

West Central CTST – July 8, 2026

Meeting started at 1:31 PM

- I. **Welcome and Introductions** were made.
- II. **Minutes** were approved for June 2026.
- III. **Old Business – Review of Problem Location Spreadsheet**
 1. **U.S. 41 and Middle School Road:** The discussion focused on ongoing traffic congestion concerns and potential next steps. The last known status was that the traffic operations team planned to contact the MPO directly to discuss the issue, but there has been no confirmation that this outreach has occurred. Bob also confirmed that he has not been contacted, leaving it unclear whether discussions are occurring behind the scenes or if communication has not yet taken place. Lt. Marshall reported that increased traffic enforcement in the area helped improve conditions while school was out of session. However, he cautioned that significant congestion is likely to return once the new school year begins because of the school entrance and the narrow bridge nearby. Eric noted that the issue has been discussed extensively at previous meetings and that several possible solutions have been evaluated. Based on those reviews, no transportation improvements have been identified as warranted at this time. One option that has been considered is modifying the school's traffic circulation pattern, including routing vehicles through the back side of the campus to reduce congestion. Bob noted that this approach could face opposition from nearby residents. Eric explained that traffic operations staff were expected to coordinate with the MPO and the county on potential next steps, and although he has previously reminded them to reach out, that communication still has not occurred. He committed to following up again to ensure the appropriate parties connect and close the communication loop. In the meantime, the group agreed to continue monitoring conditions when school resumes to determine whether congestion improves, remains the same, or worsens before considering additional actions.
 2. **C.R. 491 near Educational Path:** Lt. Marshall noted that while conditions have improved over the summer when school is not in session, he expects the issue to return once classes resume. To address this, the Citrus County Sheriff's Office plans to continue both enforcement and educational efforts. Lt. Marshall also mentioned an initiative to increase traffic safety education by having ELEE representatives visit high school classrooms, which could help improve driver behavior and reduce congestion around school zones. The group agreed to revisit the matter after school resumes to determine whether conditions remain within an expected range that can be managed through enforcement and education or whether a more significant problem persists that would require engineering countermeasures. *This will be moved to the long-term list.*
 3. **Truman Boulevard and Harrison Street:** Eric asked whether speed data collection had been completed to determine if speeding was an actual issue or primarily a perception among residents. Deputy Francisco Ferrer confirmed that traffic data had been collected using a traffic-recording device. Although he was unable to access the data during the meeting, he recalled that the results did indicate a legitimate speeding problem. Francisco explained that increased enforcement on nearby Roosevelt Boulevard has caused many drivers to divert to Truman Boulevard to avoid law enforcement presence, resulting in higher traffic volumes and speeding



concerns in the area. In response, Francisco stated that he and other deputies would continue spending time in the area conducting targeted traffic enforcement. Eric noted that having data to support the speeding complaints is valuable and requested that the traffic study results be shared once available. He also indicated that the county may be able to address some contributing factors through relatively simple improvements, such as trimming vegetation and making other minor adjustments to the roadway environment.

4. **East Gulf to Lake Highway and Stotler Avenue:** The group discussed the continued closure of the boat ramp due to low water levels caused by an ongoing drought. Brentin confirmed that the ramp remains closed because there has not been enough rainfall to safely reopen it. Lt. Marshall noted that activity at the site is very limited, with only a few instances of people bypassing barricades to launch boats. He explained that the ramp will likely remain closed until water levels rise significantly, requiring substantial rainfall, particularly from the Green Swamp watershed that feeds local waterways. He added that the drought is one of the most severe in over 20 years but expressed optimism that a strong rainy season could restore normal conditions. Because the closed boat ramp has greatly reduced pedestrian use of a nearby crossing, a planned public education campaign about a new pedestrian signal has been paused. The group agreed to monitor conditions and resume the outreach effort once the ramp reopens and pedestrian traffic returns. Lt. Marshall also offered to coordinate a public awareness campaign through the Sheriff's Office when reopening appears imminent.
5. **Mariner Boulevard from S.R. 50 to Elgin Boulevard:** The group discussed planned safety improvements along Mariner Boulevard. Ernie reported that a project is already scheduled to remove portions of the existing two-way left-turn lane and replace it with a grass median along sections of Mariner Boulevard and Spring Hill Drive. Funding has reportedly been identified, although a construction start date has not yet been established. *This will be moved to the long-term list.*
6. **Gospel Island Road:** The group discussed a planned resurfacing project on Gospel Island Road, but details remain limited. Eric reported difficulty identifying project contacts and noted that the documents he reviewed suggest the work is primarily a standard resurfacing project, with no obvious safety improvements currently included. Lt. Marshall highlighted that a frequent cause of serious crashes and fatalities on Gospel Island Road is the steep pavement edge and limited shoulder area. When drivers leave the roadway on curves, they often get overcorrect, leading to rollovers or other severe crashes. He suggested that widening shoulders or improving roadway edges during resurfacing could help reduce these risks. Eric agreed that treatments such as safety edges, shoulder improvements, or other roadway modifications could make the corridor more forgiving for drivers. Bob offered to contact Walt and copy Eric on the correspondence to help identify the appropriate project contacts and obtain additional details.
7. **Harvard Street at Highlands Boulevard and Harvard Street at Apopka Avenue:** The group discussed missing reflective stop sign markers and overgrown vegetation affecting visibility at intersections along Harvard Street. Lt. Marshall agreed to have the area inspected to determine whether the sign reflectors have been replaced. If not, the issue will be forwarded to Citrus County for correction. Participants also noted that vegetation remains a problem, particularly at Harvard Street and Highlands Boulevard, and requested that the county trim it back to improve visibility.

8. **Mariner Boulevard and Northcliffe Boulevard:** The group received an update that the planned striping project is still on the county's work schedule and is expected to move forward as it progresses through the contractor list. The item will remain on the long-term monitoring list until the striping work is completed.
9. **Mariner Boulevard:** No update.
10. **N Lecanto Highway (C.R. 491) and W Hampshire Boulevard:** No update.

IV. Calendar Updates/Activity Reports

Jim Hartwell (LEL): Jim announced the upcoming Southern Slowdown media kickoff event at the FHP Troop C Headquarters on McKinley Drive. The event will take place on Monday, July 13th, with attendees arriving at 9:30 AM and the media program beginning at 10:00 AM. Speakers will include representatives from FHP, the Sumter County Sheriff's Office, and the Dade City Police Department. Jim encouraged agencies to attend if possible and noted that RSVPs are appreciated but not required. He also thanked participants for their support during the recent Click It or Ticket campaign.

Eric Henry (FDOT): Eric reported that several public service announcements are currently being developed, with a primary focus on e-bike and e-scooter safety education. The videos are still in the early production stages, with at least one being filmed. Once completed, the PSAs will be shared with partner agencies and made available for public outreach, education, and distribution.

Jim Hartwell (LEL): Jim informed the group that the Governor did not sign the proposed e-bike legislation, meaning the reporting requirements, committee oversight, and related provisions will not move forward. He noted that many of the bill's enforcement provisions had already been weakened during the legislative process, and future legislation may need to be pursued instead.

Eric Henry (FDOT): Eric noted that micro-mobility safety has been a frequent topic of discussion across CTST meetings. While the outcome was disappointing, he also recognized concerns that had been raised about the practicality and enforceability of several provisions in the proposed legislation.

V. Fatal Crash Map

Lori Palaio (JMT): In Citrus County, from January 1st through April 23rd, 2026, there were 14 fatal crashes. At the last CTST from January 1st through March 23rd, 2026, there were 10 fatal crashes. The four new fatal crashes include one sideswipe, one bicycle, one run-off-road, and one "other" fatal crash. The sideswipe fatal crash occurred on March 25th, 2026, at approximately 11:30 AM (Report Number 27023472) on S.R. 44 and Run for the Roses Drive, at the t-intersection, in day, clear, and dry conditions. Vehicle one was stopped at the stop sign on Run For The Roses Drive at S.R. 44 and entered the median crossover in an attempt to merge into the eastbound lanes. Vehicle one failed to yield to vehicle two, which was traveling eastbound on S.R. 44, resulting in a collision between the right front of vehicle one and the left rear of vehicle two. The bicycle fatal crash occurred on April 16th, 2026, at approximately 8:42 PM (Report Number 27120151), on W Homosassa Trail and South Viscaria Way, not at the intersection, in dark not-lighted, clear, and dry conditions. The vehicle was traveling westbound on W Homosassa Trail when it struck a bicyclist traveling in the same direction. The bicyclist was riding ahead of the vehicle, wearing dark clothing and operating without bicycle lights. The front left of the vehicle collided with the rear and right side of the

bicycle. The driver stated he was traveling approximately 45 mph and did not observe the bicyclist until immediately before the collision. Witnesses traveling behind the vehicle reported that the vehicle was not speeding and that the bicyclist was not visible due to the lack of lighting on the bicycle. The run-off-road fatal crash occurred on March 29th, 2026, at approximately 11:22 AM (Report Number 27079393), on U.S. 41 and South Pendant Point, not at the intersection, in day, clear, and dry conditions. The vehicle was traveling north on U.S. 41, north of South Pendant Point. For unknown reasons, the vehicle traveled off the east shoulder and collided with a tree. The fatal crash coded as “other” was a single vehicle motorcycle fatal crash that occurred on April 2nd, 2026, at approximately 10:46 PM (Report Number 27117300) on Lecanto Highway and Leisure Boulevard, not at the intersection, in dark not-lighted, clear, and dry conditions. The motorcyclist was traveling south on Lecanto Highway, south of Leisure Boulevard. While negotiating a curve, the motorcyclist ran off the roadway, struck a mailbox, and then overturned. The motorcyclist was wearing a helmet. There are currently 14 fatal crashes through April 23rd, 2026. Same period in 2025, there were 13 fatal crashes. We are up by one fatal crash in the same period.

In Hernando County, From January 1st through April 23rd, 2026, there were six fatal crashes. At the last CTST from January 1st to March 23rd, 2026, there were four fatal crashes. The two new fatal crashes were both angle fatal crashes. The first angle fatal crash occurred on March 28th, 2026, at approximately 12:05 PM (Report Number 27093306) on Spring Hill Drive and Horizon Drive, at the four-way intersection, in day, clear, and dry conditions. Vehicle one was traveling northbound on Horizon Drive and failed to yield at the stop sign while entering the intersection with Spring Hill Drive. Vehicle two, traveling eastbound on Spring Hill Drive, struck the driver's side of vehicle one. The impact caused vehicle one to rotate into the path of vehicle three, which was traveling westbound on Spring Hill Drive, resulting in a secondary collision. The second angle fatal crash occurred on April 11th, 2026, at approximately 1:23 PM (Report Number 27120535) on Mondon Hill Road and Jasmine Drive, at the four-way intersection, in day, clear, and dry conditions. This fatal crash was motorcycle related. Vehicle one attempted to cross Mondon Hill Road from Jasmine Drive and entered the path of westbound vehicle two (motorcycle), resulting in a right-side impact. The collision caused vehicle two to overturn and be thrown from his motorcycle. Vehicle one came to rest on the north shoulder, while vehicle two came to rest on its side near the point of impact. The motorcyclist was wearing a helmet. There are currently six fatal crashes through April 23rd, 2026. Same period in 2025, there were 18 fatal crashes. We are down by 12 fatal crashes in the same period. There have been two fatal crashes on Mondon Hill so far this year (one run-off-road and one right angle). Approximately 33 percent of the fatal crashes were pedestrian related.

VI. SRTS Update

Bob Esposito (Citrus Hernando MPO): No active Safe Routes to School projects were identified in Citrus County, but Bob noted that the City of Brooksville is exploring a project along North Avenue. The effort is still in the early stages, with the city working through requirements such as right-of-way acquisition, project plans, and letters of support from local schools before seeking federal funding. The proposed project would

include approximately 0.8 miles of sidewalk to improve pedestrian access for students walking to nearby schools. Challenges include limited right-of-way, drainage improvements, and potential impacts to existing oak trees.

Eric Henry (FDOT): Eric offered to connect Brooksville with FDOT's Safe Routes to School coordinator to provide guidance and help move the project forward. The group agreed that Safe Routes to School funding may be the best opportunity for advancing the project given limited Transportation Alternatives funding.

VII. HSIP Update

Lori Palaio (JMT): Lori reported that there are currently no new HSIP updates or applications. She encouraged agencies to contact her or Eric if they identify locations that may qualify for low-cost safety improvements, noting that they can assist with the application process and answer any questions regarding HSIP funding opportunities.

VIII. New Business – Submittal of requests to review new Problem Areas

Lt. Evan Marshall (Citrus County Sheriff's Office): Lt. Marshall raised a new concern regarding speeding complaints and frequent mailbox strikes on North Annapolis Avenue. Preliminary observations suggest that while speeding is occurring, many of the damaged mailboxes may also be located too close to the roadway. Lt. Marshall plans to conduct a field review to verify mailbox setbacks and speak with residents about relocating mailboxes where necessary. Traffic data collected at the location showed approximately 20,500 vehicles with an average speed of 37 mph in a posted 30 mph zone. Enforcement efforts and a temporary speed feedback sign were used, but residents reported that speeding returned once the sign was removed. The group discussed the possibility of permanent speed feedback signs and agreed to reach out to Citrus County to determine whether any future improvements are planned. *This location will be added to the problem location sheet.*

IX. Open Forum/Announcements

Jim Reynolds (MPO Citizens Advisory Committee): Jim highlighted a traffic crash heat map developed by Lori that displays crash concentrations across major roadways in the two-county region. He suggested it could serve as a valuable screening tool for identifying high-crash areas, allowing agencies to further analyze specific locations, crash types, and contributing factors to develop targeted safety improvement projects. Jim also noted that the MPO's consultant used the same crash data in a congestion management study and developed project recommendations based on those findings. Eric expressed interest in reviewing the study and any resulting recommendations, noting that the information could be useful for identifying future safety projects and priorities.

Jim Hartwell (LEL): Jim noted that a 2025 Hernando/Citrus MPO crash heat map is available through Signal 4 and can be accessed by selecting the Hernando/Citrus MPO area.

Lori Palaio (JMT): Lori demonstrated the tool and explained that it allows users to filter crashes by specific emphasis areas, such as motorcycle crashes, and by individual years. She noted that the map focuses on

fatal and serious injury crashes, rather than all crashes. The group agreed that the tool provides a useful way to identify crash hotspots and support future safety planning efforts.

Jim Reynolds (MPO Citizens Advisory Committee): The group discussed ways to build on the crash heat map analysis to identify future safety projects. Eric expressed interest in comparing the MPO's crash analysis with the CTST heat map to help generate ideas for next steps and prioritize potential improvements. Jim noted that he could no longer find the related MPO report on the MPO website and suggested looking into whether it had been removed.

Andrea Sauvageot (Benesch): Andrea offered to help locate the study, while Eric also noted that FDOT and consultant contacts could be used to track it down.

Jim Reynolds (MPO Citizens Advisory Committee): The conversation then shifted to access to the Signal 4 crash database. Jim explained that he had been unable to obtain credentials because access appears limited to MPO employees and consultants. Bob Esposito confirmed that no workaround had been identified and emphasized the need to follow access requirements.

Jim Hartwell (LEL): Jim clarified that Signal 4 does offer a public version that anyone can access without logging in. However, he explained that the public platform is limited primarily to fatal and serious injury crash data, while users with credentials have access to additional information. Jim noted that the public version also has limitations in map detail and zoom capability, making it difficult to identify precise crash locations. The purpose and limitations of the Signal 4 crash analysis tool. Jim explained that the platform was specifically developed to support Florida's Target Zero initiative by focusing on fatal and serious injury crashes, which are the agency's highest safety priorities. As a result, the system is designed to help identify and address locations that contribute to the most severe crashes rather than all crash types.

Jim Reynolds (MPO Citizens Advisory Committee): Jim noted that this approach excludes many property-damage-only crashes, which can still indicate roadway or operational issues. While he acknowledged the focus on serious crashes, he suggested that lower-severity crashes may reveal patterns that warrant safety improvements.

Jim Hartwell (LEL): Jim agreed that property-damage crashes can be informative but emphasized that the sheer volume of such crashes makes them difficult to address comprehensively. For that reason, safety efforts are prioritized toward reducing fatalities and serious injuries first, with the potential to expand attention to other crash types later.

Jim Reynolds (MPO Citizens Advisory Committee): Jim provided Eric with information from the FDOT Work Program for the Gospel Island Road resurfacing project, including the WPI number and project manager contact.

Eric Henry (FDOT): Eric acknowledged the information and said it would help with ongoing efforts to better understand the project and any potential safety improvements. Eric also reminded the group that the CTST Chair and Vice Chair positions remain vacant and encouraged members to consider serving or



recommending someone for the roles. He emphasized the importance of having committee leadership to help guide future CTST activities and priorities.

Jim Reynolds (MPO Citizens Advisory Committee): Jim asked whether the CTST could help advance potential changes to Florida traffic laws, particularly regarding pedestrian-related issues. Eric explained that while such topics can be discussed within the group, CTSTs have generally avoided making formal legislative recommendations. He suggested discussing specific concerns offline to explore possible avenues within FDOT.

X. Adjourn

Upcoming Meeting: August 12, 2026 – In-Person Meeting, 1:30 PM, Location TBD

Meeting adjourned at 2:27 PM

Attendees: Bob Esposito (Citrus Hernando MPO), Francisco Ferrer (Citrus County Sheriff's Office), Jim Hartwell (LEL), Eric Henry (FDOT), Ernie Lane (Hernando County), Lt. Evan Marshall (Citrus County Sheriff's Office), Brentin Mosher (USF CUTR), Ed Nieves (Pine Ridge Estates), Lori Palaio (JMT), Jim Reynolds (MPO Citizens Advisory Committee), Andrea Sauvageot (Benesch), Richard Veaz (University of Tampa)

West Central CTST Meeting, July 2026

Problem Locations

Item 1: U.S. 41 and Middle School Road

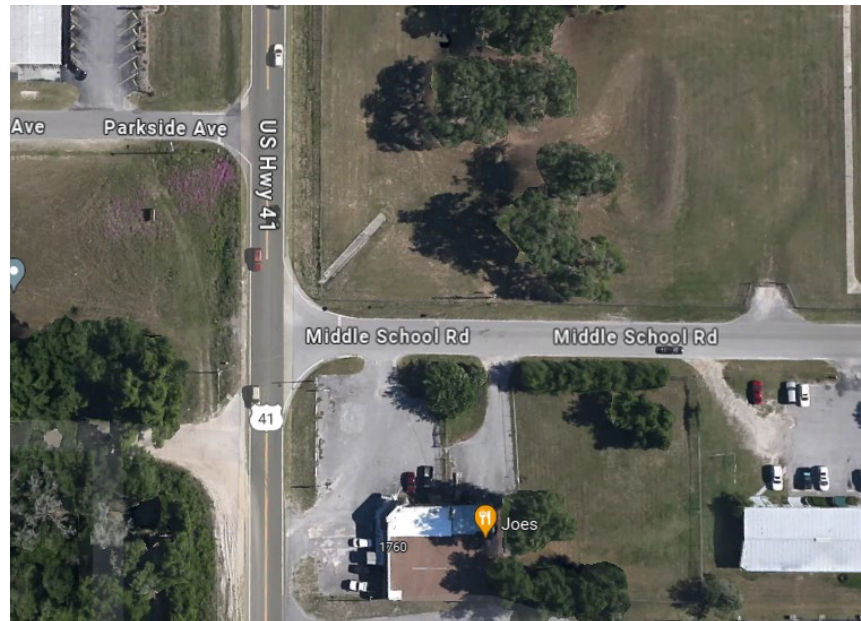
Date Reported: August 2024

Staff: Jeffrey Hunter

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial map view of the U.S. 41 and Middle School Road intersection



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

Comments: U.S. 41 and Middle School Road near Inverness Middle School is currently undergoing widening from a two-lane to a four-lane road. Jeffrey is looking to see what options are available for automated traffic control at that intersection. Eric Henry will look up the project number and find out who the project manager is to see if they have any existing plans to address that and if not, bring that up for them to look for potential solutions there. Jeffrey Hunter stated that between 7:00am and 7:45am over the first two days of school, there has been an average of 296 vehicles coming in and out of the intersection of U.S. 41 and Middle School Road. In the afternoon, between 2:00pm and 2:30pm, there was an average of 187 vehicles coming in and out of the intersection of U.S. 41 and Middle School Road. There is a tremendous amount of cross traffic that is caused by parents going into the school to pick up and drop off their children. The buses come directly out of Middle School Road and turn mostly south. There are over 30 buses coming through that intersection at once. Eric Henry will reach out to the project manager. Marilyn Farmer, the Director of Transportation with Citrus County Schools, stated that she is hoping to figure out a way to get a traffic signal there with video activation. Bob Esposito (MPO) stated that FDOT is looking into doing traffic counts. Laura Anstead stated that buses come out the front entrance, so all the vehicles use the back entrance. So, if they are doing traffic counts around the school and they only count the vehicles at the front entrance that are physically traveling on Middle School Road they are missing all the vehicles that are coming in off Turner Camp Road. Eric Henry will check with FDOT on how previous counts were collected and make sure they collect new counts on the correct side. Eric Henry (FDOT) stated that he



passed on the information for the traffic operations people to be aware of, but he hasn't heard anything further. FDOT conducted a field review prior to 7am to observe the traffic movements, and counts were low from the previous analysis. There is currently an active construction project that is widening U.S. 41 including at this location. Due to construction, they cannot do a full signal study, but they will readdress the location later. The school zone is marked with suggested speed, and it is not an actual school zone sign. There is an old sign going northbound and a portable sign going southbound. Mike Zinn from FDOT will get ahold of the contractor immediately. Discussion followed. Eric Henry stated that Mike Zinn had a meeting with law enforcement contacts. They identified some things that they are going to try to work on, but Eric hasn't heard anything further. Lt. Chris Ball spoke with the contractor to try to get the speed limit sign changed. There is still construction going on, so they have to wait until construction is complete. The center median is still being done. Eric will check with the project manager on date of completion. There is a portable sign there. Discussion followed. Eric Henry checked with the project manager and the project manager stated that the project should be fully completed by the end of this month or by early July. Bob Esposito reached out to Eric Cash, the PM, to get an update on when the next segment of U.S. 41 will start. Eric Cash said the next segment of U.S. 41 will not start until 2026 or early 2027. Lt. Christopher Ball stated that we need to wait until school starts back up before we start looking at the assessment of U.S. 41 and Middle School Road. School will start back up in August. Eric will send a reminder to traffic operations. Lt. Ball stated that since school is back in session, they need to do a study. A traffic control officer was added at the school for bus and vehicular traffic. This school is a school entrance and not a school zone. The speed limit has increased and there is a flasher with a recommended speed of 35 mph. Lt. Ball stated that many drivers are going above 35 mph. Eric will follow up with FDOT to possibly conduct another speed study. Discussion followed on wanting this location to be a school zone. Traffic Operations is going to be conducting another signal warrant study, now that school is back in session. FDOT expects it to be completed within the next couple of months and then they will follow up with a formal response to the requests related to that intersection. Bob Esposito, Hernando Citrus MPO, has been talking with Traffic Operations as well. Eric stated that Traffic Operations was planning another study but had not yet conducted it. He believed it would happen within the next month. He added that traffic counts and a new signal warrant study were underway, with an estimated completion time of 60 to 90 days starting in early September. Geoffrey Blotz with Citrus County Sheriff's Office shared that he had spoken with Sgt. Hunter. The primary concern identified was the transition from two lanes to one near Middle School Road. Drivers often fail to recognize this narrowing, which leads to abrupt and potentially hazardous lane changes as they continue northbound. Geoffrey stated that the road narrows due to a nearby bridge, and the school is located just south of that bridge. Bob noted that the next phase of construction in the area isn't scheduled to begin for another year and a half, attributing the delay to requested modifications from the City of Inverness during an ongoing project. Eric confirmed that the concern seems to be more about the lane merge approaching the bridge rather than the intersection at Middle School Road itself. Geoffrey added that the congestion occurs just south of Middle School Road, where the road transitions from four lanes to two. This area is heavily trafficked by school buses and parents during drop-off and pick-up times. Eric concluded by saying they would look into the issue further and pass it along to the project team to determine if others have raised similar concerns. Eric connected with the projects team, and they recommended adding additional signage to improve lane clarity. Jonathan Holtzhouse from the Citrus County Sheriff's Office shared that Sgt. Hunter suggested installing lane delineators to prevent conflicts with crossing guards, particularly for northbound traffic. There have been numerous complaints from crossing guards, citing concerns about getting struck. The area currently handles approximately 50 buses along with significant parent vehicle traffic. Lori shared that, per Eric Henry, he is not certain whether the signage improvements at U.S. 41 and S.R. 44 have been completed yet. However, he did confirm that they are also reviewing the signal timing at that intersection for potential improvements. Christopher Ball asked whether the post-construction traffic study, planned to begin when school started to assess the need for a traffic signal, had been completed. Bob Esposito added that the last email projected 60–90 days for the study; the group is now just past that window, and Bob plans to reach out next week, noting that such studies often take time. Bob Esposito shared that Edith Wong confirmed the draft signal warrant analysis is complete but still needs coordination with the traffic services group. Eric explained that Bob Esposito has been communicating with Traffic Operations and that the information has since been forwarded to the Safety Engineering group. Eric plans to coordinate with Safety Engineering to determine whether a final signoff can be reached regarding what actions may be taken. Lori stated that Eric provided her updates. She stated that this location is under review by the safety engineering team and that they are planning to conduct another field review during pick-up and drop-off times. Eric Henry explained that the item is still under review and noted that it has remained on the agenda for an extended period. He indicated that the originally proposed traffic signal is likely not warranted, regardless of how the analysis is framed.



As a result, the current focus of the review has shifted toward identifying alternative treatments. He shared that, in addition to planning another field review, traffic simulations are being conducted, and the idea was floated to evaluate a flashing signal, potentially one that would operate only during school bell times, to assist with crossings. Eric emphasized that this was only a preliminary concept discussed in the most recent conversation and that it is too early to determine whether it would be pursued long term. He added that staff will continue to follow up to determine the outcome. The team discussed past evaluation of a marked pedestrian crossing or a signal along U.S. 41, and both were found not warranted. FDOT Traffic Operations will reach out to the MPO on next steps. Coordination with the school board, nearby businesses, and residents was discussed. Left turn concerns were noted as a continuing issue and may represent the best improvement option for the location. Bob indicated he has not received much new information and shared that a previous suggestion involved rerouting buses behind the school to access a nearby signalized intersection, though he acknowledged this may not be well received by the community. He also emphasized that FDOT does not install traffic signals unless they meet warrant criteria, regardless of public demand. Lori concluded by stating she will follow up with Eric to explore potential suggestions or improvement options.

The discussion focused on ongoing traffic congestion concerns and potential next steps. The last known status was that the traffic operations team planned to contact the MPO directly to discuss the issue, but there has been no confirmation that this outreach has occurred. Bob also confirmed that he has not been contacted, leaving it unclear whether discussions are occurring behind the scenes or if communication has not yet taken place. Lt. Marshall reported that increased traffic enforcement in the area helped improve conditions while school was out of session. However, he cautioned that significant congestion is likely to return once the new school year begins because of the school entrance and the narrow bridge nearby. Eric noted that the issue has been discussed extensively at previous meetings and that several possible solutions have been evaluated. Based on those reviews, no transportation improvements have been identified as warranted at this time. One option that has been considered is modifying the school's traffic circulation pattern, including routing vehicles through the back side of the campus to reduce congestion. Bob noted that this approach could face opposition from nearby residents. Eric explained that traffic operations staff were expected to coordinate with the MPO and the county on potential next steps, and although he has previously reminded them to reach out, that communication still has not occurred. He committed to following up again to ensure the appropriate parties connect and close the communication loop. In the meantime, the group agreed to continue monitoring conditions when school resumes to determine whether congestion improves, remains the same, or worsens before considering additional actions.

Item 2: Truman Boulevard and Harrison Street

Date Reported: September 2025

Staff: Lieutenant Chris Ball

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial map view of the Truman Boulevard and Harrison Street intersection



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

Comments: Truman Boulevard and Harrison Street in Beverly Hills is a residential area where residents have requested a stop sign. Truman Boulevard serves as a feeder road into the historic district and experiences high traffic volumes and speeding. Lt. Ball noted recent enforcement efforts and speed data collection that support the need for traffic calming measures, such as a stop sign, to improve safety at that intersection and nearby areas. Eric confirmed it falls under county jurisdiction and will be passed along to the appropriate contacts for review. Eric stated that responsibility for this location is primarily for the county, and the team will continue coordinating with them to ensure it remains on their radar. Lori shared that Eric reached out to Citrus County earlier today but has not received a response and updates are expected by the next meeting. Eric noted that this location was recently raised by Lt. Ball due to enforcement observations suggesting a need for traffic calming. Eric shared that he had sent the issue to Walt and county contacts but hadn't received a response yet; he emailed them again this morning to follow up. He plans to keep monitoring the situation and will provide an update if he hears back from Walt or others. Eric stated that there has been no response from the county to date. Discussion followed regarding whether Truman Boulevard should be converted to an all-way stop, given that stop signs already exist on Harrison Street. Jim Reynold will visit the location to review conditions. Lori stated that Eric provided her updates. Citrus County previously evaluated the location in 2024 and found two crashes over a three-year period with no injuries or fatalities. After receiving the request, they conducted another crash analysis which found one additional crash with no fatal/incapacitating injuries. Per Walt Eastmond, "With five years of data and three crashes with no fatalities or incapacitating injuries, in my opinion the intersection is performing as intended and no engineering improvements, modifications, or countermeasures are warranted. If speeding is the concern, that is addressed through enforcement by the CCSO." Jim Hartwell stated that he will reach out to Lieutenant Ball to see if they can do speed enforcement there. Jim Hartwell indicated he would follow up with Lieutenant Ball regarding the location. Jim Reynolds reported completing a field review and identified a vertical curve and overhanging vegetation on the southbound approach that limit visibility of the stop

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sign and may be contributing to the crashes. The intersection was described as a typical residential grid layout with a two-way stop on Harrison Street and Truman Street operating as an uncontrolled residential collector. While the county is not planning countermeasures, potential low-cost options such as vegetation trimming and advance stop warnings were discussed, though implementation may be limited by the low crash frequency. Speeding concerns were noted as potentially perception-based, and the group agreed that collecting objective speed data using a speed trailer could help determine whether a true speeding issue exists. The committee agreed to continue working with law enforcement and pursue data collection before considering further action. Jim Hartwell followed up with Lt. Ball (now Lt. Marshall). There was a speed trailer there. Jim requested data to see what the issues were. Speeding concerns continue to be reported in the area. Residents requested consideration of a four-way stop; there is a two-way stop there now. Citrus County Sheriff's Office offered to set up speed data collection if it has not already been done. Lori asked whether speed data collection had been set up and if there were any updates. Jim responded that he had not received any new information and recalled that, at the previous meeting, it was mentioned that further follow-up was needed, but the responsible parties were not present.

Eric asked whether speed data collection had been completed to determine if speeding was an actual issue or primarily a perception among residents. Deputy Francisco Ferrer confirmed that traffic data had been collected using a traffic-recording device. Although he was unable to access the data during the meeting, he recalled that the results did indicate a legitimate speeding problem. Francisco explained that increased enforcement on nearby Roosevelt Boulevard has caused many drivers to divert to Truman Boulevard to avoid law enforcement presence, resulting in higher traffic volumes and speeding concerns in the area. In response, Francisco stated that he and other deputies would continue spending time in the area conducting targeted traffic enforcement. Eric noted that having data to support the speeding complaints is valuable and requested that the traffic study results be shared once available. He also indicated that the county may be able to address some contributing factors through relatively simple improvements, such as trimming vegetation and making other minor adjustments to the roadway environment.

Item 3: East Gulf to Lake Highway and Stotler Avenue

Date Reported: December 2025

Staff: Lieutenant Chris Ball

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial map view of the East Gulf to Lake Highway and Stotler Avenue intersection



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

Comments: Christopher Ball reported issues on East Gulf Lake Highway (U.S. 44 E, east of Inverness) near the Henderson Lake Public Boat Ramp by Stotler Avenue and Wayside Park. Recently installed signage and a pedestrian hybrid beacon are causing driver confusion and have led to three crashes. The beacon flashes red most of the time, which drivers interpret as a stop signal. However, the small sign below states that flashing red means “proceed when clear,” while solid red means “stop.” This unclear messaging is prompting unnecessary stops and collisions, especially given the curve on U.S. 44 and high-speed traffic, including dump trucks and commercial vehicles. Lt. Ball suggested adding advance warning signage or changing the signal to flash yellow and turn solid red only when the crosswalk is occupied. The group noted that if this is the only beacon in the county, drivers may be unfamiliar with its operation. Jim Hartwell explained that pedestrian hybrid beacons typically turn solid yellow when activated, then red, and finally flash to allow drivers to proceed with caution. Christopher Ball observed that during his visit, the beacon never turned yellow. Brentin Mosher will follow up with Eric on CUTR exploring geofencing education to improve driver awareness. Eric discussed launching an educational campaign like past efforts for midblock crossings to address confusion around the newly installed pedestrian hybrid beacon (PHB), and Brentin Mosher agreed to assist with outreach. Eric committed to pulling crash data and coordinating with Brentin on next steps. The group noted that the PHB appears new and is not listed in the database or FDOT documentation, with Lori confirming it wasn’t visible in 2023 Street View. Lori reviewed Signal 4 data for East Gulf to Lake Highway and Stotler Avenue, finding three off-road crashes and one sideswipe between January 2024 and late 2025. Eric emphasized confirming when the PHB was activated, and Matthew expressed surprise at the crash types. The group agreed to verify activation timing and review updated crash data to better understand the issue. Eric mentioned that there have been recent rear end and pedestrian crashes at the location. FDOT is interested in pursuing a social media campaign to help educate the public on how pedestrian hybrid beacons (PHBs) work and when drivers are required to yield. Jim Reynold will also drive through the area to observe conditions. Discussion followed regarding whether the crossing is a two-stage crossing, as well as the heavy traffic volumes associated with the nearby boat ramp. An educational campaign is still under development and there are no other updates. Brentin Mosher stated that they are still working on developing that education campaign and the parameters of that and whether they are just doing geofencing, whether they want



to add a mailing component, etc. Jim Hartwell asked whether the installation and operational dates of the PHB had been confirmed, noting that Eric was unable to locate the associated documentation. Lori indicated she had encountered the same issue and was unable to determine the installation date through available sources such as street view and Near Map. Jim Hartwell noted that this is the only PHB in the county, and both agreed that public education, particularly through a social media campaign, will be critical due to the facility's uniqueness and the potential for user misunderstanding. Eric noted that an educational social media campaign is being developed by Brentin, with rollout anticipated in the near term. The PHB was described as properly marked and designed, though several participants noted that it is the only PHB in the county and may be unfamiliar to drivers, particularly given its somewhat isolated location near a horizontal curve. Jim Reynold observed that visibility of the PHB is limited until drivers round the curve but confirmed that advance warning signs are installed in both directions and that the crossing is well signed and freshly marked following resurfacing. It was discussed that prior to the PHB installation, the location functioned as a marked crosswalk only. Potential speed reduction near the crossing was briefly discussed; however, concerns were raised that conducting a speed study could result in an increased posted speed due to 85th-percentile criteria. The group agreed that the educational outreach campaign would be an important first step in improving driver compliance and awareness, and staff will monitor the campaign's effectiveness as it progresses. The team discussed restarting social media outreach and awareness efforts once the ramp reopens. Flashing beacon concepts and other visibility improvements in advance of the crossing were briefly mentioned. Brentin explained that education efforts remain on hold because the boat ramp is still closed, and as a result, there is little pedestrian activity crossing to the lake. When asked about a reopening timeline, he indicated it would depend on water levels rising sufficiently. Others noted that lake levels had been significantly low prior to recent rains. Lori concluded that the situation will continue to be monitored until the boat ramp reopens.

The group discussed the continued closure of the boat ramp due to low water levels caused by an ongoing drought. Brentin confirmed that the ramp remains closed because there has not been enough rainfall to safely reopen it. Lt. Marshall noted that activity at the site is very limited, with only a few instances of people bypassing barricades to launch boats. He explained that the ramp will likely remain closed until water levels rise significantly, requiring substantial rainfall, particularly from the Green Swamp watershed that feeds local waterways. He added that the drought is one of the most severe in over 20 years but expressed optimism that a strong rainy season could restore normal conditions. Because the closed boat ramp has greatly reduced pedestrian use of a nearby crossing, a planned public education campaign about a new pedestrian signal has been paused. The group agreed to monitor conditions and resume the outreach effort once the ramp reopens and pedestrian traffic returns. Lt. Marshall also offered to coordinate a public awareness campaign through the Sheriff's Office when reopening appears imminent.

Item 4: Gospel Island Road

Date Reported: March 2026

Staff: Jim Reynold

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial map view of Gospel Island Road



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

Comments: Jim Reynold raised concerns about multiple fatal crashes on Gospel Island Road/Trail in Citrus County over the past year. Lori Palaio noted that two of the fatalities were run-off-road crashes occurring along a curve (in August and October), and referenced the third fatal motorcycle crash on December 29th, 2025, on Gospel Island Road and Belair Drive, an article provided by Jim Reynold, from a news article. Lori suggested evaluating whether additional countermeasures, such as curve treatments, speed enforcement, or other engineering and safety improvements, may be warranted. Bob Esposito recommended coordinating with the county or city, as the roadway is locally maintained. Lori proposed adding the location to the problem location list for further review of existing conditions and contributing factors, with the goal of reducing future fatal and severe crashes. Jim Reynold noted that the crash location is near the boat ramp area previously discussed and offered to conduct a drive-by review, provided additional details on crash locations and travel directions were available. Eric stated that staff would review five years of crash data to better understand overall patterns and then coordinate with the county to determine whether the location is already on their radar. Jim Hartwell emphasized the need for more detailed crash information, particularly for roadway departure crashes, noting that factors such as impairment, excessive speed for the curve, or driver behavior may be contributing rather than roadway conditions alone. The group agreed to further analyze the crash data to gain clearer insight before determining next steps. Eric Henry reviewed crash data associated with the location. Four total crashes were identified: 01/08/2022, near Belair Drive in dark conditions, bicyclist struck by vehicle. 08/21/2025, vehicle westbound near Van Buck Drive, daylight/dry conditions, ran off road at curve; no impairment; high school student running late for class. 10/30/2025, vehicle eastbound near Pritchard Island Drive, dark/dry conditions, ran off road at curve, impairment unknown. 12/27/2025, Near Gospel Oaks Road, bicyclist was struck by motorcyclist, dark conditions. Eric mentioned that there is a resurfacing project

scheduled for this roadway and will investigate whether safety improvements are being considered. Discussion focused on potential visibility and roadway interaction concerns contributing to crashes. Eric Henry will continue reviewing available data. Jim Reynold offered to conduct an in-person field review. Lori noted that Eric had not identified any specific safety improvements currently under consideration and is awaiting confirmation from FDOT local agency staff and the county. She also mentioned that Jim Reynolds had planned to conduct a field review but was not present, and she will follow up with him for updates.

The group discussed a planned resurfacing project on Gospel Island Road, but details remain limited. Eric reported difficulty identifying project contacts and noted that the documents he reviewed suggest the work is primarily a standard resurfacing project, with no obvious safety improvements currently included. Lt. Marshall highlighted that a frequent cause of serious crashes and fatalities on Gospel Island Road is the steep pavement edge and limited shoulder area. When drivers leave the roadway on curves, they often get overcorrect, leading to rollovers or other severe crashes. He suggested that widening shoulders or improving roadway edges during resurfacing could help reduce these risks. Eric agreed that treatments such as safety edges, shoulder improvements, or other roadway modifications could make the corridor more forgiving for drivers Bob offered to contact Walt and copy Eric on the correspondence to help identify the appropriate project contacts and obtain additional details.

Item 5: Harvard Street at Highlands Boulevard and Harvard Street at Apopka Avenue

Date Reported: March 2026

Staff: Bob Esposito

Last Update: April 2026

Date Resolved/Withdrawn: N/A

Aerial map view of Harvard Street's intersections with Highlands Boulevard and Apopka Avenue



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

Comments: Bob Esposito described a near-miss incident at the intersection of Highlands Boulevard and Harvard Avenue, where his Uber driver nearly failed to stop at the stop sign on Harvard Avenue during daylight hours. He noted that Harvard Avenue functions as a heavily traveled cut-through route between U.S. 41 and surrounding areas, which may contribute to higher approach speeds and driver expectancy issues. Bob explained that visibility of the stop sign can be limited due to roadway alignment, tree coverage, and the overall geometry of the intersection, increasing the likelihood of drivers missing or reacting late to the stop control. He emphasized that had the vehicle proceeded through the intersection, a severe right-angle crash with traffic on Highlands Boulevard could have occurred. The group discussed potential safety countermeasures to improve driver awareness and compliance on the stop-controlled approaches, including advance warning signage, supplemental flashing yellow beacons upstream of the stop sign, and LED-enhanced stop signs. Jim Hartwell suggested that these types of improvements could potentially be pursued through an HSIP application. Lori Palaio noted that the intersection could be added to the problem location list for further evaluation, including a review of existing conditions, traffic patterns, visibility constraints, and potential low-cost countermeasures aimed at improving stop-sign recognition and reducing the risk of angle crashes. Lori Palaio confirmed that a fatal crash occurred at the intersection of Apopka Avenue and Harvard Street. Bob Esposito noted that Apopka Avenue carries higher traffic volumes due to its direct connection to downtown Inverness. The group discussed that the intersection operates with stop control on the side streets only and that limited stop-sign visibility may be a contributing factor. Jim Reynold suggested that the root cause may be driver difficulty noticing the stop sign, potentially due to sign height, vegetation, or roadway context, and recommended low-cost countermeasures such as larger stop signs. Additional treatments discussed included retroreflective post strips (bright sticks), installing stop signs on both sides of the roadway, STOP AHEAD pavement markings, and evaluating the presence of street lighting. The group noted that Harvard Street functions as a heavily traveled route to U.S. 41. Bob Esposito noted that during a recent drive-through of the area, he observed inconsistent stop sign treatments, with one stop sign having a reflective strip on the post while the other did not. He suggested that a stop sign may have been replaced without reinstalling the reflector and recommended contacting Citrus County to address this low-cost improvement. Ongoing concerns about vegetation obstructing signage were also mentioned. Eric agreed that several items, including installing missing reflectors and addressing vegetation, should be flagged for follow-up with Citrus County. Lori added that coordinating an HSIP meeting with the county could be beneficial, noting prior outreach efforts that had not received a response. Eric mentioned issues that Hernando County has faced with bright sticks being stolen and that this location may be one of those affected.

Bob reported visibility issues at the stop-controlled intersection. He noted that trees obstruct the stop sign for eastbound drivers and that a reflective marker is missing from the westbound stop sign post. Potential improvements discussed included trimming

vegetation, replacing the missing reflector, and possibly adding advance warning signage or pavement markings. However, funding limitations within the county were highlighted as a constraint for implementing improvements. The group discussed the possibility of pursuing HSIP funding for low-cost safety enhancements, with FDOT potentially providing materials while the county handles installation and maintenance. It was also noted that limited participation from Citrus County representatives has been a challenge, and securing consistent county involvement was identified as important for advancing these safety concerns.

The group discussed missing reflective stop sign markers and overgrown vegetation affecting visibility at intersections along Harvard Street. Lt. Marshall agreed to have the area inspected to determine whether the sign reflectors have been replaced. If not, the issue will be forwarded to Citrus County for correction. Participants also noted that vegetation remains a problem, particularly at Harvard Street and Highlands Boulevard, and requested that the county trim it back to improve visibility.



Item 6: North Annapolis Avenue

Date Reported: July 2026

Staff: Lt. Evan Marshall (Citrus County Sheriff's Office)

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial map view of North Annapolis Avenue



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

Comments: Lt. Marshall raised a new concern regarding speeding complaints and frequent mailbox strikes on North Annapolis Avenue. Preliminary observations suggest that while speeding is occurring, many of the damaged mailboxes may also be located too close to the roadway. Lt. Marshall plans to conduct a field review to verify mailbox setbacks and speak with residents about relocating mailboxes where necessary. Traffic data collected at the location showed approximately 20,500 vehicles with an average speed of 37 mph in a posted 30 mph zone. Enforcement efforts and a temporary speed feedback sign were used, but residents reported that speeding returned once the sign was removed. The group discussed the possibility of permanent speed feedback signs and agreed to reach out to Citrus County to determine whether any future improvements are planned. This location will be added to the problem location sheet.

Problem Locations – Long-Term Listings

Item 1: Mariner Boulevard and Northcliffe Boulevard

Date Reported: January 2022

Staff: HC / Todd

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial view of the Mariner Boulevard and Northcliffe Boulevard intersection



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

Comments: David suggested there needs to be guide skips at Mariner Blvd and Northcliffe Blvd. David stated there are no guide skips at the dual left turns. This item will not be removed until the paint has been put down. Ernie spoke to David about the guide skips. Tuesday, David said that they should be complete. Ernie went two days ago to look at the guide skips. There are skip bars at the Publix Plaza on Mariner Blvd. The guide skips are not correct, as they are white instead of yellow. David mentioned that there are no skips at the dual left turn going off Northcliffe NB onto Mariner Blvd. The guide skips have not been completed yet; they are in the process of redoing all PO's but it is on the list to be corrected. David said that he was out yesterday and the guide skips that are there from the shopping center moving to the SB on Northcliffe are the correct color. The first time David saw it he was under the impression that it was moving from a yellow line to a yellow line. He thought it was the wrong color. It is going from a white line to an existing white skip line. The color is correct on those skips. Ashley said there have been accidents there. Ernie does not know where the striping contract is at in terms of a timeline, but he's hoping it will be done soon. David stated that nothing has been done, as of last Thursday when he was over there. Laura Borgesi stated it looks like the skip lines coming out of the Publix are too wide of a turn. She will get with the striping people to have them eradicated. Laura will also speak with Traffic/ Technology to find out if the signalization is such that the two left turns are not taking place at the same time. In addition, she will also have a conversation with Traffic Operations about having the double skips for the dual turn lanes put in at the same time the skips for Publix are being removed and replaced appropriately. Sgt. Andrews, of HCSO, said he doesn't think the skip lines are done yet. Ernie Lane was told that all the PO's will be redone. It is number four on the list and hopefully it will be done before next month's meeting. Ernie said that this had not been made to the top of the list yet. Ernie said that he sent out an email to Traffic Operations trying to get a status on the skip lines. He has been telling Traffic Operations for the past couple of years that they need skip lines put in on Northcliffe Boulevard and North Mariner Boulevard. No update.

The striping crew is currently working in the county, and they have it on their to-do list. Hopefully they will get this done this month or next month. Ernie Lane talked to the striping contractor and the contractor stated that they have had some recent problems with personnel. Ernie will see where they are on the list and then Ernie will send out an email. Ernie Lane is not sure where this location is on the priority list. Ernie will find out more about this location. Eric will follow up with Ernie to see if there are any updates. There was discussion regarding whether ADA mats and skip lines are present at the location. Eric will check with Ernie for clarification. It was noted that there are no faded skip lines; rather, skip lines were never installed at this location. Lori stated that she received an update from Eric that they have been having some personnel issues with their striping contractor that has delayed this work, but he spoke with their Assistant Public Works Director, and they are going to ensure that this location is worked into their upcoming schedule.

The group received an update that the planned striping project is still on the county's work schedule and is expected to move forward as it progresses through the contractor list. The item will remain on the long-term monitoring list until the striping work is completed.

Item 2: Mariner Boulevard

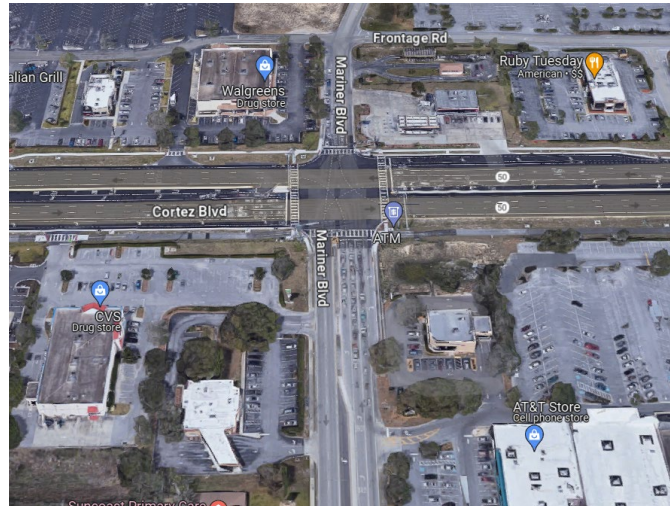
Date Reported: November 2023

Staff: Sergeant Andrews

Last Update: February 2026

Date Resolved/Withdrawn: N/A

Aerial map view of Mariner Boulevard



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

Comments: Sgt. Andrews asked for an update on a Roadway Safety Audit (RSA) on Mariner Boulevard. There are some serious issues out on Mariner Boulevard, with four of the six fatal crashes in the area being on Mariner Boulevard. Drivers are also going the wrong way at turn lanes at various locations along Mariner Boulevard. He suggested adding delineators, like at Mariner Boulevard and Northcliffe Boulevard. Sgt. Laura Anstead suggested to Sgt. Andrews to write papers for grants for funding. She said that the ELEE program and FDOT grants have helped her and her team a lot. For the 2023 totals so far, minus the sixty-day delay, Mariner Boulevard had 343 crashes, six fatal crashes, with seven fatalities. Three of the six fatal crashes were south of Mariner Boulevard closer to County Line Road, south of Spring Hill Drive. People are losing control of the vehicles and not wearing their seatbelts. There have been no major crashes recently. Discussion followed about having a possible RSA at this location. Sgt. Andrews will pull five-year crash data for a stretch of roadway on Mariner Boulevard. George Edmiston received the data from Sgt. Andrews. George forwarded the crash data to the Safety Office and Emmeth assigned JMT to do the safety study. JMT is working on the safety study. Ernie said they restriped and installed RPMs. Eric Henry of FDOT stated that JMT completed a safety study for this corridor, and it was submitted to the FDOT office. It is pending a review. Eric will follow up with FDOT to see its status. Emmeth Duran stated that FDOT coordinated with traffic operations on some of the safety recommendations from the JMT report. It is pretty much wrapped up, but Emmeth will follow up on this. Eric Henry will follow up with Emmeth to see if we can get an update at the next meeting. Eric Henry stated that JMT completed the RSA. Eric Henry stated that FDOT received the finalized report, but the report is awaiting the final sign-off. Hopefully at the next meeting, Eric will be able to provide some of the findings and recommendations and what improvements they will implement. Bill Riha and Mike Zinn from FDOT are still in the process of reviewing the findings from the RSA. The signal timing is still being figured out. It is still in the review phase. There will be a meeting on Mariner Boulevard tomorrow. Eric stated that JMT had presented findings from the safety study at the previous meeting. He suggested that in a future meeting, we revisit the Mariner Boulevard item to either narrow down the specific location or clarify the intent of the issue.

Eric mentioned that JMT previously presented the Mariner Boulevard safety study. However, Eric is uncertain which proposals or projects will advance to the design phase. Ernie Lane from Hernando County sent an email following the meeting stating that he has received the study for Mariner Boulevard between Spring Hill Drive and County Line Road. He provided a copy to Scott Herrig, County Engineer, and Tod Crosby, Assistant County Engineer, but he has not heard or received any direction from them yet and will keep us posted. For now, this item will be moved to the long-term list on the problem locations sheet. Ernie Lane reached out to the county engineer and is waiting for his reply. Scott Lamia noted that there are numerous issues in the area near Spring Hill Elementary School along Mariner Boulevard from S.R. 50 to Elgin Boulevard. He mentioned a recent fatality that occurred a couple of weeks ago involving a pedestrian who was not using a crosswalk, as well as another recent serious injury crash. These crashes happen throughout the day rather than during a specific time. Eric will pull the relevant crash data, and Mariner Boulevard from S.R. 50 to Elgin Boulevard will be added as a new problem location to the spreadsheet. Ernie Lane stated that an RSA covering the corridor from Cortez Road to County Line Road had been provided to the County Engineer and Assistant County Engineer. When asked about the completion timeline, Ernie indicated that no schedule was available at that time but that he would follow up with county staff to check on the status.

Ernie stated that he has not yet received a response from the county engineer regarding the issue. He added that he plans to follow up within the week and will provide Lori with an update via email. **No update.**

Item 3: North Lecanto Highway (C.R. 491) and West Hampshire Boulevard

Date Reported: September 2025

Staff: Lieutenant Chris Ball

Last Update: February 2026

Date Resolved/Withdrawn: N/A

Aerial map view of the North Lecanto Highway and West Hampshire Boulevard intersection



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

Comments: There were recent complaints and crash data highlighting ongoing safety concerns, particularly with the left-hand turn at the top of a hill where traffic merges and backs up. Due to continued growth in the area, Lt. Ball recommended evaluating the intersection for a potential traffic signal or conducting a signal warrant study. Eric stated that this location would be discussed with Traffic Operations to determine if a signal study has already been conducted or if one can be initiated. If a signal is not warranted, alternative countermeasures will be considered. Lt. Ball added that a major development is underway near the N Lecanto Highway and Hampshire Boulevard intersection, which could further impact traffic patterns and increase the urgency for improvements. Eric said he would coordinate with the county to determine if they were aware of the location or had conducted a signal warrant study. Bob mentioned a capacity project in the area but was unsure if the intersection was included in the current or future scope. Eric said that Walt from Citrus County stated that the County, through DRMP, is already under design with turn Lane improvements on both C.R. 491 as well as W. Hampshire Boulevard. They also recently completed an updated traffic signal warrant analysis at the intersection. The intersection did meet two warrants; as such they are working on an updated scope and fee with DRMP to design the signal. Citrus County is also coordinating/working with the developers of Tuscany, the future development to the east of C.R. 491 for right of way (ROW) dedication of 50 feet. They are requesting the ROW at the intersection so that they can set the strain poles back at the ultimate location and not need to re-install new poles when C.R. 491 is widened in the future. Eric noted that the county has ongoing construction there and is working with the developer to implement additional changes. He suggested keeping this location on the list for now to monitor any issues that might arise during construction. Jim Reynold stated that the location is currently in the design phase and is not under construction. The project is awaiting confirmation of funding for potential widening, and the team is continuing to explore funding options for both design and right-of-way. Lori received an update from Eric stating that he confirmed that the project is still just in design. There are no updates on timeline for construction, and he is awaiting a response from the County. **No update.**

Item 4: C.R. 491 near Educational Path

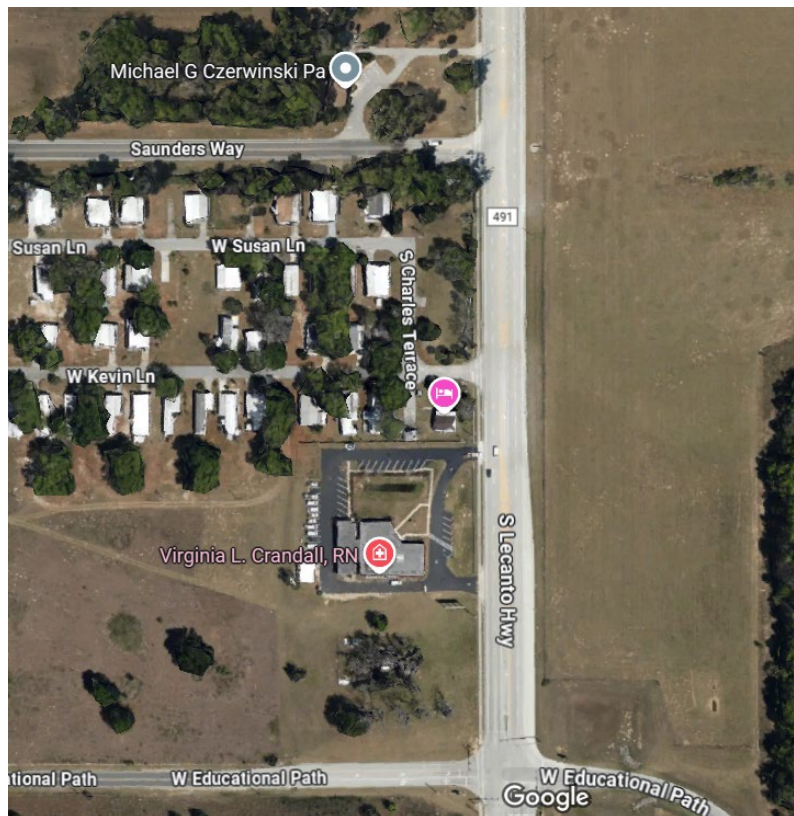
Date Reported: August 2025

Staff: Lieutenant Chris Ball

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial map view of C.R. 491, including the intersection with Educational Path



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

Comments: Lt. Ball asked about if widening roadways near school is part of Safe Routes to School eligibility. He discussed a problem area on C.R. 491 near Educational Path. There is one lane-in for five schools. There needs to be a turn lane added southbound and another lane coming in on C.R. 491. He mentioned that they should also reconfigure the roundabout. There are student driver related crashes. The traffic light cycles too fast and there is a lot of traffic. Eric Henry discussed a newly added location near the school on C.R. 491, which may be eligible for Safe Routes to School funding. He mentioned that he had reached out to the program coordinator for feedback but hadn't received a response yet. The team previously considered redesigning the driveway as a potential Safe Routes to School project. If that's not feasible, they plan to explore alternative, less engineering-intensive improvements in coordination with the school or County. Eric had discussed the issue internally and noted that more information was needed before determining eligibility for SRTS. Bob Esposito added that any Safe Routes to School grant application would require right-of-way documentation and support from the school's superintendent and principal. There was discussion about involving a school representative in the process. Traffic congestion remains a major concern, with only one entrance and one exit serving the area. Additional entrance is needed to improve flow. Between 7:12 a.m. and 7:46 a.m., traffic is especially heavy due to five schools and more than 8,000 people in the vicinity, even with staggered start times. It was suggested that a school representative contact the Safe Routes to School coordinator to explore possible solutions. In the

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meantime, Eric will look into signal timing adjustments to help alleviate congestion. Lt. Ball noted that the traffic unit has implemented measures to address issues, and conditions have improved since the start of the school year. He suggested that this location could be removed from the problem list, as any future improvements, such as lane widening, would be a longer-term effort requiring collaboration with the school board. Lori agreed to add a note for removal and will mention it one more time at the next meeting; if no further updates are provided, the location will be removed from the spreadsheet. The location is basically resolved, with no outstanding issues identified at this time. Jim Hartwell stated that he would reach out to Lieutenant Ball to see if he could get any information. Jim Hartwell messaged Lt. Ball and Lt. Ball sent details to Lt. Marshall. He has not heard back as Lt. Marshall is new to the traffic unit. Discussion followed on previous outreach and messaging efforts related to the location. The intersection is currently signalized; however, residents continue requesting turn lanes. Jim Reynold mentioned that ongoing traffic circulation and operational concerns remain. The location serves a mixture of commercial and residential traffic, which may contribute to driver confusion and operational issues. Eric and others discussed more County involvement at the meeting to better solve concerns. Lori asked if anyone had heard from Lieutenant Marshall, and Jim responded that he had not. He noted that he would follow up by sending Lori and Andrea an email with the lieutenant's contact information and would also provide contact details for Sergeant Origen from Hernando, with the intent of getting both individuals invited to future meetings.

Lt. Marshall noted that while conditions have improved over the summer when school is not in session, he expects the issue to return once classes resume. To address this, the Citrus County Sheriff's Office plans to continue both enforcement and educational efforts. Lt. Marshall also mentioned an initiative to increase traffic safety education by having ELEE representatives visit high school classrooms, which could help improve driver behavior and reduce congestion around school zones. The group agreed to revisit the matter after school resumes to determine whether conditions remain within an expected range that can be managed through enforcement and education or whether a more significant problem persists that would require engineering countermeasures. This will be moved to the long-term list.

Item 5: Mariner Boulevard from S.R. 50 to Elgin Boulevard

Date Reported: February 2026

Staff: Scott Lamia

Last Update: June 2026

Date Resolved/Withdrawn: N/A

Aerial map view of the section of Mariner Boulevard that spans from S.R. 50 to Elgin Boulevard



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

Comments: Scott Lamia noted that there are numerous issues in the area near Spring Hill Elementary School along Mariner Boulevard from S.R. 50 to Elgin Boulevard. He mentioned a recent fatality that occurred a couple of weeks ago involving a pedestrian who was not using a crosswalk, as well as another recent serious injury crash. These crashes happen throughout the day rather than during a specific time. Eric will pull the relevant crash data, and Mariner Boulevard from S.R. 50 to Elgin Boulevard will be added as a new problem location to the spreadsheet. Ernie Lane noted that in February 2026, new signal equipment, including posts and signal heads, was being installed at the intersections of Spring Hill Drive and Landover Boulevard and Spring Hill Drive and Linden Drive to accommodate dedicated left-turn signals. Lori referenced a recent fatal crash and another recent severe injury crash in the area. Ernie will review to determine contributing factors. Eric will follow up with Ernie Lane. Ernie noted that improvements are being considered at the location, including replacing the existing two-way left-turn (suicide) lanes on Mariner Boulevard with a grass median. He added that some upgrades had already been implemented, such as new pavement markings and raised pavement markers installed following a past crash to improve visibility. When asked about next steps, Ernie indicated that no clear direction has been established, noting that existing signage already warns drivers to slow down through the curve.

The group discussed planned safety improvements along Mariner Boulevard. Ernie reported that a project is already scheduled to remove portions of the existing two-way left-turn lane and replace it with a grass median along sections of Mariner Boulevard and Spring Hill Drive. Funding has reportedly been identified, although a construction start date has not yet been established. This will be moved to the long-term list.

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