

Pinellas CTST – August 6, 2026

Meeting started at 10:03 AM

I. General Meeting

Welcome and introductions. The July meeting minutes were approved.

II. Committee Reports

Enforcement

Jill Cox (St. Petersburg PD): Jill Cox reported that the St. Petersburg PD had no significant updates from the previous month but is continuing its Enhanced Law Enforcement Engagement operations. During the week of August 17th, the department will conduct e-bike safety outreach at local schools and an e-bike enforcement operation in downtown St. Petersburg. The agency is also participating in the DUI Wolfpack enforcement effort. Additionally, Jill noted a delayed fatal traffic incident involving an electric unicycle. The crash occurred on July 9th in Lot 7 at Tropicana Field but was not reported as a fatality until July 30th. The unicycle rider collided with an e-bike that was traveling with a large bicycle group. The rider was not wearing a helmet and later died from injuries sustained in the crash, marking the department's first recorded fatality involving an electric unicycle. The medical examiner reached out to determine whether law enforcement intended to complete any crash-related documentation, as the incident had not generated a traffic crash report. After reviewing the circumstances, St. Petersburg PD determined that the event did not meet the criteria for a standard traffic crash report and therefore could not be documented on a crash form. Instead, the department completed a regular incident report to document the fatality. During discussion, John Rieman noted that because the incident does not have an HSMV crash report number, it will not be captured in Signal Four or other crash databases commonly used for traffic safety analysis, highlighting a gap in how certain micromobility-related fatalities are recorded and tracked. Mark Eastty added that similar reporting limitations exist for single-bicycle crashes, which are generally handled through a case number and death investigation rather than a formal crash report, a practice that changed around 2015. The group acknowledged that incidents involving electric unicycles and some e-bikes present challenges for consistent reporting and inclusion in traffic safety statistics. Additional discussion followed.

Daniel Negeresmith (Clearwater PD): Daniel discussed how their agency handles serious bicycle and micromobility incidents that do not meet the criteria for a formal traffic crash report. In such cases, including e-bike versus pedestrian crashes, bicycle crashes on sidewalks, or incidents occurring off the roadway, the department completes a public accident report to ensure the event is documented, particularly when serious injuries or fatalities occur. He noted that while these incidents may not qualify as reportable traffic crashes or be entered into crash databases, the documentation provides a record of the event. For enforcement activities, Clearwater PD conducted an intensive Southern Slowdown campaign along U.S. 19, resulting in 389 traffic stops and 323 citations, including 277 speeding violations. The department is also preparing to conduct a three-bridges enforcement detail and another U.S. 19 traffic operation later in the month. Additionally, he reported successful prosecution outcomes in two traffic fatality cases, resulting

in convictions for DUI manslaughter and vehicular homicide, including one crash on U.S. 19 and another on Gulf-to-Bay Boulevard involving a vehicle striking the rear of a tractor-trailer. He concluded by noting that the department would be responding to two anticipated beach takeover events over the weekend, which are expected to require significant enforcement resources.

Larry Kolbicka (Pinellas Park PD): Larry reported that Pinellas Park PD conducted two DUI enforcement details during the previous month and remains heavily involved in Enhanced Law Enforcement Engagement activities. The agency also participated in Operation Southern Slowdown and has additional DUI and daytime enforcement details planned for the current month. To support back-to-school safety efforts, officers will be stationed at every school in Pinellas Park during arrival and dismissal times for the first two days of the school year. Larry also noted that the department continues to work through its FDOT grant programs and was recently approved for the pedestrian grant.

Brentin Mosher (USF CUTR): Brentin announced two upcoming multi-jurisdictional traffic enforcement operations in Pinellas County. The first is the annual Three Bridges Detail, scheduled for August 14th, which will focus on the Courtney Campbell Causeway, Gandy Bridge, and Howard Frankland Bridge. The second operation is a coordinated U.S. 19 enforcement detail planned for August 28th. This effort will span the entire U.S. 19 corridor, from the Sunshine Skyway Bridge northward through all jurisdictions along the roadway.

Mark Eastty (Pinellas County Sheriff's Office): Mark reported that seven Pinellas County law enforcement members recently completed the Breath Test Operator (BTO) course for the Intoxilyzer 9000. Additionally, three members, including Mark, completed the agency inspection course, which authorizes them to perform the required monthly inspections of the devices. The county continues to conduct e-bike enforcement details and participated in Operation Southern Slowdown alongside local agencies. Mark also noted that several Pinellas County agencies were recognized at the FDOT MADD Awards ceremony. Looking ahead, e-bike enforcement efforts will continue countywide, and the DUI Wolf Pack impaired driving enforcement operation is scheduled for September 5th. Mark will also attend the Florida Impaired Driving Coalition meeting on August 26th and August 27th.

Blaine Loring (Pinellas County Sheriff's Office): Blaine added that, with the start of the school year approaching, law enforcement personnel will be deployed to schools throughout Pinellas County for traffic enforcement and safety operations during student arrival and dismissal periods.

Engineering and Bike/Pedestrian

John Rieman (Pinellas County): John reported a relatively quiet month focused on community outreach and safety education. The county has been conducting back-to-school outreach efforts at local schools, including distributing safety devices and providing bicycle helmet fittings. John also highlighted progress on the Impaired Pedestrian Education Demonstration (IPED) Grant, which is funded through the Safe Streets and Roads for All (SS4A) program. The project is currently in its early stages, but county staff are optimistic about its potential impact. A significant component of the grant involves analyzing crash data and identifying limitations within existing data systems, particularly gaps in impairment reporting and fatalities that are not captured in Signal Four because they do not meet the definition of a reportable traffic crash. Pinellas County is exploring these data issues to better understand and address deficiencies in how certain

pedestrian, bicyclist, and micromobility incidents are documented and tracked. He concluded by requesting a brief discussion with Mark after the meeting regarding questions related to the project and data analysis efforts.

Brentin Mosher (USF CUTR): Brentin provided an update on two ongoing public education campaigns focused on recently implemented pedestrian and bicycle safety improvements in Pinellas County. One campaign is centered on the Skinner Boulevard corridor in Dunedin, where several treatments were installed earlier in the year, including new roundabouts, a pedestrian crossing at the trail, and a Rectangular Rapid Flashing Beacon (RRFB) near the roundabouts. A second education campaign is taking place along Alternate U.S. 19 from Palm Harbor to Tarpon Springs, where multiple pedestrian safety enhancements have recently been installed, including four Pedestrian Hybrid Beacons (PHBs) and three RRFBs.

Education

Brandy Howard (Suncoast Safety Council): Brandy reported that she has been conducting outreach presentations over the past several months to traffic magistrates, the State Attorney's Office, misdemeanor probation staff, and misdemeanor judges. These presentations focused on DUI-related issues, driver improvement education, traffic safety, and the courses available to support behavior change. She also provided judges with reference materials outlining available courses and ways they may be utilized, with the goal of increasing participation and use of these educational programs. Brandy noted that she is exploring the possibility of offering a Driving While License Suspended or Revoked (DWLSR) course after judges indicated that a significant portion of their caseload involves DWLSR offenses. Additionally, she attended a Department of Highway Safety and Motor Vehicles workshop regarding proposed updates to Florida Administrative Code rules governing ignition interlock devices, DUI programs, and vendors. While no changes have been formally approved, the proposed revisions are intended to strengthen oversight and authority within the ignition interlock program.

Jim Hartwell (LEL): Jim provided an update on the Florida Law Enforcement Traffic Safety Challenge Awards, noting that no Pinellas County agencies placed this year. However, the University of South Florida PD earned second place in the university category, and the Tampa PD placed third among agencies with 400 or more officers. He thanked agencies for their participation in the Southern Slow Down kickoff and reporting efforts and noted that preparations are underway for the upcoming Labor Day "Drive Sober or Get Pulled Over" campaign. Jim explained that award recipients are selected based on a point system that considers crash reduction statistics, enforcement activities, participation, and submission of exemplar officer nominations. He encouraged agencies to fully complete their applications and nominate deserving personnel to avoid losing points in future competitions. Looking ahead, Jim said he plans to better inform agencies about the application process before next year's awards cycle. He also noted that FDOT provided prizes for first-place agencies this year, including speed trailers. Additionally, Jim announced plans to organize a future LAM meeting, potentially in October or November, featuring a demonstration of new emergency vehicle light bar technology. The system allows vehicles to automatically adjust lighting patterns based on location and operating conditions, including geofencing capabilities near intersections and lower-intensity flash patterns during traffic stops. The event may be held at the Hillsborough training facility, and

vendors may participate and provide lunch. Hartwell said additional details will be shared once arrangements are finalized.

Sheila Rainey (John's Hopkins All Children's Hospital): Sheila reported significant progress with Pinellas County Schools following an e-bike, pedestrian safety, and helmet presentation delivered to the district's physical education staff. School representatives expressed interest in establishing helmet fitters within schools, and a senior district representative discussed developing safety education modules for students. The proposed content would focus on e-bike safety, including education for both e-bike riders and motorists. While the format has not been finalized, options under consideration include a single 15-minute module or a series of shorter modules delivered over multiple days. Sheila will provide the data and educational content needed to support the program's development and implementation within the school system. She also announced a helmet fitter training session scheduled for August 10th in Pasco County and noted that anyone interested in receiving the training is welcome to attend.

III. Old Business

Problem Locations

1. **Passing School Busses:** For Gulf-to-Bay Boulevard and Thornton Road, Eric confirmed that the school bus ahead signs had been installed and stated that the work should be complete, although he had not yet verified it in the field. Mark offered to drive by the location that evening and provide an update, but Daniel Negersmith noted that he had already checked the site and confirmed the signs had been updated.
2. **Trinity Boulevard and East Lake Road:** Mark reported that the traffic concern continues to be monitored through a directed patrol assignment. Deputies recently conducted enforcement at the location and issued approximately six warnings. Based on their observations, vehicle speeds appear to be decreasing, suggesting the enforcement efforts are having an effect. Mark noted that the directed patrol will remain in place through the end of next year, and the location will continue to be monitored.
3. **38th Avenue and 66th Street:** Mark stated that the group will coordinate with the City of St. Petersburg to determine whether the school has implemented any measures to address the pedestrian-related issues in the area. Jill Cox added that once school resumes, the St. Petersburg PD will monitor the intersection and surrounding area to assess operations and observe how conditions develop with students back in school.

HSIP and SRTS Projects

Mahshid Arasteh (American Quality Consultants): Mahshid provided an update on the HSIP program, noting that she continues to meet monthly with Bill, Eric, and Lori to review applications and project codes. Recent projects have included safety edge treatments, RRFBs, speed feedback signs, R1-6A signs, and brightsticks. Mahshid noted that she has not yet received any brightsticks applications from Pinellas County jurisdictions this year and encouraged agencies to submit requests. She reminded the group that the brightsticks application is a simple two-page form available through TampaBayTrafficSafety.com under the Engineering and HSIP section and does not require specific locations or crash data. Mahshid also reported

that District Seven's Approved Product List (APL) recently expired and is expected to be renewed within the next month or two. In the meantime, applications and project codes can still be reviewed and processed. She concluded by noting that Eric and Kelly are developing a new HSIP presentation that is expected to be presented to the CTST in September or October.

High Crash Intersections and Fatal Map

Mark Eastty (Pinellas County Sheriff's Office): Mark reviewed the county's fatal crash statistics and reported that, as of July 29th, Pinellas County had recorded 39 fatal crashes resulting in 39 fatalities during the current year. For comparison, at the same point in the previous year, the county had experienced 49 fatal crashes and 53 fatalities. He noted that there may have been one or two additional fatal crashes since the data was compiled. He also commented that bicycle-related fatalities are currently trending downward compared to last year and expressed hope that the county can maintain that positive trend moving forward.

IV. New Business

Sam Kerbo (Benesch): Sam presented impaired driving crash trends for Pinellas County compared with District 7. He reported that overall impaired driver crashes in Pinellas County declined by 18% from 2021 to 2025, decreasing from 1,157 crashes to 834 crashes, with District 7 showing a similar decline from about 3,200 crashes to 2,600 crashes. Fatal and serious injury impaired driving crashes in Pinellas County declined more sharply, from 121 crashes in 2021 to 51 in 2025, including decreases of 55% in fatal crashes and 60% in serious injury crashes. He noted that impaired driving crashes are eight times more likely to result in a fatal injury compared to non-impaired crashes. Hot spots were identified in downtown St. Petersburg, Clearwater, Clearwater Beach, the US 19 and SR 60 area, and some beach communities, particularly St. Pete Beach and Treasure Island, where several crashes involved pedestrians or bicyclists. Kerbo also noted that most impaired driving crashes occur on weekends, with about 55% occurring Friday through Sunday, and that the highest activity generally occurs between 6 p.m. and 4 a.m., with 67% of crashes occurring at night. Monthly trends showed a peak during the spring break period from late February through May, with a secondary increase in December. Demographic data indicated that impaired driving crashes are more common among younger drivers, particularly ages 21 to 39, and are more likely to involve male drivers. He also reported that about two-thirds of impaired driving crashes involve alcohol only, while about one-third involve drugs either alone or in combination with alcohol. Drug-related crash events declined by 43% from 2021 to 2025, which was slightly better than the District 7 average decline of 38%.

Mark Eastty (Pinellas County Sheriff's Office): Mark thanked Sam for the presentation and noted that the impaired driving trends indicate Pinellas County is performing well. He attributed the positive results to the combined efforts of law enforcement, engineers, FDOT, and other traffic safety partners working together to reduce impaired driving crashes. Mark also commented that the relatively high percentage of drug-related crashes may be influenced by the legalization of medical marijuana, which has been in effect since approximately 2017.

Upcoming Meeting: September 3rd, 2026 – Virtual Meeting, 10:00 AM

Meeting adjourned at 10:48 AM



MEETING MINUTES – AUGUST 2026

Attendees: Basit Ali (Kimley Horn), Mahshid Arasteh (American Quality Consultants), Valerie Brookens (Forward Pinellas), Jill Cox (St. Petersburg PD), Mark Eastty (Pinellas County Sheriff's Office), Kathy Gademer (City of Dunedin), Jim Hartwell (LEL), Eric Henry (FDOT), Brandy Howard (Suncoast Safety Council), Sam Kerbo (Benesch), Larry Kolbicka (Pinellas Park PD), Blaine Loring (Pinellas County Sheriff's Office), Brentin Mosher (USF CUTR), Daniel Negeresmith (Clearwater PD), Lori Palaio (JMT), Sheila Rainey (John's Hopkins All Children's Hospital), John Rieman (Pinellas County), Andrea Sauvageot (Benesch)

Pinellas CTST Meeting, August 2026

Problem Locations

Item 1: Passing School Buses

Date Reported: 11/4/21

Staff: Deput Miller, Joe Camera

Last Update: 8/6/26

Date Resolved/Withdrawn: N/A

Google Maps Link: N/A

Comments: The buses are not activating the red lights which activates the stop bars, only the yellow lights are on. People are passing with the yellow lights on. The deputies can't stop people unless the red lights are on, and the stop bars are out. He asked that the bus drivers be re-educated about this to help the situation. Everyone forgets and more education and enforcement is needed. They must identify their high problem areas, such as Gandy, 4th Street, 114th Avenue, etc. The City of St. Pete suggested a billboard campaign. The new school buses have lights that are a lot brighter, than previous buses. Deputy Loring and other agencies are working on passing school bus enforcement. Joe reached out to Sgt. Caseber, of Largo PD for assistance. Joe stated when parents have their kids getting on the bus in the morning near Belcher Rd and Lancaster Dr, the students jump in the middle of the median. Mark Eastty will make sure there is directed patrol in the areas Joe mentioned. Tampa Road was discussed. Deputy Loring will be taking care of the issues at US 19 and Highland Acres. This area backs up traffic for six to eight miles. Joe spoke to the driver, and she is going to try to open the yellow a little bit further back to give them more warning. Deputy Loring created a directive patrol for that as well and he is trying to include some of the patrol deputies and make them aware of it and enforce it when Deputy Loring is unavailable. School buses will take a break soon once school ends. Vehicles are not paying attention to bus stop arms. Daniel Negersmith stated that on Belcher Road by Oak Grove Drive, vehicles are constantly running past the bus stop arms. It is a 40mph zone. There is a transfer where buses pick up other students from other schools at that school, so many buses are coming and going. Daniel Negersmith if there is any way they can make that a school zone to slow down people during those times. John Rieman will investigate this location. Discussion followed.

Autumn will reach out to her drivers to ensure they are doing what they need to do. Mark will follow up on information on speed cameras in school zones. Autumn Westermann from Pinellas County Schools has a complaint at Oak Grove Middle School. Mark Eastty will get extra enforcement out there. Mark Eastty will look into Oak Grove Middle School. School starts on August 11th. Mark stated that all agencies will be increasing enforcement around school zones and buses during the back-to-school period. Mark addressed school bus safety concerns. He noted that Tarpon Springs Police Department has been actively monitoring a problematic bus stop area along U.S. 19 and issuing citations for stop-arm violations. Per the discussion from earlier in the meeting, last month, ongoing issues continued from September regarding the bus stop at 2909 Gulf to Bay Boulevard, where drivers consistently fail to stop for buses. Despite seeking assistance from the school board, progress has been minimal, and the situation may escalate to media attention due to the uproar it has caused. Another concern is the Oak Grove area, a 40 mph school zone with multiple buses, where drivers are not stopping. Efforts are underway to designate it as a school zone to slow traffic, and enforcement has been active. School bus stop-arm violations continue to be a significant safety concern, with drivers frequently passing stopped school buses. Reports of these violations are shared with law enforcement units for follow-up and enforcement.

School zone camera programs were also discussed, including implementation challenges experienced in other counties. Manatee County's program has been suspended due to enforcement errors, specifically citations being issued outside of active school zone times. Hillsborough County is currently operating a similar program, with violations reviewed by law enforcement prior to citation issuance. Ongoing concerns with illegal passing of school bus stop arms were discussed. A list of problem locations is shared with law enforcement, and targeted enforcement and updated signage have already resulted in improvements at some locations. School bus safety enforcement remains an ongoing challenge across Pinellas County, with multiple high-risk locations continuing to experience illegal passing violations despite prior attention and enforcement efforts.

Recent input from school bus drivers has helped identify updated problem locations, and adjustments have been made where feasible, such as relocating a stop from Gulf-to-Bay Boulevard to a nearby side street. However, certain locations, particularly near Oak Grove Drive, continue to be persistent problem areas. Discussion also highlighted the need to evaluate signage condition and visibility, including faded FDOT signs that may require replacement, as well as coordination between agencies to confirm jurisdiction and next steps. Because relocation is not always feasible, agencies are exploring additional countermeasures, including potential engineering solutions such as installing a raised median along sections of Gulf-to-Bay Boulevard to reduce illegal passing movements. Enforcement efforts are ongoing, but with limited resources, a combination of enforcement, education, and infrastructure improvements is being considered to address these recurring safety concerns. There are a high number of school bus passing violations occurring throughout the county. Specific concerns were noted at the intersection of Oak Street and Gandy Boulevard.

Eric provided an update regarding ongoing school bus safety concerns at Gulf-to-Bay Boulevard and Thornton Road, where there have been issues with motorists failing to stop on the opposite side of the roadway for a stopped school bus. He reported that he was able to work with Traffic Operations to have S3-1 School Bus Ahead signs installed at the location through a TSR process. The signs have either been installed already or will be completed soon and are intended to help improve driver awareness and address the compliance issues that have been observed.

For Gulf-to-Bay Boulevard and Thornton Road, Eric confirmed that the school bus ahead signs had been installed and stated that the work should be complete, although he had not yet verified it in the field. Mark offered to drive by the location that evening and provide an update, but Daniel Negersmith noted that he had already checked the site and confirmed the signs had been updated.

Item 2: Trinity Boulevard and East Lake Road

Date Reported: 11/6/25

Staff: Daniel Negersmith, Clearwater PD

Last Update: 8/6/26

Date Resolved/Withdrawn: N/A

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



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

Comments: Daniel Negersmith raised a concern about the intersection at Trinity Boulevard and East Lake Road, where drivers frequently run red lights during morning rush hours, particularly westbound vehicles making left turns southbound. This behavior causes gridlock and poses a high crash risk. Colin Bartholomew from City of Clearwater confirmed the issue occurs around 7:15 AM. Mark Eastty agreed to escalate the matter to traffic enforcement and suggested positioning a patrol car in the median for effective monitoring. The intersection will be added to the problem area list for follow-up next month. Mark sent an email to Deputy Howard Miller. There have been two violations, with one warning for passing a red light. There will be more numbers at the next meeting. Mark Eastty confirmed that directed patrols will continue, noting 13 warnings and several citations issued so far to help curb the issue. Mark stated since issuing a directed patrol there, officers have written 11 citations and more than 25 warnings. He said they will keep this location on the list a little longer, noting that it was originally raised by Sgt. Daniel Negersmith from Clearwater PD. Mark plans to reach out in the coming weeks to see whether conditions have improved. In the meantime, patrol units will continue monitoring the area during morning hours when drivers tend to roll past the stop bar and block the intersection.

Ongoing congestion during peak periods was noted, with vehicles frequently blocking the intersection. Drivers are entering the intersection without sufficient space to clear it, contributing to operational and safety concerns. Drivers should remain behind the stop bar until adequate space is available and traffic conditions allow the intersection to be cleared. Enforcement efforts continued at the Trinity Boulevard and East Lake Road intersection during March, primarily during morning hours. Deputies issued three citations and 13 warnings for traffic violations. Follow-up feedback indicated that the enforcement presence is

improving driver awareness and making a noticeable difference at the intersection. The group noted that enforcement at this location remains important, as speeding and aggressive driving continue to be ongoing issues along the corridor. It was observed that when officers are actively present, traffic flow improves, however, conditions tend to worsen once enforcement is no longer visible, with congestion and unsafe behavior returning. Drivers were described as frequently traveling at high speeds, and the corridor is often perceived as having raceway-like conditions. As a result, participants agreed the location should remain a priority for continued monitoring and enforcement. Enforcement is monitoring the area in the morning. Mark will send an email to Deneta about possible IVA technology opportunities.

Mark noted that deputies monitored the area at least five times during June and did not observe any violations during those enforcement efforts. He added that two days prior, deputies issued four warnings at the location. Daniel responded that the law enforcement presence is clearly noticeable when deputies are on site.

Mark reported that the traffic concern continues to be monitored through a directed patrol assignment. Deputies recently conducted enforcement at the location and issued approximately six warnings. Based on their observations, vehicle speeds appear to be decreasing, suggesting the enforcement efforts are having an effect. Mark noted that the directed patrol will remain in place through the end of next year, and the location will continue to be monitored.

Item 3: 38th Avenue and 66th Street

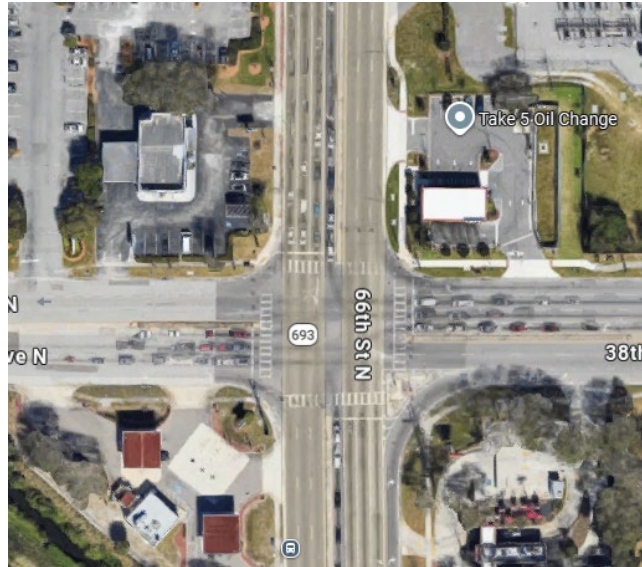
Date Reported: 3/16/26

Staff: Mercedes Nelson-Palmer, Treasure Island Fire Rescue

Last Update: 8/6/26

Date Resolved/Withdrawn: N/A

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



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

Comments: Concerns were raised regarding a proposed new Publix development and a nearby charter school, with increased congestion anticipated in the area. Identified issues include school pick-up and drop-off traffic, the lack of a formal school zone designation for charter and private schools, and limited driver awareness of increased pedestrian activity associated with the school. Ongoing congestion concerns were discussed at the intersection near 38th Avenue following the addition of a Publix, particularly due to increased pedestrian activity from students walking in the area. The location spans both unincorporated Pinellas County and the City of St. Petersburg. St. Petersburg Police reported that congestion is present but typically limited to a brief period of approximately 10 minutes during student pickup, after which traffic clears. The area will continue to be monitored to determine whether continued enforcement or presence is needed. The group discussed that this location is near a hospital and upcoming development could lead to increased pedestrian activity, particularly with a new Publix expected to open nearby. While no recent safety issues or incidents have been identified by enforcement, the area was previously raised as a concern by Treasure Island Fire Rescue and may still warrant monitoring. It was noted that the issue may also be under review by the STEPS committee for school-related considerations. Given the potential for higher pedestrian volumes, participants agreed to keep the location on the list for continued observation and coordination. There are issues during drop-off times. Schools are not following the staggering pick-up/drop-off plan, which is leading to crashes.

Mark stated that the group will coordinate with the City of St. Petersburg to determine whether the school has implemented any measures to address the pedestrian-related issues in the area. Jill Cox added that once school resumes, the St. Petersburg PD will monitor the intersection and surrounding area to assess operations and observe how conditions develop with students back in school.