 25 mph streets experience fewer total and severe crashes. The study is anticipated to be completed by the end of the month. David also noted that the City is developing a neighborhood parking program for residents.

John Rieman (Pinellas County): John discussed a current grant focused on pedestrian safety, including analysis of fatal crash data and the identification and implementation of countermeasures at high-risk locations. He also noted ongoing challenges with crash reporting for e-bikes and e-motos.

Mark Eastty (Pinellas County Sheriff's Office): Mark discussed that the statewide crash reporting system will eventually be updated to single out the different types of micromobility crashes.

Jim Hartwell (LEL): Jim provided an update on current legislation, which is pending the Governor's signature. He discussed policies related to sidewalk riding. Jim also noted his involvement on a committee focused on improving e-bike crash tracking and refining definitions for e-motos. He explained that e-motos, which do not have pedals, raise questions regarding their appropriate use on sidewalks versus roadways. Discussion followed.

Lori Palaio (JMT): Lori mentioned that many e-bike crashes are coded as "other" on Signal 4 Analytics.

Education

Brentin Mosher (USF CUTR): USF CUTR is working with Safe Kids on a PSA for e-bikes. Brentin also discussed education efforts in Palm Harbor for Alt 19 as well as monitoring the new Howard Franklin Bridge trail to see if there are any educational opportunities there.

III. Old Business

Problem Locations

1. **Passing School Busses:** There are a high number of school bus passing violations occurring throughout the county. Specific concerns were noted at the intersection of Oak Street and Gandy Boulevard.
2. **Trinity Boulevard and East Lake Road:** Enforcement is monitoring the area in the morning. Mark will send an email to Deneta about possible IVA technology opportunities.
3. **38th Avenue and 66th Street:** There are issues during drop-off times. Schools are not following the staggering pick-up/drop-off plan, which is leading to crashes.

HSIP and SRTS Projects

Mahshid Arasteh (American Quality Consultants): Mahshid reported that applications are currently being received and that a team meeting is scheduled for July 10th. The team is reviewing codes and applications and coordinating with jurisdictions including the City of Safety Harbor and the City of Clearwater. She noted that those needing assistance with the application process are encouraged to contact her directly.

High Crash Intersections and Fatal Map

Mark Eastty (Pinellas County Sheriff's Office): Mark stated that in 2025, there were 92 fatal crashes and 96 fatalities. This is an improvement from 2024, which had 99 fatal crashes and 106 fatalities. For 2026, as of May, there have been 30 fatal crashes and 30 fatalities thus far. At this point last year, there were 43 fatal crashes and 46 fatalities. Discussion followed on event data recorders in cars.

IV. New Business

Jim Hartwell (LEL): Click It or Ticket recently concluded, with reporting currently open and due at the end of the month. Preparations are underway for Operation Southern Slowdown. Jim also discussed the upcoming five-state press event hosted by FHP in July and noted that the LEL Awards will be held on July 30th and 31st. Additionally, Jim is collaborating with Tina Russo on e-bike initiatives. Planned efforts include an educational event featuring various classes of e-bikes and e-motorcycles for hands-on officer training, breakout sessions, and a presentation on marijuana impairment.

Mark Eastty (Pinellas County Sheriff's Office): Mark referenced a 2016 FIDC memo indicating that state LELs are not permitted to purchase equipment already issued by their agency. He also discussed Intoxilyzer 9000 instructor courses, which have been approved by the CBT. The course can now be delivered in-house, and full implementation of the Intoxilyzer 9000 is anticipated by the end of 2027. Discussion followed.

Upcoming Meeting: July 9th, 2026 – Virtual Meeting, 10:00am

Meeting adjourned at 11:22am

Attendees: Mahshid Arasteh (American Quality Consultants), Colin Bartholomew (City of Safety Harbor Public Works), Makayla Boudreau (Merrick), Darby Bryant (Pinellas County), Stephanie Carrier (Pinellas County Schools), Ryan Clark (Largo PD), Jill Cox (St. Petersburg PD), Mark Eastty (PCSO), Richard Hartman (City of Clearwater), David Hegarty (City of St. Petersburg), Jim Hartwell (LEL), Rich Interrante (Pinellas County Sheriff's Office), Deneta Jones (Pinellas County TMC), David Knoph (Pinellas TMC), Denise Kreais (Pinellas County Sheriff's Office), Frances Leong Sharp (City of Dunedin), Blaine Loring (Pinellas County Sheriff's Office), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Joan Rice (Pinellas County), John Rieman (Pinellas County), Don Skelton (Merrick), Jeff Thompson (Pinellas County)

Pinellas CTST Meeting, June 2026

Problem Locations

Item 1: Passing School Buses

Date Reported: 11/4/21

Staff: Deput Miller, Joe Camera

Last Update: 6/11/26

Date Resolved/Withdrawn: N/A

Google Maps Link: N/A

Comments: 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 Eastty 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. 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 Eastty will get extra enforcement out there. Mark Eastty 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

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improvements at some locations. 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.

There are a high number of school bus passing violations occurring throughout the county. Specific concerns were noted at the intersection of Oak Street and Gandy Boulevard.

Item 2: Trinity Boulevard and East Lake Road

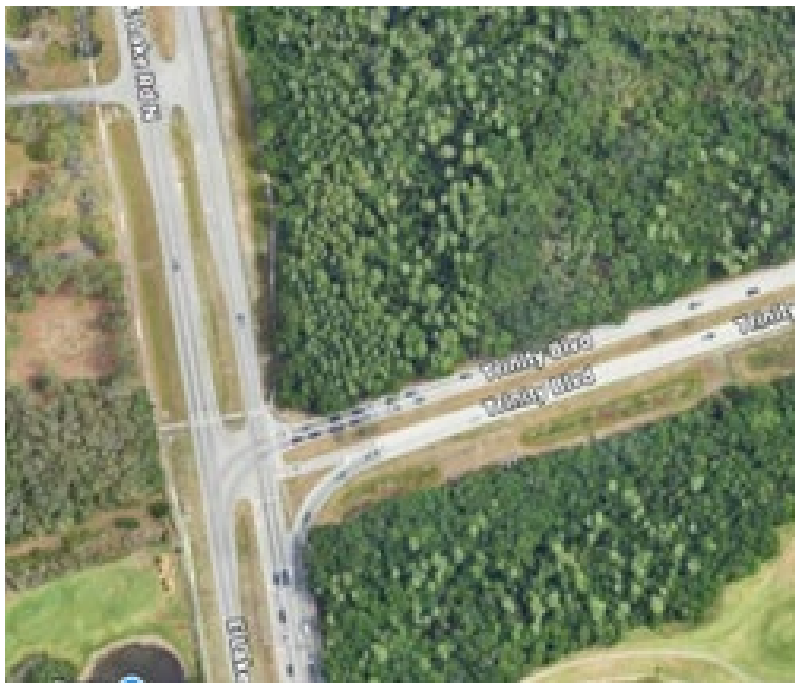
Date Reported: 11/6/25

Staff: Daniel Negersmith, Clearwater PD

Last Update: 6/11/26

Date Resolved/Withdrawn: N/A

Aerial map view of the Trinity Boulevard and East Lake Road intersection



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

Comments: 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. 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

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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.

Enforcement is monitoring the area in the morning. Mark will send an email to Deneta about possible IVA technology opportunities.

Item 3: 38th Avenue and 66th Street

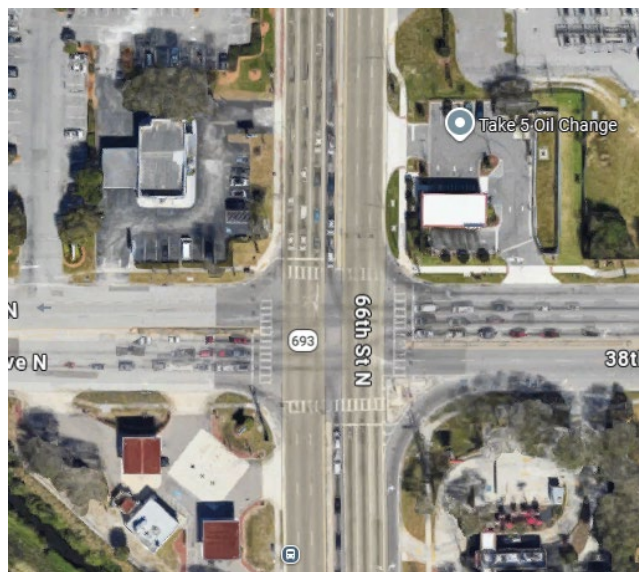
Date Reported: 3/16/26

Staff: Mercedes Nelson-Palmer, Treasure Island Fire Rescue

Last Update: 6/11/26

Date Resolved/Withdrawn: N/A

Aerial map view of the Trinity Boulevard and East Lake Road intersection



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

Comments: 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.

There are issues during drop-off times. Schools are not following the staggering pick-up/drop-off plan, which is leading to crashes.