

Pasco CTST – July 29, 2026

Meeting started at 1:31 PM

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

Christina Boulnois (Lochner): At the start of the meeting, Christina highlighted FDOT's July 2026 safety campaigns, including Operation Southern Slowdown, a regional enforcement initiative conducted in partnership with the Florida Highway Patrol (FHP), the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), and neighboring southeastern states. She noted an increase in traffic enforcement activity and expressed optimism that these efforts would help reduce dangerous driving behavior. She also discussed the upcoming "Alert Today, Alive Tomorrow" campaign, which focuses on pedestrian and bicycle safety, increasing seat belt use, and preventing impaired and distracted driving. Christina mentioned her interest in learning more about local seat belt education efforts and CarFit training activities during the meeting. To emphasize the month's focus on speeding, Christina shared details of a fatal crash that occurred on March 29th, 2026, on County Road 583 (Ehren Cutoff) near Belinda Drive. According to the crash investigation, a southbound van traveling at an estimated 80 mph in a 45-mph zone failed to negotiate a curve, crossed into opposing traffic, sideswiped one vehicle, and then struck a second vehicle head-on before overturning. The crash completely blocked the roadway and demonstrated the severe consequences of excessive speed, particularly on rural two-lane roads. Christina noted that the high rate of speed was a major contributing factor and stressed that reducing speeding-related crashes and fatalities is a primary reason the group continues its traffic safety efforts.

- III. **Minutes Approved**

- June minutes were approved.

- IV. **Old Business**

1. **S.R. 54 at Mitchell Ranch Road** – Kelly reported that Pasco County is moving forward with plans to signalize the intersection through the permitting process. Previous discussions had centered on concerns related to the proposed RCUT design, particularly complaints about restrictions on left-turn movements from the side street. According to Kelly, the county is now developing a traditional traffic signal design for the intersection, indicating a shift away from the previously discussed concept.
2. **Paul Buchman Highway at Chancey Road** – Eric explained that the signs are scheduled to be replaced as part of an upcoming resurfacing project anticipated to be completed in fall 2026. Christina asked whether the signal improvements would include changes to signal timing or the addition of protected left-turn movements, as some approaches currently have dedicated turn lanes while others do not. Jeffrey explained that previous congestion issues were largely related to signal detection problems that occurred after a construction-related lane shift. When the roadway was restored to its original configuration, detection for one of the left-turn lanes was not properly reactivated, preventing vehicles

from being recognized by the signal system. Because the movement operates as a protected-permissive left turn, vehicles often experienced long delays and queueing when the turn lane filled. Jeffrey reported that staff corrected the detection zones and verified that the signal is now operating as intended. Jeffrey also described additional signal timing adjustments that were implemented for both the northbound and westbound left-turn movements. By modifying the signal logic to utilize existing green time more efficiently, the changes allow left-turn traffic to receive additional service without increasing overall cycle length. He noted that these adjustments should help reduce delays and improve traffic flow while making better use of the current signal timings. William McCaw indicated that the signal timing and phasing improvements appear to address many of the concerns previously raised at the intersection. However, he noted that one remaining issue is the eastbound approach turning north onto S.R. 39, where there is no dedicated right-turn lane despite increasing traffic demand. The group discussed substantial recent development in the area, including new residential communities, industrial growth, and major facilities that have increased traffic volumes. William suggested that the need for a dedicated turn lane may warrant further evaluation as development continues.

3. **C.R. 54 at Gardens of Westbrooke/Dairy Road** – Jonathan Rose reported that a traffic study and enforcement effort were conducted following the fatal pedestrian crash near the assisted living facility on Daughtry Road. The study did not identify a significant speeding issue, as most motorists were traveling only slightly above the posted speed limit. As a result, law enforcement has continued routine enforcement in the area. Jonathan noted that while a wide sidewalk serves pedestrians along the corridor, there are limited opportunities to cross Daughtry Road, particularly near the assisted living facility, Florida Medical Clinic, schools, and other nearby destinations. The group discussed the potential benefit of adding marked crosswalks to better accommodate existing pedestrian activity. Hansel shared that the City is planning a multi-use trail that would connect to the existing sidewalk network along S.R. 54 and Daughtry Road. The trail is expected to increase pedestrian and bicycle activity in the area, creating additional demand for safe crossing opportunities. Hansel noted that the City is evaluating potential crosswalk connections to serve nearby schools, residential developments, and community destinations. William McCaw added that the trail is part of a larger citywide network that will ultimately connect to the S.R. 54 corridor, making the Daughtry Road area an important pedestrian crossing location. He also noted that he has coordinated with FDOT District 7 Safety Program Manager Bill Riha regarding potential crossing enhancements, including pedestrian signalization options. The group agreed that enhanced crossing treatments may be needed as the area continues to develop, and Christina requested updates from the City and FDOT as planning efforts move forward.
4. **Ridge Road at Leo Kidd Avenue** – Jeffrey confirmed that Miovision data showed approximately 126 eastbound left-turn vehicles over the course of a day, indicating relatively low turning volumes. Eric noted that the intersection had been evaluated previously for similar concerns, but past reviews had not identified any feasible operational

or geometric improvements that would effectively address the issue. Following discussion, the group acknowledged that the location has been reviewed from multiple perspectives and that no new treatment options had been identified. Eric recommended documenting that the intersection was evaluated and that no practical improvements were found at this time. *This location can be removed from the problem location list.*

5. **S.R. 56 from Meadow Point Boulevard to U.S. 301** – Kelly explained that the JPA that would have supported the project has been dissolved, and FDOT currently does not have a mechanism in place to assist with the requested lighting improvements. Jeffrey added that no work is currently moving forward on the S.R. 56 lighting request and that any future efforts would require renewed coordination with FDOT. Given the lack of a viable funding or implementation path, Jeffrey suggested removing the item from the CTST tracking list at this time. The group agreed with the recommendation and voted to close the item. *This location can be removed from the problem location list.*
6. **Daughtery Road and U.S. 301** – No update.
7. **Eiland Boulevard** –The discussion originated from a concern raised by Officer Jonathan Rose regarding a construction-related traffic control issue that contributed to confusion for motorists and resulted in an officer-involved crash. William stated that he would coordinate with Public Works to determine whether the issue was associated with a City or developer project and to identify the corrective actions and timeline for resolution. Ann noted that the construction-related issue is only one of several concerns along the corridor. She described Eiland Boulevard as extremely dark during early morning hours and highlighted a history of serious crashes, including a fatal crash near Handcart Road. Ann also expressed concerns about increasing traffic volumes from surrounding development, substantial queueing at the Eiland Boulevard and Handcart Road intersection, and drivers making risky maneuvers due to congestion. While acknowledging that the intersection is signalized, several members agreed that its skewed geometry creates operational and safety challenges. Ann suggested that signal timing or phasing modifications, such as additional turn-arrow operations, may help reduce congestion and improve safety. The group also discussed broader corridor conditions, including limited roadway lighting, sidewalks, and pedestrian accommodations between Handcart Road and U.S. 301. Participants noted that lighting is generally limited to major intersections and that much of the corridor remains dark despite ongoing residential and commercial growth. William McCaw indicated that future roadway improvements, including potential widening projects, may be identified as part of the master roadway improvement plan. Given the ongoing development and pending capital improvement projects, the CTST agreed to keep the location on the tracking list and continue monitoring future improvements, particularly those related to lighting, roadway widening, and intersection operations.

V. New Business

Education

Eric Henry (FDOT): Eric provided updates on recent traffic safety outreach efforts. He announced that a Stop on Red Week educational campaign will take place in early August, with outreach activities focused on intersections that have experienced a high number of red-light-running crashes. Volunteers will be stationed at selected locations with educational signage promoting compliance with traffic signals and encouraging safe driving behaviors. Eric noted that an email with volunteer sign-up information had been distributed and encouraged interested participants to register for available dates, times, and locations. Eric also highlighted community outreach conducted at a back-to-school event in Dade City. Tina and Ann participated in the event by providing bicycle helmet fittings, distributing safety materials, and sharing traffic safety information with families and students in preparation for the upcoming school year.

Sheila Rainey (Johns Hopkins All Children's Hospital): Sheila Rainey provided several updates on upcoming safety training and outreach opportunities. She announced a Bicycle Helmet Fitter Training scheduled for August 10th in New Port Richey at the Johns Hopkins All Children's Health Center and encouraged interested participants to contact her for registration information. Sheila also shared details about the August 12th E-Bike Task Force meeting, which will continue to be held virtually due to its growing attendance and statewide participation. She noted that the group now includes representatives from across Florida, including Tallahassee, Lake County, Mount Dora, and Clermont, and serves as a valuable forum for sharing expertise and learning about emerging e-bike safety issues. In addition, Sheila discussed a new hybrid format for Child Passenger Safety Technician (CPST) certification classes. The revised format will allow participants to complete much of the coursework independently through online learning, followed by an in-person session for skills assessments and certification requirements. Sheila explained that the hybrid approach is intended to make certification more accessible, particularly during Florida's summer months, and may support more frequent training opportunities moving forward.

Renisa Martinez (Johns Hopkins All Children's Hospital): Renisa provided an update on recent community outreach efforts, highlighting participation in the Hudson Back-to-School event, which attracted approximately 1,600 attendees and distributed 800 backpacks. Renisa noted that safety partners were able to share a wide range of traffic safety information, including bicycle and pedestrian safety materials, water safety resources, helmet education, and Sheila's e-bike mobility information. The event provided a valuable opportunity to engage with families and promote safe transportation practices as students prepare to return to school. Renisa also recognized the Tax Collector's Office for its involvement in the event, noting that staff were busy throughout the day providing bicycle helmets and safety education. She credited Sheila for helping certify the helmet-fitting program earlier in the year and expressed appreciation for the continued collaboration among agencies to support transportation safety initiatives throughout Pasco County.

Brentin Mosher (USF CUTR): Brentin stated that recent public service announcements (PSAs) have addressed e-bike safety, including guidance for parents on selecting age-appropriate e-bikes for their children. Additional PSAs developed in partnership with the University of South Florida Police Department

and the Center for Urban Transportation Research (CUTR) focus on promoting safe travel behaviors on college campuses.

Sheila Rainey (Johns Hopkins All Children's Hospital): Sheila Rainey provided additional details on the development of the new e-bike safety educational video. She explained that while there was initially some concern about filming at a bicycle shop, the setting ultimately proved to be highly realistic and relevant to how consumers interact with e-bike products. During filming, customers brought in e-bikes for repairs, maintenance, and troubleshooting, reinforcing the role bike shops play in educating riders and addressing safety concerns. Sheila noted that the final video effectively addresses the complexities of e-bike use in a clear and practical way. Sheila also shared that the video was intentionally designed to be largely unbranded so that it can be used by a wide variety of organizations, including local agencies and school districts. The goal is to provide a flexible educational resource that can be incorporated into school announcements, community outreach programs, and safety campaigns. She expressed enthusiasm about the final product and indicated that the video will be discussed further at the upcoming E-Bike Task Force meeting. Sheila added that work is already underway on a similar educational video geared toward older adults, expanding outreach efforts to additional user groups.

Enforcement

Brentin Mosher (USF CUTR): Brentin highlighted the ongoing ELEE program, which began on July 1st and supports increased law enforcement presence on state roadways. Through the program, agencies conduct focused enforcement details targeting traffic safety violations while earning equipment support for participation. He further noted his involvement in the Operation Southern Slowdown kickoff event and shared that training opportunities are being developed for law enforcement officers, including high school traffic safety education and a condensed Road Safety Audit (RSA) curriculum. The training is designed to help officers identify roadway characteristics and operational issues that may contribute to crashes, allowing them to recognize potential safety concerns while conducting routine patrols.

Jonathan Rose (Zephyrhills PD): Zephyrhills PD participated in the Operation Southern Slow Down they are participating in ELEE.

Engineering

None.

Crash Statistics

Kelly Farabee (FDOT): Kelly presented findings from the recent crash trend analysis and discussed potential countermeasures to address key safety concerns in Pasco County. For motorcycle and motor scooter crashes, Kelly noted that one in three crashes resulted in a fatality or serious injury. The analysis showed that 39% occurred during non-daylight conditions, 57% occurred away from signalized intersections, and 60% occurred on roadways with posted speeds between 45 and 55 mph. Additionally, nearly one-quarter of the crashes involved left-turn conflicts, with more than half of those occurring at unsignalized locations. Kelly suggested several strategies to address these trends, including lighting improvements, enhanced warning signs and pavement markings, targeted DUI enforcement, audible edge

lines and centerlines, access management, and protected-only left-turn phasing at locations with recurring nighttime crash patterns. The analysis also identified unsignalized intersections as a significant concern, with 82% of fatal and serious injury crashes occurring at these locations. Of those crashes, 42% involved left-turn maneuvers, 27% involved aging drivers, and 40% involved vulnerable road users. Nearly half of the crashes occurred on six-lane roadways. Kelly noted that improvements such as enhanced lighting, roundabouts, access management treatments, sight distance improvements, marked crosswalks, and upgraded signage and pavement markings could help reduce crash risk at these locations. Kelly also highlighted teen driver crash trends, noting that 27% of fatal and serious injury crashes involving teen drivers occurred within one mile of a public high school. Unsignalized intersections again emerged as a common factor, accounting for 82% of these crashes, while 27% involved left-turn movements. Potential countermeasures discussed included driver education initiatives, public service announcements, and reviewing school-area signage and pavement markings to improve awareness and safety around schools. As part of the discussion, Kelly emphasized the importance of applying the “5 E’s” of traffic safety to address crash trends comprehensively. She highlighted several FDOT District 7 safety programs that support these efforts, including lighting prioritization initiatives, lane departure and pedestrian safety programs, before-and-after safety studies conducted with USF, and ongoing collaboration through the CTST process. Kelly concluded by reviewing the Highway Safety Matrix rankings, which compare counties and cities with similar populations across Florida. She explained that jurisdictions ranking in the top 40% of their peer group for specific safety emphasis areas may qualify for certain funding opportunities. She encouraged agencies to use these rankings and crash analysis findings to help focus future safety investments and project development efforts. Closing the presentation, Kelly encouraged attendees to “bake safety into every project” by considering safety improvements throughout the planning, design, and implementation process, ensuring that safety remains a core element of all transportation projects.

Lori Palaio (JMT): From January 1st, 2026, to May 6th, 2026, there have been 28 fatal crashes. At the last CTST from January 1st, 2026, to April 9th, 2026, there were 21 fatal crashes. The seven new fatal crashes include two left turns, two bicycles, two run off the road, and one head on fatal crashes. The first bicycle fatal crash occurred on April 21st, 2026, at approximately 4:52 PM (Report Number 27127562) on Moonrise Way and Windstar Circle, at the t-intersection, in day, clear, and dry conditions. The vehicle was traveling north on Windstar Circle approaching Moonrise Way, the exit to the Crosswinds Subdivision. The non-motorist, riding an electric skateboard was traveling east in the westbound lane on Moonrise Way approaching Windstar Circle. The vehicle made a left turn entering the westbound lane on Moonrise Way as the non-motorist was approaching. As a result, the left front of the vehicle collided with the non-motorist. The non-motorist was in the roadway improperly. The second bicycle fatal crash occurred on April 23rd, 2026, at approximately 8:45 PM (Report Number 27115260) on U.S. 41 and Swans Landing Drive, not at the intersection, in dark-lighted, clear, and dry conditions. A bicyclist was traveling west and attempted to cross the southbound lanes of U.S. 41 north of Swans Landing Drive. At the same time, a motorcycle was traveling south in the outside lane of U.S. 41. The bicyclist entered the southbound outside lane directly into the motorcycle's path, resulting in the motorcycle striking the right side of the bicycle. Following the collision, the bicyclist was thrown onto the paved shoulder. The motorcycle rider was separated from the

motorcycle and came to rest in the southbound outside lane. The contributing factor was that the bicyclist entered the roadway and crossed into the motorcycle's travel lane, placing the motorcycle rider in a position where a collision could not be avoided. This resulted in double fatality. Four of the seven new fatal crashes involved a motorcycle. Two of the four pedestrian fatal crashes in 2026 have been in Zephyrhills. There are currently 28 fatal crashes through May 6th, 2026. Same period in 2025, there were 30 fatal crashes. We are down by two fatal crashes in the same period. Discussion followed.

VI. Calendar Updates / Activity Reports

None.

VII. Highway Safety Improvement Program (HSIP) Updates

Lori Palaio (JMT): Lori provided an update on HSIP, noting that there are currently no active applications from Pasco County. She encouraged agencies and stakeholders with potential safety projects or questions about the HSIP process to reach out to her, Eric, or Kelly for assistance. Lori explained that the team can provide guidance on project eligibility, application requirements, and the funding process to help local agencies pursue future safety improvement opportunities.

VIII. Action Items

1. Christina Boulnois (Lochner) - Reevaluate recent crash trends on both Little Road and County Line Road. She noted challenges with pulling segment-level data from Signal Four, as the available top 5% segment data is limited to 2022 and reflects older crash years (2020–2022). Because roadway improvements have since been made, compiling updated information will require additional effort. For Little Road specifically, she indicated that intersection crash data will be presented in the upcoming slides. *Christina Boulnois noted that the next step will be to re-evaluate crash trends, explaining that she needs to coordinate with the Pasco MPO regarding the completion of the Safety Action Plan. Once the finalized plan is available and shared with the group, the updated information will be used to inform a reassessment of crash trends and help guide further analysis and actions.*
2. Eric Henry and Tina Russo (FDOT) – Worked with Tina to forward noted concerns raised by Officer Jonathan Rose of safety issues at Pretty Pond Road and U.S. 301, as well as Fort King Road and U.S. 301 to the FDOT D7 safety engineering team. They are currently waiting for feedback and review comments from that group to determine potential next steps for those locations. *Tina will follow-up on this location.*
4. Jim Hartwell (LEL): Jim raised two location-specific concerns. First, at Grand Boulevard and Missouri Avenue in New Port Richey, he observed an apparent issue with a pedestrian crossing equipped with a Rectangular Rapid Flashing Beacon, where one of the pedestrian push buttons is missing. As a result, pedestrians approaching from one corner cannot activate the crossing. The group confirmed this is not a county facility, and Jim indicated he would follow up with the city to address the issue. Second, at Sea Forest Drive and Reserve Drive, he identified a potential ADA concern where a median is located directly within the crosswalk path aligned with the sidewalk and curb ramps, creating an obstruction for pedestrians. Amy noted that while the road is county-owned, the median likely falls under a developer's responsibility,



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

IX. Open Forum/Announcements

None.

Next Meeting: August 26th, 2026 – Virtual Meeting, 1:30 PM

Meeting adjourned at 2:45 PM

Meeting Attendees: Christina Boulnois (Lochner), Kelly Farabee (FDOT), Eric Henry (FDOT), Renisa Martinez (Johns Hopkins All Children's Hospital), William McCaw (City of Zephyrhills), Brian Michaels (Pasco County MPO BPAC), Jeffrey Moncalian (Pasco County), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Sheila Rainey (Johns Hopkins All Children's Hospital), Hansel Rodriguez (City of Zephyrhills), Jonathan Rose (Zephyrhills PD) Andrea Sauvageot (Benesch), Ann Starling (Dade City PD)

Pasco CTST Meeting

Challenging Locations, July 29, 2026

State Highway System Locations

S.R. 54 at Mitchell Ranch Road

Initial Date: March 25, 2026

Latest Update: July 29, 2026

Original Request: Safe Routes to School

Who Initiated the Request? New Port Richey

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

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



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

Details: The plan was to make the intersection a right turn only and eliminate the left turn lane. There is no roadway lighting and multiple near-miss crashes. Angel Avila from the Pasco MPO mentioned that they are doing round two of their near miss analysis this year. On Mitchell Ranch Road for Seven Springs Elementary School there is no sidewalk. The school is a Title 1 school. There are a lot of walkers. Discussion followed about this area being eligible for Safe Routes to School. Discussion also followed on this location having a proposed signal.

Emphasis Area: Intersections, pedestrians, and bicyclists

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

Kelly reported that Pasco County is moving forward with plans to signalize the intersection through the permitting process. Previous discussions had centered on concerns related to the proposed RCUT design, particularly complaints about restrictions on left-turn movements from the side street. According to Kelly, the county is now developing a traditional traffic signal design for the intersection, indicating a shift away from the previously discussed concept.

Paul Buchman Highway at Chancey Road

Initial Date: March 25, 2026

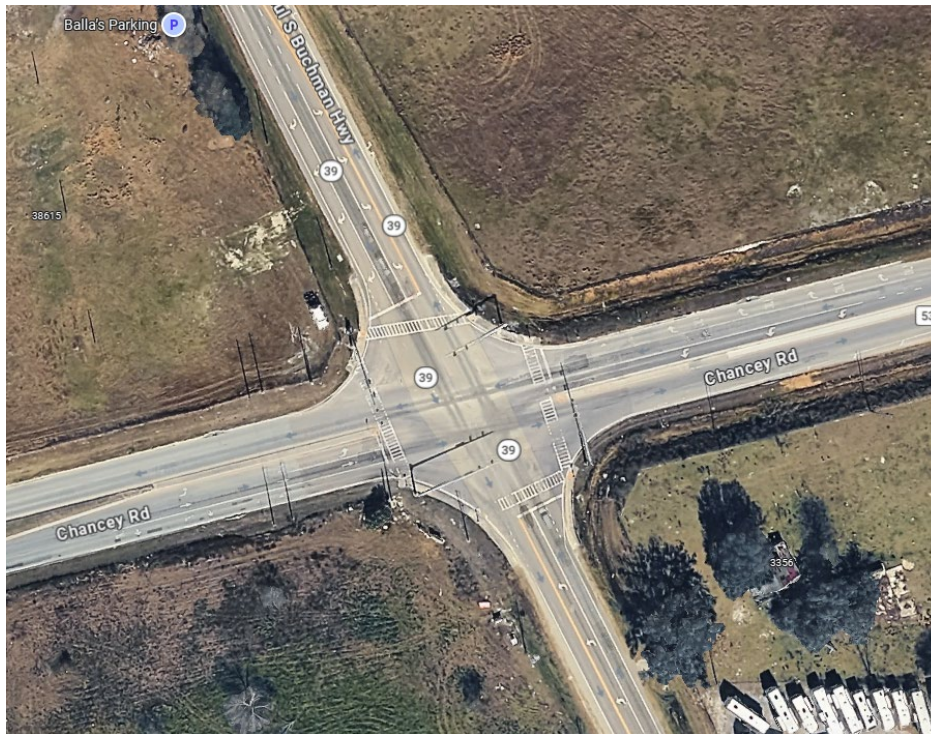
Latest Update: July 29, 2026

Original Request: Signal

Who Initiated the Request? City of Zephyrhills

Responsible Agency: Florida Department of Transportation (FDOT)

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



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

Details: Two of the approaches currently have designated turn lanes, while the other two do not. Discussion focused on potential signal timing modifications and the addition of turn-lane pavement markings. It was also noted that several street name signs are missing at this intersection. Jim Hartwell mentioned that many of the missing LED street name signs are currently being ordered.

Emphasis Area: Intersections

Action Items/Countermeasures: The group discussed operational and safety concerns at the intersection of Paul Buchman Highway (S.R. 39) and Chancey Road, particularly related to the current lane configuration and increasing heavy vehicle activity. Several approaches accommodate left-turn and through movements but lack dedicated right-turn lanes, including the northbound approach, where a high volume of trucks turn right onto Chancey Road. With ongoing construction, nearby development, and the corridor's growing industrial function, participants noted recurring congestion and long queues, especially involving semi-trucks attempting right turns. A request was identified for a northbound right-turn lane; however, it was noted that implementation would require right-of-way acquisition and additional pavement, making it a larger-scale improvement likely needing to be advanced through an FDOT project,

[Visit the CTST Traffic Safety Project Page](https://www.tampabaytrafficsafety.com/CTST) (<https://www.tampabaytrafficsafety.com/CTST>)

the County's Capital Improvement Program (CIP), or a joint effort. While no formal crash analysis has been completed, attendees observed notable operational issues and queueing during recent field reviews. Long-term plans to widen Chancey Road to four lanes are expected to further increase freight and industrial traffic along the corridor. Kasey Cursey offered to coordinate with FDOT District 7 freight staff to evaluate the intersection from a freight perspective and provide an update at a future meeting. It was noted that Kasey had previously initiated outreach to FDOT's freight group; however, no updates have been received to date. Christina noted that Kasey was not present at the meeting and recommended following up after the meeting. The group also discussed missing overhead street name signs at the intersection. Eric confirmed that, for state road facilities, FDOT Traffic Operations is responsible for replacement and can issue a Traffic Signal Request (TSR). Jim noted that the signs may have been on backorder for an extended period, raising concerns about delays. Eric indicated that the issue may not have been formally brought to FDOT's attention. Eric clarified that this intersection is not currently included on the list for street name sign replacements, although the signs are confirmed missing. He has submitted the request and noted the location will be added to the replacement queue. A discussion followed regarding a potential Resurfacing, Restoration, and Rehabilitation (RRR) project at Chancey Road, as well as heavy truck traffic along the corridor. The location will be added to the long-term list following sign replacement.

Eric explained that the signs are scheduled to be replaced as part of an upcoming resurfacing project anticipated to be completed in fall 2026. Christina asked whether the signal improvements would include changes to signal timing or the addition of protected left-turn movements, as some approaches currently have dedicated turn lanes while others do not. Jeffrey explained that previous congestion issues were largely related to signal detection problems that occurred after a construction-related lane shift. When the roadway was restored to its original configuration, detection for one of the left-turn lanes was not properly reactivated, preventing vehicles from being recognized by the signal system. Because the movement operates as a protected-permissive left turn, vehicles often experienced long delays and queueing when the turn lane filled. Jeffrey reported that staff corrected the detection zones and verified that the signal is now operating as intended. Jeffrey also described additional signal timing adjustments that were implemented for both the northbound and westbound left-turn movements. By modifying the signal logic to utilize existing green time more efficiently, the changes allow left-turn traffic to receive additional service without increasing overall cycle length. He noted that these adjustments should help reduce delays and improve traffic flow while making better use of the current signal timings. William McCaw indicated that the signal timing and phasing improvements appear to address many of the concerns previously raised at the intersection. However, he noted that one remaining issue is the eastbound approach turning north onto S.R. 39, where there is no dedicated right-turn lane despite increasing traffic demand. The group discussed substantial recent development in the area, including new residential communities, industrial growth, and major facilities that have increased traffic volumes. William suggested that the need for a dedicated turn lane may warrant further evaluation as development continues.

Local Roads Problem Locations

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

Initial Date: March 25, 2026

Latest Update: July 29, 2026

Original Request: Sidewalk and Crosswalk

Who Initiated the Request? City of Zephyrhills

Responsible Agency: Pasco County

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



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

Details: Melonie expressed concerns regarding C.R. 54 at Gardens of Westbrooke, noting a recent fatal pedestrian crash that occurred during a foggy morning and involved an elderly pedestrian. She clarified that the Gardens of Westbrooke is an assisted living facility, not a nursing home, and that residents regularly enter and exit the site. The City reported that they are currently working toward installing a sidewalk and an actuated pedestrian crosswalk at this location. It was noted that vulnerable users are crossing along Dairy Road. The City also discussed the need for improved lighting in the area. They emphasized the importance of pedestrian connectivity to support access to the proposed actuated crosswalk, as well as the need for education and awareness related to safe pedestrian crossings. Heather Triplett of the Zephyrhills Police Department mentioned that speed signs will be deployed. Further discussion followed regarding the potential to pursue HSIP funding for a Rectangular Rapid Flashing Beacon (RRFB) at this location.

Emphasis Area: Pedestrians and bicyclists

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

Jonathan Rose reported that a traffic study and enforcement effort were conducted following the fatal pedestrian crash near the assisted living facility on Daughtry Road. The study did not identify a significant speeding issue, as most motorists were traveling only slightly above the posted speed limit. As a result, law enforcement has continued routine enforcement in the area. Jonathan noted that while a wide sidewalk serves pedestrians along the corridor, there are limited opportunities to cross Daughtry Road, particularly near the assisted living facility, Florida Medical Clinic, schools, and other nearby destinations. The group discussed the potential benefit of adding marked crosswalks to better accommodate existing pedestrian activity. Hansel shared that the City is planning a multi-use trail that would connect to the existing sidewalk network along S.R. 54 and Daughtry Road. The trail is expected to increase pedestrian and bicycle activity in the area, creating additional demand for safe crossing opportunities. Hansel noted that the City is evaluating potential crosswalk connections to serve nearby schools, residential developments, and community destinations. William McCaw added that the trail is part of a larger citywide network that will ultimately connect to the S.R. 54 corridor, making the Daughtry Road area an important pedestrian crossing location. He also noted that he has coordinated with FDOT District 7 Safety Program Manager Bill Riha regarding potential crossing enhancements, including pedestrian signalization options. The group agreed that enhanced crossing treatments may be needed as the area continues to develop, and Christina requested updates from the City and FDOT as planning efforts move forward.

Long-Term List

Daughtery Road at U.S. 301

Initial Date: December 2023

Latest Update: June 24, 2026

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

Responsible Staff or Agency: Tina Russo (FDOT)

Who Initiated Request? None documented.

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



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

Details: There is a hill and overall poor visibility. The issues are westbound, coming off Daughtery Road. The crashes are typically elderly people. Discussion occurred on access management. The traffic flows from the Golden Corral to the south, and vehicles cut through the parking lot. The intersection crosswalks are offset as well

Emphasis Area: Intersections

Action Item/Countermeasure: The group discussed ongoing operational and safety concerns at the intersection of Daughtery Road and U.S. 301, including congestion, lack of protected left-turn movements, and geometric challenges related to the offset alignment and elevation changes. Law enforcement noted continued operational issues, particularly due to the absence of protected left-turn phases for eastbound and westbound movements, resulting in congestion and aggressive driving

behavior. FDOT Traffic Operations has conducted analyses at the intersection, including a review of crash data and a left-turn warrant assessment. While left-turn and pedestrian/bicycle crashes were identified, the evaluation determined that volumes and crash patterns do not currently meet warrants for implementing protected left-turn phasing. As a result, alternative improvements may need to be considered. The group discussed the need for continued monitoring and further review of crash trends, including consideration of seasonal variations (e.g., peak winter traffic). Christina suggested compiling updated crash data to better understand current conditions. Eric confirmed that FDOT would continue coordination with Traffic Operations and follow up on any additional findings from recent field reviews. A new traffic signal is planned at Wire Road, with construction anticipated to begin in the near term and be completed later this year. This improvement is expected to help create safer gaps in traffic along U.S. 301 and may alleviate some of the operational challenges at Daugherty Road. The group agreed to monitor conditions before and after signal installation. Additional improvements are being advanced by the City of Zephyrhills, including sidewalk connectivity enhancements and potential crosswalk installations. These efforts are currently in design and aim to improve pedestrian access and safety near the intersection. Coordination is also ongoing with local partners, including AdventHealth, to extend sidewalk infrastructure in the area. The group agreed to keep this location on the long-term problem list while FDOT continues evaluation and partners advance complementary improvements. Eric will follow up with FDOT staff, including Traffic Operations and project management, to provide updates on signal warrant analyses and project timelines.

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

Eiland Boulevard

Initial Date: March 25, 2026

Latest Update: July 29, 2026

Original Request: Widening and Lighting

Who Initiated the Request? City of Zephyrhills

Responsible Agency: Pasco County

Aerial map view of Eiland Boulevard corridor



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

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

Emphasis Area: Lane departures

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

discussion also acknowledged a recent fatal crash on April 18, reinforcing the need for continued monitoring and long-term safety improvements.

Given that multiple improvements are planned or underway, and no single actionable issue was identified, the group agreed to move Eiland Boulevard to the long-term monitoring list. The corridor will remain under observation, with the option to revisit specific concerns as needed. Jeffrey reported that efforts to include this corridor in the Capital Improvement Program (CIP) for widening and realignment were not successful. However, three new traffic signals are planned along the corridor.

The discussion originated from a concern raised by Officer Jonathan Rose regarding a construction-related traffic control issue that contributed to confusion for motorists and resulted in an officer-involved crash. William stated that he would coordinate with Public Works to determine whether the issue was associated with a City or developer project and to identify the corrective actions and timeline for resolution. Ann noted that the construction-related issue is only one of several concerns along the corridor. She described Eiland Boulevard as extremely dark during early morning hours and highlighted a history of serious crashes, including a fatal crash near Handcart Road. Ann also expressed concerns about increasing traffic volumes from surrounding development, substantial queueing at the Eiland Boulevard and Handcart Road intersection, and drivers making risky maneuvers due to congestion. While acknowledging that the intersection is signalized, several members agreed that its skewed geometry creates operational and safety challenges. Ann suggested that signal timing or phasing modifications, such as additional turn-arrow operations, may help reduce congestion and improve safety. The group also discussed broader corridor conditions, including limited roadway lighting, sidewalks, and pedestrian accommodations between Handcart Road and U.S. 301. Participants noted that lighting is generally limited to major intersections and that much of the corridor remains dark despite ongoing residential and commercial growth. William McCaw indicated that future roadway improvements, including potential widening projects, may be identified as part of the master roadway improvement plan. Given the ongoing development and pending capital improvement projects, the CTST agreed to keep the location on the tracking list and continue monitoring future improvements, particularly those related to lighting, roadway widening, and intersection operations.



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