West Central CTST – September 9, 2026

Meeting started at 1:32 PM

I. **Welcome and Introductions** were made.

II. **Minutes** were approved for August 2026.

III. **Old Business – Review of Problem Location Spreadsheet**

1. **Truman Boulevard and Harrison Street:** Eric stated that Citrus County had assigned a detail to trim vegetation on August 13th to improve visibility of the stop signs at the intersection. He noted that he has not personally verified whether the work was completed and has not received confirmation from the county, although the work was scheduled and is expected to have been done. Since no one present was able to confirm the current conditions, he suggested one final check with the county or a field visit to verify that the vegetation has been trimmed and the stop sign is no longer obscured. If the issue has been addressed, the location could be removed from the list of problem locations at a future meeting.
2. **East Gulf to Lake Highway and Stotler Avenue:** Brentin indicated he had not checked on the ramp's current status but confirmed that the educational campaign at the location had ended. Eric suggested continuing to monitor the location for another month to ensure no crashes occur following the conclusion of the campaign and then considering removing it from the list of problem locations. Brentin volunteered to compile the campaign results and present the findings at the November meeting.
3. **Harvard Street at Highlands Boulevard and Harvard Street at Apopka Avenue:** Eric noted that tree trimming had been scheduled around the same time as work at Truman Boulevard and Harrison Street. He suggested verifying that the work had been completed. Bob reported that he had recently driven through the area and observed improved sight distance to the stop signs, with bright sticks now installed on both signs. Eric confirmed that the bright sticks had been one of the planned improvements and was glad to hear they had been installed. He suggested keeping the location on the list for another month to monitor conditions, particularly since the original speeding concerns had not been fully addressed, but noted that the completed improvements represented positive progress and may help mitigate some of those issues.
4. **North Annapolis Avenue:** Eric noted that local representatives had been monitoring the area, collecting additional data, and speaking with residents about potential mitigation measures, including relocating mailboxes farther from the roadway. While this could help reduce mailbox strikes, he acknowledged that speeding may remain an issue. With no update available at the meeting, the team agreed to leave the location on the list until additional information is received.
5. **Mariner Boulevard and Northcliffe Boulevard:** No update. Venkat offered to obtain an update and provide it via email within the next few days.
6. **Mariner Boulevard:** While Venkat did not have a status update on the striping work, he noted that Ernie had mentioned roadway safety audits and related outcomes. Venkat committed to following up with Ernie and obtaining additional information. He indicated that he would provide an update and that the group should expect progress on the issue.

7. **N Lecanto Highway (C.R. 491) and W Hampshire Boulevard:** No update.
8. **C.R. 491 near Educational Path:** Eric reviewed the concern near the school area and noted that, with school back in session, it would be a good time to revisit the location and determine whether the issues observed during the previous school year have reoccurred. Eric suggested checking with the Sheriff's Office to see if they have observed the issue resurfacing since the start of the new school year.
9. **Mariner Boulevard from S.R. 50 to Elgin Boulevard:** Venkat noted that he had recently been in the area because a video detection system was being installed at a nearby intersection, although not at the specific location under discussion. He stated that he would coordinate with the construction and operations teams and work on compiling a tentative timeline for the outstanding items.
10. **Gospel Island Road:** Eric stated that the resurfacing project is still some time away. He mentioned that the county had recently clarified some of the safety improvements being considered for the corridor, but those improvements are expected to be implemented after the resurfacing project is completed. Eric indicated that the team will evaluate the effectiveness of those safety improvements once the resurfacing work is finished.

IV. Calendar Updates/Activity Reports

Brentin Mosher (USF CUTR): Brentin shared that an enforcement and education detail was conducted along U.S. 19 on August 28th across multiple jurisdictions. The effort involved the Hernando County Sheriff's Office, Citrus County Sheriff's Office, and the Florida Highway Patrol, and covered the corridor from the Sunshine Skyway north through Citrus County to the county line. He noted that the initiative had strong participation and provided a good opportunity to conduct both enforcement and public education activities along one of the region's major roadways.

Eric Henry (FDOT): Eric noted that a potential concern was being monitored along S.R. 50 in Hernando County. While it was not yet being elevated to a formal problem location, discussions had been taking place between the CTST safety group and agency partners regarding possible enforcement efforts due to several recent fatalities along the corridor. Venkat asked whether a specific location on S.R. 50 had been identified, and Eric explained that the concern was currently being evaluated on a corridor-wide basis rather than at an individual site. He noted that Bill Riha and the safety group had observed an increase in fatalities compared to the previous year and were gathering more information. Eric asked the group to share any knowledge of specific problem areas along S.R. 50. Depending on the findings, the corridor could be considered as a future problem location, but for now the discussion served as an early notification that the issue was under review.

V. Fatal Crash Map

Lori Palaio (JMT): For Citrus County, from January 1st, 2026, to June 27th, 2026, there have been 19 fatal crashes. At the last CTST from January 1st, 2026, to May 31st, 2026, there were 17 fatal crashes. The two new fatal crashes included one head on fatal crash and one rollover fatal crash. The head on fatal crash occurred on June 5th, 2026, at approximately 12:58 PM on U.S. 19, approximately 130 feet south from W Merrivale Lane (Report Number 27120557), not at an intersection, in day, clear, and dry conditions. Vehicle one was southbound in the inside lane of U.S. 19 approaching the intersection of W Merrivale Lane.

Vehicle two was northbound in the inside lane of U.S. 19 also approaching the intersection. Vehicle one failed to maintain control of its vehicle and left the roadway to the right and entered onto the outside grass shoulder, the driver autocorrected, crossed back over the southbound lanes of U.S. 19 and entered the grass median hitting a do not enter sign before entering into the northbound inside lane into the direct path of vehicle two. The rollover fatal crash occurred on June 24th, 2026, at approximately 8:20 PM on Sawgrass Landing, approximately 200 feet south from N Seabreeze Point (Report Number 27987304), not at an intersection, in dusk, clear, and dry conditions. A vehicle was on the north end of Sawgrass Landing facing north and it began backing south toward N Seabreeze Point trying to avoid colliding with two parked vehicles on the right of the shoulder of Sawgrass Landing. As a result, the vehicle backed into the west embankment of Sawgrass Landing and overturned into the water. Both new fatal crashes involved occupants who were not wearing seat belts. For all fatal crashes, vulnerable users make up approximately 48 percent of the fatal crashes. Approximately 47.4 % of all crashes occurred during nighttime conditions. Approximately 52.6% of all fatal crashes occurred along S.R. 45 and S.R. 55. Of all fatal crashes, 52.6% did not occur at an intersection. There are currently 19 fatal crashes through June 27th, 2026. Same period in 2025 there were 17 fatal crashes. We are up by two fatal crashes in the same period.

For Hernando County, from January 1st, 2026, to June 27th, 2026, there have been 12 fatal crashes. At the last CTST from January 1st, 2026, to May 31st, 2026, there were 10 fatal crashes. The two new fatal crashes included one left turn fatal crash and one pedestrian fatal crash. The left turn fatal crash occurred on June 1st, 2026, at approximately 12:20 PM on S.R. 50 and Lockhart Road (Report Number 27120554), at the t-intersection, in day, clear, and dry conditions. Vehicle one was traveling northbound in the left turn lane of Lockhart Road approaching a stop sign at the intersection of S.R. 50. Vehicle two was traveling eastbound along S.R. 50 approaching the intersection of Lockhart Road. The driver of vehicle one failed to stop at the stop sign before entering the intersection and drove into the direct path of vehicle two. Both vehicles entered the center median and the first vehicle then struck a one-way sign. The pedestrian fatal crash occurred on June 22nd, 2026, at approximately 12:27 AM on S.R. 50, approximately 200 feet west of Deltona Boulevard (Report Number 27987303), not at an intersection, in dark-lighted, clear, and dry conditions. A vehicle was traveling west on S.R. 50 in the inside lane just west of Deltona Boulevard. The pedestrian was walking south from the north shoulder of the road, across the westbound lanes of S.R. 50 directly into the path of the vehicle without using a crosswalk. For all fatal crashes, vulnerable users make up approximately 50 percent of the fatal crashes. Of all fatal crashes, 75% did not occur at an intersection. There are currently 12 fatal crashes through June 27th, 2026. Same period in 2025 there were 21 fatal crashes. We are down by nine fatal crashes in the same period. Two of the fatal pedestrian crashes recorded this year occurred along Cortez Boulevard just west of Deltona Boulevard.

Eric Henry (FDOT): Eric provided additional context regarding the fatalities along S.R. 50 in Hernando County. After reviewing the information, he noted that the recent concern was prompted by two fatal crashes that occurred over Labor Day weekend, one on September 5th at Kettering Road and another on September 6th at Goodway Drive. He also noted that an additional fatal crash occurred earlier in the month at Deltona Boulevard. Based on the information available, Deltona Boulevard has experienced three fatalities in 2026, making it a potential location for further focus. Eric emphasized that more review is needed before determining next steps but shared the information to provide context for the ongoing discussion about safety concerns along the corridor.

VI. SRTS Update

Venkat Vattikuti (Hernando County): Venkat shared that he had heard from Ernie about work related to school flasher upgrades and the possible replacement of static school zone signs. However, since he had only recently joined the project, he did not have additional details at the time and indicated that he would learn more and provide updates in the future.

VII. HSIP Update

Lori Palaio (JMT): Lori stated that there had not been any recent HSIP applications in Citrus or Hernando counties. She encouraged anyone who is aware of locations that may be eligible for HSIP funding to contact her or Eric for assistance with the application process and to discuss any questions regarding eligibility or project development.

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

None.

IX. Open Forum/Announcements

Eric Henry (FDOT): Eric reminded the group that the CTST still needs a chair and vice chair. He encouraged attendees to consider serving in one of these roles or to help identify interested colleagues. Eric explained that the commitment is relatively minimal, consisting primarily of attending and helping run the monthly meetings, while also providing an opportunity to work more closely with FDOT and help guide the direction and priorities of the CTST.

Bob Esposito (Citrus Hernando MPO): Bob suggested that the CTST consider making all meetings virtual to help increase attendance and participation, particularly from Citrus County representatives.

Eric Henry (FDOT): Eric noted that the group had briefly discussed the idea earlier in the meeting and plans to distribute a poll to gather feedback from the membership. He explained that, until a chair and vice chair are identified, the group will likely transition to virtual meetings in an effort to improve participation. Once leadership positions are filled, the new chair and vice chair can help determine the preferred meeting format moving forward.

Bob Esposito (Citrus Hernando MPO): Bob expressed his willingness to serve as either chair or vice chair and voiced concern about declining participation, noting that attendance has steadily decreased during his four and a half years with the group. Jim Hartwell commented that Citrus County representatives have rarely attended in recent years, while Bob recalled that participation had been stronger in the past and suggested that the in-person format may be discouraging attendance.

Eric Henry (FDOT): Eric announced that the 2026 CTST Regional Summit, formerly known as the Mega Meeting, is scheduled for October 29th at a AAA facility in Hillsborough County. He noted that the summit will replace the group's regular October CTST meeting and encouraged attendees to mark their calendars.

Bob Esposito (Citrus Hernando MPO): Bob Esposito pointed out that an MPOAC meeting is also scheduled in Orlando on the same day and that most MPOs are expected to attend.

Eric thanked Bob for the information and indicated that the team would consider the potential conflict and determine whether it could affect participation.

Jim Hartwell (LEL): Jim added that the IACP conference is also being held that week in Orlando and noted that he would be attending that and would not be at the CTST Regional Summit.

X. Adjourn

Upcoming Meetings:

- **October 29, 2026 – CTST Regional Summit, AAA, 9125 Henderson Road, Tampa, FL**
- **November 18, 2026 – Virtual Meeting, 1:30 PM**

Meeting adjourned at 2:00 PM

Attendees: Bob Esposito (Citrus Hernando MPO), Kelly Farabee (FDOT), Jim Hartwell (LEL), Eric Henry (FDOT), Phuong Lam (Benesch), Brentin Mosher (USF CUTR), Lori Palaio (JMT), Venkat Vattikuti (Hernando County)

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West Central CTST Meeting, September 2026

Problem Locations

Item 1: Truman Boulevard and Harrison Street

Date Reported: September 2025

Staff: Lieutenant Chris Ball

Last Update: September 2026

Date Resolved/Withdrawn: N/A

Aerial map view of the Truman Boulevard and Harrison Street intersection



Google Maps Link: Access map location

Comments: Truman Boulevard and Harrison Street in Beverly Hills is a residential area where residents have requested a stop sign. Truman Boulevard serves as a feeder road into the historic district and experiences high traffic volumes and speeding. Lt. Ball noted recent enforcement efforts and speed data collection that support the need for traffic calming measures, such as a stop sign, to improve safety at that intersection and nearby areas. Eric confirmed it falls under county jurisdiction and will be passed along to the appropriate contacts for review. Eric stated that responsibility for this location is primarily for the county, and the team will continue coordinating with them to ensure it remains on their radar. Lori shared that Eric reached out to Citrus County earlier today but has not received a response and updates are expected by the next meeting. Eric noted that this location was recently raised by Lt. Ball due to enforcement observations suggesting a need for traffic calming. Eric shared that he had sent the issue to Walt and county contacts but hadn't received a response yet; he emailed them again this morning to follow up. He plans to keep monitoring the situation and will provide an update if he hears back from Walt or others. Eric stated that there has been no response from the county to date. Discussion followed regarding whether Truman Boulevard should be converted to an all-way stop, given that stop signs already exist on Harrison Street. Jim Reynold will visit the location to review conditions. Lori stated that Eric provided her updates. Citrus County previously evaluated the location in 2024 and found two crashes over a three-year period with no injuries or fatalities. After receiving the request, they conducted another crash analysis

which found one additional crash with no fatal/incapacitating injuries. Per Walt Eastmond, "With five years of data and three crashes with no fatalities or incapacitating injuries, in my opinion the intersection is performing as intended and no engineering improvements, modifications, or countermeasures are warranted. If speeding is the concern, that is addressed through enforcement by the CCSO." Jim Hartwell stated that he will reach out to Lieutenant Ball to see if they can do speed enforcement there. Jim Hartwell indicated he would follow up with Lieutenant Ball regarding the location. Jim Reynolds reported completing a field review and identified a vertical curve and overhanging vegetation on the southbound approach that limit visibility of the stop sign and may be contributing to the crashes. The intersection was described as a typical residential grid layout with a two-way stop on Harrison Street and Truman Street operating as an uncontrolled residential collector. While the county is not planning countermeasures, potential low-cost options such as vegetation trimming and advance stop warnings were discussed, though implementation may be limited by the low crash frequency. Speeding concerns were noted as potentially perception-based, and the group agreed that collecting objective speed data using a speed trailer could help determine whether a true speeding issue exists. The committee agreed to continue working with law enforcement and pursue data collection before considering further action. Jim Hartwell followed up with Lt. Ball (now Lt. Marshall). There was a speed trailer there. Jim requested data to see what the issues were. Speeding concerns continue to be reported in the area. Residents requested consideration of a four-way stop; there is a two-way stop there now. Citrus Count Sheriff's Office offered to set up speed data collection if it has not already been done. Lori asked whether speed data collection had been set up and if there were any updates. Jim responded that he had not received any new information and recalled that, at the previous meeting, it was mentioned that further follow-up was needed, but the responsible parties were not present.

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

Additional stop signs were evaluated and determined not to be warranted. Speed data showed the 85th-percentile speed approximately 10 mph over the posted limit. A field review identified overhanging vegetation and limited visibility on the southbound approach. Two crashes were reported over three years, with no injuries or fatalities. Keep this on the list for one more month and follow up on vegetation/stop-sign visibility.

Eric stated that Citrus County had assigned a detail to trim vegetation on August 13th to improve visibility of the stop signs at the intersection. He noted that he has not personally verified whether the work was completed and has not received confirmation from the county, although the work was scheduled and is expected to have been done. Since no one present was able to confirm the current conditions, he suggested one final check with the county or a field visit to verify that the vegetation has been trimmed and the stop sign is no longer obscured. If the issue has been addressed, the location could be removed from the list of problem locations at a future meeting.

Item 2: East Gulf to Lake Highway and Stotler Avenue

Date Reported: December 2025

Staff: Lieutenant Chris Ball

Last Update: September 2026

Date Resolved/Withdrawn: N/A

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



Google Maps Link: Access map location

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

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

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

Brentin indicated he had not checked on the ramp's current status but confirmed that the educational campaign at the location had ended. Eric suggested continuing to monitor the location for another month to ensure no crashes occur following the conclusion of the campaign and then considering removing it from the list of problem locations. Brentin volunteered to compile the campaign results and present the findings at the November meeting.

Item 3: Harvard Street at Highlands Boulevard and Harvard Street at Apopka Avenue

Date Reported: March 2026

Staff: Bob Esposito

Last Update: September 2026

Date Resolved/Withdrawn: N/A

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



Google Maps Link: Access map location

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

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

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

The group discussed missing reflective stop sign markers and overgrown vegetation affecting visibility at intersections along Harvard Street. Lt. Marshall agreed to have the area inspected to determine whether the sign reflectors have been replaced. If not, the issue will be forwarded to Citrus County for correction. Participants also noted that vegetation remains a problem, particularly at Harvard Street and Highlands Boulevard, and requested that the county trim it back to improve visibility. Vegetation is affecting visibility of stop signs, particularly near Apopka Avenue. The County was asked to review and address the vegetation. Enhanced sign visibility treatments, including LED lighting/reflective devices, were discussed. Follow up with the County and evaluate potential HSIP funding if additional treatments are needed.

Eric noted that tree trimming had been scheduled around the same time as work at Truman Boulevard and Harrison Street. He suggested verifying that the work had been completed. Bob reported that he had recently driven through the area and observed improved sight distance to the stop signs, with bright sticks now installed on both signs. Eric confirmed that the bright sticks had been one of the planned improvements and was glad to hear they had been installed. He suggested keeping the location on the list for another month to monitor conditions, particularly since the original speeding concerns had not been fully addressed, but noted that the completed improvements represented positive progress and may help mitigate some of those issues.

Item 4: North Annapolis Avenue

Date Reported: July 2026

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

Last Update: September 2026

Date Resolved/Withdrawn: N/A

Aerial map view of North Annapolis Avenue



Google Maps Link: Access map location

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

Eric noted that local representatives had been monitoring the area, collecting additional data, and speaking with residents about potential mitigation measures, including relocating mailboxes farther from the roadway. While this could help reduce mailbox strikes, he acknowledged that speeding may remain an issue. With no update available at the meeting, the team agreed to leave the location on the list until additional information is received.

Problem Locations – Long-Term Listings

Item 1: Mariner Boulevard and Northcliffe Boulevard

Date Reported: January 2022

Staff: HC / Todd

Last Update: July 2026

Date Resolved/Withdrawn: N/A

Aerial view of the Mariner Boulevard and Northcliffe Boulevard intersection



Google Maps Link: Access the map location

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

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

No update. Venkat offered to obtain an update and provide it via email within the next few days.

Item 2: Mariner Boulevard

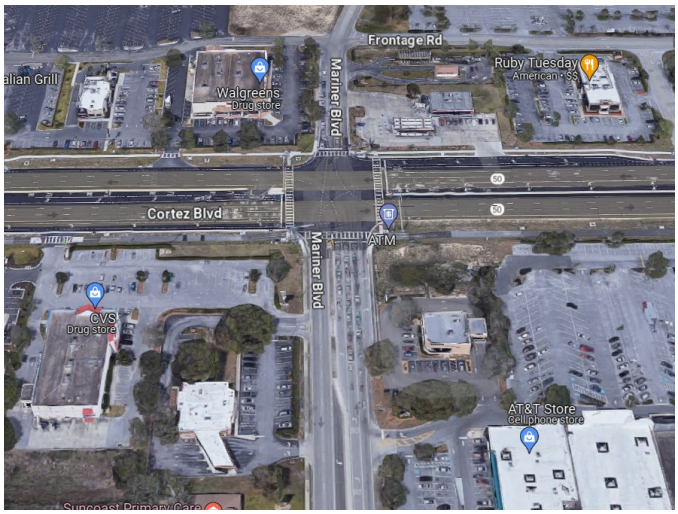
Date Reported: November 2023

Staff: Sergeant Andrews

Last Update: September 2026

Date Resolved/Withdrawn: N/A

Aerial map view of Mariner Boulevard



Google Maps Link: Access the map location

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

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

While Venkat did not have a status update on the striping work, he noted that Ernie had mentioned roadway safety audits and related outcomes. Venkat committed to following up with Ernie and obtaining additional information. He indicated that he would provide an update and that the group should expect progress on the issue.

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

Date Reported: September 2025

Staff: Lieutenant Chris Ball

Last Update: February 2026

Date Resolved/Withdrawn: N/A

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



Google Maps Link: Access the map location

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

Item 4: C.R. 491 near Educational Path

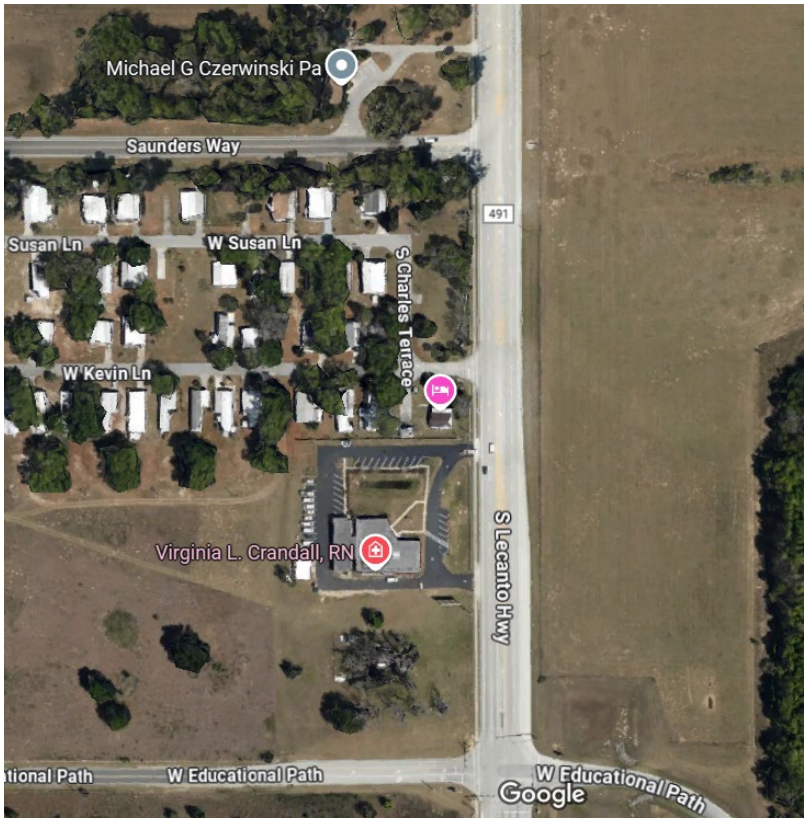
Date Reported: August 2025

Staff: Lieutenant Chris Ball

Last Update: September 2026

Date Resolved/Withdrawn: N/A

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



Google Maps Link: Access the map location

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

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

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

Eric reviewed the concern near the school area and noted that, with school back in session, it would be a good time to revisit the location and determine whether the issues observed during the previous school year have reoccurred. Eric suggested checking with the Sheriff's Office to see if they have observed the issue resurfacing since the start of the new school year.

WEST CENTRAL CTST

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

Date Reported: February 2026

Staff: Scott Lamia

Last Update: September 2026

Date Resolved/Withdrawn: N/A

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



Google Maps Link: Access map location

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

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

This will be moved to the long-term list. An ongoing County project is planned for the corridor. A construction start date has not yet been established. Remain on the long-term problem locations sheet and monitor the project.

Venkat noted that he had recently been in the area because a video detection system was being installed at a nearby intersection, although not at the specific location under discussion. He stated that he would coordinate with the construction and operations teams and work on compiling a tentative timeline for the outstanding items.

Item 6: Gospel Island Road

Date Reported: March 2026

Staff: Jim Reynold

Last Update: September 2026

Date Resolved/Withdrawn: N/A

Aerial map view of Gospel Island Road



Google Maps Link: Access map location

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

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

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

Eric stated that the resurfacing project is still some time away. He mentioned that the county had recently clarified some of the safety improvements being considered for the corridor, but those improvements are expected to be implemented after the resurfacing project is completed. Eric indicated that the team will evaluate the effectiveness of those safety improvements once the resurfacing work is finished.