

Pinellas CTST – September 3, 2026

Meeting started at 10:02 AM

I. General Meeting

Welcome and introductions. The August meeting minutes were approved.

Kelly Farabee (FDOT): Kelly presented on the Pinellas County 2026 State of Safety Presentation. The State Strategic Highway Safety Plan uses emphasis areas to identify crash patterns and focus safety efforts. In Pinellas County, lane departure crashes account for a larger share of fatal and serious injury crashes than intersection crashes, though both remain important focus areas. Vulnerable road users, particularly pedestrians, bicyclists, motorcyclists, and aging road users, also represent a significant portion of fatalities and severe injuries. Impaired driving, lack of occupant protection, and speeding or aggressive driving continue to be key contributing behaviors. Although pedestrians, bicyclists, and motorcyclists make up less than 10% of total crashes districtwide, they account for more than half of fatalities and a substantial share of serious injuries, making them critical focus areas for achieving Target Zero. Pedestrian and bicyclist crash trends show that one in six crashes resulted in a fatality or serious injury, with nearly half occurring in non-daylight conditions. Almost 60% of fatal crashes occurred at mid-block locations, 41% occurred on roadways posted at 40 mph or higher, and 24% occurred at signalized intersections. Potential countermeasures include enhanced mid-block crossings, improved lighting, speed management strategies, signal timing improvements, and pedestrian-focused signal operations such as protected left-turn phasing. Lane departure crashes account for 22% of fatal and serious injury crashes in Pinellas County, with most occurring on local roadways. Thirty-five percent involved older drivers, 21% involved alcohol, and nearly 60% occurred on divided roadways. Recommended strategies include improved signage and pavement markings, speed management measures, enhanced median barrier visibility, and impaired driving enforcement. Motorcycles and motor scooter crashes also remain a concern, with one in four resulting in fatality or serious injury. Many occurred in non-daylight conditions, at signalized intersections, or on divided roadways. Countermeasures include improved lighting, speed management, protected left-turn phasing, and education campaigns for both riders and drivers. Intersection crash trends indicate that 52% of fatal and serious injury crashes occurred at signalized intersections, exceeding the districtwide average. Nearly 40% were left turn related, 13% involved red-light running, and 25% involved a pedestrian or bicyclist. Potential improvements include enhanced signal visibility, updated clearance intervals, red-light running enforcement technologies, protected left-turn phasing, leading pedestrian intervals, and right-turn-on-red restrictions where appropriate. Kelly also highlighted the Highway Safety Matrix, which identifies jurisdictions eligible for state safety grant funding. Pinellas County qualifies in nearly all categories, providing opportunities to secure funding for safety improvements. She emphasized that safety should be integrated into every stage of project development, from planning and design through implementation and maintenance.

II. Committee Reports

Enforcement

Jill Cox (St. Petersburg PD): Jill reported that St. Petersburg PD conducted numerous traffic enforcement operations last month and will participate in the DUI Wolf Pack operation on Saturday. The department is also launching monthly e-bike enforcement operations at each school to address safety concerns and promote compliance among student riders.

Daniel Negeresmith (Clearwater PD): Daniel reported that last month's enforcement activities included operations on U.S. 19 and a three-bridge detail conducted with the Florida Highway Patrol in Tampa. Upcoming efforts include participation in the DUI Wolf Pack operation and a commercial vehicle enforcement detail scheduled for September 16th, which will also be conducted in coordination with FHP. He noted that the commercial vehicle detail is a new enforcement focus area for the county and was selected as an opportunity to target a traffic safety issue that has not been addressed recently.

Mark Eastty (Pinellas County Sheriff's Office): Mark reported that Pinellas County continues its monthly e-bike enforcement efforts, conducting at least two operations each month, with one occurring in North County and one in South County. These operations primarily focus on education, with enforcement actions varying based on the severity of observed violations. Mark also shared that he attended the Florida Impaired Driving Coalition meeting in Orlando on August 26th and 27th, where participants discussed the Florida Traffic Safety Plan and other impaired driving initiatives. He noted that local agencies may participate in some of the coalition's campaigns. Mark announced that a DUI Wolfpack operation is scheduled for September 5th, and he plans to participate.

Engineering and Bike/Pedestrian

Brentin Mosher (USF CUTR): Brentin reported that the pedestrian and bicycle team recently completed its detail on Skinner Boulevard, which included work related to a new Rectangular Rapid Flashing Beacon (RRFB) in Dunedin and pedestrian education efforts at a nearby trail crossing. The team has now shifted its focus to Alternate U.S. 19, from Palm Harbor to Tarpon Springs, where several new RRFBs and pedestrian hybrid beacons have been installed. Education and outreach activities at these locations will continue throughout September. Brentin also noted that the Enhanced Law Enforcement Engagement trainings were conducted for Road Safety Audits (RSA) and the Impact Teen Drivers program, with the goal of expanding traffic safety education efforts in local schools through the Impact Teen Drivers initiative.

John Rieman (Pinellas County): John reported that FDOT recently completed an RSA along Ulmerton Road based on requests submitted the previous year. As a follow-up effort, county staff and local deputies planned a ride-along to distribute safety devices and engage with pedestrians and trail users in the area to better understand their safety concerns and interactions with existing infrastructure. John also announced the launch of the IPED stakeholder group, which is being developed through an FHWA Safe Streets and Roads for All grant. The initiative will examine the role of pedestrian intoxication in crashes and explore effective infrastructure improvements, safety devices, and educational strategies to address the issue. He noted that the project is in its early stages but has the potential to make a significant safety impact. During discussion, John asked Sgt. Jill Cox about the e-bike outreach program, and she clarified that officers will

conduct outreach by stopping and speaking with students on e-bikes outside school campuses rather than providing presentations inside schools.

David Hegarty (City of St. Petersburg): reported that the City of St. Petersburg's traffic operations crews recently completed the installation of five new Rectangular Rapid Flashing Beacons (RRFBs) at five separate locations. The improvements were funded through the Highway Safety Improvement Program, representing a complete safety enhancement project aimed at improving pedestrian visibility and crossing safety.

Education

Brandy Howard (Suncoast Safety Council): Brandy noted that she is looking forward to supporting the upcoming DUI Wolf Pack enforcement operation scheduled for Saturday.

Jim Hartwell (LEL): Jim announced that the Florida Traffic Safety Resource Center is now available and encouraged agencies to register using their email addresses. The resource center provides free printed educational materials covering various traffic safety campaigns, topics, and languages. Funded by NHTSA and FDOT, these materials can be ordered online and shipped directly to agencies for use at community events, outreach efforts, and safety campaigns. He also reminded attendees that the LEL team recently distributed an electronic version of its quick reference guide, which includes a QR code that officers and deputies can scan to access and save the resource. Jim noted that the guide is updated regularly. Additionally, he reminded attendees that the Drive Sober or Get Pulled Over campaign will conclude on September 7th at the end of the Labor Day holiday period, with campaign reporting due by September 30th.

Brentin Mosher (USF CUTR): Brentin added that the newly launched FDOT Traffic Safety Resource Center will replace the former Pedestrian and Bicycle Resource Center. He advised certified helmet fitters to create accounts in the new system and upload the required information to continue ordering helmets and other educational resources. Brentin noted that users visiting the previous Pedestrian and Bicycle Resource Center website will now be redirected to the new Traffic Safety Resource Center. Jim also indicated that he would share the direct link to the resource center with meeting attendees through the chat.

Sheila Rainey (John's Hopkins All Children's Hospital): Sheila reported that the new FDOT Traffic Safety Resource Center is functioning well and noted that she recently used the site to submit a roster for a helmet fitter training. She announced that Walk to School Day is scheduled for October 7th, with 14 schools in Pinellas County currently registered to participate. Sheila encouraged attendees to support participating schools by assisting with pedestrian safety education, either by meeting students near walking routes to discuss safe crossing practices or by setting up educational tables on school campuses. She emphasized the importance of maintaining participation in the event, as involvement has declined since the COVID-19 pandemic. Sheila also announced that the next E-Bike and Micromobility Task Force meeting will be held on September 9th and will focus on law enforcement-related activities. She invited attendees to share information about local e-bike and micromobility education and enforcement efforts so that agencies across the state can learn from one another's experiences.

III. Old Business

Problem Locations

1. **Passing School Busses:** Daniel raised concerns about a school bus stop at 2909 Gulf-to-Bay Boulevard, noting that during an enforcement operation the previous Wednesday, officers stopped and cited 32 drivers for illegally passing a stopped school bus. He emphasized that the number of violations is unacceptably high and expressed frustration that the issue continues to occur regularly. Daniel urged the group to work with the school district to identify a solution to improve safety at the location. He explained that officers temporarily stopped traffic, gathered the violators, and issued citations to all of them during the operation. Sheila announced that a school bus safety video project is planned for September 23rd. Two videos are being developed: one focused on motorist behavior and traffic issues around school buses, and another focused on student safety practices, including behavior at bus stops, boarding the bus, and buckling up while riding. The videos will feature a district school bus driver and a district school bus, with a target release date in October, although production could be delayed due to music-related challenges. In response to concerns about drivers passing stopped school buses, Mark suggested highlighting Clearwater PD's recent enforcement effort in which 32 drivers were cited at a single location. Mahshid also offered assistance through her participation in monthly school district STEP meetings, noting that school bus and school-zone safety issues are regularly discussed and encouraging members to share concerns for inclusion in those discussions.
2. **Trinity Boulevard and East Lake Road:** Mark noted that enforcement personnel have been conducting operations there. While he did not have current statistics available, he stated that enforcement efforts would continue because they appear to be effective based on feedback from Daniel.
3. **38th Avenue and 66th Street:** Jill reported that the school administration was informed that traffic congestion at the location is largely being caused by parents attempting to make prohibited left turns when exiting the driveway rather than making the posted right turn and continuing through the traffic flow. The principal indicated that an email would be sent to parents reminding them of the restriction. Jill noted that the no-left-turn prohibition is already posted, and the outreach will serve as a warning before enforcement begins. She added that traffic enforcement officers and Community Service Officers will be on site the following week to issue citations for violations. Mark stated that the group would revisit the issue at the next meeting to determine whether the notification to parents helped improve compliance.
4. **East Lake Road and Tarpon Woods Boulevard:** Daniel raised concerns about the recent roadway redesign near John Chesnut Sr. Park on East Lake Road, describing it as a significant safety issue. He explained that the previous delineators have been removed and replaced with a right-turn lane configuration, creating a situation where three lanes merge into one immediately after the intersection. According to Daniel, drivers are traveling at high speeds and making last-minute lane changes, resulting in frequent traffic conflicts. He expressed concern that the current design creates hazardous conditions and warned that it is only a matter of time before someone is seriously injured. Brandy supported the concern, stating that she regularly drives in the area and believes the new design has made conditions worse. She noted that drivers are required to merge

near multiple driveways, creating confusion and increasing the potential for crashes. Lori suggested adding the location to the CTST problem locations list, and Mark agreed. Mark stated that he would review the area, coordinate with patrol officers, and determine whether engineering improvements, enforcement efforts, or both may be needed. The group agreed to monitor the location, particularly during the afternoon peak period between 4:00 and 6:00 PM and provide updates at future meetings. *This will be added to the problem location sheet.*

HSIP and SRTS Projects

Mahshid Arasteh (American Quality Consultants): Mahshid provided an update on the HSIP program, noting that the project team continues to meet monthly and will hold its next meeting on September 11th to review applications and project codes. She reported that materials for a new RRFB project in the City of St. Petersburg have been purchased, delivered, and are currently being installed. Additional safety equipment, including speed feedback signs, yield-to-pedestrian signs, and bright sticks, has also been purchased and delivered. Mahshid stated that staff are continuing to work with the cities of Clearwater and Safety Harbor on speed feedback sign and RRFB projects. She reminded attendees that HSIP application materials and tutorials are available on the Tampa Bay Traffic Safety website under the Engineering and HSIP sections. She also noted that the team is awaiting the release of the updated State Approved Product List (APL) for traffic equipment, which will allow additional equipment purchases and project implementation to move forward. Finally, she offered assistance to any agencies interested in pursuing HSIP-funded safety improvements.

High Crash Intersections and Fatal Map

Mark Eastty (Pinellas County Sheriff's Office): Mark reported that Pinellas County had recorded 47 fatal crashes resulting in 48 fatalities so far this year. For comparison, at the same point in the previous year, the county had experienced 53 fatal crashes and 57 fatalities. Mark noted that these figures indicate a reduction in fatal crashes and fatalities and that Pinellas County is currently leading the district in improving fatal crash outcomes.

IV. New Business

Lori Palaio (JMT): Lori announced that the annual CTST Regional Summit, formerly known as the Mega Meeting, will be held on October 29th at the AAA facility on Henderson Road. RSVP information and additional event details will be distributed at a later date. She noted that the CTST Regional Summit will serve as the only CTST meeting in October, replacing the regularly scheduled monthly meeting. Lori also provided updates on upcoming meeting formats, stating that the November CTST meeting will be held virtually, while the December meeting will be conducted in person and is expected to include a potluck gathering. In response to a question regarding the summit schedule, Lori indicated that the event is still in the planning stages but is tentatively expected to begin around 8:30 a.m.

Mark Eastty (Pinellas County Sheriff's Office): For the CTST Regional Summit, Mark confirmed that he plans to attend the event and stated that he will coordinate with local law enforcement partners to identify a location for the December in-person CTST meeting. Mark noted that once those arrangements are finalized, he will share the information with Lori for planning purposes.

Next Meetings:

- October 29th, 2026, CTST Regional Summit (Mega Meeting), In-Person, AAA, 9125 Henderson Road, Tampa FL
- November 5th, 2026, Virtual Meeting, 10:00 AM

Meeting adjourned at 10:46 AM

Attendees: Basit Ali (Kimley Horn), Mahshid Arasteh (American Quality Consultants), Matthew Belmonte (Gresham Smith), Jill Cox (St. Petersburg PD), Mark Eastty (Pinellas County Sheriff's Office), Kelly Farabee (FDOT), Kathy Gademer (City of Dunedin), Jennifer Hall (Nation's Traffic Safety School), Jim Hartwell (LEL), David Hegarty (City of St. Petersburg), Brandy Howard (Suncoast Safety Council), Phuong Lam (Benesch), Brentin Mosher (USF CUTR), Daniel Negersmith (Clearwater PD), Kaitlyn Nieman (Forward Pinellas), Lori Palaio (JMT), Sheila Rainey (John's Hopkins All Children's Hospital), John Rieman (Pinellas County), Laisha Vejar (JMT)

Pinellas CTST Meeting, September 2026

Problem Locations

Item 1: Passing School Buses

Date Reported: 11/4/21

Staff: Deput Miller, Joe Camera

Last Update: 9/3/26

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.

Daniel raised concerns about a school bus stop at 2909 Gulf-to-Bay Boulevard, noting that during an enforcement operation the previous Wednesday, officers stopped and cited 32 drivers for illegally passing a stopped school bus. He emphasized that the number of violations is unacceptably high and expressed frustration that the issue continues to occur regularly. Daniel urged the group to work with the school district to identify a solution to improve safety at the location. He explained that officers temporarily stopped traffic, gathered the violators, and issued citations to all of them during the operation. Sheila Rainey announced that a school bus safety video project is planned for September 23rd. Two videos are being developed: one focused on motorist behavior and traffic issues around school buses, and another focused on student safety practices, including behavior at bus stops, boarding the bus, and buckling up while riding. The videos will feature a district school bus driver and a district school bus, with a target release date in October, although production could be delayed due to music-related challenges. In response to concerns about drivers passing stopped school buses, Mark Eastty suggested highlighting Clearwater PD's recent enforcement effort in which 32 drivers were cited at a single location. Mahshid Arasteh also offered assistance through her participation in monthly school district STEP meetings, noting that school bus and school-zone safety issues are regularly discussed and encouraging members to share concerns for inclusion in those discussions.

Item 2: Trinity Boulevard and East Lake Road

Date Reported: 11/6/25

Staff: Daniel Negersmith, Clearwater PD

Last Update: 9/3/26

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.

Mark noted that enforcement personnel have been conducting operations there. While he did not have current statistics available, he stated that enforcement efforts would continue because they appear to be effective based on feedback from Daniel.

Item 3: 38th Avenue and 66th Street

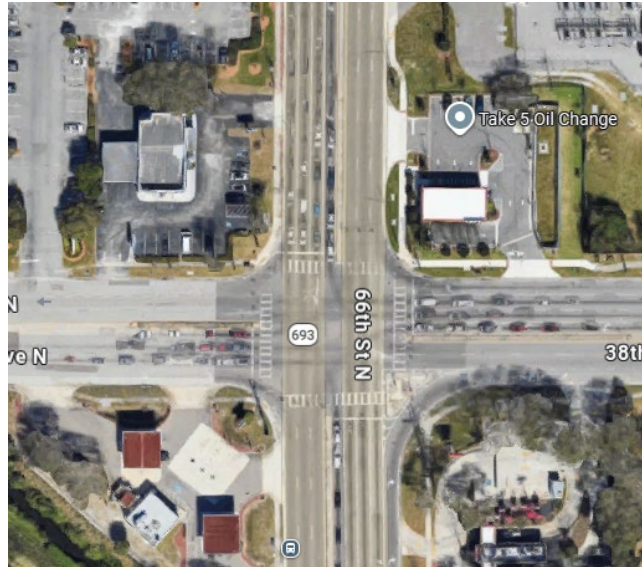
Date Reported: 3/16/26

Staff: Mercedes Nelson-Palmer, Treasure Island Fire Rescue

Last Update: 9/3/26

Date Resolved/Withdrawn: N/A

Aerial map view of the 38th Avenue and 66th Street 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.

Jill reported that the school administration was informed that traffic congestion at the location is largely being caused by parents attempting to make prohibited left turns when exiting the driveway rather than making the posted right turn

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



and continuing through the traffic flow. The principal indicated that an email would be sent to parents reminding them of the restriction. Jill noted that the no-left-turn prohibition is already posted, and the outreach will serve as a warning before enforcement begins. She added that traffic enforcement officers and Community Service Officers will be on site the following week to issue citations for violations. Mark stated that the group would revisit the issue at the next meeting to determine whether the notification to parents helped improve compliance.

Item 4: East Lake Road and Tarpon Woods Boulevard

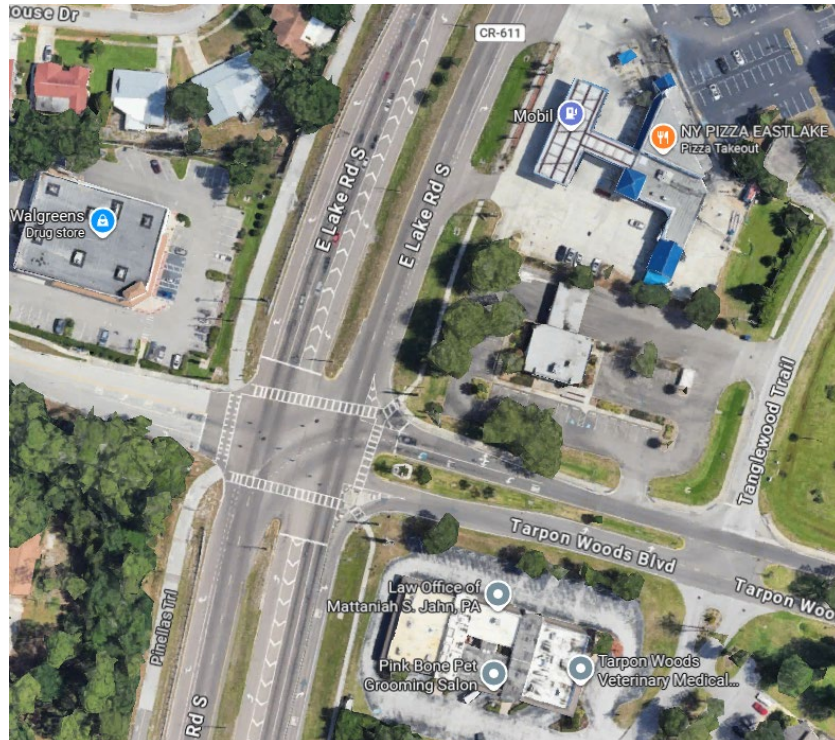
Date Reported: 9/3/26

Staff: Daniel Negersmith, Clearwater PD

Last Update: 9/3/26

Date Resolved/Withdrawn: N/A

Aerial map view of the East Lake Road and Tarpon Woods Boulevard intersection



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

Comments: Daniel raised concerns about the recent roadway redesign near John Chesnut Sr. Park on East Lake Road, describing it as a significant safety issue. He explained that the previous delineators have been removed and replaced with a right-turn lane configuration, creating a situation where three lanes merge into one immediately after the intersection. According to Daniel, drivers are traveling at high speeds and making last-minute lane changes, resulting in frequent traffic conflicts. He expressed concern that the current design creates hazardous conditions and warned that it is only a matter of time before someone is seriously injured. Brandy supported the concern, stating that she regularly drives in the area and believes the new design has made conditions worse. She noted that drivers are required to merge near multiple driveways, creating confusion and increasing the potential for crashes. Lori suggested adding the location to the CTST problem locations list, and Mark agreed. Mark stated that he would review the area, coordinate with patrol officers, and determine whether engineering improvements, enforcement efforts, or both may be needed. The group agreed to monitor the location, particularly during the afternoon peak period between 4:00 and 6:00 PM and provide updates at future meetings. This will be added to the problem location sheet.