

# BICYCLE PEDESTRIAN COORDINATING COMMITTEE

10:00 a.m., Tuesday, June 24, 2014  
Fort Myers Regional Library, Room A  
1651 Lee Street, Fort Myers, FL 33901  
239-244-2220



## AGENDA

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### Call to Order/Roll Call

- 1) \*Approval of the May 24, 2014 BPCC Meeting Minutes

### New Business

- 2) \*Amendment to the BPCC Bylaws (Ron Gogoi)
- 3) \*Approve Changes to Roundabout Feasibility Study Scope (Ron Gogoi)
- 4) Discussion on LCSO's Bicycle Pedestrian Education/Enforcement Grant (April Bodemann)
- 5) Update on the Bicycle Detection Efforts at Lee County Intersections and a Policy on Pedestrian Recalls for Pedestrian Pushbutton Signals (Steve Jansen)
- 6) Discussion on the Bicycle Pedestrian Issues Reported in 2014 Congestion Survey (Ron Gogoi)
- 7) Report on the FDOT conducted Road Safety Audits (Brian Raimondo)

### Old Business

- 8) Staff Update on Ongoing Projects and BPCC Input (Don Scott)

### Other Business

- 9) Public and Member Comments on Items not on the Agenda
- 10) Local Government Reports on Bicycle Pedestrian Related Projects
- 11) LeeTran Report
- 12) FDOT Report
- 13) Announcements
- 14) Information and Distribution Items

### Adjournment

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\* Action Items + May Require Action

All meetings of the Lee County Metropolitan Planning Organization (MPO) are open to the public. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Mr. Ron Gogoi at the Lee MPO 48 hours prior to the meeting by calling (239) 244-2220; if you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. Or, e-mail [rgogoi@leempo.com](mailto:rgogoi@leempo.com).

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability or familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Robin Parrish at (863) 519-2675, or by writing her at P.O. Box 1249, Bartow, Florida 33831.

**MINUTES OF THE LEE COUNTY MPO BICYCLE PEDESTRIAN  
COORDINATING COMMITTEE**

**Held on May 27, 2014**

The meeting of the Bicycle Pedestrian Coordinating Committee was held on May 27, 2014 at the Fort Myers Regional Library, Room A, 1651 Lee Street, Fort Myers.

Those in attendance included:

Andy Getch	LCDOT
Dawn Huff	Lee County School District
Elisa Yanes	Lee County School District
Mark Tesoro	Lee County Memorial
Diane Holm	Injury Prevention Council
Dan Moser	Injury Prevention Council
Lee Waller	LC Parks and Recreation
Steve Jansen	CTST
Jay Anderson	CTST
Patricia Young	Member-At-Large
Dru Doyle	Member-At-Large
Masood Mirza	City of Cape Coral
Avelino Cancel	City of Fort Myers
Josh Overmyer	Town of Fort Myers Beach
Belinda Smith	Town of Fort Myers Beach
Anna Bielawska	LeeTran
Linda Carter	CAC
Simone Behr	Visitors Convention Bureau
Nancy McPhee	Visitors Convention Bureau
Stacy Revay	Collier County Growth Management Division

Others in attendance included Ron Gogoi and Don Scott with the Lee County MPO, Darla Letourneau with BikeWalkLee, Carmen Monroy and Vitor Suguri with FDOT; and Sarah Layman with LeeTran.

**CALL TO ORDER**

Mr. Jansen called the meeting to order at 10:00 am and asked the attendees to introduce themselves. Mr. Gogoi reported that a quorum was present. Mr. Overmyer reported that it was going to be his last BPCC meeting and that Ms. Belinda Smith would be taking over from him.

**AGENDA ITEM #1 – APPROVAL OF THE APRIL 22, 2014 BPCC MEETING MINUTES**

**MOTION BY MR. MOSER TO APPROVE THE APRIL 22, 2014 BPCC MEETING MINUTES. SECONDED BY MS. CARTER. MOTION CARRIED UNANIMOUSLY.**

**NEW BUSINESS**

**AGENDA ITEM #2 – FLORIDA GREENWAYS AND TRAILS FOUNDATION PRESENTATION**

Mr. Gogoi reported that Mr. Dale Allen could not attend the meeting to present the item because his father passed away on Memorial Day. Staff shared recent legislation passed by Florida Legislature and explained how they impacted bike ped needs. SB 2514 would allow use of State Highway Transportation Trust Funds for implementation of high priority recreational trails from the Florida Greenways and Trails Plan. There was a discussion on the proposed Southwest Florida Connector that includes Lee County priority trail corridors from the Greenways and Trails Plan. With funding expected to be available to address gaps in the recreational trail corridors the MPO needs to conduct PD&E Studies to move along project implementation phase. The potential impacts to Transportation Incentive Grant Program (TRIP) if the ballot measure for Florida Water and Land Conservation Initiative is passed was also discussed. TRIP has funded several projects in Lee County including the widening of the Burnt Store Road segments. In recent years, the funding has decreased and if the measure is passed it will further eat away the documentary tax revenues that funds TRIP.

**AGENDA ITEM #3 – REVIEW AND APPROVAL OF THE ROUNDABOUT FEASIBILITY STUDY SCOPE**

Mr. Gogoi explained the core tasks of the roundabout feasibility study scope. Ms. Carter commented that the Buckingham and Gunnery location has historical buildings in the proximity of the intersection that would be impacted by a roundabout. Mr. Jansen suggested that safety and maintenance costs should be considered before picking a specific alternative in a situation where the 2035 design year traffic analysis shows that both a traffic signal and a roundabout option will fail at an intersection.

**MOTION BY MS. CARTER TO APPROVE THE SCOPE WITH THE CAVEAT THAT SAFETY ANALYSIS IS INCLUDED EARLY IN THE FEASIBILITY ANALYSIS. SECONDED BY MR. MOSER. MOTION CARRIED UNANIMOUSLY**

**AGENDA ITEM #4 – PRESENTATION AND UPDATE ON THE LEE COUNTY LAND USE PROJECT SCENARIO**

Mr. Scott explained that a preferred land use scenario will be used to guide the future land use of the transportation model. The preferred scenario could potentially work with

transit to reduce overall vehicle trips and vehicle miles travelled. He explained the differences among all three scenarios – A, B and C - that were being studied, and that Scenario B included intensive development of the DRGR land in the eastern part of Bonita Springs. That may actually come out depending on ongoing dialogue with the City of Bonita Springs. On the public involvement side, he stated that though the choice of a specific scenario in the public input survey is not statistically valid, the process is still far better than during the development of the 2030 Plan due to more public participation and input. He went on to describe the process and analyzed the results of the survey.

#### **AGENDA ITEM #5 – VCB UPDATE ON TOURISM TRENDS, ECOTOURISM ACTIVITIES AND WEB SITE DEVELOPMENT**

Ms. Behr discussed the Summer Saver Vehicle which has a surf board and bicycle on top which travelled all through Florida promoting tourism in Lee County. She reported on the VCB web site updates that relates to bicycle pedestrian activities including a bicycling search option. This new bicycling search option was shared through an email blast to all VCB industry partners. Visitor survey results showed that the increase in bicycle riding during the winter season increased from 21% in 2013 to 22% in 2014. Discussion on a way to get the message to tourists and visitors that lights are required by law for night time bicycle riding and helmet law for kids.

#### **WALK ON AGENDA ITEM – APPROVAL OF TA AND MULTIMODAL BOX FUND PRIORITIES**

Mr. Gogoi handed out the staff recommended priorities for the TAP, Multimodal Box, and Highway Safety Program Priorities. He stated that the priority order of all the projects in the TAP priority list were consistent with the rankings from the bike ped evaluations.

**MOTION BY MR. OVERMYER TO APPROVE THE TAP FUND PRIORITIES. SECONDED BY MR. GETCH. MOTION CARRIED UNANIMOUSLY.**

Mr. Gogoi stated that the Lee County School District submitted projects from the TAP list were also eligible for Highway Safety Program funds, and their priority order was consistent with the rankings from the bike ped evaluations.

**MOTION BY MR. OVERMYER TO APPROVE THE STATEWIDE HIGHWAY SAFETY PROGRAM FUND PRIORITIES. SECONDED BY MS. CARTER. MOTION CARRIED UNANIMOUSLY.**

The Multimodal Box priority list included projects which were a mix of bike ped, transit, and congestion management projects on federal aid highways. The top ranked project for each of those categories had a joint #1 priority, followed at #4

priority by the purchase and installation of BlueToad Sensors, and at #5 by the purchase and installation of Pan Zoom and Tilt Cameras. The remaining bike ped projects followed in the same priority order consistent with the rankings from the bike ped evaluations.

**MOTION BY MR. MOSER TO APPROVE THE MULTIMODAL BO FUND PRIORITIES. SECONDED BY MR. OVERMYER. MOTION CARRIED UNANIMOUSLY.**

## **OLD BUSINESS**

### **AGENDA ITEM #6 – STAFF UPDATE ON ONGOING PROJECTS AND BPC INPUT**

Mr. Scott reported that High Span, URS and Atkins were the firms shortlisted at the end of the Construction Engineering and Inspection RFP for the TIGER grant project. They would be providing presentations in the afternoon before a firm was picked. Design Build RFP was being finalized. Received a Categorical Exclusion for the Environmental Assessment. Grant agreement was approved by FDOT.

He announced that a civic Hackathon would be starting on Friday, May 30<sup>th</sup>, where presentations on mobile applications would be made that would help in data collection. He also announced that the San Carlos Trolley Lane Pre PD&E Study workshop would be held on Friday at 9 am at the Town of FMB Town Hall.

Ms. Monroy reported that FDOT had prepared a letter regarding the guidelines for maintenance of asphalt shared use pathways on state highways, and is being circulated internally among FDOT staff for input. The proposal in the letter works favorably for local jurisdictions as FDOT would be responsible for maintenance of these facilities.

Mr. Gogoi reported that the shared use gap on Business 41 from San Souci Road to Fork Road would be addressed as part of the programmed sidewalk project on 41 from Bus 41 to south of Del Prado Boulevard. He also reported that FDOT would remove the one way bicycle signs from the shared use paths on SR 80 by the I 75 interchange after the completion of the ongoing highway capacity project.

## **OTHER BUSINESS**

### **AGENDA ITEM #7 – PUBLIC AND MEMBER COMMENTS ON ITEMS NOT ON THE AGENDA**

Ms. Letourneau reported that Bikewalklee compiled a package of tables and information for a News Press story and that the newspaper had committed itself to covering bicycle pedestrian safety in Lee County as a long term focus.

### **AGENDA ITEM #8 – LOCAL GOVERNMENT REPORTS**

None.

**AGENDA ITEM #9 – LEETRAN REPORT**

Ms. Layman reported that the April ridership numbers declined by 0.1 % as compared to same time last year but Passport numbers were up 5% from last year.

**AGENDA ITEM #10 – FDOT REPORT**

None.

**AGENDA ITEM #11 – ANNOUNCEMENTS**

Discussion ensued about cancellation of the July BPC meeting. Chairman Jansen suggested keeping the meeting date and cancelling it if there was a lack of agenda items.

**AGENDA ITEM #12 – INFORMATION AND DISTRIBUTION ITEMS**

None.

The meeting adjourned at 12:00 P.M.

## AMENDMENT TO THE BPCC BYLAWS

**RECOMMENDED ACTION:** Consider amending the BPCC Bylaws by removing the Southwest Florida Police Association from the BPCC membership and replacing it with the Florida Highway Patrol.

The BPCC membership currently includes the Southwest Florida Police Chief's Association (SWFPCA) as a voting member. Captain Tim Culhane with the Florida Highway Patrol (FHP) was the last person who represented the Association and attended the BPCC meetings. After Mr. Culhane retired from the FHP, it has been difficult for MPO staff to get a law enforcement officer who is also a member of the SWFPCA to attend our meetings. With that being the case, and with the FHP keen to have one of its officers attend the BPCC meetings on a regular basis, staff is proposing that we replace the SWFPCA with the FHP on the BPCC membership so we have some representation from the law enforcement agencies. If the BPCC decides to go with the change, it will require an amendment to its bylaws. The BPCC bylaws are **attached** showing the proposed change.



## **BICYCLE PEDESTRIAN COORDINATING COMMITTEE BYLAWS**

Adopted October 22, 1999

Amended June 26, 2012

[Amended June 24, 2014](#)

[Ratified by Lee County MPO on August 22, 2014](#)

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# BYLAWS

## of the Lee County Metropolitan Planning Organization

### **BICYCLE PEDESTRIAN COORDINATING COMMITTEE**

#### Section 1. **NAME**

The name of this committee shall be the Bicycle Pedestrian Coordinating Committee (BPCC).

#### Section 2. **RESPONSIBILITIES**

It shall be the responsibility of this committee to:

- A. Coordinate the bicycle/pedestrian planning and programming activities of all agencies participating in the Lee County MPO;
- B. Review local land development regulations to identify funding opportunities and incentives for developers to provide bicycle/pedestrian facilities;
- C. Assist local governments in locating additional funding sources for bicycle and pedestrian improvements, developing inventories of their bicycle and pedestrian facilities, and other tasks on which assistance may be requested;
- D. Review and recommend bicycle and pedestrian projects for federal and state funds including but not limited to Local and Regional Transportation Enhancement, Multimodal Transportation Enhancement Box, and Safe Route to School Program funds;
- E. Update and maintain the county-wide inventory of existing, programmed, and planned bicycle and pedestrian facilities developed as part of the Lee County Bicycle Pedestrian Master Plan.
- F. Oversee the implementation of the Lee County Bicycle Pedestrian Master Plan and update the Plan periodically. Also participate and provide input during the comprehensive updates and amendments of the MPO Long Range Transportation Plan;
- G. Continue to support and encourage sustainability initiatives in Lee County;
- H. Review state Project Development and Environment (PD&E) studies and design plans to ensure that adequate provisions for cyclists and pedestrians are included in the planning and designs of new and reconstructed highways, and that they are consistent with the MPO's Countywide Bicycle Pedestrian Master Plan and the MPO Long Range Transportation Plan, or any specific committee recommendations that may have come out of any MPO meeting;
- I. Capitalize on opportunities for developer implementation of bicycle pedestrian improvements;
- J. Capitalize on opportunities for Public Private Partnerships to implement bicycle pedestrian improvements;
- K. Partner with community groups to host public events to educate the community about the Bicycle Pedestrian Master Plan and seek their involvement and support in implementing the bike/ped improvements identified in the Plan; and
- L. Review and assess Demonstration and Special Projects, and Spot improvements identified in the Master Plan and develop strategies for addressing these needs.
- M. Review and assess bicycle and pedestrian signage countywide for consistency and uniformity, and identify opportunities for providing signage and way finding

### Section 3. **RELATIONSHIP TO THE TMOC AND OTHER AGENCIES**

- A. Proposals affecting motorized traffic operations shall be coordinated with the Traffic Management Operations Committee (TMOC) by participation of a BPCC member on the (TMOC). This member shall be appointed by the committee at a regular BPCC meeting.
- B. The committee should work directly with local and state government agencies, and other governmental and non-governmental institutions as necessary to coordinate their bicycle and pedestrian planning and programming activities.

### Section 4. **MEMBERSHIP**

- A. VOTING MEMBER: The voting membership of this committee shall consist of one primary representative and an alternate from each of the following agencies:
  - ❖ City of Bonita Springs
  - ❖ City of Cape Coral
  - ❖ City of Fort Myers
  - ❖ Town of Fort Myers Beach
  - ❖ City of Sanibel
  - ❖ Lee County Department of Transportation
  - ❖ Lee County Community Traffic Safety Team
  - ❖ MPO Citizen Advisory Committee
  - ❖ LeeTran
  - ❖ Lee County School District
  - ❖ Lee County Injury Prevention Coalition
  - ❖ Lee County Parks & Recreation
  - ❖ Lee County Visitor and Convention Bureau
  - ❖ Lee Memorial Health System
  - ❖ ~~South West Florida Police Chiefs Association~~ Florida Highway Patrol
  - ❖ Four At Large Citizens
  - ❖ Lee County Port Authority
- B. NON VOTING ADVISORY MEMBER: This committee shall also include a non-voting advisory member from Collier County.
- C. Each member entity in the BPCC shall appoint one person to represent it on the committee, and may also appoint one or more alternate members to represent it in the absence of its appointed representative.
- D. In the case of At Large Citizen Members, appointments shall be made by the MPO Policy Board. All such appointments are subject to ratification by a majority of members of the MPO at a regular MPO meeting at which a quorum is present.
- E. The At Large Citizen Members of the BPCC shall be citizens and year-round residents of the Metropolitan Planning Organization's transportation study area. Members or their immediate family members (spouse, child, parent or sibling) shall not be declared candidates or elected officials of the Lee County Commission, municipalities in Lee County or Lee County Constitutional Officers. The At Large members shall not be employees of any of the local governments represented on the MPO or of the state or federal departments of transportation. Should the status of any of these BPCC members change in such a way as to disqualify him/her

from membership under the terms of this paragraph, his/her membership shall automatically terminate. Those who thus become ineligible for BPCC membership shall provide written notice to the MPO staff the BPCC Chairman.

- F. At Large Members shall be granted an excused absence if they contact MPO staff prior to the meeting via email or by phone with a follow up email as to why they were unable to attend the meeting. Excused absences are counted as a regular absence. However, MPO staff will keep a record of excused and unexcused absences and present this record to the MPO Board if the member is in violation of the participation requirements. Should any member be absent from three (3) consecutive regular BPCC meetings, or from four (4) out of six (6) consecutive regular BPCC meetings within a twelve (12) month period, staff recommendation will be made to the MPO Board to remove this member for lack of participation, regardless if the absence was excused or unexcused.
- G. Should a temporary circumstance prevent an At Large Citizen Member from participation, a leave of absence may be granted by the BPCC for a period of no more than three (3) months. The member should submit the request to MPO Staff in writing and address it to the BPCC Chairman.
- H. All At Large Members will be required to complete the BPCC Application in Appendix C before they are appointed by the MPO Policy Board to ensure that they meet all the requirements.
- I. Agency appointees shall try to attend the meetings regularly. If they are unable to attend these meetings on a regular basis they should inform MPO staff, and have another staff person appointed immediately by the Department Head or the Appropriate Official.

## Section 5. OFFICERS

- A. The officers of this committee shall consist of a Chairperson and a Vice Chairperson, both of whom shall be regular (*i.e.* not alternate) voting members of the committee.
- B. An election for both officers shall be held at the first regularly scheduled meeting of each calendar year.
- C. The term for each office shall be one calendar year, unless at the end of the year the Chairperson has served for less than six months, in which case his or her term shall continue until the end of the following calendar year.
- D. An officer shall not serve consecutive terms in the same office.
- E. The Vice Chairperson shall automatically become Chairperson the year following his or her election (or sooner if a vacancy occurs in the Chairpersonship), with subsequent elections being held only to fill the office of Vice Chairperson, unless both offices should simultaneously become vacant.
- F. A Vice Chairperson shall be elected at the first meeting of each calendar year, unless the Chairperson has served for less than six months, and at the first meeting following the occurrence of a vacancy in the office.
- G. The Chairperson shall preside at meetings of the committee and shall be responsible for the conduct of the meetings. The Chairperson shall be authorized to speak for and to sign correspondence and documents on behalf of the committee. The Chairperson shall appoint subcommittees and members to chair them, and appoint members to represent the committee on joint task forces or other committees. The Chairperson shall consult with the MPO staff agency on the scheduling of meetings and their agendas.
- H. The Vice Chairperson shall, during the absence of the Chairperson or his inability to serve, have and exercise all of the duties and powers of the Chairperson. The Vice Chairperson shall also perform such other duties as may be assigned him by the Chairperson.
- I. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected.
- J. The Chairperson, or his/her designee, shall present a monthly report of the BPCC meetings to the MPO Policy Board.

## Section 6. **MEETINGS**

- A. Meetings shall be held monthly at 10 a.m. on the Tuesday the week before the Technical Advisory Committee meeting, or as deemed necessary by the Chairperson and MPO staff agency.
- B. The members shall be sent agendas, and whenever possible, minutes of the previous meeting, no less than eight days before the date of each meeting. Agendas shall be sent to members either by regular mail or e-mail. Meetings may be cancelled, rescheduled, or relocated at the discretion of the Chairperson or MPO staff. However, on such occasions an eight (8) day advance notice shall be given to members by email. Members shall inform the staff agency at least twenty-four hours before the meeting whether they will attend.
- D. A quorum shall consist of 6 primary members, or their alternates.
- E. A joint meeting between the Lee County MPO Bicycle Pedestrian Coordination Committee and the Collier County Pathway Advisory Committee shall be held at least once a year for the purpose of regional coordination. Quorum requirements for the BPCC in such meetings shall be 6 members.
- H. When a BPCC member abstains from a vote due to a conflict they must complete Form 8B which is included in Appendix B. BPCC member's conflicts of interest and compliance issues are guided by Section 112.3143 of the Florida Statutes.
- I. Meetings will be open to the public. The public may be allowed the right to speak or participate in the discussion at the discretion of the Chairman.

## Section 7. **SUBCOMMITTEES**

Subcommittees may be appointed by the Chairperson to address specific projects or issues.

## Section 8. **AMENDMENTS**

- A. These Bylaws may be amended at any meeting by the affirmative vote of two-thirds of the voting members or their alternates present, provided a copy of the proposed amendment(s) shall have been mailed or e-mailed to each member at least four calendar days before the meeting.
- B. Amendments shall be effective upon ratification by the MPO Policy Board.

## **APPROVE CHANGES TO THE ROUNDABOUT FEASIBILITY STUDY SCOPE**

**RECOMMENDED ACTION:** Approve the changes in the **attached** Roundabout Feasibility Study Scope of Services

Staff developed a draft of the scope of services for a roundabout feasibility analysis which was approved by the BPC 6/24/14 at its May meeting contingent to changes. Staff took the draft scope to the other MPO advisory committees for their review and comments, and the draft has been now revised to incorporate the requested changes from all the committees. Deletions are shown in ~~strikethroughs~~ and additions underlined. At its June 24<sup>th</sup> meeting the BPC 6/24/14 will be asked to review and approve the changes.

## Lee County Metropolitan Planning Organization Roundabout Study

### Scope of Services

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#### INTRODUCTION

~~With traffic moving inside a roundabout between 15-25 mph, and with significantly less number of conflict points than a conventional traffic signal, roundabouts have also been found to increase safety by reducing potential fatal crashes at an intersection by 90%, injuries by 76%, and all crashes by 39%. Research in the US and elsewhere in the world have-has also indicated that roundabouts provide annual savings of \$5,000 in electrical and maintenance costs versus a traffic signal, and that they provide a service life of 100 years or more versus 10 to 20 years for a traffic signal. Unlike signalized intersections they are also not impacted by power outages caused by hurricanes and tropical storms, a phenomenon that happens with some regularity in Florida. They also reduce vehicle delays by around as much as 50% as traffic flows continuously through an intersection. With traffic moving inside a roundabout between 15-25 mph, and with significantly less number of conflict points than a conventional traffic signal, roundabouts have also been found to increase safety by reducing potential fatal crashes at an intersection by 90%, injuries by 76%, and all crashes by 39%.~~

For their demonstrated ability in making intersections safer and their substantial operational and capacity characteristics, as well as their other merits, local jurisdictions in Lee County have built 5 roundabouts while 2 more have been funded. Several others are identified in local government plans. The Lee MPO has now identified a comprehensive list of intersections to conduct roundabout feasibility analysis.

On its part FDOT is placing added emphasis on the development and construction of roundabouts statewide and have directed their district offices to include two (2) projects on state highways annually in their 5 year ~~construction budget work program annually~~ for implementing roundabouts. The Lee MPO is trying to position itself for ~~any statewide discretionary that may become available FDOT support for financing the for roundabout construction of a few of its own roundabout projects by identifying-including in its comprehensive list some-a few potential roundabout locations intersections that are located on~~ state highways.

#### PURPOSE OF SCOPE

The purpose of this scope is to prepare an intersection analysis to determine the design year operational efficiency of roundabouts at the intersections identified in Exhibit A. For those intersections where roundabouts are determined a viable option, conceptual geometric designs and cost estimates for each will be developed.

This scope of services includes the following tasks:

DRAFT

### **TASK 1. KICK OFF MEETING**

The CONSULTANT will schedule and conduct a project kick-off meeting with the project team via conference call, or in person within two weeks of the issuance of a Notice to Proceed by the MPO. At the kick off meeting, the specific needs and plans of the roundabout feasibility analysis, ideas to screen the initial list of intersections for fatal flaws, and the traffic analysis software to be used will be discussed. The CONSULTANT will also present and discuss a list of the data/resources that may need to be provided by MPO staff, or at least direction given on the most reliable resources to tap for the information. MPO and Consultant staff will agree on how the data/resources will be collected and set an appropriate timeline for completing the effort. Other decisions regarding a public involvement component and deliverables will be also decided at the kick-off meeting.

### **TASK 2: METHODOLOGY FOR SCREENING INITIAL LIST OF INTERSECTIONS FOR ROUNDABOUT FEASIBILITY ANALYSIS**

The CONSULTANT will develop a methodology to screen a list of 21 intersections from Exhibit A for fatal flaws, and conduct roundabout feasibility analysis on the ones that pass the screening test. Of the 21 intersections, eleven (11) are currently signalized, four (4) have 2 way stops, and the remainder have 1 way stops. Also, all have two lane roadways at the intersection approaches, except for two which have multi-lanes. Following are some criteria from *Chapter 7* of the *Florida Intersection Design Guide* that could be considered in the methodology to screen the list of roundabout locations:

- ❖ Significant right of way impacts that could make a roundabout uneconomical
- ❖ Significant drainage or utility impacts that could make a roundabout uneconomical
- ❖ Immitigable environmental impacts
- ❖ Proximity to historical sites and socially significant trees that may rule out a roundabout
- ❖ Proximity of bottlenecks that would routinely back up traffic into the roundabout such as overcapacity signals and freeway entrance ramps
- ❖ Proximity of grades or unfavorable topography that may limit visibility or complicate construction
- ❖ Routes where large combination vehicles or over dimensional vehicles frequently use an intersection and insufficient space is available
- ❖ Locations where vehicles exiting the roundabout would be interrupted by downstream traffic control that could create queues backing up into the roundabout
- ❖ Proximity of other traffic control devices that would require signal preemption such as railroad tracks
- ❖ Isolated intersections located within a coordinated signal network where it is felt that LOS might be better with a signalized intersection incorporated into the system

Local knowledge about the locations from the project team would feed into and supplement the screening process.

*Deliverables: A memo documenting the methodology developed to screen the list of intersections and results of the screening process.*

### **TASK 3: TRAFFIC DATA COLLECTION**



The CONSULTANT will collect approach counts and turning movement counts at the intersections which passed the screening test in Task 2. The approach counts will be collected for a full day (24 hours) and the turning movement counts will be collected for the AM, Midday, and PM Peak hours as determined by the approach counts. Vehicle classification will be included as part of the approach counts. The traffic data will be reviewed for accuracy with a deviation of approach counts versus peak hour traffic of no more than 10%. Bicycle and pedestrian traffic shall also be observed and measured. The CONSULTANT will also develop traffic volume growth factors and use them to forecast the existing turning movement counts for the design year (Year 2035).

*Deliverables: Maps, tables, photos of existing conditions. Memo documenting existing conditions, data collection, approach counts, peak hour turning movement counts, pedestrian and bicycle traffic volumes, and traffic projections.*

#### **TASK 4: ROUNDABOUT OPERATIONAL ANALYSIS**

Using the traffic data from Task 3, the CONSULTANT will evaluate the feasibility of installing roundabouts at each of the intersections that makes it through the screening test in Task 2. *NCHRP Report 672, Roundabouts: An Informational Guide, 2<sup>nd</sup> Edition, Chapter 21 of the Highway Capacity Manual, TRB 2010, and Chapter 7 of the Florida Intersection Design Guide* will be referred to by CONSULTANT for doing the operational analysis. The CONSULTANT will perform the following services under this task.

- A. Use the existing traffic volumes from Task 3 to conduct intersection analysis for the existing intersection geometry and the roundabout alternative. The analysis will consist of capacity and level of service analysis using the Highway Capacity Manual methodology for un-signalized and signalized intersections (existing conditions). The intersection analysis will allow the consultant to determine the critical movements and delay by approach at each intersection. The intersection analysis considering the roundabout alternative will be conducted using Sidra.
- B. Use the forecasted turning movement counts from Task 3 to conduct intersection analysis for the roundabout alternative for the 2035 design year. The analysis results will provide the design year operational efficiency of the roundabouts at each intersection. Based on the results, the consultant will make a recommendation on whether to pursue a roundabout at a particular intersection and develop conceptual design layout for that intersection in Task 5. For any intersection that a roundabout alternative fails in the design year, the CONSULTANT will conduct an intersection analysis for a traffic signal alternative. If the traffic signal alternative also fails, the signal will be analyzed with improvements including turn lane additions or extensions, and if it still fails a life cycle cost including costs attributed to accident damage and injury will be conducted under Task 6 for each alternative to determine the final alternative.
- C. MPO staff will analyze ~~the existing~~ crash patterns and severity at each intersection. The analysis will be summarized in tabular format and provided to consultant for documentation in technical memo to be developed at the end of this task.

- D. Analyze existing intersection geometry using Synchro 8 and analyze the roundabout alternative using the latest approved version of Sidra. The type of traffic analysis software to be used is flexible, and CONSULTANT may recommend a different analysis tool. All assumptions regarding operating parameters must be clearly identified.

*Deliverables: A technical memo documenting the intersection analysis results for each intersection and recommendations on whether to proceed with conceptual design and evaluation of roundabout concepts at any particular intersection. The memo will also include safety analysis and descriptions of the intersection analysis software used in this task.*

#### **TASK 5: CONCEPTUAL DESIGN**

This task will include preparation of conceptual roundabout layout designs at those intersections from Task 4 where roundabouts were determined to be viable options based on the results of the roundabout intersection analysis. The conceptual roundabout design layouts will be used in doing a concept level evaluation of existing drainage, utilities, and right of way at each intersection for potential impacts resulting from the proposed roundabout.

The CONSULTANT will perform the following services as part of this task:

- A. Conduct a field visit to the intersections to photograph critical features and to identify existing features, roadway conditions and traffic control devices in the field. Perform field measurements to supplement as-built plans.
- B. Approximately locate underground utilities or structures that may be within the footprint of the proposed roundabout. Such utilities include, but are not limited to wastewater, water, gas, electric, storm sewer, telephone, and television cable. CONSULTANT will contact Sunshine 811 directly (or through the City of Fort Myers and LCDOT who are Florida Sunshine members), or individual utility companies to mark existing underground utilities in the field and shall show such utilities on a base map based either upon field locations or available construction as-builts.
- C. Based on the information obtained above, prepare conceptual roundabout layouts at each intersection over existing aerial maps showing all the roadway features and the approximate right of way. The conceptual layouts will be to scale and will also show required signs and pavement markings in accordance with FHWA guidelines and the Florida MUTCD. While developing the conceptual layouts CONSULTANT will refer to *NCHRP Report 672, Roundabouts: An Informational Guide, 2<sup>nd</sup> Edition*, and *Chapter 7 of the Florida Intersection Design Guide*. Appropriate design treatment for pedestrian mobility and access will be considered.
- D. For those intersections which are within the project limits of planned roadway projects, the proposed roundabouts shall be designed in a way that they will be able to accommodate the planned improvements. These intersections are identified in the list of intersections in Exhibit A under the "Ultimate Improvements" column.

- E. Determine the vehicle envelope and swept path for the design vehicle (which ~~is could be usually~~ a WB-50 truck and a SB 40 Bus) using AutoTURN 8. The truck turning dimension for the largest fire engine in Lee County will be also coded into a custom fire truck in AutoTURN to test each concept design.
- F. Perform a concept level drainage evaluation to identify possible drainage modifications and utility adjustments that may be necessary as a result of the intersection reconfiguration.
- G. Identify any right-of-way needs for the proposed roundabouts and estimate the area needed.

H. Identify existing and planned bus stops along LeeTran bus routes in the vicinity of the intersections for potential impacts including access to the bus stops, and bus boarding and alighting by passengers.

G-I. The CONSULTANT shall design all pedestrian and bicycle treatments consistent with NCHRP Report 672, Roundabouts: An Informational Guide, 2<sup>nd</sup> Edition.

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*Deliverables: A set of conceptual roundabout design layouts at all the intersections over aerial maps showing how each roundabout will fit the surrounding developments. The conceptual design layouts will be completed at a 1" = 40' scale on 11" x 17" page size. Exhibits showing critical design vehicle turning paths within the proposed roundabouts developed with AutoTURN. A memo documenting design criteria used in the roundabout layout designs, description of the proposed roundabouts and their design features, accommodation of transit and non-motorized modes in the concept designs, design treatments for pedestrian mobility access, and access management issues, and AutoTURN generated design vehicle paths. The memo will also document the results of a concept level evaluation for drainage, right of way, and utility impacts resulting from the proposed roundabouts.*

#### **TASK 6: OPINION OF PROBABLE CONSTRUCTION COSTS**

Using the conceptual design layout and concept level quantity estimates, a concept level Engineer's Opinion of Probable Construction Cost will be prepared for each roundabout design concept. Besides the typical construction items, project cost will also include street lighting and landscaping. For those intersections under Task 4 where both the design year alternatives failed, a life cycle cost comparison including accident damage and injury costs (an injury or fatality avoided) would be undertaken to decide whether to persist with a roundabout alternative.

*Deliverables: The memo will include concept level Engineer's Opinion of Probable Construction Costs for each roundabout improvement.*

#### **TASK 7: EVALUATION AND RANKING PROPOSED ROUNDABOUT PROJECTS**

The CONSULTANT will develop criteria and methodology to evaluate and rank the proposed roundabout concepts. Based on the rankings priorities will be established that will assist in identifying projects for project development and funding.

#### **TASK 8: TRAFFIC MODELLING AND SIMULATION (OPTIONAL)**

The CONSULTANT will identify two roundabout concepts where the proposed roundabout geometry is complicated and challenging, and roundabout operations may be hard to visualize for the public without doing a computer simulation. The CONSULTANT will prepare VISSIM to model traffic flow on the approach streets and within the roundabouts at the two locations. Four scenarios of the model will be prepared which will include two critical peak hours and the years 2014 and 2035. The critical peak hours typically are the weekday AM and PM peak. If it is determined that the noon peak is more critical, then the less critical peak period will be dropped. The simulations will be used for presentations at public meetings.

*Deliverables: Video clips of the traffic simulation in a power point.*

#### **TASK 9: CONDUCT SURVEY AND DEVELOP 30% DESIGN DRAWINGS (OPTIONAL)**

The CONSULTANT shall conduct surveys at the top 2 priority projects from Task 7, and develop preliminary engineering drawings and cost estimates for roundabout implementation.

*Deliverables: A set of preliminary design drawings of roundabouts at 2 intersections. The design layouts will be completed at a 1" = 40' scale on 11" x 17" page size.*

#### **TASK 10: LITERATURE REVIEW**

The CONSULTANT will do a literature review of state of Florida and US DOT documents (e.g. *NCHRP Report 672, Roundabouts: An Informational Guide, 2<sup>nd</sup> Edition, Chapter 21 of the Highway Capacity Manual, TRB 2010, Chapter 7 of the Florida Intersection Design, etc.*) and evaluate whether (1) design standards/requirements would justify replacing at - capacity and failing multi-lane signalized intersections in Lee County with roundabouts, and (2) whether observed traffic patterns and conditions, and capacity LOS and V/C from available intersection analysis meet thresholds from the *Highway Capacity Manual* to even consider roundabouts at such intersections. Instead of looking at all such intersections in Lee County use 1 or 2 representative intersection(s) which have available intersection analysis data. MPO staff will provide the intersection analysis data. Examples of at-capacity or failing intersections in Lee County include the intersections of Colonial and Six Mile Parkway, US 41 and Six Mile Parkway, US 41 and Bonita Beach Road, and Colonial Boulevard and Summerlin Road.

*Deliverables: Memo on results of a literature review evaluation and conclusion of at capacity or failing signalized intersections in Lee County.*

#### **TASK 11: PUBLIC INVOLVEMENT, PRESENTATION AND PREPARATION OF FINAL REPORT**

The CONSULTANT will provide staff with presentation material for updates on the study to the various MPO committees throughout the study. In addition, the Consultant will assist staff in making presentations to the BPC, TAC, CAC and MPO Board following the production of a final draft of the study for input prior to producing a final report. This task includes the following specific subtasks:

- A. The Consultant will attend a BPCC, TAC, CAC and MPO meeting to present the results of the study as well as up to two additional public meetings at the discretion of the MPO staff if necessary.
- B. The Consultant will prepare maps, graphics, memo reports and handouts for staff to use at different times throughout the study to cover additional public involvement meetings. It is envisioned that much of this material will be what is produced as deliverables at the completion of each of the tasks.
- C. A draft and final report will be produced by the Consultant documenting the results of the study. A draft report will be submitted to the Lee MPO staff for review and comment prior to producing a final draft for distribution and presentation to the Committee's and the Board.

*Deliverables: Draft and Final Reports, VISSIM model, A power point presentation documenting the feasibility analysis, results and traffic simulation.*

#### **SCHEDULE**

It is anticipated that this study will be completed in eight (8) months from issuance of a Notice to Proceed date.

#### **FEE ESTIMATE**

The budget for this project ~~is shall not exceed~~ \$400,000.

## **DISCUSSION ON LCSO'S BICYCLE PEDESTRIAN EDUCATION/ ENFORCEMENT GRANT**

**RECOMMENDED ACTION:** This is not an action item. The LCSO will be looking for input on partnering with other agencies to undertake a bicycle pedestrian education and enforcement program for State FY 2014/15.

Based on the NHTSA Traffic Safety Facts report, in 2012 the State of Florida ranked third in the nation for pedestrian fatalities. The Florida Department of Transportation has identified Lee County as one of the top 15 Florida counties with the greatest number of pedestrian and bicyclist fatalities.

Based on this data, the Lee County Sheriff's Office (LCSO) has been invited to submit a FY 2015 grant application to fund deputies to conduct special high visibility education and enforcement operations in selected "hot spot" areas, as part of a comprehensive safety campaign that promotes safe pedestrian, bicyclist and driver behaviors.

Those selected areas are located geographically in the North, West, Central and South Districts of the Lee County Sheriff's Office designated areas.

The main objective of this effort is to reduce traffic crashes and fatalities involving pedestrians and bicyclists through the use of selected traffic enforcement and education. Agencies and organizations that currently provide bicycle and pedestrian safety awareness information to the community will be a critical component to the success of this effort.

The campaign will begin with a Kick Off media blitz where partner agencies will be on hand to provide public awareness and educational materials to motorists, pedestrians and bicyclists in selected hot spots. (Lee County Sheriff's Public Information Office and Traffic Unit will be the points of contact for this campaign). Following the public awareness blitz, deputies will implement High Visibility Enforcement (HVE) operations where problems have been identified.

At the June 24<sup>th</sup> BPC meeting, the LCSO will seek input on local agency partnerships in the LCSO High Visibility Awareness, Education and Enforcement Campaign through any kind of soft match including personnel, resources or information.

LCSO will also bring the committee up to date on a \$9,000 bicycle enforcement grant that was awarded earlier this year.

## **UPDATE ON THE BICYCLE DETECTION EFFORTS AT LEE COUNTY INTERSECTIONS AND A POLICY ON PEDESTRIAN RECALLS FOR PEDESTRIAN PUSHBUTTON SIGNALS**

**RECOMMENDED ACTION:** This is not an action item. County staff will (1) Provide an update on inductive loop and video detection system currently being used for detection of bicyclists, and challenges they are facing (2) Discuss any attempts by the County towards developing a policy that decides whether a Manual Pushbutton Call or a Pedestrian Recall should be used for crossing a side street.

A mix of inductive loops and video cameras are used in Lee County for detection of bicyclists at demand actuated traffic signals whether the bicyclist is at a cross street, at a left turn only lane, or in other travel lanes. According to the Lee County Department of Transportation (LCDOT), the best detection results are obtained through the Aldis GridSmart cameras if they are mounted at the right height which is typically at 25' high. Otherwise these cameras have to be installed at each of the 4 approaches of an intersection which then becomes a more expansive proposition.

The County's current policy calls for installation of these cameras at all new and existing traffic signals. The other traffic camera that is used is the Autoscope Solo Terra, and they are installed only if the Aldis cameras cannot be mounted at the desired height.

Bicycle detection through inductive loops is the lowest priority with the County because of their poor detection capabilities compared to a video detection system. Inductive loops can still be found at approximately 100 intersections but the County will be removing them and installing Aldis cameras at these intersections during road resurfacing projects, or they may be removed during pavement repairs on intersection approaches.

The completion of the ongoing ATMS Phase I will allow all the traffic cameras in the US 41 corridor to be handled remotely from the Traffic Operations Center (TOC). For the roadway corridors which now have communication network as a result of the county project in 2012 are already controlled from the TOC.

Also, at the request of committee member Dan Moser, LCDOT will provide an update on any movement by the county to adopt a policy which determines a need for a pedestrian recall, automatic walk signal, vs. a need for a manually activated pushbutton signal to cross a side street. The Cleveland Avenue Corridor, for example, has both pedestrian recalls and push button signals for crossing the side streets which demonstrate a randomness in picking locations for using either technology. Usually pedestrian recalls are provided in areas with high levels of pedestrian activity where pedestrians actuate a "Walk" signal 75 percent of the time during three or more hours per day.

## DISCUSSION ON THE BICYCLE PEDESTRIAN ISSUES REPORTED IN THE 2014 CONGESTION SURVEY

**RECOMMENDED ACTION:** This is not an action item. Review and discuss the **attached** list of locations with high volume pedestrian activity that have inadequate sidewalks and operational issues for pedestrians and bicyclists.

Staff has now completed the screening and compilation of responses that were received as part of the 2014 Congestion Reporting Survey. In addition to reporting congestion, the public was asked to identify areas with a high volume of pedestrian activity where the widths of existing sidewalk are inadequate and to also identify intersections that cyclists or pedestrians are having problems maneuvering due to lack of crosswalks and pedestrian pushbutton signals. Respondents have also identified high volume pedestrian activity areas that do not currently have sidewalks. **Attached** is a list for review and discussion at the June 24<sup>th</sup> BPC meeting.



**BIKE PED NEEDS IDENTIFIED IN THE 2014 CONGESTION REPORTING SURVEY**

	Roadway	Ownership	Functional Classification	Operational Issues	Existing Bike Ped Facilities	Sidewalk Needs Identified by Public	Action/Staff Comments
1	Alabama Rd	LC	Minor Arterial		Sidewalk on west side from Milwaukee to Homestead. Substandard paved shoulders.	SR 82 north on Alabama Rd. No sidewalk or bike trail into Lehigh. People walking and biking on Alabama Rd.	Not identified in MPO Bike Ped Prioritized Needs Plan but is identified as a bike ped facility gap in the Secondary Network Map. High pedestrian use has been observed along the corridor by MPO staff. Eligible for MPO Multimodal funds.
2	Alico Rd	LC	Minor Arterial	Alico east of Domestic Avenue the shoulder is so damaged and potholed as to be unuseable by bicyclists	Undesignated Bike Lanes		Road is currently being resurfaced by LCDOT
3	Austin St: Woodland Blvd to Sunrise Blvd	LC	Minor Collector		5' wide sidewalks on west side from north of Woodland to Harvard Ave (West Side) & .03 mile south of Burton Ave to Sunrise Blvd (West Side)		There is a gap on the west side between Harvard Ave to .03 mile south of Burton Ave and no sidewalk on the east side. Not identified in MPO Bike Ped Plan as its functional classification used to be a local road. County to report if sidewalks are identified in its bike/ped priority list.
4	Ballard Rd: Veronica Shoemaker to Marsh	FM			5' wide sidewalk on north side		The needs are not identified in the of the MPO Bike Ped Priortized Needs Plan but they are identified as bike ped facility gaps in the secondary network
5	Burnt Store Rd	LC	Principal Arterial		No sidewalks or shoulders	Burnt Store Road has no sidewalks. The expansion project has been dragging on for years. More and more pedestrians have been observed on my daily outings.	Construction for the Burnt Store widening to 4 lanes from Tropicana to Van Buren Pkwy is funded. Design calls for bike lanes and shared use path on east side.
6	Chiquita Blvd: Cape Coral Pkwy to El Dorado Blvd	CC	Major Collector		Sidewalks (Both sides)		There are 5' wide sidewalks on both sides of the road.
7	Diplomat Pkwy		Major Collector		None	Diplomat parkway, kids walking to school bus. No sidewalks, no street lights and lots of potholes	Bus drivers did not identify any specific segment of roadway. However, sidewalk is programmed on Diplomat from Del Prado Blvd to NE 24th Avenue in FY 2015/16. The City is requesting the project should be deferred to FY 2018/19 after completing of the utility project
8	Daniels Pkwy @ Six Mile Cypress Pkwy	LC		Motorists running the no turn signal from NB Six Mile Cypress to EB Daniels Pkwy and putting bicyclists at a hazard	Shared use path on both sides of Six Mile; EB Daniels has a shared use path on north side and bike lanes		Safety issue to be addressed.
9	Estero Blvd	LC	Minor Arterial	NA	Scattered sidewalks	Estero Island; sidewalks that lead to and from Fort Myers Beach when approaching the island from its two primary entry points. It appears the only sidewalk experience is on the bridge; nothing much after	30% design plans for roadway reconstruction for 6 miles from Crescent St to Big Carlos Bridge completed. Design and construction for first 1 mile from Andre Mar Dr to Lani Kai is funded this fiscal year
10	Gladiolus: Valero Gas to US 41 (South side)	LC	Minor Arterial			No sidewalk on the south side to US 41	It is identified in the Pedestrian Priority Needs Map.

**BIKE PED NEEDS IDENTIFIED IN THE 2014 CONGESTION REPORTING SURVEY**

	Roadway	Ownership	Functional Classification	Operational Issues	Existing Bike Ped Facilities	Sidewalk Needs Identified by Public	Action/Staff Comments
11	Harper Rd/Halifax Rd: US 41 to Independence Circle	Unknown	Local/Pvt Rd	NA	None	Often pedestrians and bicyclists use Harper Rd which has no sidewalk, bike lane or decent street lighting. Major potholes. Used as a primary road by first responders	Not sure whether this is a private or local road.
12	Island Coast High School all areas around school	LC				Identified by school bus drivers as a high volume pedestrian area that does not have sidewalks	The City of Cape Coral has submitted applications for MPO TA funds for sidewalks on Gator Circle (Averill to Ramsey) and Averill Blvd (Del Prado to Gator Circle)
13	Leonard Blvd	LC	Major Collector		None	Identified by school bus drivers as a high volume pedestrian area (during school bus pick up times) that does not have sidewalks	
14	McGregor Blvd @ Wiskey Creek	LC		Need cautionary crosswalk at intersection of McGregor Blvd and Whiskey Creek Dr. Existing sidewalk is on opposite (west side) of McGregor.	There is an existing crosswalk with	Sidewalks and bike lanes exist on Whiskey Creek Dr. Traffic on McGregor prevents safe crossing.	FDOT Policy does not allow crosswalks at unsignalized intersections but they are looking into this issue.
15	McGregor Blvd: Gladiolus Blvd to Summerlin Rd	LC			On the east side there is a 8' wide sidewalk. No sidewalks on the west side except for a .03 Mile long sidewalk from Belle Ct to .04 Mile south of Kapok Ct	Sidewalks on Mcgregor from the Gladiolus intersection to its connection at Summerlin. There is heavy bike traffic coming in from Sanibel	Not identified in MPO Bike Ped Prioritized Needs Plan but some sidewalk gaps are identified in the pedestrian priority map. Could be considered for MPO multimodal box funds next year if identified as a high BPAC priority and an application submitted by the county
16	Palomino Lane	LC	Major Collector		Sidewalk on westside from Daniels to Kings Crossing Rd. North of Penzance there is a paved shoulder on the east side only.	There is a bike path not much wider than the bike tire. Certainly not wide enough for your body. Traffic has to stop or swerve to accommodate a bike or walker/runner.	Identified as a bike ped facility gap in the Secondary Network Map of the MPO's Bike Ped Master Plan. The County's CIP includes a project to install a shared use path and turn lanes from Daniels to Penzance. However, no funds have been committed for any phases. Could be a candidate for MPO Multimodal Box funds if it is identified as a high BPAC priority and an application is submitted bythe county
17	Pine Island Rd @ Matlacha	LC	Principal Arterial	Pedestrians who feel they have to make it to the other side of the street, even though there are lines of cars from both directions that they have to dodge.	None	There are nothing that could be described as a sidewalk in this area.	The County has submitted an application for Regional Pathway funds for doing a PD&E study for a a pathway from Veterans to Stringfellow.
18	Pine Ridge Rd: Summerlin to McGregor Rd	LC	Major Collector		None	PINE RIDGE IN FT. MYERS. THE ENTIRE STREET NEEDS A SIDEWALK. MANY RESIDENTS OF THE APARTMENTS ( and more coming on Gladiolas and Pine Ridge) walk baby's plus bikers have no option but the Rd. When WAL MART builds at Summerlin Square it will be AWFUL	Not identified in MPO Bike Ped Prioritized Needs Plan. However, it is identified as a bike/ped facility gap in the Secondary Network Map

## BIKE PED NEEDS IDENTIFIED IN THE 2014 CONGESTION REPORTING SURVEY

	Roadway	Ownership	Functional Classification	Operational Issues	Existing Bike Ped Facilities	Sidewalk Needs Identified by Public	Action/Staff Comments
19	Plantation Rd: Daniels Pkwy to Colonial	LC	Major Collector	Walk signal too short for pedestrian to cross Colonial Blvd	Paved Shoulders Shared use path (west side) and sidewalk (east side) from Colonial to Idlewild. Scattered sidewalks south of Idlewild to Daniels on both side of roadway	This year traffic on Plantation between Daniels and Colonial has increased exponentially. Previous years heavy traffic was only during rush hours. Now can be seen constantly all day. There are no sidewalks on the section leading from Daniels north. A lot of people walk these streets in this area and there is a danger of them being hit by a car with so much traffic flow.	MPO Bike Ped Prioritized Needs Plan calls for sidewalks within this segment.
20	Rosemary Park/Leitner Neighborhood Park	BS	Local Road			Inadequate sidewalks in the Rosemary Park/Leitner neighborhood Park area. During school season school children walk all over to catch their bus.	Issue forwarded to City of Bonita Springs Public Works
21	Summerlin Rd:Galdiolus East to College Pkwy	LC	Minor Arterial		8' wide shared use path on West Side 6' sidewalk from Gladiolus to Lakewood Blvd (East Side); 7' wide sidewalk from .04 mile south of Cypress Lake to College Pkwy		There is a gap on the east side from Lakewood Blvd to Cypress Lake Blvd.
22	Tice Elementary School	LC				Tice St by school reported by school bus drivers	The School District has submitted an application for MPO TA funds for sidewalks on Tice St
23	Tropicana Pkwy from Chiquita to Nelson	CC	Major Collector		No sidewalks or shoulders	Identified as a high volume pedestrian area that does not have sidewalks	Sidewalk is programmed on Tropicana from W of Burnt Store Rd to Santa Barbara Blvd in 2017/18
24	US 41: Corkscrew Rd to Williams (East Side)	LC		There is an area of sidewalk south of Coconut Pt Mall, on the east side of 41. The sidewalk bends; there is no fencing, and there is water where the sidewalk bends. So, if it's dark, you could go straight into the water.			MPO staff to investigate and determine the precise area with input from BPCC
25	West Terry St: Middle School East to Old 41	BS	Major Collector		5' wide sidewalk on north side of West Terry St	Eminent Domain if need be. This is a shameful situation to continually put off. Force the City Council of Bonita Springs to take action. Now!	No sidewalk on south side. Gap identified in the MPO Pedestrian Priority Map. Issue forwarded to City of Bonita Public Works
26	Winkler Rd	LC	Major Collector	NA	6' sidewalk on east side	Winkler Road south of Summerlin road, sidewalk heavily used, wider path would be helpful.	Identified as bike ped facility gaps in the secondary network of the MPO Bike Ped Master Plan but not in the Bike Ped Prioritized Needs Plan

**Notes:**

LC - Lee County; BS - Bonita Springs;  
CC - Cape Coral; FM - Fort Myers

## REPORT ON THE ROAD SAFETY AUDITS

**RECOMMENDED ACTION:** This is not an action item. Staff will report on the Road Safety Audits conducted at 4 signalized intersections.

The Lee MPO in partnership with the FDOT recently conducted Pedestrian/Bicycle Road Safety Audits (RSA's) at the following four intersections identified in Lee County's *Bicycle & Pedestrian Safety Action Plan*:

1. SR 78 (SW Pine Island Rd.) at Santa Barbara Blvd. [City of Cape Coral]
2. SR 80 Palm Beach Blvd.) at Marsh Avenue [City of Fort Myers]
3. US 41 at Gladiolus/Six Mile Cypress Parkway [Unincorporated]
4. Colonial Blvd. at Six Mile Cypress Parkway/Ortiz Avenue [City of Fort Myers]

A RSA is a formal safety performance investigation of a highway section or intersection by a multi-disciplinary team which considers the safety of all users. The emphasis at all four locations was on pedestrian and bicyclist safety, while taking into consideration transit users, traffic law enforcement issues, traffic control strategies and any emergency response aspects which affect safety at the intersections.

RSAs for the first two locations were conducted on May 29<sup>th</sup> and on June 4<sup>th</sup> for the remaining two. The RSAs were led by FDOT's consultant Cardno TBE with participation from FDOT, MPO, City of Fort Myers and LCDOT staff as well as law enforcement officers from, LCDOT, LCSO, and FMPD, staff. The RSA was also attended by representatives from BikeWalkLee and the Lee Memorial Health System. At the June 24<sup>th</sup> meeting, the MPO staff will report on the RSAs.