

Pasco CTST – August 26, 2026

Meeting started at 1:31 PM

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

Christina Boulnois (Lochner): Christina highlighted several August safety initiatives, including Child Safety Awareness Month, Back to School Month, and the Drive Sober, Get Pulled Over campaign. Child Safety Awareness Month focuses on school zone safety, school bus and pedestrian rules, preventing vehicular back overs and heat stroke incidents, and ensuring proper child restraints. The Back to School campaign emphasizes roadway safety, adherence to bus rules, and increased awareness around school campuses. She also discussed the Labor Day National Enforcement Mobilization, running from August 9th through September 7th, which supports the Drive Sober, Get Pulled Over initiative by increasing law enforcement presence nationwide to discourage impaired driving. To support the impaired driving message, Christina dedicated the meeting to a fatal crash that occurred on June 6th, 2026, at the intersection of Handcart Road (C.R. 579) and Old Bridge Road. An SUV traveling northbound attempted a left turn on a green signal and turned into the path of an oncoming southbound motorcycle. The motorcycle struck the SUV, ejecting both the driver and passenger. The motorcycle driver died from his injuries shortly after the crash. Following the collision, the SUV driver left the scene and returned home, where law enforcement later located him. Suspected alcohol use is being investigated, with blood test results pending, and charges remain under review as part of the traffic homicide investigation. Christina dedicated the meeting to those affected by impaired driving incidents and the motorcycle rider who lost his life.

- III. **Minutes Approved**

- July minutes were approved. Christina thanked attendees for their support and recognized Lori for her work preparing the meeting notes, noting the significant amount of information documented and praising the quality of her efforts.

- IV. **Old Business**

1. **S.R. 54 at Mitchell Ranch Road** – While a lighted section has been installed at Seven Springs and Mitchell Ranch Road, they were unsure whether lighting improvements had been completed at the referenced location. Christina confirmed that the intersection is planned to be signalized and that design plans are being developed by Pasco County. Jeffrey Moncalian confirmed the project is part of the County's Capital Improvement Program (CIP) but had no new updates since the previous meeting. The group then discussed how to track long-term infrastructure projects. Eric Henry suggested moving projects such as planned signal installations to a long-term tracking list, where updates would only be provided when significant developments occur rather than revisiting them at every meeting. Christina agreed, noting this approach would streamline discussions and reduce the need for repetitive monthly updates. *This will be moved to the long-term list.*

2. **Paul Buchman Highway at Chancey Road** – William McCaw provided an update on a priority intersection that is being reviewed due to anticipated increases in industrial traffic from several upcoming developments, including Tibbetts, Monin, and additional planned industrial users. The City is working with its traffic engineer to evaluate potential improvements, as the intersection has been identified as a hotspot and is included on a city-county transportation joint projects list. William explained that growing eastbound truck traffic is expected to create conflicts because vehicles turning toward the industrial area are currently slow within the travel lane, particularly given the sharp angle of the turn. Rodney Corriveau clarified that the evaluation is not focused on adding a new traffic signal but rather on determining what operational and safety improvements are needed, including potential turn lanes. Based on projected traffic growth, the group discussed the likelihood of adding an eastbound right-turn lane to improve traffic flow and reduce conflicts. Christina requested that the City continue providing updates as the analysis progresses, and the item will remain on the CTST problem identification list pending recommendations from the traffic engineering review.
3. **C.R. 54 at Gardens of Westbrooke/Dairy Road** – Rodney Corriveau explained that the concern relates to a fatal pedestrian crash that occurred several months earlier. In response, the City has been evaluating the potential installation of a midblock crosswalk at the location. Rodney noted that city staff, including the Public Works Department and Mayor Monson, have met to discuss the issue and possible improvements. While no new developments were available at the time of the meeting, the City continues to explore options to enhance pedestrian safety at the site. Christina thanked Rodney for the update and indicated the item would remain under consideration as additional information becomes available.
4. **Daughtry Road and U.S. 301** – William McCaw explained that the City has been working on sidewalk improvements in the area, while Rodney Corriveau provided additional details on efforts to improve pedestrian connectivity. The City is evaluating available right-of-way along Daughtry Road for a new sidewalk and has retained an acquisition group to obtain additional right-of-way if needed. The project also includes a southbound right-turn lane on Daughtry Road at Gall Boulevard and a missing segment of sidewalk on the opposite side of Gall Boulevard that will connect to the new AdventHealth Medical Office Building. Once completed, these improvements are expected to enhance both pedestrian access and vehicle operations throughout the corridor.
5. **Eiland Boulevard** – William McCaw reported that a roadway striping issue previously identified by Officer Rose had been corrected. The concern arose after temporary black pavement markings covering old striping wore away, creating confusion for drivers and contributing to a crash that seriously injured an elderly woman who was transported by air ambulance but survived. After being notified of the issue, the contractor responsible for nearby development-related improvements returned the next day and re-striped the roadway, resolving the problem. While no photographs were taken before the correction, William noted that the Zephyrhills Police Department may have documented the location

during its crash investigation. Ann Starling confirmed that the striping issue at Handcart Road has been addressed but raised concerns about a separate safety issue at the Eisland Boulevard and Handcart Road intersection, where a fatal head-on crash involving a child occurred. She described the intersection as dark, curved, and slightly banked, making it difficult for drivers, particularly at night, to determine the correct lane path. Ann noted that increasing traffic volumes and poor visibility may contribute to lane departures and driver confusion. The group reviewed the intersection layout and discussed the northbound left-turn movement, which currently operates with a flashing yellow arrow. Christina suggested that Pasco County evaluate whether the movement should be converted to a protected left-turn phase, particularly given the roadway's curvature, speed, and crash history. Jeffrey Moncalian confirmed that the intersection is not currently restricted and agreed to discuss the concern with traffic operations staff. The discussion also noted that the speed limit had recently been reduced from 55 mph to 45 mph, although no post-study had been conducted to determine whether vehicle speeds had decreased. Christina recommended further evaluation of the intersection and consideration of operational changes to improve safety.

V. New Business

Education

Isabella Discepolo (HCA Bayonet Point Hospital): Izzy shared several recent school safety outreach efforts. Prior to the start of the school year, she obtained four “School Open, Slow Down” signs from the Florida PedBike Safety Coalition and strategically placed them near Hudson High School, Hudson Academy, and along Cobra Way to maximize visibility around three schools. She also highlighted a new e-bike safety education program developed through Safe Kids, which includes a series of short videos designed to help parents and students better understand e-bike safety. Izzy praised the collaborative efforts of Tina, Jeff, Sheila, and others involved in developing the materials and suggested they may be valuable for broader school-based education efforts. Additionally, Izzy noted that Pasco County Fire Rescue is supporting upcoming pedestrian and bicycle safety initiatives, including Walk, Bike & Roll to School events and related helmet safety activities. These efforts are intended to promote safe travel to school and increase awareness of pedestrian, bicycle, and micromobility safety among students and families.

Renisa Martinez (John’s Hopkins All Children’s Hospital): Renisa provided updates on several Safe Kids initiatives, building on Izzy’s comments. She highlighted a new three-minute e-bike safety education video developed through a collaboration between FDOT District 7, Sheila, Tina Russo, and other partners. The video is intended to educate students and parents about safe e-bike use and is being made available for widespread distribution through agencies, task forces, community organizations, and social media. Renisa also noted that there are plans to expand the educational messaging to older adult populations in the future. Renisa reminded the group that Walk to School Day is scheduled for October 7th and indicated that Safe Kids may seek support from task force members for events at participating schools. She emphasized the importance of continued collaboration on pedestrian and bicycle safety outreach and noted that additional details would be shared with the task force as planning progresses. Christina thanked Renisa for

the update and encouraged the discussion, recognizing the value of the ongoing education and outreach efforts.

Kasey Cursey (EXP): Kasey expressed interest in supporting the upcoming Walk to School Day event on October 7th, noting that he has participated in similar events at Starkey Ranch in previous years. She asked Renisa Martinez and Robert Leverrett to share event details once available so she can help coordinate participation.

Renisa Martinez (John's Hopkins All Children's Hospital): Renisa responded that Sheila is leading much of the planning effort and that information regarding volunteer opportunities and event involvement will be distributed to partners as it becomes available. Renisa also provided additional Safe Kids updates, highlighting that September is Child Passenger Safety Month. She noted that several organizations are collaborating to promote child passenger safety, seat belt use, and proper child restraint practices throughout the month. Renisa announced plans for a Seat Check Saturday event, tentatively scheduled for September 26th in partnership with Pasco County Fire Rescue, and said event materials would be shared once finalized. Christina thanked the presenters for their updates and the group's continued support of traffic safety education and outreach initiatives.

Lori Palaio (JMT): Lori then offered to share the new e-bike safety public service announcement (PSA) with the group, and Christina agreed, noting that there was time remaining in the meeting to view the video.

Lori shared FDOT's new e-bike safety PSA, which explains the different classes of e-bikes, Florida's e-bike requirements, and key safety practices. The video emphasizes wearing a properly fitted helmet, understanding an e-bike's capabilities, practicing in safe areas before riding in traffic, following the rules of the road, and riding responsibly. It also highlights that children should use age-appropriate e-bikes and that higher speeds increase safety risks. Following the video, participants discussed its potential use in schools, law enforcement outreach, and public education campaigns. Karen Buckenheimer noted that More Health plans to incorporate the PSA into its school-based safety lessons, while Sheila Rainey explained that the video was intentionally created without agency branding so it can be widely shared and used by multiple organizations. Participants agreed that the PSA is a valuable resource for promoting consistent e-bike safety messaging throughout the community.

Brentin Mosher (USF CUTR): Brentin shared an additional traffic safety PSA developed with USF featuring campus mascots Koda the Fluff and Rocky the Bull and encouraged members to view and share the video.

Enforcement

Brentin Mosher (USF CUTR): Brentin highlighted an upcoming high-visibility enforcement operation scheduled for Friday along the entire U.S. 19 corridor, extending from Pinellas County to the Citrus County line.

Robert Leverrett (Pasco County MPO): Robert announced that the Pasco MPO will once again conduct its Project Red Light campaign in October. The campaign focuses on pedestrian safety and educating motorists about stopping for pedestrians at crossings and intersections. The MPO has developed a variety of shareable outreach materials and has been coordinating with multiple partner agencies to distribute the

messaging throughout the community. Robert encouraged task force members to contact him or Angel if they would like campaign materials to support local outreach efforts. Christina thanked him for the update and ongoing partnership in promoting pedestrian safety.

Rodney Corriveau (City of Zephyrhills): Rodney shared that the City of Zephyrhills is actively advancing plans for a new multi-use trail intended to improve safety and connectivity for pedestrians, bicyclists, and motorists. The project is part of the City's broader effort to create a more accessible transportation network and provide safer alternatives for non-motorized users. Rodney explained that one of the goals is to encourage pedestrians who currently cross at busy intersections to utilize the trail system instead, reducing conflicts between roadway users. He noted that the City will continue to refine the project and provide updates to the task force as it progresses. Christina thanked Rodney for the update and confirmed that the project is located in the City of Zephyrhills.

Jim Hartwell (LEL): Jim provided an enforcement update, noting that the Drive Sober or Get Pulled Over campaign began on August 19th and will continue through September 7th, with law enforcement reporting activities submitted through September 30th as part of the Law Enforcement Liaison (LEL) program. He also reported that Operation Southern Slowdown was a success across FDOT District 7, with strong participation from local law enforcement agencies and only a small number of agencies not submitting activity reports. Jim specifically thanked Chief Ann Starling for serving as one of the speakers supporting the campaign and helping promote its traffic safety message.

Engineering

Christina Boulnois (Lochner): Christina provided an engineering update regarding the planned RSA. With schools now back in session, she indicated that the audit will likely be scheduled within the next couple of months once temperatures become more manageable and field conditions are more comfortable. She noted that conducting the RSA during the fall will allow the team to observe school-related traffic, pedestrian, and bicycle activity under normal operating conditions. Christina stated that the topic will be revisited at the next CTST meeting so the group can begin planning and coordinating the field review.

Crash Statistics

Lori Palaio (JMT): From January 1st, 2026, to June 14th, 2026, there have been 36 fatal crashes. At the last CTST from January 1st, 2026, to May 6th, 2026, there were 28 fatal crashes. The eight new fatal crashes include three pedestrian, two left turn, one rear end, one bicycle, and one run-off-road fatal crash.

The first pedestrian fatal crash occurred on May 15th, 2026, at approximately 1:54 PM on Epiphany Way and Tryfon Boulevard (Report Number 27981936), in a roundabout, in day, clear, and dry conditions. The vehicle was traveling northbound on Epiphany Way, approaching the roundabout at the intersection with Tryfon Boulevard. The pedestrian was traveling westbound from a private property, approaching the roundabout. The driver pulled over at the roundabout to allow the pedestrian to enter the front passenger seat of the vehicle. As the pedestrian approached the vehicle, the driver's foot slipped off the brake pedal and contacted the gas pedal, causing the vehicle to lunge forward. The second pedestrian fatal crash occurred on May 25th, 2026, at approximately 6:13 AM on Florida Power Road and Ancient Oaks

Boulevard (Report Number 27991176), at the four-way intersection, in dawn, clear, and dry conditions. The pedestrian was traveling east across Ancient Oaks Boulevard at Florida Power Road. The vehicle was traveling north on Ancient Oaks Boulevard. The pedestrian entered the path of the vehicle and failed to yield to right-of-way. The third pedestrian fatal crash occurred on May 28th, 2026, at approximately 8:15 PM on Cloudless Bliss Drive and Skybrooke Boulevard (Report Number 27976379), not at the intersection, in dusk, clear, and dry conditions. The vehicle was traveling west on Cloudless Bliss Drive. The pedestrian was playing in the travel lanes of Cloudless Bliss Drive. The pedestrian was riding a Razor Crazy Cart Shuffle sit-down scooter.

The bicycle fatal crash occurred on May 30th, 2026, at approximately 9:00 PM on Grand Boulevard and Marine Parkway (Report Number 27881754), not at the intersection, in dark-lighted, clear, and dry conditions. The vehicle was traveling northbound on Grand Boulevard. The e-bicyclist was traveling southbound on Grand Boulevard in the northbound lane, improperly. The e-bike traveled at a high rate of speed in the wrong lane towards oncoming traffic.

For all fatal crashes, vulnerable users make up approximately 53 percent of the fatal crashes. There are currently 36 fatal crashes through June 14th, 2026. Same period in 2025 there were 41 fatal crashes. We are down by five fatal crashes in the same period. For crash hotspots, there have been three fatal crashes so far this year in a two-mile stretch on U.S. 19 from Beacon Woods Drive and Hudson Avenue, one was rear end and two were coded as other (one single vehicle related and one the type of impact was angle).

Christina Boulnois (Lochner): Christina asked whether any FDOT or CTST-funded safety initiatives were underway in that hotspot area. Neither Eric nor Anthony Chaumont were aware of any specific projects or studies currently addressing the corridor. The group acknowledged the concern and the recent crash history but did not identify any ongoing improvement efforts at that time.

VI. Calendar Updates / Activity Reports

Jeff McConnell (Port Richey PD): Officer McConnell provided an enforcement update, noting that his agency recently participated in a multi-agency DUI Wolf Pack operation alongside the Pasco County Sheriff's Office, New Port Richey Police Department, and the Florida Highway Patrol. He also announced plans for another coordinated DUI enforcement operation around September 5th in partnership with Pinellas County Sheriff's Office and surrounding agencies as part of Labor Day impaired driving enforcement efforts. In addition, his agency is participating in the ongoing Drive Sober or Get Pulled Over campaign and will be involved in the upcoming Bridge to Bridge enforcement event along the U.S. 19 corridor. Jeff McConnell reported that the agency is wrapping up its current speed and aggressive driving enforcement initiative as well as a DUI enforcement detail. At the same time, a new bicycle and pedestrian high-visibility enforcement campaign is beginning, and requests have been submitted to continue both DUI and speed/aggressive driving enforcement efforts in the future. Christina thanked Officer McConnell for the update and commended the agencies for their collaboration and coordination on the Wolf Pack enforcement operations, noting that even small efforts can have a positive impact on roadway safety.

Isabella Discepolo (HCA Bayonet Point Hospital): Izzy shared that HCA Florida Bayonet Point Hospital is partnering with Tampa General Hospital and FDOT to host a CarFit event on September 11th in Tampa. The event will focus on helping older drivers improve vehicle fit, comfort, and safety. Izzy noted that the event is expected to take place during the morning hours, approximately from 8:00 AM to 1:00 PM, although final details were still being confirmed. She indicated that additional information and the finalized event flyer would be shared with the group once available. Christina thanked Izzy for providing the update and helping promote older driver safety initiatives.

Ariana Roman (MADD): Ariana shared that MADD continues to deliver its Power of Youth presentation, which focuses on impaired driving prevention and is typically presented to high school students through driver education classes. Ariana noted that driver education programs are somewhat limited within Pasco County, but she will be presenting at Wiregrass Ranch High School on Friday. While opportunities may be limited, she emphasized that the presentation will allow MADD to continue reaching young drivers with important impaired driving prevention messages and traffic safety education. Christina thanked Ariana for the update and her ongoing outreach efforts.

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

IX. Open Forum/Announcements

Christina Boulnois (Lochner): Christina followed up on the crash associated with confusing pavement markings and asked whether Pasco County allows contractors to simply black out existing striping during construction projects.

Jeffrey Moncalian (Pasco County): Jeffrey emphasized that this practice is no longer acceptable and that pavement markings should be completely removed rather than covered with black paint, as residual markings can remain visible and create driver confusion. He noted that Pasco County has been taking a much stricter stance on the issue because it has contributed to safety concerns and operational problems. Jeffrey encouraged attendees to report locations where blacked-out pavement markings are still being used so they can be addressed appropriately.

Jim Hartwell (LEL): Jim reported a maintenance concern on Sea Forest Drive near Egret's Place, where a speed limit sign had been knocked down, likely as the result of a vehicle leaving the roadway. He noted that the incident may not have been reported, meaning the County could be unaware of the damaged sign. Jeffrey Moncalian confirmed the location and stated that he would notify the County's sign shop so the sign could be replaced. Jim thanked Jeffrey for the prompt response, and Jeffrey assured the group that the issue would be addressed.

Eric Henry (FDOT): Eric told the group about the upcoming CTST Regional Summit, formerly known as the CTST Mega Meeting, which is scheduled for October 29th. He noted that the event will be held at the AAA facility in Hillsborough County, providing a more centrally located venue for District 7 stakeholders. Christina Fogt-Boulnois expressed enthusiasm for the event and noted that the Hillsborough location will be more convenient for many attendees than last year's event in Citrus County.

Kasey Cursey (EXP): Kasey asked for an update regarding a planned heavy truck safety demonstration. Eric confirmed that organizers are finalizing logistics to bring a full-size tractor-trailer educational exhibit to the summit. He thanked Kasey for helping establish the connection that made the opportunity possible. Kasey explained that the program, affiliated with a Virginia Tech transportation safety initiative, uses a tractor-trailer to educate participants about truck blind spots and safe driving behaviors around large vehicles. The program focuses particularly on teens and older drivers, allowing participants to sit in the truck cab and experience firsthand the limited visibility truck drivers face. Kasey shared that she learned about the program at the Lifesavers Conference in Baltimore and was impressed that the organization provides outreach opportunities at no cost. She also noted that the program has only had limited exposure in Florida and expressed excitement about bringing it to District 7.



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Eric Henry (FDOT): Eric added that organizers are exploring opportunities to bring the demonstration to Hillsborough County high schools while the truck is in the area. He reiterated that the exhibit will provide a valuable hands-on learning experience for Summit attendees and students alike.

Kasey Cursey (EXP): Kasey further noted that the program's research indicates that the majority of crashes involving large trucks are caused by the actions of surrounding motorists rather than truck drivers. She emphasized the importance of educating drivers about truck blind spots and safe following and passing behaviors.

Isabella Discepolo (HCA Bayonet Point Hospital): Izzy also expressed support for the demonstration, noting that it will be a valuable educational opportunity for attendees. The discussion concluded with Christina thanking Eric and Kasey for their teamwork and efforts to make the truck safety exhibit possible.

Next Meeting: September 23rd, 2026 – Virtual Meeting, 1:30 PM

Meeting adjourned at 2:27 PM

Meeting Attendees: Matthew Belmonte (Gresham Smith), Christina Boulnois (Lochner), Anthony Chaumont (JMT), Rodney Corriveau (City of Zephyrhills), Kasey Cursey (EXP), Isabella Discepolo (HCA Bayonet Point Hospital), Jim Hartwell (LEL), Eric Henry (FDOT), Michael Koch (Port Richey PD), Phuong Lam (Benesch), Robert Leverrett (Pasco County MPO), Renisa Martinez (Johns Hopkins All Children's Hospital), William McCaw (City of Zephyrhills), Jeff McConnell (Port Richey PD), Jeffrey Moncalian (Pasco County), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Sheila Rainey (Johns Hopkins All Children's Hospital), Hansel Rodriguez (City of Zephyrhills), Ariana Roman (MADD), Jonathan Rose (Zephyrhills PD), Andrea Sauvageot (Benesch), Ann Starling (Dade City PD), Randy Stovall (Pasco CAC)

Pasco CTST Meeting

Challenging Locations, August 26, 2026

State Highway System Locations

Paul Buchman Highway at Chancey Road

Initial Date: March 25, 2026

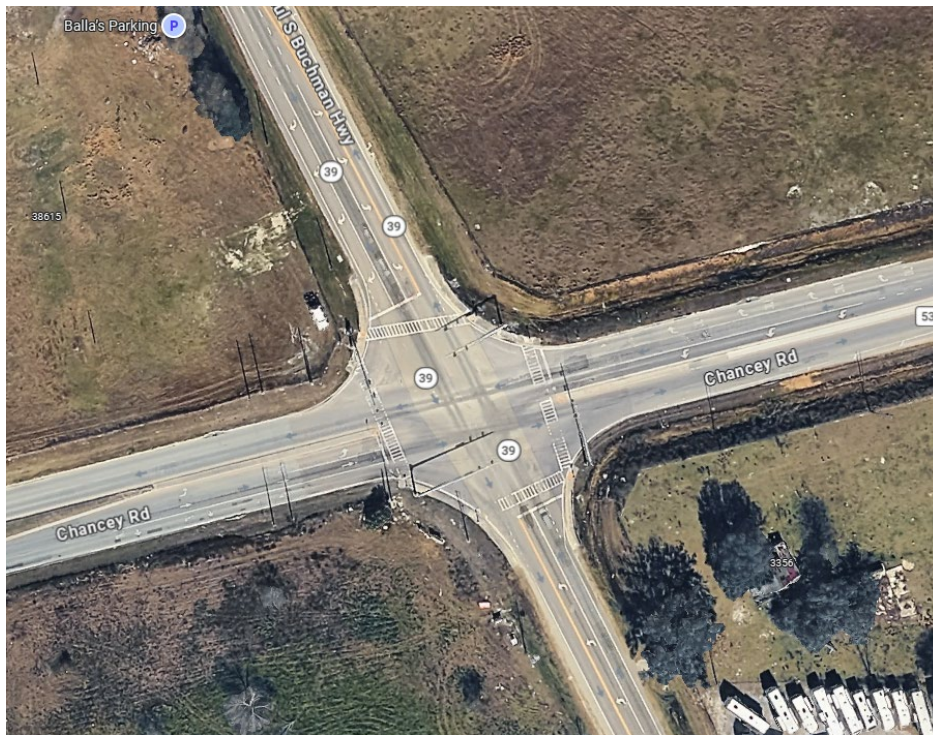
Latest Update: August 26, 2026

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

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

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

William McCaw provided an update on a priority intersection that is being reviewed due to anticipated increases in industrial traffic from several upcoming developments, including Tibbetts, Monin, and additional planned industrial users. The City is working with its traffic engineer to evaluate potential improvements, as the intersection has been identified as a hotspot and is included on a city-county transportation joint projects list. William explained that growing eastbound truck traffic is expected to create conflicts because vehicles turning toward the industrial area are currently slow within the travel lane, particularly given the sharp angle of the turn. Rodney Corriveau clarified that the evaluation is not focused on adding a new traffic signal but rather on determining what operational and safety improvements are needed, including potential turn lanes. Based on projected traffic growth, the group discussed the likelihood of adding an eastbound right-turn lane to improve traffic flow and reduce conflicts. Christina requested that the City continue providing updates as the analysis progresses, and the item will remain on the CTST problem identification list pending recommendations from the traffic engineering review.

Local Roads Problem Locations

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

Initial Date: March 25, 2026

Latest Update: August 26, 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.

Rodney Corriveau explained that the concern relates to a fatal pedestrian crash that occurred several months earlier. In response, the City has been evaluating the potential installation of a midblock crosswalk at the location. Rodney noted that city staff, including the Public Works Department and Mayor Monson, have met to discuss the issue and possible improvements. While



no new developments were available at the time of the meeting, the City continues to explore options to enhance pedestrian safety at the site. Christina thanked Rodney for the update and indicated the item would remain under consideration as additional information becomes available.

Long-Term List

Daughtery Road at U.S. 301

Initial Date: December 2023

Latest Update: August 26, 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.

William McCaw explained that the City has been working on sidewalk improvements in the area, while Rodney Corriveau provided additional details on efforts to improve pedestrian connectivity. The City is evaluating available right-of-way along Daughtry Road for a new sidewalk and has retained an acquisition group to obtain additional right-of-way if needed. The project also includes a southbound right-turn lane on Daughtry Road at Gall Boulevard and a missing segment of sidewalk on the opposite side of Gall Boulevard that will connect to the new AdventHealth Medical Office Building. Once completed, these improvements are expected to enhance both pedestrian access and vehicle operations throughout the corridor.

Eiland Boulevard

Initial Date: March 25, 2026

Latest Update: August 26, 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.

William McCaw reported that a roadway striping issue previously identified by Officer Rose had been corrected. The concern arose after temporary black pavement markings covering old striping wore away, creating confusion for drivers and contributing to a crash that seriously injured an elderly woman who was transported by air ambulance but survived. After being notified of the issue, the contractor responsible for nearby development-related improvements returned the next day and re-striped the roadway, resolving the problem. While no photographs were taken before the correction, William noted that the Zephyrhills Police Department may have documented the location during its crash investigation. Ann Starling confirmed that the striping issue at Handcart Road has been addressed but raised concerns about a separate safety issue at the Eiland Boulevard and Handcart Road intersection, where a fatal head-on crash involving a child occurred. She described the intersection as dark, curved, and slightly banked, making it difficult for drivers, particularly at night, to determine the correct lane path. Ann noted that increasing traffic volumes and poor visibility may contribute to lane departures and driver confusion. The group reviewed the intersection layout and discussed the northbound left-turn movement, which currently operates with a flashing yellow arrow. Christina suggested that Pasco County evaluate whether the movement should be converted to a protected left-turn phase, particularly given the roadway's curvature, speed, and crash history. Jeffrey Moncalian confirmed that the intersection is not currently restricted and agreed to discuss the concern with traffic operations staff. The discussion also noted that the speed limit had recently been reduced



from 55 mph to 45 mph, although no post-study had been conducted to determine whether vehicle speeds had decreased. Christina recommended further evaluation of the intersection and consideration of operational changes to improve safety.

S.R. 54 at Mitchell Ranch Road

Initial Date: March 25, 2026

Latest Update: August 26, 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

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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.

While a lighted section has been installed at Seven Springs and Mitchell Ranch Road, they were unsure whether lighting improvements had been completed at the referenced location. Christina confirmed that the intersection is planned to be signalized and that design plans are being developed by Pasco County. Jeffrey Moncalian confirmed the project is part of the County's Capital Improvement Program (CIP) but had no new updates since the previous meeting. The group then discussed how to track long-term infrastructure projects. Eric Henry suggested moving projects such as planned signal installations to a long-term tracking list, where updates would only be provided when significant developments occur rather than revisiting them at every meeting. Christina agreed, noting this approach would streamline discussions and reduce the need for repetitive monthly updates. This will be moved to the long-term list.



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